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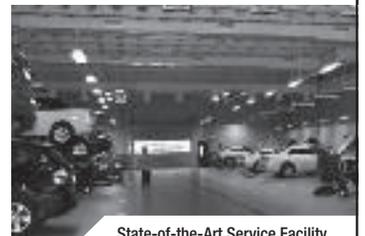
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**Cover:** A Category 1 Race Cars at Speed entry to the Baltimore Grand Prix photo contest. See the contest results on page 15. Photo: Mike Bahniuk

Magazine of the National Capital Chapter BMW Car Club of America

# derBayerische

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# President's Message

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



Wow, 2011 is coming to a close and time really flies. With the leaves changing colors and the temperatures dropping, how am I supposed to keep my golf game going? I'm not a cold weather person at all, but I do know it's time to get the cars ready for winter! Hopefully at the next few DIYs, I'll give the Z3M one last set of fluid changes, put my winter wheels on the 335i, and prep the X5 for four more cold months. Depressing for sure, so let's digress to some warm weather memories.

I am very fortunate to lead such a great chapter. To be surrounded by people who care so much for other BMW enthusiasts is quite overwhelming sometimes. Over the past five years alone, NCC has put on some great events, but the one that I will always remember most was this year's inaugural Baltimore Grand Prix. When we were first approached by BGP officials at the end of 2010, we were very hesitant to organize a car corral. I mean, who wants to see a street race in downtown Baltimore? How can we commit to a first year event that no one seems to think can be pulled off? And how will we come up with \$10-20K to guarantee our space? Luckily, past President Gordon Kimpel was enthused enough to help organize everything. Sales started slow, but demand picked up so fast, we were sold out of all ticket packages a few months in advance. And after many months of planning, Gordon and a slew of volunteers were able to pull off the impossible; our BGP car corral was the best event I've ever been a part of. As it turns out, 150K+ came to see the only true downtown street course in the United States and in the car corral area, our BMWs outnumbered all the Porsches and Corvettes! Not only did we show up in full force, but our tent was first class compared to anyone else's. We had Bobby Rahal and all four BMW drivers in our tent giving US a pep talk before that evening's ALMS race. Teach McNeil, BMW's only paid stunt motorcycle driver, was there signing autographs while everyone ate a catered lunch, and throughout the day, Central Liquors was in the house giving out free whiskey samplings. Perhaps the luckiest person there was Brian Hair, who won an ///M School weekend at the BMW Performance Center in South Carolina. Pretty special, right?

What will stand out most though was seeing everyone's smile as they moved around the tent, car corral area, and the course itself. While there were some things that will be improved for next year, as they say, 'you always remember your first.' Thanks to Gordon and all those who spent countless hours making sure this event was first class!

Looking forward, with our great turnout at Baltimore, BMW NA has promised more support for next year's corral. We're hoping to get Bobby Rahal and the RLL drivers back in the area in early 2012 for another meet and greet, so stay tuned!

Finally, I'll close with a few words about this great car club. As you know, we are the largest collection of BMW enthusiasts in the world and we couldn't survive without members participating, volunteering, and continuing to bring in new blood. We are in the final stages of the 2011 Membership Drive, so if you have family, friends, neighbors, or co-workers who would like to join, let's sign them up! For each referral you make, you get entered into a drawing for a free ///M School and to sweeten the pot, the new members you bring in, also get a chance to win a separate drawing for another ///M School. If you don't believe you can seal the deal, please have them contact me and I'll help sign them up. What I love most about this organization is that while our cars are a common thread, it's the fun and friendships that are truly memorable and most important.

Have a happy holiday everyone!

Paul Seto

P.S. – We have a new club store opening soon. Check our website for more information, especially with a lot of end-of-the-year shopping coming up.

## FromThe Editor

Here we are – the final issue of *der Bayerische* for 2011. If I count correctly, this is the 10th issue I've had the pleasure of editing. One of the things that's always been somewhat lacking in these pages is your opinion, so I was pleased to finally get a little bit of mail recently. Granted, it's not exactly a fan letter, but just knowing that all the work we do preparing *dB* every other month is being read by at least a few of you is all that really matters. Considering the extensive coverage we need to give to our club's considerable efforts in hosting a fantastic weekend at the Baltimore Grand Prix, I will limit my comments to a single request – please send more letters. Tell us what you like, or tell us what you don't. It's your club.

Jim

*Letter to the Editor*

*Jim,*

*Please spare us your liberal commentary (September/October 2011) and stick to the cars. "I'm not here to push anyone's agenda." That was clearly not the case and you know it. As for electric cars, they are driving up the cost of non-electric cars which have to support the cost of the electric ones because the government is forcing non-market-driven MPG standards on us. Let's also not forget where the power for the plug-in electric cars comes from, 50% coal in this country so it is really a coal powered car. We should let the market determine what we drive not the government.*

*Respectfully,  
Boodi Blanc  
Alexandria, VA*

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**January 2011**

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

**February**

- 3 NCC NoVa Social – Fire Works Pizza, Arlington, VA
- 6 Karting @ Allsports Grand Prix 11th Annual Super Bowl Grand Prix
- 9 NCC Board Meeting/Social – Front Page Arlington
- 10 NCC Columbia Social – PubDog
- 13 Karting @ Allsports Grand Prix Round 6
- 26 DIY @ Russel BMW (Baltimore)
- 26-27 Tarheel Chapter @ VIR Full Course (\*)
- 27 Karting @ Allsports Grand Prix Round 7

**March**

- 6 Karting @ Allsports Grand Prix Round 8
- 13 Karting @ Allsports Grand Prix Round 9
- 13 DIY @ Fairfax Service Center
- 16 NCC MoCo Social – Red Rock Café (new location & day!)
- 27 Karting @ Allsports Grand Prix Round 10 (Finale + Banquet)

**April**

- 13 Convertibles!! Colonial Challenge Cup/DE at Summit Point
- 14 NCC Columbia Social – PubDog
- 15-17 Spring Tour at Hilton Garden, Outer Banks, NC
- 16 DIY @ At Speed Motorsports
- 16 Street Survival, ADESA, Dulles, VA
- 19 NCC Board Meeting and Social – Front Page, Arlington
- 20 NCC MoCo Social – Red Rock Café
- 23 Autocross at Old Dominion Speedway
- 30 Dyno Day at York Automotive, Mt. Airy, MD

**May**

- 1 Deutsche Marque Concours, Nottoway Park, Vienna, VA
- 1 One Lap of America at Summit Point
- 5 NCC NoVa Social – Car Pool, Arlington, NEW LOCATION!
- 7 NCC Spring Golf Outing – South Riding Golf Course
- 12 NCC Columbia Social – Union Jacks, NEW LOCATION!
- 14 DIY @ Leehigh Service Center
- 14 BMW Performance Center ///M Club Day
- 14 Autocross at Old Dominion Speedway
- 18 NCC MoCo Social – Red Rock Café
- 21 Open House at BMW Excluservice, Rockville, MD
- 27-28 The Vintage, Winston Salem, NC (formerly Vintage at the Vineyards)

**June**

- 2 NCC NoVa Social – Car Pool, Arlington, VA
- 4 Autocross at Cumberland Airport
- 9 NCC Columbia Social – Union Jacks
- 9-10 Marque Madness VI @ VIR
- 11 DIY @ Euro Tech
- 12 Karting @ Allsports Grand Prix
- 14 NCC Board Meeting / Social – Union Jacks, Bethesda, MD
- 15 NCC MoCo Social – Red Rock Café
- 18 ///MPact @ Inner Harbor, Baltimore, MD
- 19 15th Annual Fathers Day Car Show, Warrenton, VA
- 25-26 NCC Driving School (Summit Point, Shenandoah Circuit)
- 26 Karting @ Allsports Grand Prix

**July**

- 2-3 Tarheel Chapter @ VIR North Course (\*)
- 7 NCC NoVa Social – Velocity Five, Falls Church, VA
- 9 Autocross at Regency Furniture
- 10 Karting @ Allsports Grand Prix
- 13 July Board Meeting/Social – Union Jack's, Bethesda, MD

- 14 NCC Columbia Social – Union Jack's
- 16 Summer Tour Pie Run
- 20 NCC MoCo Social – Red Rock Café
- 21-24 Pittsburgh Vintage Grand Prix
- 24 Karting @ Allsports Grand Prix
- 30 Bimmerworld Open House
- 30 NCC Autocross @ Prince George's Stadium, Bowie, MD

**August**

- 4 NCC NoVa Social – Velocity Five, Falls Church, VA
- 6-7 NCC Driving School (Summit Point, Main Track)
- 6 Bimmerfest Comes to the East Coast (\*)
- 10 August Board Meeting & Social – Union Jack's, Bethesda, MD
- 11 NCC Columbia Social – Union Jack's
- 17 NCC MoCo Social – Red Rock Café
- 21 Karting @ Allsports Grand Prix
- 27 Autocross @ Regency Furniture
- 27-28 Tarheel Chapter @ VIR (full course)

**September**

- 1 NCC NoVa Social – Velocity Five, Falls Church
- 2-4 Baltimore Grand Prix – the NCC Car Corral is ON! (\*)
- 8 NCC Columbia Social – Champps – New Location!
- 10 Shenandoah Vineyards Concours, Edinburg VA (\*)
- 14 September Board Meeting / Social – location TBD
- 17 Autocross @ Old Dominion Speedway
- 17 Autoy & AutoWerke's 34th Annual Oktoberfest, Rockville, MD (\*)
- 17-18 27th Annual Classics on the Green, New Kent, VA (\*)
- 18 Karting @ Allsports Grand Prix
- 24 Solomon's Saturday Social – Solomon's Island, MD

**October**

- 1-2 NCC Driving School (Summit Point, Jefferson Circuit)
- 1-2 Tarheel Chapter @ VIR Full Course (\*)
- 1 Autocross @ Regency Furniture
- 10-16 42nd Annual Oktoberfest – Birmingham, AL (\*)
- 12 October Board Meeting / Social – location TBD
- 13 NCC Columbia Social – Champps – New Location!
- 15 Street Survival, Sykesville, MD
- 16 Karting @ Allsports Grand Prix
- 22 DIY @ Russel BMW, Baltimore, MD
- 22 Driving School @ BMW Performance Center, Greenville, SC NEW DATE (\*)
- 29 Autocross @ Old Dominion Speedway
- 30 Karting @ Allsports Grand Prix

**November**

- 3 NCC NoVa Social – Velocity Five, Falls Church, VA
- 5-6 Fall Tour, TBD
- 9 November Board Meeting/Social, Hamburger Hamlet, Bethesda, MD
- 10 NCC Columbia Social – Champps
- 13 Karting @ Allsports Grand Prix
- 19 Live Tech Talk with Roundel's Mike Miller
- 27 Karting @ Allsports Grand Prix

**December**

- 3 DIY @ Excluservice, Rockville, MD
- 7 NCC NoVa Social – Velocity Five, Falls Church
- 8 NCC Columbia Social – Greene Turtle, Hanover, MD – NEW LOCATION!
- 14 December Board Meeting / Social – Hamburger Hamlet, Bethesda

**January 2012**

- 12 NCC Columbia Social – Greene Turtle, Hanover, MD
- 14 NCC Annual Meeting & Holiday Party – location TBD

**February**

- 9 NCC Columbia Social – Greene Turtle, Hanover, MD

(\*) not a National Capital Chapter event

**NCC NoVa Social at Velocity Five**

Thursday, November 3, 2011  
8111 Lee Highway  
Falls Church, VA 22042  
703-207-9464

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

Velocity Five is one of the premier sports restaurant and bars in the region. Velocity Five is the place to be for great sports, great food and great entertainment. They cater to the sports enthusiast with a traditional American fare consisting of mouth-watering steaks and seafood, fresh hand-made angus burgers and their signature gourmet chicken wings.

**NCC BMW CCA Fall Tour - Wintergreen v 3.0**

Saturday & Sunday, November 5 & 6, 2011  
Departure Time: 9:00 a.m.  
Departure Location: TBA

The 2011 NCC BMW CCA Fall Tour will take us back to the beautiful Piedmont countryside and Blue Ridge mountains. The tour will be the weekend of November 5-6 and includes an overnight stay at the Wintergreen Resort. On Saturday, we are planning on visiting President James Monroe's Ash Lawn-Highland. We'll lunch at Michie Tavern in Charlottesville, then drive to Wintergreen. On Sunday, we'll visit President Thomas Jefferson's other home, Poplar Forest.

The Tour itself will cost approximately \$100/person and will include lunch, admission to Ash Lawn-Highland and Poplar Forest, reception and dinner. Accommodations are on your own and Wintergreen Resort has a block of rooms for us at the rate of \$139 (+ resort fee & tax). You may call now for reservations at 1-800-611-6888. Please ask for the Group Reservations Department. Rooms should be reserved as soon as possible in order to guarantee the rate and availability.

More information and registration details will be posted online at [www.nccbmwcca.org](http://www.nccbmwcca.org) as they become available. If you have questions, please e-mail Tourmeister David Costanza at [david.p.costanza@gmail.com](mailto:david.p.costanza@gmail.com)

**NCC July Board Meeting and Social**

Wednesday, November 9, 2011  
Hamburger Hamlet, Bethesda  
10400 Old Georgetown Rd.  
Bethesda, MD 20814  
301-897-5350

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

**NCC Columbia Social**

Thursday, November 10, 2011  
Champps Columbia  
10300 Little Patuxent Parkway  
Columbia, MD 21044  
443-367-0333

We are back to an old favorite - Champps at Columbia Mall. Our Columbia meet has always our biggest and best social, and we packed the house every time!

We'll park on the top floor of the parking garage directly behind Champps; near the AMC movie theatre, Cheesecake Factory, and Nordstrom's.

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect some money at the event to help cover the remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

**Karting at Allsports Grand Prix**

Sunday, November 13, 2011

Following the conclusion of the NCC Winter Karting League competition in March, the Roundel Group began a series of kart race meetings at Allsports Grand Prix every other Sunday for the rest of the year. These races are for fun rather than a points competition and are attended on an "as available" basis. Each Monday before a race, an email is sent out as a reminder to register at [Motorsportreg.com](http://Motorsportreg.com) if you would like to attend to following Sunday.

Would you like to be added to the Roundel email list? Contact Mike Saul

Roundel events are a great place for those new to karting to give it a try, gain experience, become familiar with the different track configurations and get some tips as to how to get the most out of the karts. For more experienced drivers it is an opportunity to do some competitive racing on a regular basis at a very reasonable cost. Not to mention, it's a lot of fun for all.

All are welcome; come join us if you can. Please see the website for more details.

**Live Tech Talk with Mike Miller**

Saturday, November 19, 2011  
At Speed Motorsports  
7410 Coca Cola Dr. Unit 110  
Hanover, MD 21076  
410-712-4290

Mark your calendars, and come join fellow club members for a rare opportunity to talk shop live and in-person with *Roundel* magazine's supreme sage and automotive advice king Mike Miller. Yes – that's right, Mike Miller of everybody's favorite monthly column, Tech Talk.

Keep checking the chapter website for more details, but at press time, this event was scheduled to be held at Hanover, Maryland's At Speed Motorsports.

**Karting at Allsports Grand Prix**

Sunday, November 27, 2011

All are welcome; come join us if you can. Please see details of a prior event above and the website for more details.

**DIY @ Excluservice**

Saturday, December 3, 2011  
12224 Parklawn Drive  
Rockville, MD 20852-1703  
301-231-5400

This is a two-part event with a regular DIY tech session in the morning from 8:00 to 1:00 followed by a short talk by shop owner Lothar Schuettler about BMW's history and the pleasures and pitfalls he has encountered collecting and restoring BMWs. You'll have time for questions and a chance to prowl around the shop and see a few BMWs presently being restored or waiting for their turn. There will be coffee and donuts in the morning and pizza and soft drinks at 1:00. The event ends at 2:00 p.m. Please see the website for registration.

**NCC NoVa Social at Velocity Five**

Wednesday, December 7, 2011  
8111 Lee Highway  
Falls Church, VA 22042  
703-207-9464

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

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**NCC Columbia Social**

Thursday, December 8, 2011  
the Greene Turtle  
7556 Teague Rd, Ste 100  
Hanover, MD 21076  
410-799-5001

Welcome back to a favorite location, the Greene Turtle in Hanover, across from Arundel Mills Mall (not to be confused with the Greene Turtle in Columbia).

We have reserved a huge private room 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 since they have both a covered garage and plenty of outside parking by the professional office space.

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect some money at the event to help cover the remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

**December Board Meeting and Social**

Wednesday, December 14, 2011  
Hamburger Hamlet, Bethesda  
10400 Old Georgetown Rd.  
Bethesda, MD 20814  
301-897-5350

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# NCC at Bimmerfest East 2011

By Phillip Cummings | Photos by Frank Quintanilla

There was great anticipation for the journey we were about to take. I mean, the event was called “Bimmerfest.” Who wouldn’t be looking forward to that? I could hardly imagine the sight of more than 1,500 BMWs all gathered together in one place at the same time. Traveling up I-95 early on a Saturday morning, we smiled at just the thought of it.

Bimmerfest East, organized by the same group that has conducted Bimmerfest in California for the past 12 years, was doing it here for the first time, and right in our backyard. Ripken Stadium in Aberdeen, Maryland, was the site for the largest BMW car show on the East Coast. By Friday there were more than 1,600 BMWs registered to attend.

We arrived early, about 6:45 a.m., to set up the NCC booth. Our goal was to recruit at least 25 new members at Bimmerfest. There were hardly any cars there as we

set up the tents and tables with applications and various freebies. The event was scheduled to start at

10 a.m. sharp, however most of the caravans had arrived and the gates were opened an hour earlier than that.



(Top) More hardware for the marque as the E92 M3s from Turner Motorsport captured both the driver and team championships in the 2011 Continental Tire Sports Car Challenge. (Above) NCC volunteers succeeded in recruiting more than two dozen new members at Bimmerfest East.

Hundreds of BMWs, model years ranging from the 1970s to 2012, rolled in! Even though we talked about this and thought about it for months, there was no way to be prepared for the magnitude of such an event. The sheer number and variety of vehicles and enthusiasts gathered together was overwhelming! There was not enough time to see all the cars and talk with all the people. I saw friends and fellow chapter members that I just did not get a chance to talk to as much as I wanted. Some I did not get a chance to talk with at all. Those I did talk with said many of the same things; how impressive and how great it was to be there with so many others that shared the passion of the BMW experience.

Working at the NCC booth most of the morning was a great opportunity to meet people from up and down the East coast. I enjoyed telling them about the various

Chapter programs and benefits of CCA membership. Listening to them relay their BMW experiences, was also fantastic. When it was all said and done we ended up signing up 28 new members!

For me, the best thing about the entire event was talking with the people about their cars and why they love them. There was a true cross section of America gathered at Ripken Stadium that day; the diversity of enthusiasts was fascinating, all ages, men and women, folks who have owned BMWs for the past 40 years to someone who just purchased their first one less than a month prior.

So many amazing cars were at the event, more than I could ever mention in this article. A few that stand out for me were: an E30 M3 powered by an E60 M5 V 10 motor, another E30 M3 with an E46 M3 motor; and yet another with an E36 M3 powerplant. There was a custom bright orange E46 M3 pickup, bringing to mind an el Camino (*editor's note – I saw this bad boy parked in the corral at BGP*) or whatever the German translation of that would be. As expected, a Lambo Green E92 M3 stood out from the crowd. There were more than a few cars whose stereo systems cost more than the vehicle itself. And there were hundreds of others that I can't possibly tell



you about without pictures.

All in all Bimmerfest was an amazing experience, with something for everybody in attendance. I'm already looking forward to next year!





Darby Ashmore

2 0 1 1

# The Inaugural Baltimore Grand Prix

By Kelsy Hill | Member photos

The Inaugural Baltimore Grand Prix was both fast paced and fun! Hundreds of thousands of attendees walked among the rows of

cars comprising the NCC BMW CCA car corral, displaying a stunning variety of BMWs, approximately 300 in all, dating

from the early 1970s to today. More than just a tent or meeting place, the NCC car corral gave race weekend participants the

opportunity to explore BMW as a brand and meet the friendly faces that make up our little corner of the BMW Car Club of America.



Mark Lester

# B A L T I M O R E   G R A N D   P R I X



Darby Ashmore



Darby Ashmore



Darby Ashmore



Kelsy Hill



Darby Ashmore



Bryan Mun

With both classics (an Alpina Z8, an early 2002tii, and a Euro 6 Series) and contemporaries (a 2011 performance M3 coupe hot off the tracks of the BMW Performance Driving School in Greer, South

Carolina) on display, the corral gave attendees a first-hand lesson on the history of the BMW brand, its evolution over the years, and its ongoing dedication to performance and luxury on and off the track.

More than just a spectator's activity, the race weekend was a chance for NCC members to showcase their own BMWs and talk shop with other drivers and fans, drive a parade lap on the race course on

Saturday evening, get insider access to the ALMS and the IZOD Indy and Indy Lights paddocks, win amazing door prizes from our generous sponsors, get to know Chris "Teach" McNeil (a well-known BMW bike



Dave Hogg

racer and stuntman), and hear from the ALMS BMW drivers and racing legends first hand at a members only meet and greet during Saturday's lunch, held prior to the final ALMS race.

For those of us in attendance, a highlight of the weekend was the camaraderie that BMW drivers have with each other. More than 450 NCC members and friends packed the tent during lunch to hear from Bobby

Rahal and the four BMW M3 GT drivers about their race strategy and plans for a successful final run of the Baltimore Grand Prix course on Saturday afternoon. Larry Koch from BMW North America gave us a

glimpse of what 2011 has to offer for BMW racing fans, and NCC's own Gordon Kimpel gave car club members a sneak peek into the upcoming calendar of events and activities for NCC members. As any attendee will attest, wearing a NCC members-only blue Bimmerworld lanyard or a blue and white BMW insignia on your polo shirt was the golden ticket to a new friend that would meet you with a smile and a wave from across the grounds, paddock or corral.

The value and meaning of being part of the BMW family came to fruition during a chance crossing as the ALMS crew returned from the finish of their race and NCC members lined up for our parade lap. With each passing BMW pit crew, driver, and team member, hundreds of honks, hoots and hollers were sent their way as they entered their paddock for the last time during race weekend. The smiles on everyone's faces, NCC members and ALMS drivers alike, proved that the inaugural Baltimore Grand Prix was a race weekend unlike any before.

From all of us in the National Capital Chapter, we would like to extend our many thanks to our generous sponsors of the race weekend and NCC BMW car corral – we truly could not have had such a successful weekend without your support!

The BGP sponsors were: BMW Performance Center, Radial Tire, Co., BMW of Silver Spring, Bimmerworld, Dunlop Tires, BMW Motorrad USA/ Batty Cycles, and Central Liquor.



Jeff Ramage

*(Top) The NCC corral tent offered a great place to relax before, between and after all of the great racing action at the inaugural Baltimore Grand Prix. (Left) The hairpin at turn 3 was a real challenge for the Indy cars, often looking more like the Capital Beltway in rush hour traffic than a racing circuit.*

# The Baltimore Grand Prix – A Recipe for an Incredible Weekend!

Text and photos by Alan Zimmerman

The National Capital Chapter recipe for a great time: Combine equal parts of Indy Car Series and American LeMans Series racing on the streets of Baltimore, add a few hundred BMW enthusiasts, stir in a couple hundred great BMWs in the club corral, mix in cars and enthusiasts from several other sports car clubs, gently fold in an exceptional NCC corral hospitality tent, easy access to the race team paddocks and some great weather for three days. The result: The Baltimore Grand Prix!

Standing in Friday's pre-dawn darkness in a parking lot next to Oriole Park at Camden Yards, it was hard to picture how all of those ingredients were going to come together. This was the event's first year, and planning it was as challenging as it sounds. Volunteers hatched a corral plan the night before, once they saw the final layout. It was soon apparent that associating with such a large,

international event meant that flexibility was a big key to success. As BMWs rolled in to the NCC corral in the early hours, they were parked by relative age, so that a story of BMW model and generation evolution was visible as members left the NCC event tent. By the time the corral was full, the visual of BMWs

through the years was a sight to behold. The NCC had the best corral location and we were flanked by the Lamborghini/Ferrari/Aston Martin corral, the Corvette club and the Porsche corral. It was said that this was the largest BMW corral ever put together with club sponsorship.

The paddock for the American

LeMans Series race cars was less than a minute walk from the BMW corral. This was convenient because members could visit any ALMS team before or after any race and watch the cars being prepared for the next race. The other advantage of having the ALMS paddock location so nearby was that the ALMS cars staged for entry onto the track at the rear of our corral. So we had the entire ALMS grid right at our corral for each and every warm-up session and race! Our cup runneth over.

On Friday Rob Hollister and I visited the BMW Team Rahal-Letterman paddock to lust after the number 55 and 56 M3 GTs and watch their preparations. After introducing ourselves as club members we were invited in to admire the cars up close and talk about racing on a first-ever track (streets). The RLL Team treated us very well. More on the synergy between the RLL Team and the NCC coming up.



(Top) A pair of blazing white E30 M3s were among the hundreds of amazing BMWs parked in the NCC corral throughout the weekend. (Above) RLL Team #55 stages next to the NCC corral.

**The Racing**

The 2.1 mile, 12 turn (plus chicane) track was laid out over quite an expanse of downtown Baltimore. Walking shoes were needed if you were going to sample views from all of the grandstands. Friday was “open seating” so everyone had the opportunity to watch racing from every vantage point along the track. Turn 1 was a blind right turn at the end of a blisteringly fast long straight. The safety runoff at Turn 1 was well used, and a consistent high-drama point for all three days’ racing. This being street racing amid high-rise office buildings, visibility in any grandstand had limits, but large video screens were positioned at most (but not all) grandstands, so keeping up with what was happening elsewhere on the track was possible.

Friday and the first half of Saturday were practice and



were strong and very well driven throughout the race. When it was all said and done the No. 56 BMW M3 GT driven by Joey Hand and Dirk Mueller took second place. The No. 55 M3 GT, piloted by Bill Auberlen and Dirk Werner, qualified at the pole and was well positioned to win, but was unfortunately punted from behind by a competitor late in the race. The No. 55 still managed a fifth place finish – very respectable given that they were taken out from behind by another car.

A parade lap of the track before

the start of the day’s racing was scheduled for Saturday morning, but the process of getting multiple clubs lined up and on track was slow, and only the Porsches and Corvettes got out in the morning (you know how slow they can be). As a result, the NCC BMWs were rescheduled for post-race parade laps. With post-race track clean-up and the ALMS teams making multiple transport runs to haul gear from the pits to the paddock – the NCC members were eager to hit the track. To say they were “pumped” would be

putting it mildly. And then something magical happened.

The BMW RLL Team towed one of their cars past the (over)eager NCC corral. As if on some kind of prearranged cue (it wasn’t) – every horn on every BMW in the paddock began honking madly. Unintelligible shouts of RLL Team support joined the bedlam and even the RLL Team was initially surprised and puzzled. Then they realized that they had stumbled past a gathering of hardcore BMW enthusiasts who were honking and shouting their combined support. Every Team RLL gear-hauling trip from the pits received the same very loud reception. People in the other corrals had no idea what to make of it. Call it rabid National Capital Chapter BMW enthusiasm and a loud “Thank you!” to BMW Team RLL for a great race.

The race team gear-hauling stretched into twilight and by the time we got the unofficial flashlight wave to organize the gaggle, I could see anxiety among eager club members was clearly ramping up. As darkness



(Top) RLL Team stage their race cars next to the NCC corral. (Above) Members eagerly await the Saturday evening parade lap. (Right) Bill Williams with James Laws and Bill’s son Evan Williams admiring his tii.

qualification days for the IndyCar, Indy Lights and ALMS cars. Of course, the NCC’s BMW faithful were focused on the Saturday afternoon ALMS race – and the racing action did not disappoint. Both RLL M3s



fell, not a single car left (which cannot be said of the nearby exotics). NCC members wanted to get on track! Then the word came “BMW fanatics – start your engines!” We didn’t have to tell anyone twice. In a sea of headlights the club members lined up their cars for the parade lap in the dark – smiles all around. We managed to get everyone out for

the track lap – and their faces as they came off track were testimony to how much everyone enjoyed it.

The NCC tent had plenty of space for members to unwind – and a well-staffed table of volunteers welcoming members and prospective members. A catered lunch was served in the BMW tent each day and it was a chance for members to sit

down, unwind and socialize with other members. This was a very nice shady place to wind down after walking the track – and the lunches were the best any of us saw. The BBQ lunch received rave reviews, and would be a welcome repeat for 2012! The club arranged for Baltimore Grand Prix polo shirts to be sold – through the fine efforts of Kelsy Hill.

The BMW Performance School (represented by Mike Renner) brought two beautiful cars for display and sponsored an ///M School raffle, which was won by a very lucky Brian Hair! Dunlop raffled a set of tires – so thanks to Dunlop for supporting us as well.

One of the greatest moments of the weekend came when Bobby Rahal and all four BMW drivers came over to our tent before the race. Rahal talked about how this program evolved since its inception in 2006 and is now one of the top GT programs. Joey Hand claimed how all four corners of his No. 56 M3 GT scraped the jersey barriers around the tight city course. Pole winner



*(Top) Without question, the number of cars in the NCC corral easily eclipsed the turnout of any other car club. (Left) In addition to the great company, the NCC tent also featured a fantastic assortment of food and drink to keep everyone going through the weekend.*

Dirk Werner then laughingly remarked how he didn't have any 'cheese grater' marks on his car. Both Bill Auberlen and Dirk Mueller also mentioned how they loved tough street circuits and how excited they were to be in Baltimore.

The National Capital Chapter received many compliments from BMW, the Rahal-Letterman Team, the BMW Performance School, even other clubs and the general public for organizing the NCC club corral, hospitality tent and how well run everything was. Of course no event of this size is possible without the efforts of a large number of organizers, planners and on-site volunteers. Corral organization, hospitality in the tent, sponsor coordination and a lot of planning and coordination with the BGP organizers was a team effort with

more fine members pitching in than I can possibly name. You know who you are – thank you! Special credit goes to Gordon Kimpel and Paul Seto for coordinating the hundreds of details for this large event.

**Looking Forward to 2012**

IndyCar and ALMS racing doesn't come to our doorstep every decade. This was great first-year opportunity and the NCC's participation was far larger than other marques. By any

measure it was a great success. We are expecting an even larger BMW club participation in 2012. Mark your calendar and we'll see you trackside as Indy cars and ALMS M3s roar past!



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# Photo Contest Results

**Judging by:** Longtime club members with many years of having fun with photos at races

With three volunteers judging the photo contest, and no prior criteria established for what would make the ideal photograph in each category, each of the judges had slightly different virtues that they wanted to see. In the *Race Cars at Speed* category we quickly reached agreement on our top three pictures. With the catch fencing surrounding the entire course, it is not easy to get good pictures of the cars in action. Lots of pictures froze the cars so well you could read the brand of wheel. We liked panned shots that gave an illusion of speed. Many pictures were zoomed real tight on one car. We liked pictures that showed the fact this was a street race in downtown Baltimore.

In the *Race Cars at Rest* category we had less agreement. There were many nearly identical entries of the Rahal M3s in their paddock tent. We felt the winners had something special going on such as a crew member working on a car with his laptop instead of a wrench, or a guy in a Ferrari shirt giving the evil eye to an M3.

The *People* category provided even more room for interpretation.

We looked at many shots of Bobby Rahal and his drivers, but were more impressed with unusual or humorous pictures of fans. There was one picture in the *Race Cars at Rest* category that included a crew member in a very funny yawn. Properly cropped, it would have made a great entry in the *People* category.

## Category 1: Race cars at speed



Winner – Mike Bahniuk



2nd place – Alan Zimmerman



3rd place – Margaret Hartka

Again, there were lots of pictures of Rahal and his drivers giving their presentation in the *Corral* category. We had more disagreement here, but liked pictures that captured our members having fun, whether laughing at Bill Auberlen's opinions of Joey Hand's driving, or just socializing in the corral.

We asked Mike Bahniuk how he got the striking effect in his winning *Race Cars at Speed* entry. This was his reply:

### Category 2: Race cars at rest



Winner – Steve Yarnall



2nd place – Mike Bahniuk



3rd place – Rich Williams

“The look I was trying to achieve at the BGP was to show the speed of the race cars. This was difficult to with the limited access to clean viewing areas without a fence blocking the view. This shot was taken with a long lens outside the race area looking at turn 9. I was trying to pan the cars to show the speed against a blurred background. Canon EOS 1, Mark IV with a 300mm, 2.8 lens and a 1.4 Extender. Canon RAW and final edits in Photoshop CS5.”

**Category 3: People at the races**



Winner – Bryan Mun



2nd place – Steve Yarnall



3rd place – Alan Zimmerman

Thanks to all who participated. We received more than 100 entries and hope we can top that number at next year's running of the Baltimore Grand Prix.

### Category 4: The NCC corral



Winner – Margaret Hartka



2nd place – Alan Zimmerman



3rd place – Jeff Ramage



# September DIY at Northwest BMW

Text and photos by Marc Caden

There is a scene in the movie "Gran Torino" where Clint Eastwood's character Walt shows his young neighbor Thao his garage. Inside is a mint 1972 Gran Torino that Walt helped build during his days working at The Ford Motor Company. In addition to the car, the young boy is equally amazed by all of the tools that surround Walt's garage. In a comical scene, Thao begins to test Walt's knowledge by asking the name of each tool -- because he can't imagine that Walt could possibly know all their names or uses. Walt explains that he acquired all of his tools by buying them one at a time as he needed them, through a lifetime of projects.

When I started working on my car a couple of years ago, I frequently felt like Thao when entering the garage of an enthusiast. It took some time to learn the names of certain tools and understand which tools were right for a particular job (this is still a work in progress). I started by buying a basic Craftsman metric set of sockets/wrenches, jack stands, and a floor jack, and since then my tool collection has steadily grown. My philosophy is somewhat like Eastwood's character — that for each DIY project I tackle, I may need

to add a tool or two to make the current project a little easier. While there may never be as many tools as I would like in my tool box, I am surprised how quickly the collection has grown and how generous our club members are about lending a tool or maybe just a helping hand when needed. Just come out to a DIY session if you don't believe me.

Our chapter's most recent DIY, held September 17, 2011 at Northwest BMW in Owings Mills, Maryland, was a huge success. Northwest BMW's service manager, Jim Hollister, graciously provided twelve lifts for club members (all of which were in use), filled numerous parts requests, and had several technicians available to assist when needed. Northwest BMW is a family owned and operated dealership that opened its doors in 1997. It has 21 service bays and offers a 15% discount to club members for parts and service. In addition to already committing to host another DIY next year, Northwest BMW has expressed an interest in sponsoring a second ladies DIY event.

Many DIY tasks were successfully accomplished at Northwest BMW on a variety of BMWs. Ken Figgins changed his driveline fluids and installed a new

fuel filter on his 2004 330ci ZHP. Mills Spencer replaced a faulty rear brake sensor on her 2000 528it. Ventsy Velev changed the differential fluid and oil, and replaced a faulty brake sensor on his 2003 330ci. Chapter President Paul Seto flushed the brake fluid on his 2007 335i. Sang Kim took on the biggest project of the group -- changing a leaking oil filter gasket housing on his E46. While the only part required to complete this project is a small gasket costing less than ten dollars, the repair involves removing the air box, serpentine belt, and alternator, and relocating the power steering reservoir and pump. Sang was up to the task and finished the job with no time to spare on his 2000 323it. I joined the fun, managing to replace a fuel filter and change my driveline fluids and oil.

So much more was accomplished thanks to Northwest BMW allowing us to use their facility. The donuts and lunch were great, and much was gained from the camaraderie and expertise of club members having the opportunity to work in this setting. So the next time you want to try completing some routine maintenance or a small repair on your BMW, please consider attending one of these events -- you really can do it! I will



(Top left) Phillip Cummings and Mills Spencer working on her 2000 528it. (Top) Sang Kim changed the oil filter housing gasket on his 2000 323it. (Above center) Ventsy Velev draining the oil from his 2003 330ci. (Above) Paul Seto flushing the brake fluid on his 2007 335i.

close with an apt quote from Walt in Gran Torino that reflects the spirit of these events: "Take these three items; some WD-40, a vise grip, and a roll of duct tape. Any man worth his salt can fix almost any problem with this stuff alone."

## Traditions

BY

Gretchen Carroll

PHOTOS

Gretchen Carroll  
BMW Veteranen-Club  
Deutschland e.V.

# A Birthday Bash for the 328



Have you ever been to a birthday party with forty BMW 328s? Unless you were in Munich in June, 2011, I'm guessing the answer is probably no. It was a truly memorable event and Lothar and I were lucky enough to be there, one of only two couples who made the trip from the United States. June 14 was the 75th anniversary of the legendary BMW 328's introduction and BMW Munich marked the occasion with a spectacular three-day celebration.

**75 YEARS  
BMW 328  
1936-2011**

Some 80 guests and 40 BMW 328s met at the Leonardo Royal Hotel in Munich on the afternoon of June 17th to begin the festivities. Though Lothar had not shipped over his own 328 to drive, the BMW factory very generously lent

us one to use (and pretend was ours!) for the three days. The events kicked-off Friday evening with a typically hearty and lively dinner at the famous Augustiner restaurant in the heart of Munich's altstadt where we were free to consume as much of the famous

(Above) The stunning lineup of 328s in front of the BMW Museum in Munich drew an appreciative crowd. (Below) The 328s wait in the rain while their owners are wined and dined and given a tour of the Arena. Photo by BMW Veteranen-Club Deutschland e.V.



Augustiner beer (brewed since 1328) as we wished since transport was provided. Many of us happily took advantage of that.

On Saturday morning a stunning line of 328s took off from the hotel, each of us with a navigation book in hand, to explore the idyllic routes and small towns of Werdenföser Land, an area that sits at the foot of the Zugspitze, stretching from Mittenwald to Murnau, and encompassing Oberammergau and Garmisch-Partenkirchen.

To say it rained would be a vast understatement. It poured. And poured. Water came down from the sky in unbelievably dense sheets of rain making it difficult to see the car in front of you and virtually impossible to see the scenery. No one stayed dry. Many cars had no tops and those that did still had no side windows. But absolutely nothing could dampen the spirits

of the drivers or the splendid performance of the 328s. The rain just added to the adventure.

Our lunch stop was at a flower-bedecked, picture-postcard pretty, country house hotel, the

Alpengasthof Barnsee, in Krün, where we were happy to get in out of the rain and eat another hearty meal. People with umbrellas propped them up in the front seat to try to keep some of the rain out of

their topless cars while they enjoyed lunch.

Our planned afternoon stop was a tour at the color-changing Allianz Arena, Munich's famous soccer stadium. I'd certainly always thought it looked neat—very organic and artsy—but a tour? I couldn't imagine how we would need to do more than stick our heads in, say yes, it's a stadium, and get back on the road. I was in for a big surprise. The tour was fascinating, not to mention the exquisite food and drink that awaited us (not that we needed another bite of anything). We learned about the extensive research that went into designing the stadium, how it was built in only 30 months, and all the unique aspects of its design. We saw the training rooms, the locker rooms with large posters of the players over their lockers, the press rooms and the areas where the VIPs are wined and dined.



*(Above and below) Guests at the Gala Dinner in the BMW Museum enjoyed the company of a beautifully restored 328 and the very impressive Homage car. Photo below by BMW Veteranen-Club Deutschland e.V.*



If anyone ever offers you a tour, take it.

That night was the gala dinner in the BMW Museum—an elegant event with muted lights, large screens discreetly showing BMW 328 footage, the Homage car



*(Above and right) Driving through the beautiful countryside and small towns in the pouring rain. (Below) Lothar (on left) talking to another 328 driver as we wait for everyone to arrive for lunch at the Alpenhotel Barmsee. (Right) Enjoying a glass of sekt (and Gummy Bears!) at the Arena as we huddled outside in the cold. Photo by BMW Veteranen-Club Deutschland e.V.*

(a futuristic car designed as an homage to the legendary 328) and an original 328 sharing the dining space with us, fine table settings, and one of the better meals I have ever





cars for a bit—and of course taking pictures—Lothar and I went to look at the famous BMW Art Cars in the Museum. We didn't have enough time to do them justice and had to

(Above left) A few 328s—perfectly posed for photographers—at the BMW Museum. (Below) Even in the rain the view from the Alpenhotel Barmsee's parking lot was striking—especially with the 328s in the foreground.

eaten. Who would have guessed? It was truly a birthday party worthy of the 328.

Sunday morning after a quick breakfast at the hotel, we all lined up our 328s in front of the BMW

Museum. It was a sight to behold and crowds started gathering quickly. After hanging around the

(Above) The 1948 Veritas RS 2000 driven by Walter and Stefan Degelsegger.

promise ourselves we would one day return.

After lunch and exchanging many phone numbers and addresses, we said our farewells, reluctantly gave up “our” 328, and made our way back to our rental car.

We may not be around for the 328's 100th birthday party but it would be hard to top the one it just had—and we were lucky to be there.



# A Look Back

By Woody Hair



**40 years ago – Nov '71:** Ric Cavallero wrote a report on the 2nd annual BMWCCA Oktoberfest, a three-day event hosted by the National Capital Chapter. The 110-mile TSD rally was run by Jim Miner with assistance from Mike Leeper. *Both are still active members.* The winning time in the autocross was 1:21. *Yes, cars were slower in those days, but it must have been a long course.* The A Modified class was won by Ed Alber in a 2002. *Ed is now a technician for United BMW near Atlanta and Peachtree Chapter driving school instructor.* This was considered the Club's first truly national event with some of the 92 participants coming from as far away as Alabama, Michigan and New Hampshire. A BMW 2002 driven by Byron Morris won the 50-lap IMSA Baby Grand race at Summit Point. The monthly meeting was held at the New Carrollton City Hall, and President Chris Romine cautioned against the chapter sliding back to its pre-Oktoberfest disorganization.

**35 years ago – Nov '76:** This issue included a report on the week-long Oktoberfest event, again hosted by the National Capital Chapter. Dave Toy was the event director and driving school chairman. A fire at the original host hotel necessitated a last minute switch. A number of organizations were instituting safety rules for cars equipped with catalytic converters due to the extreme heat they can generate. One proposed requirement would keep these cars 50 feet from fuel storage areas. Thankfully, no BMWs had these converters (*yet*).

A report said British race car driver Brian Redman and Austrian downhill ski racer Franz Klammer were both owners of the new BMW 320i. A proposal would be made at the November board meeting to adopt the Oktoberfest '76

logo as the chapter's permanent logo. As of March 1976, BMW had grown to 13th place in U.S. foreign car sales. Bill Haines had another article on CB radios. **Dec '76:** Following a long article about quartz-iodine headlights, a series of tech tips taken from other chapters' newsletters was provided. President Estelle Torpy announced that elections for next year's officers would be held at the January meeting. Chris Jensen was trying to get a group to participate in a skid school at a Huntington, West Virginia facility, located nearly 400 miles from Washington, D.C.



(*Top*) Close to 100 drivers participated in our Council Championship autocross at Fort Meade's Tipton Air Field. Photo by Pat Donohue. **Nov/Dec '01 dB.** (*Above*) The **Nov/Dec '96 dB** cover story was about the McLaren F1 GTR race car that was on display at the Prototype Technology Group shop in Winchester. Photo by Raine Mantysalo.

**30 years ago – Nov/Dec '81:** Bill Loftin's President's Message asked members to consider making a financial contribution toward repaving Summit Point. Bill also gave a report on Dave Toy's annual Oktoberfest event at the Autoy facility. He estimated 700 people attended, some from as far away as Boston. A review of our No Frills driving school at Summit Point said drivers came from Blue Ridge, Tidewater, Delaware Valley, New Jersey, New York, and Connecticut Valley Chapters. Our Fall Tour wound through back roads to Maryland's Catoctin Mountain State Park for a picnic lunch. The Court of Appeals had upheld the ruling as constitutional that radar detectors were illegal in the District of Columbia.

John Hartge reported that the new E28 5 Series will have a 2.7-liter, low-revving 6-cylinder engine that emphasized fuel economy. It would be known as the 528e. Jim Ryland wrote about his wife's decision to do some maintenance work on their BMW, including "blowing up the tires." Byron Kort wrote a detailed article on changing points in your BMW's distributor. Bill Via recommended a new independent BMW repair shop in Virginia, J & F Motors. Bill said their guru and lot boy was former Heishman BMW Service Manager, Joe Anderson. In the classified ads Dave Katz was selling a new OE13 x 4 1/2" 2002 steel wheel for \$20. The Wall Street Journal reported BMW NA would increase its warranty coverage to 36-months/36,000-miles.

**25 years ago – Nov/Dec '86:** There were articles on our annual crab feast in Bowie, participation in Baltimore's German Festival, and attendance at a Baltimore Orioles game. Doug Dolton wrote about driving his 323i Baur Cabrio in our September Driving School. Sue Baruch, driving an Austin Healey Sprite, posted the fastest time at our Landover Mall autocross. Sue's husband Tom won fastest BMW title with his 3.0 CS. Gary Toyama, in a 2002, was next best, more than 1.5 seconds back. About 50 BMWs participated in our annual fall tour to Shepherdstown, West Virginia for the Bavarian Inn's annual Oktoberfest. A couple of weeks later, the chapter toured to the Foxfield Steeplechase races near Charlottesville. It was a joint event with the Blue Ridge chapter. John Hartge reported on the national club's Oktoberfest event in central Florida. The driving school was at the famous Sebring track, Skip Barber Schools provided the instructors, and Dorsey Schroeder (*current television commentator*) was the classroom instructor and David Hobbs (*also a current television commentator*) was the featured speaker at the awards banquet. Steve McLean wrote an article reviewing BMW NA's current entry in the IMSA GTP racing series – a pair of March prototypes powered by turbocharged 4-cylinder BMW 3-liter engines. Drivers were to be David Hobbs paired with John Watson, and John Andretti paired with Davy Jones. Competition Corner reported that the new BMW M3 should be homologated in time for the start of the 1987 European Touring Car race series. Les Adams' Safety Fast series discussed apexes, both early and late. Kathleen Kimpel gave a travel magazine quality review of her stay at the Hillbrook Inn in Summit Point.



**20 years ago – Nov/Dec '91:** The two fastest times at our August autocross were surprisingly set by Dwight Derr and Gary Toyama in their rather old E12 528i's. John Hartge road tested the new E36 325i. He found it to be a step up from the E30. Stephen Dull wrote about his attempts to improve the handling of his M635CSi (Euro M6). An article was reprinted from the Texas Chapter's newsletter about choosing a good motor oil. Chris Cohen wrote about his experience crewing for Leo Franchi's Midwest Motorsports team of 318is running in the IMSA Firehawk Series. The classified ads included a '90 M3 with 23,000 miles for \$26,900. *It might be worth the same 20 years later.*

President Jack Kenworthy asked for members' help in re-establishing the dealer liaison program.

**15 years ago – Nov/Dec '96:** The cover story featured the McLaren F1 GTR race car that was on display at the Prototype Technology Group shop in Winchester, Virginia. Steve Lowery presented a great story titled, "Food for Thought." It had little to do with cars, but is still a great read. Our Fall Tour, a joint event with the local Porsche Club, included a drive to the Cashtown Inn near Gettysburg, Pennsylvania. One of our advertisers, OG Racing presented a short-term offer to our members with all helmets available at dealer's cost. Tom Baruch (535is) took fastest time at our September autocross. We used the same course as Oktoberfest '96 on the NVCC Manassas campus. Jenny Nazarko penned a long article about her impressions of the new Yokohama A032R track tire.

**10 years ago – Nov/Dec '01:** Close to 100 drivers participated in our Council Championship autocross at Fort Meade's Tipton Air Field. Steven Schlossman led a fun rally to Summit Point where the participants were able to watch the last hour of our driving school and share our barbeque dinner. It was reported that BMW M3 GTRs swept the top four positions in the GT class at the Sears Point American Le Mans Series race (*ALMS outlawed this car at the end of the season*). In the classified ads, Jim Miner was selling his original owner '74 2002 tii for \$5,700. No mileage was mentioned.

**5 years ago – Nov/Dec '06:** President Roy Morris wrote about touring Arizona with his wife Marie. They rented a BMW R 1200RT. That's a motorcycle. There was a report on a DIY tech session at Convenience Car Care in Manassas. J. C. Cheney Jr. road tested the new BMW M5 with the 507 hp V10 engine and 7-speed SMG transmission. With a MSRP of \$94,000, JC concluded that "this is the vehicle for the next generation ultimate car enthusiast." James Heilman wrote about the top-tier gasoline brands recommended by BMW, GM, and Toyota. In addition to Shell, Chevron and Texaco, the top-tier list included Kwik Trip and Jiffy Mart. Brands not making the list included Exxon, Mobil, and Sunoco. Competition Corner reported that Robert Kubica of Poland had replaced Jacques Villeneuve on the BMW-Sauber Formula 1 racing team. The November and December cars of the month were both E30 M3s owned by Richard Pineda – one a J-Stock race car with "Original Parts" graphics, and the other a pristine, white street car.

(Left) The **Nov/Dec '06 dB** cars of the month were both E30 M3s owned by Richard Pineda – one a J-Stock race car with "Original Parts" graphics, and the other a pristine white street car. (Below) The GT class at the Sears Point American Le Mans Series race saw BMW M3 GTRs sweep the top four positions. **Nov/Dec '01 dB.** Photo by Woody Hair.



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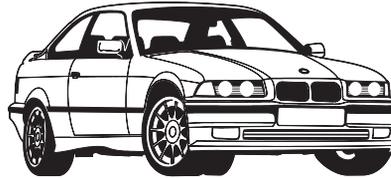
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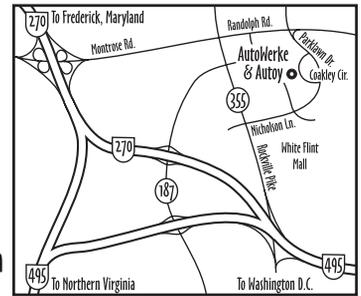


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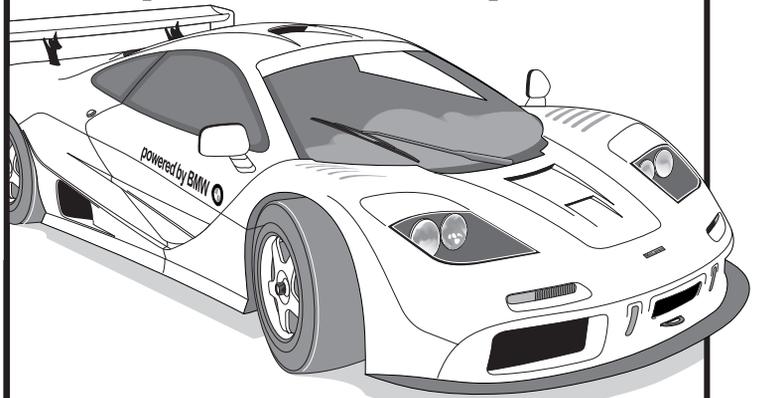
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<b>HOW TO SUBMIT AN AD</b>	Please see the chapter Web site at <a href="http://www.nccbmwcca.org">www.nccbmwcca.org</a> and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the Web site on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).
<b>IMPORTANT</b>	Classified ads will not be accepted by e-mail.

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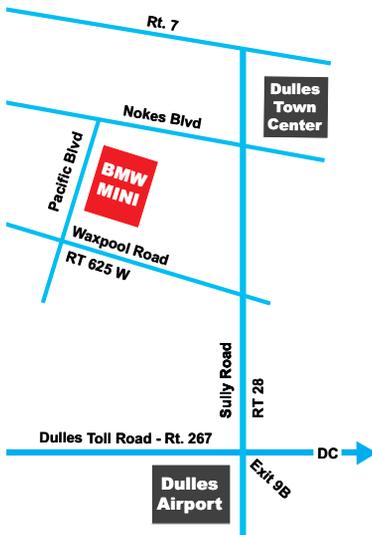
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