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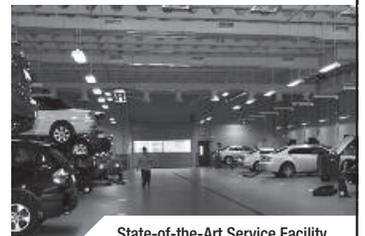
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**Cover:** Group of PVGP participants during first of three Covered Bridge tour stops at Wyt Sprows Bridge, East Finley Park. Read story on page 20. Photo: Steve Tenney

Magazine of the National Capital Chapter BMW Car Club of America

# der Bayerische

VOLUME 43 | NUMBER 5

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

5 COMING EVENTS

20 TRADITIONS

28 ADVERTISERS INDEX



10

**10** LeMons Race. It's Not Just for Rich Idiots. It's for All Idiots.

BY JARED TOWNSHEND



13

**13** Excluservice Service Indeed: Ladies' DIY at BMW Excluservice

BY MILLIE SPENCER



16

**14** Body Shop Recommendation #1

BY GORDON KIMPEL

**16** Body Shop Recommendation #2

BY ROB HOLLISTER

**18** Movie Night at Bengies

BY ROB HOLLISTER



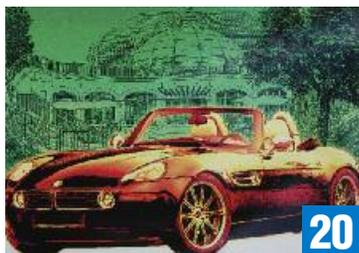
19

**19** What It Takes to Be the Golden Rule Dealer: Ladies' DIY at NW BMW

BY KELSY HILL

**20** Pittsburgh Vintage Grand Prix, July 19-21, 2013

BY STEVE TENNEY



20

**25** 2013 NCC Autocross Mid-Season Update

BY PHIL YATES

**26** Recapping the 2013 NCC Holiday Party Annual Meeting

BY ANGELA DZURO-QUICK AND KENDRA SETO

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



## President's Message

I'll start with official business by mentioning that the Board has taken on the task of re-writing the chapter by-laws. I know that this really exciting news is truly riveting, but after many years, we felt that some change was in order. In fact, I'm sure that a typewriter was involved somehow with the original by-laws and common things today like the internet, social media, or email was pretty much non-existent. To bring our chapter into the 21st century, some tweaking had to occur, so please take a minute to read through the changes and provide your feedback.

Back to the fun stuff! I don't know about you, but it's been a really busy summer so far. We've had some great events during the first half of the summer: autocross, track days, Tail of the Dragon, karting, DIYs. One of my favorites was our trip to Bengies Drive-In right outside Baltimore. Even though it was kinda humid and I wasn't truly hyped to see any of the three movies, I still had an awesome time hanging out with other club members, their families, and several hundred other cars under the stars. It was very nostalgic and the new digital picture makes a world of difference compared to my previous trips to drive-ins. In fact, we do have several family-oriented events coming up: our return trip to Bengies, a Solomons Island Saturday Social, and a Cheesesteak Run to Philly to visit the Simeone Museum. A good time will be had by all, so mark your calendars and we hope to see you there!

Another event that just past was Bimmerfest, the biggest gathering of BMW enthusiasts on the East coast. I, together with several other chapter volunteers, ran the CCA tent where we signed up newbies and educated many on the joys and benefits of membership. All were very excited to join our club and will hopefully begin to take full advantage of all the events we offer. I want personally to welcome all the new members to our great club!

As I walked around the show, I saw some really awesome cars: some old, some new, some very rare. This had me thinking about what makes us such a fun group. As the largest CCA chapter, we have a combination of longtime members and those who are brand new, some who love older cars, and others who barely know their current model. I've heard all the arguments about why BMW hasn't made a great car since the E36 <or insert your favorite chassis here> and that the older BMWs are far superior to the current lineup of electronic sensor-laden, two-ton barges.

While these debates could last forever, what doesn't change is what makes us smile when we're behind the wheel of our BMWs. And we all have different experiences to share regardless of what model we drive. Our club is a true mixture of personalities and cultures and that's the beauty of our chapter; we really do have programs and events for everyone. For every wrench-turning gearhead, there are several willing to learn how to change their own oil or brakes at a DIY event. For each autocrosser or trackrat, there are those who only want to look sharp in their ragtop convertibles. Regardless of why you joined the CCA, please make use of what we offer or, at least, give it a try. Kendra, for example, was the last person on Earth who I would have thought would get dirty and perform normal maintenance on her car. 'I might break a nail!' or 'That oil thingy is too messy!' seems to come to mind. But after attending a few DIY events (I had to drag her there and tell her she'd enjoy the social aspect), she can now change her own oil, filters, and brakes. She also realized that the money she can save by performing some of the easier tasks, can 'pay for several purses and outfits'. Today, she's the Ladies DIY chairperson and really encourages other female members to get active, learn what you can, and have fun doing it. There are many reasons to join the CCA, but what keeps me coming back are the people and the fun we share.

I'll close by mentioning that our biggest event of the year is finally here, our Baltimore Grand Prix BMW Car Corral. If you haven't attended in previous years, this is a must attend event and the hottest ticket in town. Think tailgating meets motorsports, similar to how people party at Daytona, Indianapolis, or even the Kentucky Derby. For the motorsport lover, you won't be disappointed when you meet Bobby Rahal's BMW race team or take that parade lap around the downtown street track. Even those not into auto racing have a great time winning door prizes, listening to our live band, and sampling the many adult beverages provided by Central Liquors. CCA members from all over the US will join us in Baltimore for a great race weekend and we'll show them that our chapter can make magic happen.

# FromThe Editors

These past two months have flown by. It is difficult to believe that we are into our second issue of *dB*. Well, here we are. We appreciate the articles our readers write and the effort put into them. Please, though, help us by sending the articles by the deadline (the 21st of the odd months). We will take it from there. It is a very busy couple of weeks from the start of the editing process to the final layout.

The articles that are written are usually inspired by events that the club sponsors. We would like to extend this a bit, to include learning experiences. An example is one that one of us (Walter) is working on entitled "Why Should I do a DIY?"

(With help from Phil Cummings, of course.) The best answer is not the obvious one but does go to the heart of the LDIY program.

On a more serious note, automobile accidents and fatalities (as a percent of miles driven, trips, ...) are down. Unfortunately, pedestrian accidents and deaths are up. Quite a bit. Much of this can be attributed to pedestrian distraction, talking on a cell phone for example: walking and talking. Be mindful of this. You do not want to contribute to this trend, so keep a sharp lookout.

A similar trend is happening to drivers. While accidents and fatalities in the vehicle world are down, the

percent due to distracted driving is up, once again quite a bit. Don't text and drive: the eyes have it. You should not talk on a cell phone either. There is an interesting book entitled "Um...: Slips, Stumbles and Falls and What They Mean," by Michael Erard. It goes into the science behind communication. In particular, talking is the most brain intensive activity that humans do. That is, it engages more of the cerebral cortex than any other activity. Listening does not come close. Keeping an eye out for pedestrians and other objects is difficult if your brain is otherwise engaged. Once you read the book, you will never listen to a conversa-

tion the same way.

So be safe and happy driving on twisty little roads, or circumscribed ovals. That is what we do and who we are.

PS: The changes proposed to our by-laws are printed on page 27 of this issue. For the full text, please visit the our website at <http://www.nccbmwcca.org>



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# 2 0 1 3 C A L E N D A R O F E V E N T S

## January

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

## February

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

## March

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

## April

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

## May

- 2 May NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 4 Driving Schools @ BMW Performance Center
- 4 Ladies DIY @ BMW Excluservice
- 5 30th Annual Deutsche Marque Concours @ Nottoway Park
- 8 May Board Meeting/Social - Hamburger Hamlet Bethesda
- 9 May Columbia Social - Corner Stable (BMW Heritage Showcase)
- 10-12 Driving Schools @ Summit Point Circuit
- 11 NCC Autocross School #2 @ Regency Furniture Stadium
- 11 Road Race Technologies Open House (\*)
- 11-12 Bimmerworld BMW CCA Club Race School
- 16-20 Spring Tour 2013 Tail of the Dragon/Asheville and Waterfalls
- 8 NCC Autocross Points Event #2 @ Bowie Baysox Stadium
- 23 May MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 24-25 Vintage at Westbend Vineyards (\*)

## June

- 1 Driving Schools @ Summit Point - Main
- 2 Karting @ Allsports Grand Prix
- 6 June NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 8 Street Survival (Sykesville MD)
- 13 June Columbia Social - Corner Stable (BMW Heritage Showcase)
- 15 NCC Autocross Points Event #3 @ Bowie Baysox Stadium
- 15 Swap Meet (Bowie Baysox Stadium)
- 16 Karting @ Allsports Grand Prix
- 19 June Board Meeting/Social - Hamburger Hamlet Bethesda - New Date\*
- 20 June MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)

- 22 Ladies' DIY @ Northwest BMW
- 22 Drive-In Tour II -The Family Drive-In' Stephens City, Va
- 29 Karting @ Summit Point Washington Circuit

## July

- 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 Circui

## October

- 2-5 ALMS @ VIR (\*)
- 5 Driving Schools @ BMW Performance Center
- 5 Street Survival, ADESA, Dulles, VA
- 6 Karting @ Allsports Grand Prix
- 12 NCC Autocross Points Event #7 @ Bowie Baysox Stadium
- 12 DIY @ Russel BMW
- 18-20 18th Annual Euro Auto Festival (BMW Manufacturing, SC) \*
- 20 Karting @ Allsports Grand Prix

## November

- 1-3 Driving Schools @ Shenandoah Circuit
- 2 Karting @ Summit Point Washington Circuit
- 9 Street Survival, Sykesville, MD
- 16-17 Fall Tour, A Train Trip Through Hershey, Pennsylvania
- 17 Karting @ Allsports Grand Prix

## December

- 1 DIY @ BMW Excluservice
- 1 Karting @ Allsports Grand Prix

(\*) Not a chapter event.

## September

### Baltimore Grand Prix Corral

Friday August 30 – Sunday, September 1, 2013

The National Capital Chapter BMW Car Club of America (NCC BMW CCA) will once again host the BMW NCC Corral for the American LeMans Series (ALMS) / IZOD IndyCar Series races being held Labor Day weekend in Baltimore, Maryland.

### NCC Autocross Points Event #6 @ Regency Furniture Stadium

Saturday, September 7, 2013  
Regency Furniture Stadium  
11765 St Linus Drive  
Waldorf, MD 20602

Registration opens 8:00 a.m. on Saturday, August 17th, 2013. You can register online, ahead of time, and get a \$5 discount. Online registration is highly encouraged and save you from waiting in line! Or, if it's a last minute decision, you can still walk-up. Walk-up registrations will be for PM session only! Registration closes 12:00 p.m. on Friday, September 6th, 2013.

BMW CCA is now requiring all NCC Autocross participants (for both events and schools) to be registered BMW CCA members. We realize that not all of our past event attendees are members. To help offset the cost of membership new BMW CCA memberships are entitled to one free NCC Autocross points event! Members: Online registration is \$30.00. Walk-up registration is \$35.00 for members (PM Session Only Credit/Debit Card Only!) All Day Session (Online Registration Only!): Members: \$45.00. Please register using Motorsport Reg here (see web site).

The NCC Autocross program uses a BMW-centric customized classing structure which pits your BMW or MINI against similar performance models in 3 levels of trim: Showroom, Tuner, and Modified. There is also a simple classing structure for non-BMW competitors. You can check out the full details at [nccautocross.com](http://nccautocross.com).

Our program is beginner friendly, offering in-car instruction, guided course walks, and a dedicated group of organizers who are happy to answer any questions you might have or show you the ropes. Also, there are free loaner helmets available for use, so if you don't have your own helmet there is no need to go out and buy or rent one just to get a few fun runs in!

So whether you're a longtime BMW CCA veteran or never been to an autocross before, come check it all out online at our website: [www.nccautocross.com](http://www.nccautocross.com)

Please contact us at [info@nccautocross.com](mailto:info@nccautocross.com) with any questions you might have. We'll be happy to answer your questions. And check out our message board at [www.nccautocross.com](http://www.nccautocross.com) to discuss the event with other attendees!

### Shenandoah Vineyards Concours

Saturday, September 7, 2013

This year marks the thirteenth time the concours event has been held in conjunction with the vineyard's harvest festival. The show starts at 10:00 a.m., but you may arrive as early as you like. No entries will be accepted after 12:30 p.m. Rags down/judging will begin at 12:30 p.m. Awards will be presented for first through third places in various classes, with the car garnering the most points being awarded Best of Marque. Registration is \$35, and includes a souvenir wine glass and one ticket for the wine tasting. Additional wine tasting tickets are \$10.

The organizer, John Estep of E & E Autobody and Restoration, will provide hors d'oeuvres and wine under the canopy at the sponsor site.

The Shenandoah Vineyards annual Harvest Festival is into their 3rd decade of celebrating the harvest. It is an outdoor event featuring wine tasting, seminars, arts and crafts, live music, children's entertainment, and grape stomping!

Contact:

John Estep at 540-421-1095  
Shenandoah Vineyards Inc.  
3659 South Ox Road

Edinburg, Va. 22824

<http://www.shentel.net/shenvine/events.htm>

### Karting @ Allsports Grand Prix

Sunday, September 8, 2013

Allsports Grand Prix

45915 Maries Rd.

Dulles, VA 20166

([www.allsportsgp.com](http://www.allsportsgp.com))

Recreational Competition, A Great Time to Learn and Have Fun.

Cost: \$70/event

Qualifying: 15 laps

Micro GP: 4 x 20-lap races

Once the NCC Winter Karting League competition series concludes in March, the Roundel Group begins 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.

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 great deal of fun for all.

START TIMES: We will start at 2:30 p.m. and we ask that you ARRIVE 30 MINUTES PRIOR TO OUR STARTING TIME to register, get suited up, attend a drivers' meeting, and be ready to race.

New Concepts: This summer we plan to experiment with several concepts in attempt to increase passing. Based on attendance, we may randomize or invert starting grids and varying race lengths. We will continue to race on modified course layouts ranging from tight technical to flowing open, high-speed configurations.

NEWCOMERS WELCOME: If you've never done this before, you should not be intimidated. We see newcomers learn very quickly and come up to speed during the Roundel season to prepare for the Winter League. More details about the track, the karts, and the facility are at [www.allsportsgp.com](http://www.allsportsgp.com).

### MPact (Camden Yards)

Saturday, September 14, 2013

Camden Yards Sports Complex

Downtown Inner Harbor, Baltimore, MD

Gates Open @ 11:00 a.m.

BMW and exotic sports car festival, and autocross

(7:45 a.m. for Pre-Registered Autocross)

\$20 per car (collected at entry gate)

All BMW, Premium, and Exotic Vehicles Welcome

<http://www.mpacteast.com/>

### 29th Annual Classics on the Green (Kent, VA) \*

Sunday, September 15, 2013 -

Sports & Classic Car Show and Wine Festival

British & European Antique, Classic & Exotic Cars

New Kent Winery, New Kent, VA

Classic Automotive Events of Virginia, Inc., in conjunction with the Central Virginia British Car Club (CVBCC) is pleased to announce its 29th annual Classics on the Green – Sports and Classic Car Show and Wine Festival. The show and wine festival will be held on Sunday, September 15, 2013, at the New Kent Winery, 8400 Old Church Road - just off Route I-64, Exit 211 - in New Kent, Virginia. The event opens to the public at 11:00 a.m. and will continue until 4:00 p.m. (rain or shine). The fun begins on Saturday, September 14th, with driving tours, sightseeing, shopping, and a dinner at the winery.

Last year's event was a huge success with over 250 automo-

biles and motorcycles on the show field and many vendors offering unique food, goods, services, fine art and crafts. This year promises to be even more spectacular, with our second year on the new show field, several new vendors along with our vendors from past years, and many other activities for the family's enjoyment. The Winery will feature a variety of exquisite Virginia wines from its own Winery and other Virginia Vineyards.

This year's featured marque celebrates the heritage of Mercedes-Benz which will include a very special 50th anniversary display of the classic Pagoda SL. Attendees will also enjoy seeing a display commemorating the 50th anniversary of the introduction of the Porsche 911.

Please join us with your family and friends for the 29th Annual Classics on the Green. Advance purchase admission to the car show and wine festival is \$25.00. Admission for the car show only is \$10.00 for adults (children 12 and under are free). A portion of the proceeds from the car show are donated to charity. Our charity again this year is the Richmond Fisher House at the McGuire Veterans Medical Center.

Additional information and ticket purchases will be available through [www.classicsonthegreen.com](http://www.classicsonthegreen.com) Information about the New Kent Winery can be found at [www.newkentwinery.com](http://www.newkentwinery.com).

Additional information can also be obtained by e-mailing Kevin Allocca at [Kevin@SellingRichmond.com](mailto:Kevin@SellingRichmond.com).

### BMW Night at Bengies Drive-In, Baltimore, MD

Saturday, September 21, 2013

Join us for a blast from the past as we head back to Bengies Drive-In movie theatre in Baltimore, MD. We had a great turnout in the summer as we watched 3 current movies for less than \$10. Not only is that a fantastic deal, but you'll be hanging out amongst your BMW brethren under the stars watching films on the BIGGEST DIGITAL MOVIE THEATRE SCREEN in the US. Very cool!

Bengies Drive-In  
3417 Eastern Boulevard  
Baltimore, MD 21220

Meet location/Caravan: TBD. Showtime begins around dusk and you can leave whenever you want (no requirement to stay for all movies). We need to be in line when the box office opens so we can all park together. If you miss our caravan, pray that the box office line isn't as long as my previous visits there (very painful process).

BENGIES HOUSE RULES\* Please read through all the house rules using the link above. There are a lot of rules, but all make sense.

\* All daytime running lights and automatic lights (including angel eyes), will be required to be turned off when you get to the box office and for the duration of the evening (strictly enforced)

\* All vehicles must have multiple passengers. Bring your family and/or friends as this is just like the HOV lanes. NO vehicle will be admitted without a minimum of 2 people.

\* No outside food/drink allowed unless you purchase a \$10 food/drink permit

\* Trucks/SUVs have their own parking areas, so if you want to park with everyone else, bring a car

Items you may want to bring (in order of importance):

\* Cash (box office only takes cash, snack bar accepts plastic)

\* Bug spray

\* Lawn chairs

\* Portable radio (movie sound comes through radio, so you can sit outside of your car and listen to the portable radio; engines can not be turned on once movies are on)

\* Pets (must be on a leash at all times when outside of vehicle)

\* Jumper cables

### DIY @ Road Race Technologies

Saturday, September 21, 2013

23700 Overland Drive, Dulles, VA 20166

The 2012 Do-It-Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) Members to

work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a 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 p.m. Lunch for the event is provided by the club.

The DIY Program Webpage is at <http://www.nccbmwcca.org/content.php?119-diy>

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

**Karting @ Allsports Grand Prix**

Sunday, September 22, 2013

See description for the 9/8/2013 Event

**Driving Schools @ Jefferson Circuit**

Friday, September 27 – Sunday, September 29, 2013

Summit Point Motorsports Park – Jefferson Circuit

201 Motorsports Park Circle

PO Box 190

Summit Point, WV 25446

The National Capital Chapter (NCC) operates three High Performance Driving Events (HPDE) each year at Summit Point Raceway. The methods of instruction and the target audience for these schools share a common goal of giving you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities so that you will be prepared for any situation you may encounter on the highway.

Our HPDEs are not racing schools. (In 2013 we have a separate race school for interested members.) Our focus is on skills, not speed, and our overriding concern is with your safety and that of your car. We select our school instructors very carefully, not simply for their technical knowledge and accomplishments as drivers, but also for their abilities to impart that knowledge to their students in a clear, concise, and professional manner. At a National Capital Chapter HPDE, you will be able to realize your car's capabilities, learn the limits of those capabilities under controlled conditions and practice the skills needed to control your car safely within those limits.

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come with improving skills. We seek not to produce the fastest, but the most proficient drivers possible.

Each HPDE consists of driving sessions on the track and at the skidpad, as well as classroom sessions. During your on-track sessions, you will be driving the full track at progressively higher speeds throughout the school. An in-car instructor will work with you to help you improve your driving mechanics. Braking, cornering and accelerating techniques are refined continuously during your on-track sessions.

Skidpad sessions will allow you to begin to master the skill of controlling your car at the limits of adhesion. You will learn how to control understeer (when your front tires lose adhesion) and oversteer (when your rear tires lose adhesion.) The skills learned here will not only be invaluable on the track, they may well save your car — and your life — on the highway.

Classroom sessions present the underlying mechanics of your car's behavior and how your inputs as a driver affect it. We present basic driving theory, the physics of car behavior (i.e., the "why it works" of driving) and discussions of the techniques of advanced car control.

Our instructors come from two basic driving backgrounds: accomplished HPDE students and successful amateur (e.g., SCCA) racers. Regardless of their backgrounds, our instructors conform to a uniformly high standard of competence, professionalism and enthusiasm for teaching.

Candidates selected from our student roster have a documented record of achievement. Candidates applying from a racing background must have comparable skills and experience. We note that the requirements for a successful racer and those for

a successful instructor are not necessarily the same, as the sole ability to drive fast is about the most minor qualification we seek in an instructor. Therefore, as part of the qualification process, we apply a series of student instruction simulations (using our instructors as the "students") to ensure that the candidate understands not only how to drive, but how to teach as well. We also ensure that candidates display impeccable attitude and driving etiquette and are successful in making the transition from "race-mode" to "school-mode."

Our current instructors' driving experience ranges from five years to twenty-five years. Our "average" instructor has been driving on the track for 11.5 years and has been instructing for 6 years. We draw our instructors from twelve BMW CCA chapters, the SCCA, PCA, and other marque clubs. We select our instructors very carefully to ensure that every student receives the best possible instruction from the safest, most professional and most knowledgeable people we can find. We are very proud of our instructor corps and we trust that you will share that pride.

**Simeone Museum & Cheesesteaks Tour Philadelphia, Pa**

Saturday, September 28, 2013

Not finalized. See the NCC website for details

**Karting, HPDE and Member BBQ at Summit Point**

Saturday, September 28, 2013

Summit Point Motorsports Park

201 Motorsports Park Circle

PO Box 190

Summit Point, WV 25446

Karting @ The Washington Circuit

Saturday, September 28, 2013

HPDE Driving School @ The Jefferson Circuit

Friday, September 27 – Sunday, September 29, 2013

Member BBQ (TBD)

Saturday, September 28, 2013

**October**

**ALMS and Virginia International Raceway**

Friday, October 4 – Saturday, October 5, 2013

Tarheel BMW CCA is excited to announce that we will have a Car Corral and Hospitality Tent at the ALMS Race. We will be offering our members & fellow BMW CCA members in our region a great place to watch the race, food, fun and fellowship with fellow enthusiasts. Watch our website for more information.

**Driving Schools @ The BMW Performance Center**

Saturday, October 5, 2013

The National Capital and Tarheel Chapters are headed back to South Carolina on October 5th for our final ///M Club Day driving event of 2013 at the BMW Performance Center.

As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day. Just show up ready to drive! The school's focus is to improve your driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

This school is a special program designed by the Performance Center staff specifically for the National Capital and Tarheel chapters. It will be similar to previous ///M Club Day events, which have included instruction on proper driving position, vehicle dynamics, car-control skills, weight-transfer, oversteer/understeer and improved vision. The day is divided into morning and afternoon sessions which mix skill exercises and competitive events, including skid pad wet/dry courses, braking and handling practice, autocross and more.

We will be driving current model BMW ///M Cars for this event. Please note that the Performance Center staff continually makes changes to this program, so session contents and the cars available may vary from one school to the next.

Our event hotel is the Greenville Marriott. The special BMW rate includes the breakfast buffet for up to two people plus Internet service. Register at: [www.marriott.com/GSPAP](http://www.marriott.com/GSPAP) and enter BMW as the Corporate code. The Marriott has a great lobby bar for getting together after the driving and dinner events. Remember, no food service is available for breakfast on Saturday morning at the Performance Center.

Tentative Schedule:

Friday October 4, 2013

5:45 a.m. - Meet and sign-in at the Manassas Cracker Barrel, just off I-66W

6:00 a.m. - NoVa Convoy leaves for Greer, SC

2:45 p.m. - Visit to the Zentrum and factory tour (3:00)

5:30 p.m. - Hotel Check-In

6:30 p.m. - Group Dinner @ Barley's in Greenville

Saturday October 5, 2013

8:00 a.m. - Meet @ Performance Center

8:15 a.m. - Drive day begins

5:00 p.m. - Drive day ends

6:30 p.m. - Group Dinner @ Blue Ridge Brewing Company in Greenville

Sunday October 6, 2013

Drive home as a group or on-your-own.

The Fine Print:

All drivers must be BMW CCA members or attend with a club member who pays for the event. In other words, the payment for this school must come from a club member. More information is available by contacting the event coordinator.

NCC and Tarheel chapter members have first acceptance priority, then BMW CCA members from other chapters. The NCC and the Tarheel event coordinators accept applicants into this school independently (16 NCC and 16 Tarheel.)

Contact BMW CCA Headquarters to become a member of the NCC and/or Tarheel chapters for priority acceptance.

Acceptance into this event will be made on or about August 15th, 2013 by the event coordinators.

Registration on this site does not constitute acceptance into this event. It places you in the queue.

All drivers must be at least 18 years old and have a valid driver's license.

The cost of \$660.00 includes driving Performance Center cars, tires, gas, instructors and lunch on Saturday at the Performance Center.

Each attendee is responsible for all other meals, lodging costs and travel expenses.

You do not have to own a BMW or M-car to attend this event.

Factory tours will be available at the discretion and schedule of the factory.

Completely enclosed shoes are required for the factory tour - No Exceptions!

Directions to NoVa convoy start:

From the Washington, DC, Beltway (I-495)

Take I-495 to I-66 west.

Exit at 47B (north 234).

Turn right at traffic light onto Battlevue Parkway to the Cracker Barrel.

From the Baltimore Beltway (I-695)

Take I-95 south to I-495 west.

Follow the directions above.

**Street Survival - ADESA (Dulles, VA)**

Saturday, October 5, 2013

**Karting @ Allsports Grand Prix**

Sunday, October 6, 2013

See description for 9/8/2013 event

**NCC Autocross Points Event #7 @ Bowie Baysox Stadium**

Saturday, October 12, 2013  
 Bowie Baysox (Prince Georges Stadium)  
 4101 Crain Highway  
 Bowie, MD 20716

Registration opens 8:00 a.m. on Saturday, September 14th, 2013. You can register online, ahead of time, and get a \$5 discount. Online registration is highly encouraged and save you from waiting in line! Or, if it's a last minute decision, you can still walk-up. Walk-up registrations will be for PM session only! Registration closes 12:00 p.m. on Friday, October 11th, 2013.

For additional information, see description for Autocross for September 7, 2013

**DIY @ Russel BMW**

Saturday, October 12, 2013  
 Russel BMW  
 6700 Baltimore National Pike  
 Baltimore, MD 21228

See the description of the DIY program for the 9/21/2013 event at RRT.

**18th Annual Euro Auto Festival (BMW Manufacturing, SC) \***

Friday, October 18 – Sunday, October 20, 2013  
 See <http://www.euroautofestival.com/> for details

**Solomons Saturday Social**

Saturday, October 19, 2013  
 Stoney's Solomons Pier  
 14575 Solomons Island Road South  
 Solomons Island, MD 20688  
 (410) 326-2424

Our socials are really just "mini-meets", informal gatherings of BMW enthusiasts. We will gather to enjoy each others company and the panoramic view of the water and the boardwalk from the upstairs banquet room of Stoney's Solomons Island. We will eat, drink, talk BMWs and be merry. As always, all BMW Group automobiles (MINI, Rolls Royce, Range Rover, etc.) are welcome.

You can make your way there on your own or join our caravan to Southern MD (see below for more information). We will park in the boardwalk parking spaces next to Stoney's Solomons Pier. Get there early so we can all park together.

Stoney's menus do not stop with crab cakes but also offer a variety of steaks, seafoods, appetizers, and salads. The location offers stunning views of the Chesapeake Bay. Attendees will be expected to pay for their own food and drinks.

[http://www.stoneysseafoodhouse.com/solomons\\_pier.php](http://www.stoneysseafoodhouse.com/solomons_pier.php)

We've had great turnouts the past years (packed the house with 80+) and we hope to see all of you for a great day of island fun!

Caravan information: We will meet at Passport BMW in Marlow Heights, MD at 9 a.m. and leave promptly at 9:30 a.m. Please do NOT pull into their parking lot; we will meet along the street across from the Passport lot entrance. The drive will take

approximately 1 hour which will leave us plenty of time to hangout on the pier before we head inside for our 12 p.m. lunch reservation.

**Karting @ Allsports Grand Prix**

Sunday, October 20, 2013  
 See description for 9/8/2013 Event

**November**

**Fall Tour, A Train Trip Through Hershey, Pennsylvania**

Saturday, November 16 – Sunday, November 17, 2013

This year's Fall Tour will start near Baltimore and follow the B&O Railroad (more or less) to Shepherdstown, WV. We'll lunch at the Bavarian Inn, stop by the C&O Canal Museum, and then continue on to the Hershey Lodge for dinner and overnight. On Sunday, we'll head to Lancaster and the Railroad Museum of Pennsylvania. For those interested in the Civil War Anniversaries, we'll also be driving through or near-by the Antietam and Gettysburg Battlefields. Meals and Site visit pricing is TBD. Lodging at the Hershey Lodge is \$159 + tax. More details and Registration Info to follow soon.

(\*) *Not a chapter event.*



**We've Got a Weekend of Fun Lined Up!**

*If you've been curious about our track events, we encourage you to come on out to **Summit Point Motorsports Park** to see our HPDE and Karting events live!*

**High Performance Driving Education (HPDE)**

*Jefferson Circuit - September 28 & 29*

**NCC Member BBQ**

*September 28 at 5:00 pm*

*Open to all - bring friends who may want to join our chapter!*

**NCC Karting - 4 Session Event**

*Washington Circuit - September 28 at 6:30 pm*

**Registration and pricing information for each event**

**is hosted on [ncc.motorsportreg.com](http://ncc.motorsportreg.com)**

*Detailed specifics on HPDE & Karting be found at [www.nccbmwcca.org](http://www.nccbmwcca.org)*

# IN MEMORIAM

## JOHN KENWORTHY

1959-2013

■ Former National Capital Chapter President (and club member since 1978) John “Jack” Kenworthy passed away on June 28 after a prolonged illness. He is survived by his loving wife Sarah Dickerson and numerous “kin,” as they say in North Carolina, where he was born.

Jack served in the US Navy for 13 years, achieving the rank of Petty Officer First Class, and received several high awards during that time. In 1988, he was assigned to the Navy Annex in Arlington, Virginia, and almost immediately he and Sarah became active in our chapter with their gold 1980 528i. Jack was the chapter's Membership Chairman in 1990 and '91 and then became chapter President



beginning January 1992 until he was honorably discharged from the Navy and they moved to Florida in the summer of 1994. They bought an E30 M3 during this time and Jack swore he would never sell that car (he never did). Sarah served as the chapter's Secretary during this same period. It was her accepting a position with a Daytona Beach hospital that took them away.

During Jack's term as President he was responsible for establishing our charity effort on behalf of a local food bank, bringing ex-Formula One driver and TV commentator David Hobbs, as well as BMW NA's historic race-car collection, to a membership meeting, and he and Mike Early were famous for hiring Mr. B's BBQ to provide Carolina barbecue and a roasted pig at several Summit Point vintage race corrals. In the fall of 1993 Jack started our

chapter's effort to host the national 1996 Oktoberfest.

On moving to Daytona, Jack became Service Manager for BMW of Daytona (Lloyd BMW) and garnered numerous customer service awards before being wooed away by a neighboring Mercedes dealer. No award pleased him more than when Mr. Lloyd presented him with David Hobbs' BMW Motorsport racing jacket. Jack continued his service to the club as the Southeast Region VP and helped with the organization of early BMW Club Racing events at Sebring, Roebing Road, and Road Atlanta.

Jack and Sarah shared a long love affair with auto racing, particularly Formula 1 and the Daytona 24-Hour sports car race. He organized trips to the Daytona race while still in this area and hosted gatherings at the track after settling in Daytona. Jack was an excellent cook and was happiest when sharing his skill with others. In his youth, he was the North Carolina State (bicycle) Road Racing Champion, and he followed major races, particularly the Tour de France, faithfully.

The BMW club owes much of our past success to Jack and shares Sarah's loss with much grief.

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The Ultimate Driving Machine®

# LeMons Racing.

By Jared Townshend  
Photos by Melissa Townshend



## It's Not Just for Rich Idiots. It's for All Idiots.

This past June, team “Shark Attack” achieved an unbelievable objective. We ran a 1987 BMW 635CSi in the LeMons Race at Summit Point Motorsports Park. We started the race on time and finished the 14.5 hour race under full power at the checkered flag. That may seem like a trivial task, since we usually experience cars that run reliably hour after hour, day after day. However, racing a car in an endurance race requires a different car set up and race strategy from a one-hour sprint race. As a result, 20-30% of LeMons cars do not even finish the race due to mechanical failures.

Prior year's LeMons attempts had proven that both starting and finishing a race was not an easy objective to achieve. For example, one of our team members participated in two prior LeMons adventures. During the first attempt in 2010, the team did not pass technical inspection until three hours after the race started, and was towed off the track within four hours due to a blown head gasket.

During the second attempt in 2011, the team started the race on time, but met an early demise six hours into the race due to a spun rod bearing.

This year, our team named itself “Shark Attack” paying homage to the great BMW 6 Series fondly known as the shark due to its long hood and

profile. We attacked the problem of turning our 635CSi into a LeMons race car with determination and hard work. We stuck to our budget and made tough choices about priorities. We worked as a team and we now carry forward our lessons learned at the Summit Point race to our next race at New Jersey Motorsports Park in August. We would love to see more BMW CCA members in LeMons races and we hope this article provides useful tips and tricks to get you started.

### What went wrong?

Thankfully, we had no catastrophic failures. However, we did have some tense moments that required mechanical know-how and scavenging for extra parts, both of which were in ample supply in the LeMons paddock. As usual, LeMons racers were quick to offer a helping hand, tools, parts, and expertise.

*Roll Cage Failed Tech.* On Thursday before the race, we realized that our roll cage would not pass technical inspection due to the shoulder strap seat belt angle, as it passed through the seat and attached to the horizontal roll bar. Thankfully, our cage builder, Jim Whitley (Roll Cage Components), agreed to pre-fabricate a seat belt bar and drive up from Richmond Friday morning to weld in the new bar. We finally passed tech Saturday morning at 9:00 a.m., one hour before the 10:00 a.m. start of the race.

*Brake Caliper Dangling by the Brake line.* A few laps into our practice session on Friday, a loud clunking noise appeared upon braking, prompting a hasty return to the paddock. After pulling off the rear wheel, we saw the brake caliper dangling precariously from the stainless steel brake line. Both carrier bolts and both sliding pins were missing. We found matching bolts and sliding pins from the parts bucket, and reattached everything using thread lock. We then proactively removed the other three brake set-ups and reattached everything using thread lock. The problem did not reoccur.

*Brake Pedal on the Floor.* During a driver change in the paddock, the new



(Above) Costumes are encouraged. Hence, the shark hats.

driver was quite surprised to find that the brake pedal went to the floor. Meaning, we had no brakes. We jacked up the car and pulled all wheels and began looking for the source of the problem. After 15 minutes of analysis without progress, we went searching in the paddock for help. We happened upon Dan Howell (from CoHo Auto) who immediately recognized the problem and lent a hand fixing it. The solution was a quick fix, not a major issue that would take us out of the race. Dan worked his magic, alternating between removing power steering fluid and pumping the brake pedal. Within a few minutes, the brake pedal was back fully operational and we were back on the track.



(Above) LeMons rules require a theme. (Below) Driver changes are a team effort.

**Loose Positive Battery Terminal.** Over the radio, we heard our driver complain of intermittent power cutoff and gauges going haywire. A quick pit-stop revealed that the positive battery terminal had worked itself loose. After cleaning up the post and clamping everything back together, the driver was back on the track.

### What went right?

Our five-person team set a realistic budget of \$10,000 and stuck to it, which meant some tough choices between competing priorities. Up front, we agreed to spend our time and money in the following priority order.

and ball joints, to avoid failure during the race. We replaced common failure parts such as the radiator and water pump, and ran a cooler thermostat. We installed a rev warning light set 1000 RPM lower than redline, and the team agreed to shift early at the sign from the light. We also bought a radio communication system to be able to talk with the driver and remind him about checking his gauges, driving in clean air, and avoid rolling the tires by entering turns too fast.

**Theme Third.** Every LeMons car needs a good theme to be admitted to the race and to get some compliments from other racers. We added fins, a chomping front jaw, and a loud speaker playing the Jaws theme song, to

**Safety First.** We wanted to feel safe in the case of collision, so we paid for a professional cage design and installation. We wanted the car to stop reliably, so we added high-temp brake pads, brake cooling kit, stainless steel brake lines, high-temp brake fluid, and brand new OEM rotors. We wanted to avoid fuel related fires, so we replaced fuel lines, fuel filter, and fuel related gaskets. We installed brand new tires, so we felt good pushing them to the limit.

**Reliability Second.** We started with a running car that had a good maintenance history, so we had confidence that the engine and drivetrain would last the race. We replaced worn suspension bushings





make sure our 6 Series shark lived up to its reputation.

*Speed Last.* With the few dollars we had left, we installed used sporty H&R spring and Bilstein shocks, which were not very sporty with the 70K miles already on them. Other than that, the car was stock.

**What is the 24 Hours of LeMons?**

First of all, it's nothing like the 24 Hours of Le Mans, from which the LeMons name originated. Instead of million-dollar high-speed aerodynamic Le Mans speedsters, the LeMons cars are ugly and slow, and the highest compliment you can pay a fellow racer is to call their car a real piece of crap. The LeMons races are not 24 hours, because running a racecar at night would require working headlights and most LeMons cars don't even have headlights. Finally, LeMons cars would fail a wind-tunnel test for aerodynamics and wind resistance, as a result of the required "theme" which usually involves attaching some absurdly un-aerodynamic object to the car, such as an enormous inflatable dolphin.

But don't been fooled. As we found out, LeMons is still real racing. Cars still go plenty fast using street tires on the track. (No race rubber allowed.) There's plenty of late braking, bizarre passes, and defensive pass-blocking maneuvers. And several winners do take home cash prizes.

The 24 Hours of LeMons was founded by Jay Lamm, started with a few races in California in 2006 and has grown quickly. The 2013 race season will boast 19 races all across the nation. With the goal of racing cars worth \$500 plus a \$1500 per race entry fee, the race seems reasonably priced. The unlimited budget for the safety equipment is source for the majority of additional cost, so teams should establish a budget.

**Who should go LeMons racing?**

According to the LeMons web site: "It's not just for rich idiots. It's for all idiots." So that pretty much opens the door for everyone. Well, almost everyone. We found that mechanical knowledge and tools were important. We also had to pull some late nights and dedicate some long days away from family and other priorities, so this is really for folks who don't mind getting dirty and have supportive family and friends.

**How do you win?**

Well, for most LeMons racers; winning is not the primary objective. Really. Running the car the entire race is the objective. Once you can reliably run the car, then you have a chance at winning. To win, you then need to focus on race strategy, such as how often you change drivers and fuel. But since most folks first need to build a reliable car for a LeMons endurance race, here are a few tips and trick.

The primary problem to address is heat build-up. In a 14-16 hour endurance race, everything heats up. Heat causes metal to warp, rubber parts soften, and fluids to burn off their protective additives. Heat causes early metal fatigue and the heating/cooling cycle causes bolts to back out.

In order to build a reliable LeMons car, the car must cool down or shield affected components as much as possible. The engine cooling system must run reliably and preferably a bit cooler than stock. The engine oil should be cooled through an external oil cooler. The brakes should be cooled via fresh air directed at the brake rotors and calipers. The power steering system (if left intact) should have a cooling line. Add heat shielding to protect parts from the exhaust system heat, and bring in plenty of fresh air into the engine bay be removing as much as possible from the front grill.

**Did we win?**

No, our team did not come close to winning. Had we won, we would have received the LeMons grand prize of \$1500 in nickels and unlimited bragging rights. However, our team did remarkably well for our first race. Here are our actual statistics, with a comparison to the winner's statistics.

	<b>Our Team</b>	<b>The Winning Team</b>
# Laps Completed	283	405
Average lap time (at speed)	2:02	1:59
Time Spend in the Paddock	4.5 hours	25 minutes

The numbers above prove the point that reliability is the most important factor in determining the winner. The winning team spent only 25 minutes in the paddock for driver changes, fueling, and repairs, whereas we spent 4.5 hours in the paddock.

**What's Next for Team Shark Attack?**

We are preparing for the LeMons Race in August at the New Jersey Motorsports Park. We need to fix a fuel starvation issue, fix the exhaust pipes, and replace the brake pads. Anything else we do is purely optional upgrades, such as increasing power or stiffening up the suspension. The LeMons Race organizers were gracious enough to provide a \$250 credit for residual value that we can use towards the upgrades.

Anyone who is interested in learning more can feel free to contact Jared Townshend at [jared.townshend@gmail.com](mailto:jared.townshend@gmail.com).

(Above) We spend a lot of time under the hood. (Below) Cutting away the dust shield for more brake cooling.



# Excluservice Service Indeed

By Millie Spencer

Photos by Millie Spencer and Lori Andrese

The Ladies DIY (LDIY) and New Member Reception on May 4, 2013 was hosted by BMW Excluservice. When I pulled up to the workshop that morning, I was kindly greeted with a huge smile and a warm handshake by Stephane Grabina, owner of BMW Excluservice. As the day went on, I slowly realized why the name "Excluservice" fit my experience perfectly.

Our host, Monsieur Stephane (whom I thought was German prior to the LDIY) noticed that my 528iT was overflowing with supplies and offered to assist in unloading and setup. He signaled one of the mechanics to escort my vehicle into the garage area and to help me unload the DIY supplies, raffle items, and eats.

Stephane not only provided a staging area for food and sign-up; he also personally ordered a rack of authentic French pastries courtesy of Saint Michel French Bakery, Rockville, MD. These little flaky,

cloud puffs of magic would soon become the centerpiece of our breakfast spread. We were told that the flour is actually shipped in from France.

Seven (7) ladies were among the LDIY's 12 participants with a handful of Club helpers that were coordinated by Phil Cummings. Helpers included our very own Andy & Caroline Miller, Zach Pullins, Lori Andrese, and Marlon Spencer (who was suspiciously tardy due to some ill-timed tongue wagging at an E36 M3 in the back lot).

Jobs ranged from upgrading headlights to tranny & brake fluid flushes. There was also a vehicle inspection thrown in. Models included M3s, a 540i, a couple of 3 Series, and some X3s. As the LDIY wrapped up to prepare for the New Member Reception that followed, Stephane performed one last selfless act as our "Rafflemeister" announcing the winners for raffle items, which included:

- Two (2) BMW Motorsport umbrellas
- a spiffy Ladies BMW sports cap
- an awesome BMW picnic tote/cooler
- a hefty BMW silver tumbler/mug

Thanks to our LDIY Chair, Kendra Seto, for providing our customary pièce de résistance. Each of us received a nifty, reusable swag bag that included a tire pressure gauge, flashlight, gloves, and wipes. What a gal.

In closing, we send a huge THANK YOU to Stephane and the BMW Excluservice crew. We could not have asked for a more enthusiastic, helpful, courteous, friendly, and knowledgeable staff to welcome us and assist our club's participants.

Everything from personally escorting all our precious vehicles to the lifts to allowing us to borrow supplies to the scrumptious French pastries made us feel most welcomed and got us excited about attending the DIYS.

The next LDIY will be: Saturday, November 9, 2013 at At Speed Motorsports in Hanover, MD.

By the way, that workshop floor is the CLEANEST garage floor I have ever seen.



(Top left) Changing out a headlight. (From top right) Brake work with help... and more brake work. Stephane Grabina assisting folks at his shop. (Above) Awesome Ladies Swag Bags. (Left) Red, blue and white in front of the shop.

# Body Shop Recommendation

By Gordon Kimpel

For the second time, my 2004 X3 suffered some body damage. When it was new, a trash truck backed into my hood at 5:00 in the morning, and I took it to First Choice Auto Body in Arlington, Virginia (703-836-6920). First Choice is still owned by the Heishman family from Heishman BMW. Heishman sold to Pugh who brought in Rosenthal, and now it's BMW of Alexandria. In 2004 First Choice did an excellent job of matching the red paint on the hood. I'm told red is one of the harder colors to match. I couldn't tell that the hood had been repainted!

A few weeks ago a "gentleman" let the wind catch his large door and smash very hard into my right passenger door, even though I

asked him to wait until I backed out. It was about a \$2,000 repair. Once again, I went to First Choice and was very pleased with their work.



They do all imports and they really take pride in their work. Ray Moxley is the manager who's been with First Choice for 30+ years, a

true professional.

While my car was being repaired, Ray arranged for a dent from the right rear door to be

removed. Chris Ray with Dentless Touch (301-455-0223) did a perfect job. My X3 now has a great body again and continues to be my daily

driver with 175,000 miles on it. It's all-around the best car I've ever owned. It is four-wheel drive, can carry five people, and is not too big. Does excellent in the snow with snow tires, and is great in the sand on the Outer Banks, assuming you drop the tire pressures.

I highly recommend First Choice for any auto body work, if you're unfortunate enough to have any mishaps.

**Advice – stay away from mad mothers in parking lots and away from all cars during high winds.**

P.S. My 2009 M3 is still the best highway/track car, but not so good in the snow!



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# Mark's Body Shop Rocks!

By Rob Hollister



The summer of 2012 was not kind to my 2005 Alpine White E46 M3. It was hot and dirty, there was a lot of high speed road time and there was not a lot of cooperation from the car gods. This is my story of the 2012 summer driving season and my winter 2013 salvation by Mark's Body Shop.

The first sign that I was going to be in a bad way this season was an incident that happened on I-95. Traveling Southbound, it was the morning of the first New Member Reception (NMR) that the club was hosting at BMW of Silver Spring. What took place was a contest between road debris and the front end of my car. The fight was quick. It was a one punch knock-out, and the car lost. So how did it happen? While changing lanes I came upon a full length of truck tire tread. Yes, I was going fast. Yes, that is what I do in the M3. No, I didn't overreact and wipe out, and yes, I did take the hit, right down the middle. Oh my, the thing was enormous; it was curled up and just sitting there in the middle of the lane waiting for me to crash right

into it. Oh, the misery of that wasted pile of rubber and radial steel bands. I was actually looking much farther ahead, down the road, but my vision in the near field was blocked by another car because I was changing lanes. The timing couldn't have been worse. So, strike one. On my way down to the first NMR, I managed to destroy the lower lip of the front bumper beyond repair. Mere moments after

it happened I turned to my girlfriend, and said, "That's gonna leave a mark."

---

**So I was out on a fun run with some other great back-roads drivers and I underestimated a blind hill and flew the M3.**

---

Strike two. Do you remember that scene in Ferris Bueller's Day Off where the two greasy guys from the Chicago parking garage fly the Ferrari? Cue the Ferrari? Cue the music from Star Wars, then you get to see the underside of the Ferrari 250 GT California. The film cuts to a shot of the gauges revving and

then the movie cuts back to the shot where they land the car and just keep driving like nothing happened. Yeah, that's the scene. So I was out on a fun run with some other great back-roads drivers and I underestimated a blind hill and flew the M3. The engine does rev when the wheels get off the ground. Flight #001 only took about a second or so, and I got that thing back on the ground, under control, and into the next turn to keep going like nothing happened, just like in the movie. Well, something did happen. I stressed the frame exactly where the front sway bar is mounted to the chassis and it started to shear. The steel was failing; it was more like fractures or cracks in the steel where the stud for the sway bar mount is pressed into the mounting point. So at this point hopefully you are either laughing, or crying, or cursing me for my story. Hey, look, it was a hill and I dropped off the other side, I just had no idea. Lesson learned.

Ok, so now you have the back story. Summer of 12, not a happy situation. What about the winter of 13? Is there redemption on the horizon? Is there hope for my



amazing little car? Here comes the recovery period.

I don't drive the car in the winter. The M3 is just way too nice to be driving around on Maryland roads covered with the white stuff, and no, I don't mean snow, I mean the ¼ inch of salt that they put down in anticipation of the other white stuff, the naturally occurring precipitation called ice and snow. I have alternate means of transportation for the winter season. So what to do with my beaten-up, over-driven, airborne, dirty, unhappy, broken M3? Let it sit all winter looking pathetic and wounded? I am a maintenance nut and if something is broken, I say, "Fix it." If something isn't broken, I say, "Maintain it." What to do, who to call?

The answer was Mark's Body Shop. I want to introduce the main character in this saga of the M3 maintenance and repair effort of the winter of 2013: Jason Beatty of Mark's Body Shop, and Dave Benz, a training instructor in the paint protection film industry. Jason was the contact person and the go to guy for all my questions, all my concerns and all my calls. I took the car over to Mark's, fell on my knees, and begged for forgiveness. Well not really, but close. I told him that if they could fix my car I would promise not to have another driving season like the summer of 2012. They looked at the car and knew it needed some TLC and that is just what it got. Jason took delivery of my car and said he would call with an estimate. We added some touch up items and some maintenance items to the list of the work that would need to be done and it was out of my hands. The question of quality looms in the back of your subconscious when something like this level of repair needs to take place. Is the work going to be high quality? Oh, the questions in your mind as you hand over the keys and hope, just hope for the best.

In early November I dropped



*(Opposite page) The rear exhaust valance painted black to bring the black and white theme a little closer to perfect. (Above) Custom painted valve cover and air collector add some flair to an otherwise visually understated race engine.*

off the car for the repairs. I was in withdrawal. I know I don't drive the M3 in the winter but at least I get to see it.

What did they do? Mainly, they replaced the front bumper and fixed the damage to the frame rails but they also were able to paint the valve cover shroud and the air box on my particular S54B32 motor. Lastly, they had the Clear Bra installed. Gorgeous! The work was top notch. They really know the BMW owner community and their BMW factory-certified shop really knows the passion that owners truly have for our cars. They will go toe to toe with the insurance industry on behalf of us owners.

They even went the extra mile for me when it came to the installation of the 3M clear bra. Dave "wrapped" the front bumper so it would retain its freshly painted status! In addition, he worked to "wrap" the leading edges of the front fenders and hood with new film for added protection. When I took delivery of the car it was like the M3 was reborn; a Phoenix reference may be appropriate here. A full detail by their polish-and-detail team revitalized all the paint and complemented the excellent work on the bumper. I would recommend Mark's body shop to

other BMW club members and do so without hesitation.

It is noteworthy to include a little bit about the repair philosophy that has propelled the shop to the forefront of the industry. To summarize the philosophy is to say that you, the owner, are the customer and not the Insurance Company. Let's face it, cars are expensive, complex, and they are smarter, safer, and more capable than at any time in the history of the industry. The production team at Mark's Body Shop has myriad war stories of work that has been done where the driver and occupants are put in unsafe vehicles. They come across shoddy and unprofessional workmanship that they routinely find on customers cars and then work with the clients to bring those repairs back to specification. Their philosophy of repair is safety and quality first and cost and insurance profitability last. The folks at Mark's have even found such work on my car. The rear bumper cover is attached to the car via a gigantic carbon fiber bumper piece that has clips that are riveted right into the carbon. One of them had been broken by a previous owner. The panel gap difference from right to left in the body panels was small and barely noticeable but that was

repaired as well. The part alone was 600 bucks. Jason actually asked me, "Are you sitting down?" when he gave me the estimate on the part. Nonetheless, I am glad we got that fixed too. This is an example of the simple and straightforward approach to repairs. Safety first is always a good motto. I also admire the notion that "I" am the customer and not the Insurance Company.

It's nice to come first in a world that seems to build up the individual ego through creative marketing campaigns, catchy "My XYZ website access," valued customer points programs, pay-me-back gimmicks, and mobile access everything. When it comes to actual customer service, or when there is a real need to focus on individual customers and their specific situation and needs, some of these companies fall short. "Hooray," I say, for this local business!

I consider the summer of 2012 to have been a tough one. I didn't go to counseling but my counselor of choice when it comes to body work and any form of paint repair is Mark's Body Shop.



*(Above) Can you see the clear bra? Of course not, it was done by Dave Benz.*

# Movie Night at Bengies

By Rob Hollister

**B**ack to the Future is a classic 90's flick about traveling back in time to the 1950's via a heavily modified, flux capacitorized, DMC - DeLorean. The film was a huge hit with the comic relief of the character Doc. Brown played by Christopher Lloyd and the characterization of the 1950's teen experience.

So, did the members of the BMW Car Club travel in time? Well, not exactly. Although we didn't experience time travel as illustrated in the movie, *Back to the Future* we got a great glimpse of the nostalgia of being in that 50's - 60's age during our BMW Movie Night at Bengies Drive-In. By attending the drive-in movie at Bengies we were transported to another era; a time when "cool" was just being born. We got to reset

the clock to a time when ubiquitous motor vehicle use set the stage for the current enthusiasm for modern day motorsports and the current car culture which permeates our national psyche. In attendance were several veterans, and some new members to the club. I had the opportunity to welcome to the club Patricia Tait who came with her newly acquired Alpine White, 6 Series convertible. Perfect for a drive-in movie; great choice! Also in attendance were our DIY and Ladies' DIY coordinators, Phil Cummings and Kendra Seto; our Membership Committee chairman, James Laws; and our very own Gina Hector were among the many others. The group convened at the White Marsh Mall to kick off a 10-minute group drive over to the theater on

Eastern Ave. located 3 minutes East of Martin State Airport. Arriving early was a smooth move, which we credit to our organizer, Paul Seto. The reason for our early arrival is to avoid a huge line that builds quickly out on Eastern Ave. in the first few minutes following the opening of ticket sales. Basic safety rules and drive-in-movie etiquette helped set the stage for a very pleasant time at the open-air theater.

"Let's all go to the snack bar," was a theme for many moviegoers. Bengies has quite a selection of goodies and summer favorites. This was a great opportunity to showcase the club and share our passion for actually experiencing our cars in varied venues! The cinematic selections of the evening included

Monsters University (a fun prequel to the Monsters Inc. film), The Lone Ranger, and Iron Man 3 (something I really wanted to see). In between films we were treated to old time advertising, which really made you feel like you were in the 60's. The facility at Bengies boasts the largest movie screen in America and their facility holds around 800 cars. Impressive capacity is an understatement. We were treated to a heavenly show as a kick off to the evening in the form of a rosy, red sunset to the West.

Thanks again to Paul Seto for organizing a great event with a *Back to the Future* 50's movie feel. Mark your calendars for September 21st for the next BMW Movie Night at Bengies.



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LADIES' DIY - JUNE 22 - AT NORTHWEST BMW

# What It Takes to Be the Golden Rule Dealer

By Kelsy Hill | Photos by Eric Hall

While I may be new to the Ladies' DIY team and our DIY program, I couldn't have been more delighted to ask Jim Hollister, Service Manager at Northwest BMW, if our club could take over his shop for a day to tinker with our cars.

business as usual. When I reported back to the DIY team that we'd have 10 lifts to use, it dawned on me how special Jim and Northwest BMW really are when it comes to being a great host dealership for our DIY.

Northwest BMW's motto is "The Golden Rule Dealer," and I have to say that it is very applicable to everyone on their team. From sales to service, they truly uphold the notion that you should treat others as you would like to be treated. Joining Jim from the team at Northwest BMW was technician Sergei Strizak and Eric Clark from the parts department. All three gentlemen answered our questions, lent a helping hand, and made sure that we were able to complete the jobs that we registered for prior to Saturday's DIY.

As with other Ladies' DIY events, we filled the extra lift times with the guys, each of whom was happy

to assist or lend out a needed tool. NCC Helpers for this DIY included DIY Chair Phillip Cummings, Jim Laws, and Rico Mills.

Last but certainly not least, the Ladies' DIY famous swag bags were as good as ever! Each lady walked away with two items from the Northwest BMW merchandise shop – a hat, keychain, or coffee mug – and some delightful Tocca products, including a candle and hand lotion. At NCC DIY's, it's not just about pampering your BMW; it's about pampering yourself, too!

With each Ladies' DIY that we host, it's our hope that more of our female NCC members will want to grab the socket-wrench by the handle and join us at the next Ladies' DIY on November 9 – hosted by At Speed Motors.



Coached by our fearless Ladies' DIY leader, Kendra Seto, I asked Jim if we could plan to start our DIY at 7:30 a.m. and promised that we'd finish by noon so he could get back to



(Top) Ladies' June DIY team Lori Andrese, Gina Hector, Kelsy Hill and Kendra Seto.

## Traditions

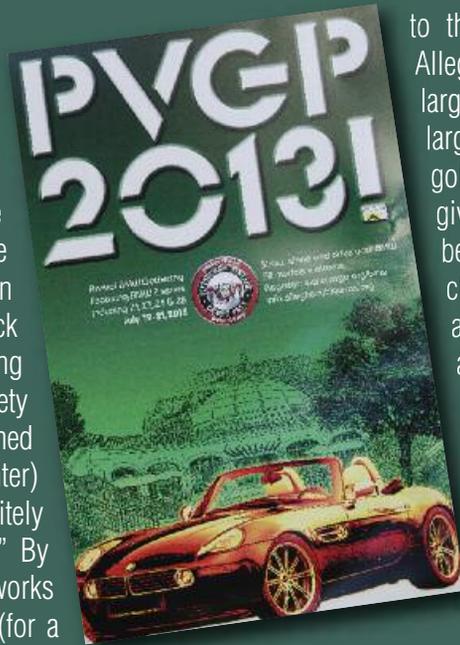
BY Steve Tenney

PHOTOS Steve Tenney

# Pittsburgh Vintage Grand Prix July 19-21, 2013

The Pittsburgh Vintage Grand Prix of 2013 marked the 31st edition of vintage racing in Schenley Park, Pennsylvania. The PVGP is more of a car show than a race, but racing does take place. Schenley Park is an everyday park in the Squirrel Hill area of Pittsburgh near the University of Pittsburgh and Carnegie Mellon University. It gets turned into a race track a few days a year. The track is interesting enough, but it doesn't offer the normal safety features of the race tracks we are accustomed to. Mike Renner (BMW Performance Center) commented "The Pittsburgh course is definitely old school with trees, stone curbs and walls." By running vintage cars (carefully) the PVGP works as a fun event. Take a track ride though (for a charitable contribution), and you will gain a healthy respect for those who do participate in the event.

Since its beginning in 1983, the PVGP has donated \$3.2M



to the Autism Society of Pittsburgh and the Allegheny Valley School, while becoming the largest vintage race in the US. Perhaps the largest car show in the US takes place on the golf course next to the track. Each marque is given a parking area so the spectator area becomes a major attraction. With many car clubs conducting judging of the cars there are many fine automobiles to inspect. There are also vendors and new car displays by local dealers.

The Allegheny Chapter of the BMW CCA conducts an excellent corral for CCA members and friends to use as a home base. Every year a model from the marque is selected to be honored and parked in a showcase position. This year the Z series was selected as the featured car. There were Z3s, Z4s and Z8s in the mix, beautiful examples of BMWs Z cars. The BMW CCA activities began on Thursday with a drive to





Shanksville, PA to visit the 9/11 Memorial at the crash site and then to finish the day by returning for dinner at the Hofbrauhaus in Pittsburgh. On Friday, the group gathered at the host hotel for the Covered Bridge Driving Tour through Washington County, PA. For the Friday tour there were two groups of cars. The Covered Bridge tour visited three Covered Bridges. The route was about 150 miles, well conceived, documented and directed.

From there we moved on to lunch at the Century Inn in Scenery Hill, PA. The Century Inn is an interesting Bed and Breakfast built in 1794. After lunch we drove to the last Covered Bridge stop and took a group picture of the group of Z cars on the tour.

From there we returned to the starting point at the hotel

and completed the day. We have done the tour for the last two PVGPs and found both to be very good.

For the racing on Saturday, you need to get to the track reasonably early to make sure you get a good parking spot in the corral. Traffic can be heavy getting through the area to the park, so it can slow you down. The BMW CCA Corral is on what's known as German Hill. The food for the day was German cuisine with Spaten beer making for a great time. There are many older BMWs in the vintage race and a huge group of BMWs and Minis to inspect in the spectator area. In between the practice and race heats one can take a ride in one of the racecars or a Mini or an M6 driven by Mike Renner from the BMW Performance Center. Last year



*(Opposite page) First Covered Bridge tour stop, Wyt Sprowls Bridge, East Finley Park. (Top) Lineup of Z Series cars at Ebenezer Bridge, Mingo Creek Park. (Above) BMW Performance Center One Lap of America M6 for track rides.*



Mike had a new M5 and this year an M6. It was the M6 that he drove in this year's One Lap of America.

I've included pictures of cars that are typical of the BMWs that participated in the event. There are quite a few good examples of the older 2002s and even a 1960 700

Sport. You can even take a ride in some of these cars. It's a great event and it's all for a good charity.

*(Top) The featured Z Series cars with their owners. (Right) Mike Renner on a track ride using the horn to warn track workers. (Below) Vintage BMWs typical to the PVGP.*





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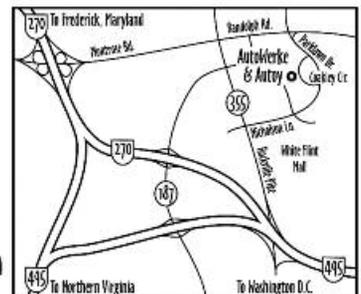
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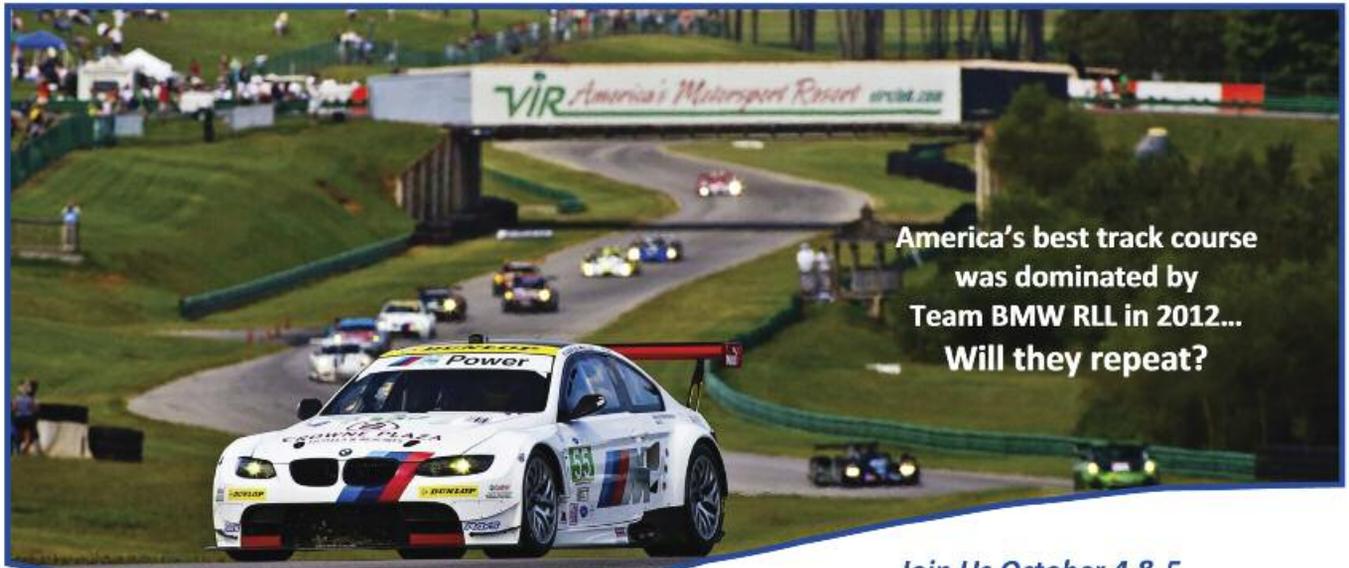


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# 2013 NCC Autocross Mid-Season Update

By Phil Yates

It has been a great year for NCC Autocross as we enter into the second half of our season. For the 2013 season, we have created a new PAX class which has attracted many of the WDCR SCCA regulars and raised the profile of the program. This addition, along with the new MINI class, has provided record attendance at our three events and some great competition. In addition to our three-point events, NCC Autocross has held three autocross schools to help introduce autocross to new club members.

AJ Aviles has led the field in the PAX class, followed closely by Daniel Bragason and Jerry Byrd Jr. Steve Mitchell leads the MINI class in his modified MCS, with John Raymond trailing by a single point. Yours truly is a distant third in class! In the BMW classes, Marla



(Above) Phil Yates trying to break into second place.

Owczarek is leading Showroom 1, Eric Core – Showroom 2, and David Arthur – Showroom 3. The Tuner class is led by Cody Voth in T1, Jeff Noyes – T2, and Christina Lam – T3. Kenneth Figgins is leading the Modified class. With

four points remaining, all of the trophies are still up for grabs.

In addition to our seven points events and three schools, we will be returning to MPACT this year. This is a great event held in support of the Wounded Warrior

Project. We had a great turnout last year and hope for bigger and better this season. MPACT will be held at M&T Bank Stadium on September 14th, 2013. Event details can be found at MPACTeast.com.

Thanks to our dedicated autocross committee and all of the people who have supported the program. You can find us at NCCAutocross.com or email us at info@nccautocross.com for event details, questions, or registration information. We hope to see you soon!!

(Below from left) Catlin Dunlap showing a student how to get thru the course. Marla Owczarek on a clean run. Seth Gordon Koch navigating the slalom. (Bottom) NCC Autocross School #3 Students and Instructors.



In case  
you thought  
we forgot...

## Recapping the 2013

# NCC Holiday Party & Annual Meeting at Normandie Farm

By Angela Dzuro-Quick and Kendra Seto

Before you know it, it will be time to plan the Holiday Party and Annual Meeting again. While we consider various venues, we would like to provide highlights of this year's party and meeting. We hosted our National Capital Chapter Holiday Party & Annual Meeting on February 9, 2013 in style. For the first time in years, we brought the event back to Maryland, which was greatly appreciated by Marylanders in the club. To the Virginians' relief, we didn't go too far into Maryland. Hosted at Normandie Farm Restaurant in Potomac, we had a central location and a venue with a great deal of French charm.

The evening began with a cocktail hour of delectable appetizers and an open bar. *Did you know that the price per person included a free drink ticket?* For added entertainment, a looping video showing pictures from various club-sponsored events was played. Dinner began with warm "fresh-out-the-oven" popovers the size of grapefruit! Followed by a delicious buffet of various succulent meats, fresh vegetables, and tasty sides.

At the conclusion of dinner and during the serving of the dessert (chocolate cake and strawberry cheesecake), the Meeting officially began with a welcome by Club President Paul Seto. All board candidates were introduced and for the first time, we had a race for a Board position. The incumbent Vice President, Algie Livingston, and challenger, Steve Lim, campaigned during the cocktail hour and each gave a brief candidacy statement. Ballots were collected and tallied during the highly anticipated presentation by special guest Mike Renner, a certified instructor from the BMW Performance Driving School in Spartanburg, South Carolina. *Did you know that the price per person included a chance to win admission to an M school?*

After Mike Renner's exciting and informative presentation and much anticipation, the election results were announced. To further contribute to the "drama" of race for Vice President, there was a tie and the decision would be based on the additional votes that were mailed. The President (Paul Seto), Treasurer (Dave Miller), and Secretary (Gina Hector) were sworn into office. Paul Seto gave a brief presidential address and thanked everyone for their continued support. Zach Pullins announced a new Volunteer Appreciation Committee, which recognizes volunteers nominated by Board and/or Committee Chairs. Kelsy Hill-Polifka (Baltimore GPX/Social Media Chair), Jim Laws (New Member Committee Chair), Phil Yates (Autocross Chair), and Steve Lim (Advertising/Marketing Chair) were the inaugural recipients. The following Committee Chairs were thanked and recognized:

- Phillip Cummings – DIY Chair
- Phil Yates – Autocross
- Dave Miller – Drivers School
- John McWilliams – Concourse
- Doug Verner – M Club Day
- Dave Costanza & Algie Livingston – Tours
- Rafael Garces – Street Survival

- Steve Tenney – Karting
- Kelsy Hill-Polifka – Baltimore Grand Prix
- Steve Lim – Marketing Officer/Business Development
- Raine Mantysalo & Jim LaFemina – *dB*

Finally, we reached the part of the evening that everyone was patiently waiting for—the door prizes. The prizes ranged from polo shirts, autographed posters from drivers at the Baltimore GPX, model cars, spa treatments, travel mugs, watches, and key chains. Additional prizes included tires, wine, and gas cards. The most coveted door prize was admission to the M school courtesy of the BMW Performance School with the winning raffle ticket chosen by Mike Renner. We wish to thank the following sponsors who provided wonderful and memorable prizes:

- Radial Tire
- Speed and Tech Motoring, LLC
- Fairfax BMW
- BMW of Silver Spring
- Central Liquors
- Russell BMW
- Northwest BMW

A special thank you to Mike Renner and the BMW Performance School for providing the M Day Grand Prize. We sincerely appreciate your generosity.

To those of you who attended this event, we hope that you had an enjoyable experience. To those of you who missed this event, we hope to see you next year.



# The National Capital Chapter BMW Car Club of America By-Laws.

Please check the chapter website for the full document and to RSVP/attend our September board meeting to vote for the changes.

The following is a synopsis of the MAJOR proposed by-law changes for NCC:

## **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.

## **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).

## **Article VI. Meetings, Section 6a. Quorum (revision)**

\* Membership Meetings - At any general or special meeting of the members, the presence of all of the following shall constitute a quorum: two of the four elected officers, including the president or vice president; three other members of the board of directors; and not less than fifty members. All votes shall be by a majority of those present. In the event of a tie, the then acting president shall cast an additional deciding vote (previously no provision for addressing ties).

## **Article VII. Board of Directors, Section 1a. Board of Directors**

\* The board of directors shall consist of the four elected officers of the Chapter, the DSSC chair, and the Committee Chair of each standing and special committee (previously the immediate past president was part of the board, but is now replaced by the DSSC chairperson).

## **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).

## **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).

## **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).

## **Article IX. Amendments, Section 1. Initiation**

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

## **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 of the proposed amendment by publishing it to the Chapter website. The Chapter membership will have four calendar weeks after publication to review the proposed by-law 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).

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



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## CLASSIFIEDS

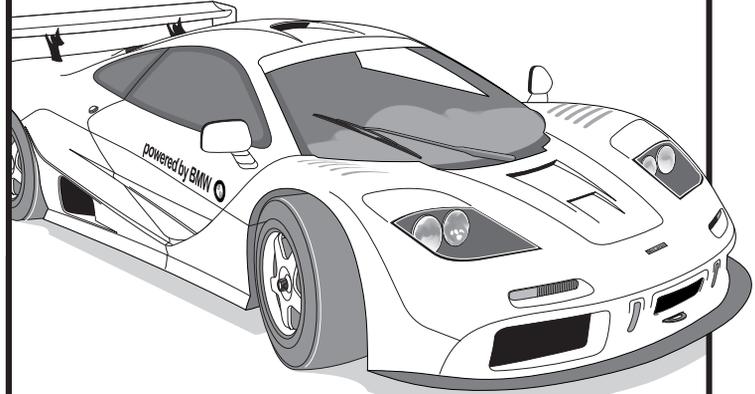
**Classifieds** – Due to space limitations this month, the classified advertisements are not included. They are still available on the chapter website: <http://classifieds.nccbmwcca.org/>

## ADVERTISERS

Alexandria Bavarian Service.....	28
At Speed Motorsports.....	18
AutoWerke & Autoy.....	23
BMW Excluservice.....	15
BMW of Silver Spring.....	C3
BMW of Sterling.....	C4
BMW of Towson/Bel Air/Rockville.....	6
Curry's Auto Service Inc.....	15
Fairfax Service Center.....	23
J&F Motors, Ltd. ....	28
Martin's Auto Service.....	23
OG Racing.....	24
Passport BMW.....	C2
Radial Tire.....	14
Reflections Auto Salon .....	15-
Road Race Technologies .....	3

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## Calling all NCC Ladies!

Please join us for an upcoming Do It Yourself  
(DIY) session and learn how to flush fluids,  
change oil, replace burnt out bulbs, or any other  
simple service that your car needs.

**8:00 am to 12:00 pm**

**June 22 ♦ Northwest BMW**

**November 9 ♦ At Speed Motors**

**You don't want to miss our famous swag bags!**  
More information can be found on the NCC website  
at [www.nccbmwcca.org/DIY](http://www.nccbmwcca.org/DIY)

Questions? Email Kendra [kdbundy@yahoo.com](mailto:kdbundy@yahoo.com)

*Gentlemen are welcome to register for these DIY dates but lift times and  
registration preference will be given to the ladies.*



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## Attention Parents!

Chances are your teen driver has a license but never received a proper "driver's ed."

Our Tire Rack Street Survival school is a "hands-on" driving experience in real-world situations! More than this, your teen driver completes the entire course in the car they arrive to school in so that they know the handling limits and how to control the car they'll be driving at home, in any situation.

We hope that you will consider enrolling your teen in an upcoming Street Survival driving school this Fall.

**They'll gain confidence and you'll gain peace of mind.**



## FALL 2013 SCHOOL DATES

**October 5**

*Adesa Car Auctions*  
(Dulles, VA)

**November 9**

*Maryland Driver Training Facility*  
(Sykesville, MD)

### NCC Parent Testimonial

*"I want to take a moment to thank you and your team for a wonderful class on Saturday. Our daughter learned quite a lot and gained a great deal of confidence due to you, her instructor Steve (he was great!), and the rest of the team. In fact, there was an emergency situation on the way home [from the school] while she was driving. She braked hard and straight engaging the ABS. It didn't even phase her, which is probably much different than before the class. Actually, my wife and I both were completely calm, too, knowing she had just practiced this exact maneuver. The facility was awesome, too.*

*Thanks again for giving your time and expertise to support our young drivers.'*

**Register your teen driver today! [www.streetsurvival.org](http://www.streetsurvival.org)**

# der Bayerische

National Capital Chapter BMW Car Club of America

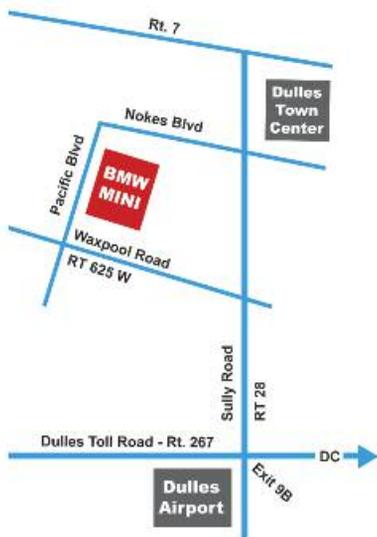
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## BMW of Sterling / Service

