

Magazine of the National Capital Chapter BMW Car Club of America

July/August 2018

der Bayerische





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Cover: A BMW M3-powered 2002 was one of the entries in the 2018 Chapterfest People's Choice Car Show. Read the show results on page 17. Photo: Steve Tenney

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National Capital Chapter BMW Car Club of America

Chapter Officers (Please call 7:30 p.m.-10:00 p.m.)

President

Paul Seto president@nccbmwcca.org 301.908.1928

Vice President

James Laws vice-president@nccbmwcca.org 240.424.5380

Treasurer

Richard Kempf treasurer@nccbmwcca.org 703.455.8210

Secretary

Gina Hector secretary@nccbmwcca.org 202.570.4462

Membership Chair

James Laws membership@nccbmwcca.org 240.424.5380

Social Chair

Paul Seto social-chair@nccbmwcca.org 301.908.1928

Driving School Coordinator

Matt Oleksiak ds-coordinator@nccbmwcca.org

Concours Chair

John McWilliams concours-chair@nccbmwcca.org

DIY Chair

Phillip Cummings diy-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Phil Yates info@nccautocross.com

Baltimore Activities

Billy Dixon billy.dixon@nccbmwcca.org 410.802.0188

PR & Community Engagement

Kelsy Hill kelsy@nccbmwcca.org

der Bayerische Staff

Co-Editors

Walter Jones db-editor@nccbmwcca.org

Anna Maripuu db-editor@nccbmwcca.org

Production/Layout

Raine Mantysalo db-production@nccbmwcca.org

Chief Marketing Officer

Orlando Taylor Brooklyn.Taylor@nccbmwcca.org 917.653.8783

Director of Marketing

Abby Gonzalez agonzalez@nccbmwcca.org 703.789.4113

Contributing Writers

Marc Caden, James Chew, Jim Gerock, Jaclyn Heck, Pearl Aliga Jones,

Walter Jones, Anna Maripuu, Steve Tenney, John McWilliams

Club Address

NCC BMW CCA, P.O. Box 685, Arlington, VA 22216

National Membership Toll-Free Number

800.878.9292

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



President's Message

What an incredible month! May was probably the busiest month ever with so many big events happening this Spring. ///M Club Day down in Spartanburg, Deutsche Marque Concours with Porsche and Mercedes, and our legendary Pie Run all took place over consecutive weekends with great fanfare. But what really stood out most was Chapterfest. Held at Summit Point Motorsports Park, we simultaneously ran six separate events throughout the day, culminating with a huge catered BBQ at the end of the day. Autocross held their first event on the Washington circuit for the first time in a few years. Our Highway Safety School introduced many new students to the track on the Jefferson circuit. The Tour de Summit traversed some great backroads as they made their way to the West Virginia track. And in the Main Paddock, a People's Choice car show showcased BMW's finest from several 2002s to a stunning, blacked-out F12 M6. On the newly-paved Main circuit, our inaugural HPDE fascinated the crowd as they sped down the long straight into turn 1. But, one of the biggest attractions was Mike Renner from the BMW Performance Center giving hot laps in the new F90 M5. For the many members who haven't been to our home track before, taking several laps at speed with Mike was easily the highlight of the day and hitting 145 mph in a 600hp sledgehammer never gets old!

Needless to say, with all the smiles on people's faces throughout the day, Chapterfest was a huge success. Perfect weather absolutely helped, but to see all of our programs, volunteers, and members come together for such an incredible day, is truly memorable. A special thanks to all the volunteers who helped plan this awesome event, but more importantly, our sponsors really helped pave the way: BMW of Fairfax, Radial Tire, RRT, Tier Car Care, Craftsman Auto Care, BMW of Sterling, and the BMW Performance Center. All I ask is that we support those who support our club.

With Chapterfest now in the planning stage for next year, we have even more fun planned with Oktoberfest and Pittsburgh Vintage Grand Prix in early July. Only a short drive away, this promises to be an awesome week with fellow club members from all over the US. This is the first time combining these two events and if you've never been to either, stop what you're doing and make plans to be there! More than 1,000 participants are expected and with the 50th anniversary of the 2002, we will be attempting a world-record breaking parade lap of BMWs on the PVGP race track. So, whether you can make the entire week or just a few days, join us amongst the rest of our BMW CCA family as we take over the Steel City.

Finally, the summer wouldn't be complete without our car corral at VIR for IMSA weekend. For the fifth consecutive year, NCC and Tarheel chapters will be jointly hosting this event and we're expecting our largest turnout ever. Registration is now open, so book your hotel room, and join us for a great weekend of cool giveaways and behind-the-scenes access, as we cheer on all the BMW race teams!

Please make sure we have your correct email address.
It can be checked and updated at the www.bmwcca.org website.

By the time this issue makes its way into your hands, the summer will already be half over and the height of the car enthusiast season will be in full swing. We have so many events going on this summer, and so many celebrations, we don't know if we are coming or going. But it doesn't really matter so long as we are out having fun with our cars and with our car friends.

In this edition of the *dB*, we cover the multi-session event held at Summit Point Motorsports Park in West Virginia, over Mother's Day weekend. Club members came together on a tour to the motorsports park, for a Cars and Coffee, for Autocross on the Washington circuit, for HPDE on the Main circuit, a highway safety school on the Jefferson circuit, and hot laps in the new M5 with South Carolina BMW Performance Driving School Instructor Mike Renner. It all culminated with a joint BBQ put on by Famous Dave's and our main sponsor Radial Tire. Please see various articles in this issue by different contributors describing the many events that took place during our epic NCC Chapterfest.

There will be an article about the annual Vintage event held annually in Asheville N.C. For many years, this event was held in Winston-Salem, N.C. and for the past few years, it has moved to Asheville. This is a pilgrimage for those who own 2002s, E30s, E36s, and other older vehicles. It's a time to get together, show off your vintage BMW, drive some twisty North Carolina mountain roads, and have a beer or two with your Bimmer

buddies. Since this is the fiftieth year of the iconic 2002, the focus at the Vintage will be on this car. Not only that, the BMW CCA Foundation Museum in Greer, SC held an opening event celebrating the 2002, displaying many distinctive and notable 2002 cars. This display will run for a while, so it is not too late to plan a trip down to the Foundation Museum, even if you aren't getting in on the Vintage weekend fun.

Events coming up that will be covered in following issues of the *dB* are the Great Pie Run XXI that has you touring from the Catoctin mountains in Maryland (and buying pie) to Fredericksburg, Virginia to share a great German dinner at the Bavarian Inn with your car buddies. There will be a golf outing to Raspberry Falls Golf Club in Leesburg, and various socials will come and go. But most importantly of all, Oktoberfest and the Pittsburg Vintage Gran Prix will take place in mid-July in Pittsburgh, PA. The focus this year in Pittsburgh will be on BMW and notably on the 2002. This is truly a momentous time to get together with friends to celebrate fifty years of this iconic driving machine.

No matter what kind of BMW you drive, take full advantage of the sunny days and pleasant weather to get out on the road, whether a solo joy ride, or join in some of the great club activities the club is holding all summer long. Celebrate your BMW in the best way!

Anna Maripuu
dB co-editor



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Help Wanted

The National Capital Chapter is seeking volunteers to assist with the following position:

1) **Membership Committee** – These volunteers create activities related to attracting, involving and retaining chapter members. Previous experience in motivating member participation in enthusiast organizations is a plus, but a positive attitude and a willingness to help are the basic requirements for the position.

If you have a few hours monthly that you are able to dedicate to improving the membership experience for your fellow, please contact James Laws vicepresident@nccbmwcca.org

2) **Chapterfest Chairperson** – This position oversees the coordination of all Chapterfest events and is also responsible for advertising, sponsorship, and profit/loss. The Chapterfest Chairperson will work directly with other Program Chairs, coordinate vendors/sponsors, and oversee volunteer functions. Please contact Paul Seto, paul.seto@nccbmwcca.org for more information

3) **NCC Street Survival Coordinator** – Do you want to help save the lives of our young drivers? This position is responsible for the administration of the NCC's Tire Rack Street Survival school program. Historically, NCC has hosted 2-4 Street Survival schools annually in our region. The Coordinator's responsibilities include, obtaining the use of local venues (places with a large parking lot and space for a classroom); coordination of volunteers who will be in-car coaches and on-site helpers; and, communication with parents and students. Please contact Paul Seto, Paul.Seto@nccbmwcca.org or Rafael Garces NCCStreetSurvival@gmail.com for more information.

CALENDAR OF EVENTS

May

- 3 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 5-6 ///M Club Day @ BMW Performance Center (SC)
- 5 DIY @ BMW of Sterling
- 5 BMW CCA Cars & Coffee, BMW of Sterling
- 6 Deutsche Marque Concours d'Elegance, Nottoway Park, Vienna, VA
- 9 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 10 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 11-13 NCC HPDE @ Summit Point, Main Circuit
- 12 Chapterfest at Summit Point, WV: Includes the following events:
- 12 Tour to Summit Point, Highway Safety School, Autocross Points Event #2
- 12 DIY @ BMW of Sterling
- 17 MoCo Social - Pizza CS, Rockville, MD
- 20 Great Pie Run XXI

June

- 2 NCC Autocross Test & Tune #2
- 2 Maryland to Delaware 2.0 Tour
- 7 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 9 2018 NCC Autocross Points Event #3
- 9 M Club Day - Tidewater Chapter (BMW Performance Center Greer, SC)
- 13 Board Meeting/Social @ Chuy's Tex-Mex, Rockville, MD
- 14 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 16 DIY @ Chapman Auto Werks
- 16 Maryland Monument Meander (Tour)
- 21 MoCo Social @ Pizza CS, Rockville, MD
- 22-24 NCC HPDE Summit Point, Jefferson Circuit
- 23 2018 NCC Golf Outing, Raspberry Falls Golf Club, Leesburg, VA

July

- 5 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 9-15 49th Annual BMW CCA Oktoberfest (Pittsburgh)
- 12 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 18 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD

- 19 MoCo Social - Pizza CS, Rockville, MD
- 21 DIY @ Benchmark Motors

August

- 2 NoVa Social - Lost Rhino Retreat, Ashburn, VA
- 4 AACA Museum Tour
- 5 NCC Autocross Points Event #4
- 8 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 9 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 11 DIY @ Craftsman Auto Care
- 16 MoCo Social - Pizza CS, Rockville, MD
- 17-19 IMSA Weekend at VIR
- 25 Euro Marque Golf Tournament, Raspberry Falls Golf Club, Leesburg, VA

September

- 7-9 NCC HPDE Summit Point, Shenandoah Circuit
- 8 Eastern Shore Tour
- 9 Odds and Ends Detailing Workshop, Sterling, VA
- 9 NCC Autocross Points Event #5
- 12 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 15 DIY @ AKTIV Automotive
- 22 5th Annual NCC Crab Feast
- 29 Solomons Saturday Social - Solomons Island, MD

October

- 6 OKTOBERFEST presented by Passport BMW
- 6 Fall Tour
- 10 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 13 2018 NCC Autocross Points Event #6
- 20-21 ///M Club Day @ BMW Performance Center (SC)
- 20 DIY @ BMW of Annapolis
- 20 Rockville Antique and Classic Auto Show
- 21 TRSS Coach & Volunteer SignUp



The new Car Club Store is here with a new look, new merchandise and improved ordering process.



Accessories

Ladies'

- Jackets
- Polos/Knits
- Woven

Men's

- Jackets
- Polos/Knits
- Woven



BMW Car Club
of America
National Capital Chapter



Welcome to the new BMW Car Club of America National Capital Chapter fulfillment clothing store. Here you can show your support for the BMW Car Club of America National Chapter. You can special order Ladies' and Men's clothing with our logo applied to the garment. Thank you for visiting our store! Happy shopping!

2018 NCC Caravan to Oktoberfest/Pittsburgh Vintage Grand Prix

This is such an exciting year with both Oktoberfest and Pittsburgh Vintage Grand Prix being held during the same time! NCC will have a huge presence at this year's festivities and we have planned several caravans for those wanting to head to the Steel City with other club members.

1) Sunday, July 8th – Meet 8:00am, leave 8:30am

Caravan organizer - Paul Seto pseto@hotmail.com
 Meet location - Sam's Club, 5604 Buckeystown Pike, Frederick, MD (MD-85 & I-270, across the street from Shell Gas and 1 mile from Frederick Cracker Barrel
 Preferred route: I-70 W ==> I-68 W ==> US-40 W (Nemacolin) ==> PA-51 N

2) Wednesday, July 11th – Meet 4:30am, leave 5:00am

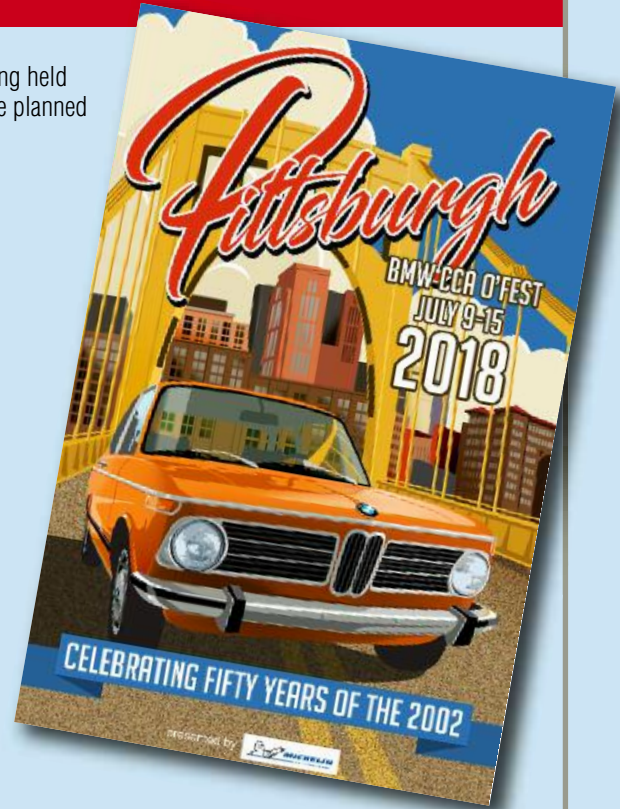
Caravan organizer - Robert Hopkins rhop@udel.edu
 Meet location - McDonald's, 9615 Myersville-Middletown Rd, Myersville, MD (24 hour location and next door to Exxon)
 Preferred route: I-70 W ==> I-68 W ==> US-40 W (Nemacolin) ==> PA-51 N
 Goal for this caravan is to drive directly to Concours location at Heinz Field by 9:00am

3) Wednesday, July 11th – 2 stops

Caravan organizer - Fraser Dachille frd206@nyu.edu
 6:30pm meet location - Parkton Park & Ride I-83 North (I-83 & MD-439)
 8:30pm meet location - North Midway Service Plaza, 1152 Shed Rd, Bedford, PA 15522
 Preferred route: I-83 N ==> I-76 W ==> I-376 W
 Goal is to roll into Pittsburgh for the night -- around 10:30pm

If you would like to sign up for any of the caravans, let me know by Friday, July 6th.
 We are also looking for someone to lead a caravan for those only coming for PVGP weekend, anyone interested?

Paul



Top Ten Reasons to Join NCC at Oktoberfest/Pittsburgh Vintage Grand Prix in July!

10. It's a really FUN 4-hour drive through the mountains
9. It's our annual week-long club celebration of all things BMW
8. It's the 50th anniversary of the 2002
7. BMW is the 'Marque of the Year' at PVGP
6. Because you can't miss the Gilligan's Island Themed Shell River Boat Cruise
5. BMW Performance Center will be giving hot laps around Schenley Park
4. We are planning a world-record breaking parade lap of BMWs on the PVGP race track
3. Take a charity ride in the Z4 GTLM race car or 3.0 CSL Batmobile
2. Because vintage racing matters
1. You'll be among the thousand BMW enthusiasts from around the U.S. whom we call family!



W E E K L Y C A R S & C O F F E E E V E N T S

1. Bethesda, MD

Saturdays, 8-10 am, Corner Bakery Cafe,
 10327 Westlake Drive, Bethesda, MD Westfield Shopping Mall
 see: <http://www.carsncoffeebethesda.com>

2. Burtonsville, MD

Sundays, 7:30-10 am, "Church of the Holy Doughnut," Dunkin Donuts
 Route 29 & 198, Burtonsville, MD; see: Facebook page

3. Great Falls, VA

Saturdays 6-9am, Katie's Cars & Coffee
 760 Walker Road, Great Falls, VA
 see: www.katiescarsandcoffee.com

4. Potomac, MD

Sundays 10-12, 10220 River Road, Potomac, MD
 see: www.potomaccaferacers.com



The Fourth Annual Cars and Chili Competition

This is the fourth time we have had this food and cars outing. There are two constants: the chili is always outstanding, and the weather is never the same.

The host was Randy Moss, the owner of the Collectors' Car Corral. There are some spectacular cars stored there.

We were free to view the cars but were cautioned not to have a "laying on of hands." My favorite was a late 1990s Maserati, in a brown/grey matte finish. Probably out of my price range, but no matter. I can dream.

There were twenty-eight participants, or tasters. We had only seven chili entries and boy did they

By Walter Jones



get scrutinized. The two categories were home-style and traditional, the latter not allowing for beans or other fillers. I entered in this category, but I think I will revert to homestyle next year as, in my opinion, a dollop of black beans really complements the meat and heat.

The morning started with doughnuts and coffee. Then we started the judging of the chilis, five judges at a time. The winner in each category was by cumulative voting.



THE FOURTH ANNUAL CARS AND CHILI COMPETITION



The winners are:
1st place traditional - Paul Seto (Quad Turbo Meat Feast)
2nd place traditional - Jeremiah Anderson/Cecelia Ripley (Revenge of Groot)
1st place homestyle - Charlie Murphy/Mi Jee Song (Beans Meat & Wilber-BMW)
2nd place homestyle - James Garcia/ Sara Garcia (Bavarian ///Mayhem)
Most creative - Erich Bonny (Spirited Turkey Cruise)





Z Car DIY

Our chapter tried something new and held a combined event with the ZSCCA on March 24, 2018 – a Z car-focused Do-It-Yourself (DIY) event at BMW of Sterling. This was a true joint venture because the contacts and capabilities of each club were united to organize this tailored event for the benefit of members in each organization. It was a wonderful opportunity for the two car clubs to get to know each other and to understand each organization. It also gave members a chance to bring their Z cars to an event with many of their friends in both clubs. Not surprisingly, several members of the ZSCCA are members of the BMW CCA.

In case you have not heard of the ZSCCA, it is the Z series car club of America (see ZSCCA.org). It is a special interest group for Z car owners that is independent of the BMW CCA. It is the only national car club for enthusiasts of all BMW Z series cars past and future. Originally founded in 1996



By Marc Caden

(Above) The owner of BMW of Sterling, Thomas Moorehead, brought his personal Alpina Z8 to the showroom floor to welcome everyone to this special Z car focused DIY event.

as the Z3 Register, the club has evolved to include all Z models as the ZSCCA.

Amongst Z car owners, there was a lot of buzz in the room about the collaboration between Toyota and BMW to create the new Z4/Supra platform. In some

respects, the upcoming Z4 is a return to the original Z3. It ditches the heavy retractable hardtop of the most recent generation Z4 in favor of an old school soft top, and returns to some of the more curved lines of the original Z3. BMW will also work some magic to keep

weight somewhere in the 3000 to 3200 lb. range. The new model is rumored to have nearly fifty-percent more cargo volume with the roof down and a pop-up wind deflector. Suffice to say that the future is bright for Z car enthusiasts!

As always, BMW of Sterling provided the perfect backdrop for a DIY event. Parts Manager Ryan Hoover was on hand to make sure everyone had their needed OEM parts (with a club member discount) and to offer technical advice. The service area at BMW of Sterling is immaculate, and we had thirteen lifts available for our DIY projects.

DIY coordinator Phillip Cummings and Potomac Z area representative Eddie Henry were on hand to make sure this first-of-its-kind joint event ran smoothly. Z club members Terrence and Angela Coates were available to assist with larger or more complicated projects.

Phillip got into the act himself by changing the oil and differential fluid on his garage queen low-



(Above Middle and Right) John Francis checks the brake fluid reservoir on his 1991 BMW 5. BMW of Sterling technician Ricky gives Bradley Jansen a hand replacing the A/C and drive belts on his 1997 Z3 Roadster.

mileage 2000 Z3 Coupe. Similarly, DIY committee member Chris Wootten (a former ZSCCA President) replaced the brake pads and rotors on his 2006 Z4 M Roadster. However, Chris ran into a little trouble near the end of the day when the cap for his brake fluid reservoir went missing. Fortunately, Ryan Hoover quickly found him a replacement to save the day for Chris.

DIY regular James Churbuck changed the oil in his 2007 Z4 3.0 Coupe. Doug Verner replaced the oil and flushed the brake fluid of his 1999 Z3 M Coupe. Bradley Jansen did a cooling system refresh and replaced the belts in his 1997 Z3 Roadster. Ty Joseph replaced some light bulbs in his center console, installed a voltage gauge, and fixed the glove box in his 1998 Z3 M Roadster.

Of course, there were many non-Z cars that also got a piece of the action. John Francis flushed the brake fluid of his classic 1991 M5. Marlon Spencer did an oil change on his 1998 M3. James O'Gara replaced the differential fluid and flushed the brake fluid of his 2011 335d. Rob Goodman recharged the freon in the A/C system and replaced a window regulator on his 2001 325i. Richard Smith changed

the oil and replaced the transmission fluid in his 2005 330ci.

A nice lunch with pizza and subs was served for all DIY attendees as well as for the folks who joined from the new member event which had been held concurrently in the Board Room at BMW Sterling. Many thanks go out to BMW of Sterling for its continued club support and for hosting these events. It was a very successful event for both clubs.

(Right) Potomac Z area representative Eddie Henry holds up a ZSCCA banner with DIY committee members Phillip Cummings and Chris Wootten and Chapter President Paul Seto.



HPDE at Summit Point as Part of Chapterfest

By Anna Maripuu | Photos by etech photos

When you've been waiting all winter to hit the race track, nothing really feels like a hardship. And when you have great club members all around you, willing to help and give you advice, anything is possible.

It was with the usual butterflies in my stomach that I drove to Winchester, VA on the Friday evening before the May 12-13, 2018 NCC HPDE at Summit Point Motorsports Park, in West Virginia. But I was prepared. The car was race prepped, and I had my tarp, my tools, my cooler, and a couple of folding chairs at the ready. I was certainly more prepared and more knowledgeable about how the weekend would unfold than I had been for prior outings. With a season of four HPDEs under my belt, I still had a lot to learn, but I felt a real sense of accomplishment that I had graduated from the D group (novice) to the

C group (low intermediate) for the start of this new season.

The most important thing was to have a well-prepared car. With the help of Kevin Lucas Jr. of Aktiv Automotive (www.aktivautomotive.com) in Gaithersburg, MD, and Tommy Ivic of Tier Car Care in Pikesville, MD, my car was track ready.

Kevin prepped the car with Zimmerman zinc coated rotors, Motul 5.1 brake fluid, Hawk street performance brake pads, new transmission fluid, Liqui-Moly 75W90 rear differential fluid, a 5W30 Shell twin power turbo oil change, and brand-new Michelin Pilot Sport tires. Kevin is a first-rate mechanic specializing in BMWs, and is licensed by SCCA to conduct maintenance on a track car.

Tommy specializes in the maintenance of BMWs and track cars, and conducted the tech

inspection on my car. He had all sorts of great advice for me about the prepping and upkeep of the car, for instance, suggesting that I get myself a 17-mm thin wall Snap-On socket with a 3-inch extension to use with my torque wrench. Tommy is a wealth of knowledge, a member of the club, and takes part in HPDEs. Anybody who knows him, knows how helpful he is.

It was supposed to be a hot weekend, but luckily Saturday morning was somewhat cool, with low humidity. The heat hit around midday, and I was glad to avail myself of the shade thrown onto my paddock spot by my neighbor Dean's canopy. He very nicely also helped me with advice about torquing my wheels. This is what I mean about the camaraderie at HPDE events. Club members are almost always willing to share technical expertise, friendly conversation, a

folding chair, and even some shade or shelter. On Sunday morning it rained hard, and by midday, the rain had stopped. But guess who sat under Dean's canopy keeping dry while the rain came down!

This was a great learning weekend, all the way round. I had new tires to contend with that felt completely different from the Bridgestone Potenza run-flat street tires I had run all last season. They were not entirely broken in so they felt "squirmy" and "slidey" the first day on the track. Top Track Rat/Head Honcho (DSSC Chairman) Dave Miller explained to HPDE participants on the first day driver meeting that the Main circuit had been resurfaced so there was likely more grip all the way around and a smoother track, but all the old marks had been erased. And it rained on Sunday morning, giving the track a totally different feel.

(Below) Anna Maripuu and instructor Rob Koch take to the Main circuit during the season's first NCC HPDE.



It was a challenge to drive in the rain on Sunday, but I liked it, as it forced the group to slow down and really pay attention to our lines. I thoroughly enjoyed the track exercises: a passing exercise on Saturday and an off-line exercise on Sunday. The passing exercise was especially fun as my partner in his Yas Marina blue M3 and I cooperated well. Not only did we manage to coordinate passing of each other, but as a pair we ended up passing five pairs of cars.

The person who really deserves thanks for a great track weekend is my instructor, Rob Koch. Positive and constructive feedback is the way Rob rolls, and I resonate well with his instruction.

I'm indebted to the skid pad coaching I received from Anne Saul. Via her tutelage I could feel and correct for the skittering and sliding front wheels of understeer and feel the back wheels come loose and correct the oversteer.

Let's I forget, the Saturday at Summit Point Main, was not your usual HPDE day. NCC held a multievent Chapterfest that comprised of HPDE on the Main circuit, Autocross on the Washington Circuit, Highway Safety School on the Jefferson circuit, a people's choice car show on the grassy knoll at turn 10, and a tour to Summit Point in the afternoon. As if that was not enough, one could also go for a hotlap in the new M5 with Mike Renner of the BMW Performance Driving Center.

The day's events culminated with a Barbeque that brought together the various program participants for some great socializing and good food courtesy of Famous Dave's. All this would not have been possible without our HPDE



(Above) HPDE students listen closely to Dave Miller's instructions during the first morning driver's meeting. Photo by Anna Maripuu.

sponsors, Radial Tire, BMW of Fairfax, Tommy Ivic of Tier Car Care, George Hovis of Spec R53, and Matt Curry's Craftsman Auto Care.

The Chapterfest would not have been possible without the volunteer work of so many NCC members including Paul Seto, our President and other Board Members and Program heads. Ali Allage, Anne Saul and Jason

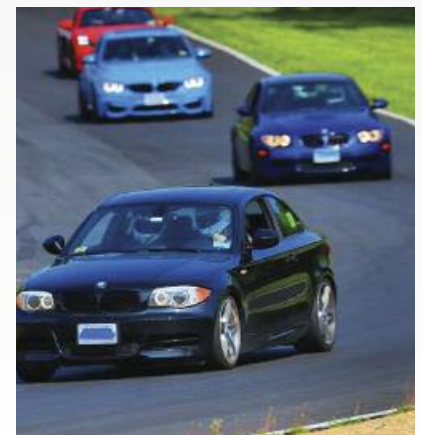
Schiavone coordinated sponsors and t-shirt designs. Let's also not forget our very own Gordon Kimpel who behind the scenes makes so much happen. And nothing would be possible without chief instructors Dennis Pippy and Jeff Mohan, and all the other HPDE volunteers.

Can I once again thank Tommy Ivic who came to my rescue when I had a little tire pressure issue at the end of Sunday? What did I say

about great club members who help each other out during these events and all the work club members do to put the events on in the first place? It's a labor of love and a prevailing community spirit.

I'm so happy to be a part of this HPDE family. And if I didn't name you here, thanks. Thanks for being generous with your time and knowledge and for helping. It makes everything possible.

(Below left) The 135is driven by Anna Maripuu is hot on the heels of her partner's M3 during the day one passing exercise. (Below right) Nobody wants to be the locomotive at the front of a train – it will be important for Anna to give the cars behind her a proper point-by at the next possible passing zone on the circuit.



2018 Chapterfest HPDE sponsors





By Pearl Aliga Jones

Chapterfest Tour - There is Something for Everyone

“There is something for everyone” is the unwritten slogan of our National Capital Chapter. Year after year, our club offers a wide array of programs and outings. Last year, for instance, there were over 120 events. From this variety, every member can pick a favorite activity, or two, or more.

The 2018 Chapterfest is such an example. On one Saturday alone, several events highlighting what the NCC does best were being held: the Chapterfest Tour from Mt. Airy, Md to Summit Point Motorsports Park, WVa; the HPDE (High-Performance Driver Education, May 11-13); the Autocross Program on the Washington Circuit; a Highway Safety School on the Jefferson Circuit; a Concours - People's Choice Car Show; Hot Laps provided by NCC's best friend, Mike Renner, a professional BMW racer and head instructor at the BMW Performance Driving School; and a BBQ at the end. Talk about choices!



(Opposite page) A refreshing countryside scenery. (Inset photo) A steepled country church. (Above from Left) A green swarm and an actual bee swarm. Some of the drive participants enjoying lunch. A luxuriant dogwood tree in mid-May. (Below) A car show before the drive.

Forty-three members signed up for the Chapterfest Tour. About half was newbies. One big draw was that it was not at the crack of dawn; this was a mid-day tour that had us assembling at the Food Lion parking lot in Mt. Airy, Md, at 10:15am. Gorgeous weather – bright and sunny 70 degrees – ushered us into what was a fun drive through the winding and twisty backroads in the picturesque hinterlands of Maryland, Virginia, and West Virginia.

Steven Pera and Robert Hopkins were our inspired tourmeisters that day, and they set the tone for a most enjoyable drive. Their instructions, for instance, were light-hearted and got everyone on the same page, although perhaps, not at the same speed. “Some members prefer to drive in a more spirited manner than others feel comfortable with. Tours may be separated into run groups,

with the more spirited, hair-on-fire group the first to go, followed by the middle-of-the road group, with the show-me-the-scenery group the last to depart. If you are a newbie and think you can hang with the spirited group, it may be advisable to try the middle-of-the-road group for the first segment and then you can decide where to be for the next leg. Remember, this is NOT a race and there are no trophies handed out.”

There was a fourth unannounced group – those of us who want to slow down and sometimes make a complete stop at any given moment to take photos to accompany articles they write for the club magazine. So they bring up the rear. That group consisted of my husband Walter and me, much to his protestations. A 320-hp M235 lazily moseying along while it really wanted to be unleashed into the inviting and eager

roads? He thought that was a glaring oxymoron.

Before we departed for the 57-mile, 1-hour-45-minute drive, Steven and Robert gave us final instructions and noteworthy precautions, such as a very deep dip that was to happen at mile 47. They also reminded us that we were responsible for our own speeding tickets, and that our club will not pay for them. (It provides us with good programs and benefits, but it is not that generous!) And the best reminder of all? “Roll down your windows and listen to the exhaust!”

Off we went at 10:45am. Along the way, we were greeted by familiar bucolic sights, such as a petting farm, red barns, steepled old churches, quaint schoolhouses, and emerald meadows, some bounded by rustic split-rail fences. The scenery was dotted with white and pink dogwoods, still unusually vibrant in mid-

May. Queen Anne’s lace, daisies, and yellow mustard blossoms rose and glistened amidst the grass in the rolling pastures. The invigorating scent of honeysuckle and jasmine filled the air. Oh, the splendor of spring ever-ready to be admired, enjoyed, and smelled!

One sight that brought chuckles to Walter and me, was the “green swarms,” the prolific tangle of robust vines that embowers posts or trees (think kudzu). Among his retirement hobbies is beekeeping, and he is woefully aware of the phenomenon called a bee swarm, when bees leave their hives for good, taking their honey with them. They first assemble at a staging point (a post or a tree) until they find a new home. Note the striking resemblance between the bee and green swarms in the photos.

For most of this tour, we followed an elegant Alpine-white 1985





were representing the NCC, we courteously shared the road with motorcyclists and bicyclists on their own club tours.

Robert and Steven's calculations for the time of the drive were spot-on. We arrived at the Bavarian Inn before 12:30pm. A hearty lunch with several attractive choices beckoned. There were appetizers, salads, sandwiches, and entrees. Among the popular appetizers were the sausage sampler (weisswurst, bratwurst, knackwurst, sauerkraut, dusseldorf mustard, and fried onions) and the avocado fries – crispy, fresh avocado wedges (think empanadas or pierogies with an avocado filling), tomato salad, and cilantro emulsion.

The sandwiches were just as tasty: Reuben (corned beef, sauerkraut), Cubano (pork, black forest ham, Swiss cheese), and crab melt, among others. And for dessert? Black forest cake took the prize! I am certain the Bavarian Inn will continue to be on our club's list as an excellent stop for famished drivers.

One of the things I love about our club is the instant rapport we establish with anyone with whom we come in contact. Like-minded folks have a knack for that. I enjoy meeting fellow members and this outing was no exception. I was seated at a table with two tour-newbies, a lovely couple, Donna and Chris Veters. They have been club members for eleven years and have participated in

DIYs and Cars-and-Coffee events. Asked why they were on their very first tour, they replied, "We thought it was about time we joined a drive." Again, this is the beauty of our car club. One can choose from so many activities.

Donna drove her 2005 330ci, while Chris brought his 740i Sport. He is an active, founding member of MidAtlantic7s. According to its web page, "MidAtlantic7s.com is a site dedicated to the enjoyment of BMWs big E38 7 series (740i, 740iL, 750iL). We are a non-profit group of E38 (and some E32) owners centered in the Baltimore/Washington, DC area, who like to get together to talk about, show off, drive, and work on our cars, and help each other maintain, repair, and modify them. We can show you how to save money on repairs whether you are a DIY type (or need help to become a DIY type!) or just want to be more knowledgeable when having your car serviced."

Check out the group and tell Chris that Pearl sent you.

Spotlighting Donna and Chris in this article after meeting and conversing with them exemplifies my mantra. There is a saying that goes, "Be nice (or be careful) or you'll end up in my novel." But in this case it is, "You are nice, so you will end up in my article!"

At 2:00 pm, we departed on the 24-mile drive to Summit Point, one of our club's favorite and most popu-

lar venues. We drove in groups again, but this time, Walter and I hung with the third group, in the company of five cars. Intervening non-Bimmers separated three cars from the first two. A few miles later, we saw the two leading BMWs with flashing lights ahead on the side of the road. I initially thought there was trouble with our cohorts. But as we got closer, they pulled out into the road to resume our caravan! That was so nice of them – so typical of the wait-for-your-friends attitude during drives. We are social beings after all, and we do display a "modern-day pack mentality."

We arrived at Summit Point before 3:00pm, with satiated stomachs, invigorated bodies, and unbounded enthusiasm for the rest of the events.

This was another successful and enjoyable chapter tour, many thanks to Steven Pera and Robert Hopkins, who joined the ranks of capable and meticulous tourmeisters for which our club is known. Heeding their suggestion to "roll down your windows" for the drive, the guys listened to (and smelled) the exhaust; the gals took in the fresh honeysuckle and jasmine scents; the allergy-sufferers attracted pollen aplenty; some felt the wind in their hair; while others felt it in their soul. Did I not say that in our club...there is something for everyone?

528e with historic plates. It was gracefully handling the curves on the roads and more important, turning at the precise moments. It was significant in that its driver, Thomas Setz, did not have a co-pilot. This is proof that although it is useful to have a co-pilot/navigator to help with turn-by-turn instructions and hopefully prevent last-second maneuvers, it is not impossible for solo drivers, as Robert and Steven pointed out. Later, I thanked Thomas for a wonderful job.

There were neither challenges on the road nor roadblocks to speak of, save the big, pokey utility truck, and a farm vehicle with huge (mag!) tires that encroached on our lane on the narrow road, leaving us to almost skin the tree trunks.

Cognizant of the fact that we

(Above) A curvy backroad. (Below from Left) Chris and Donna Veters with Pearl Jones (right). Vibrant daisies in the meadows. Our outstanding tourmeisters Steven Pera (left) and Robert Hopkins (center, seated).





The Hot Lap Experience at Chapterfest 2018

By Steve Tenney

Chapterfest 2018 would not have happened without the support provided by Radial Tire and BMW of Fairfax. We owe them our thanks and business for helping to put on this great event. It was Doug Verner's vision that Chapterfest at Summit Point Motorsports Park was a tremendous opportunity to have Mike Renner come up from Greenville, SC to provide us with on track hot laps in the new F90 M5. This involved a couple of problems. Would Mike be available; he normally participates in the One Lap of America (a one week moving time trial that traverses the

US) and would an F90 M5 be available to give the rides? We were very fortunate that Mike decided to take a break from the One Lap and come to Chapterfest and that the BMW Performance Center would have a new M5 available not only to show to us, but to amaze us with its performance capabilities.

The new F90 M5 has become more available as we move into spring and summer of 2018. Not only is it the most powerful M5 ever built (spec 600 HP), but it breaks with tradition and is now All-Wheel Drive. It's unique though in that two-wheel drive and four-wheel drive

(AWD) are selectable by the driver. It can be a traditional two-wheel drive drifting monster, or it can be AWD and generate very rapid acceleration on dry pavement. BMW specs acceleration performance as 0-60 of 3.2 sec, but *Road and Track* has seen 2.8 sec. The German magazine *Sport Auto* did a comparison test at the Hockenheim race track where the M5 came out ahead of (among others) the Mercedes E63S 4Matic+. They make the statement (May 2018 issue) that the M5 on the Hockenheim loop was only a tenth of a second slower than a Ferrari 458 Italia. *Sport Auto* is famed for their

Super Tests on the Nordschliefe where they keep a listing of all of the cars they have tested, and they have a group of accomplished drivers (Nurburgring experts) who perform the tests and do the driving. They just completed a Super Test of the F90 M5 and it achieved a Nordschleife lap time of 7:38.92. Their words: "Sensational: the M5 is as fast as a Ferrari 458." Of course, this is also from a four-door sedan

(Above) Mike Renner and passenger about to go out for a Hot Lap Session.

THE HOT LAP EXPERIENCE AT CHAPTERFEST 2018



that can transport four people very comfortably. So, we had a treat in store for us getting rides in the latest generation M5 with Mike Renner at the wheel.

In planning for Chapterfest, arrangements were made to maximize the available time for M5 Hot Laps. Mike could go on the Main Track with one passenger during Instructor time, and when the track went cold, he could take out three passengers. Late in the day, he could use the Jefferson Circuit with three passengers. It was Doug's job to arrange, schedule and manage all of the rides. We had Steven Schlossman (BMW CCA National Office & ex NCC VP) come North from Greenville, SC with Mike to help manage passenger entry and egress from the M5 and keep things moving. All in all, about 60 people got rides in the M5. It was a full day.

I've done quite a few hot lap rides with Mike and other instructors from the BMW Performance Center. I never miss the chance to get one of their rides. Usually, these rides are at the Performance Center or race tracks like Sebring or VIR where they are out for a quick session in between practices and no one else is on track. This time I was a single passenger with Mike and we were out during an instructor session on the Main Circuit, so we had traffic. Mike was pushing very hard and the instructors were very good at giving us point-bys. This made it very exciting to be moving through traffic. We achieved about 145 MPH on braking going into Turn 1. It was a great ride.

While the Jefferson Circuit was not as suited to the M5 as the Main, the hot laps were very spirited there. In the last photo Mike is drifting a bit in turn 14 with a full passenger group.

Doug Verner conducted all of the organizational work to pull off the Hot Laps, from the early discussions with Mike Renner, to the logistics at Summit Point and in the end to schedule and arrange for each of the rides. The desire was to accommodate as many people as possible, so walk-ups were planned and overflow would go to the Jefferson Circuit towards the end of the day. Even then, the last scheduled rides closed down the Main Circuit for the day.

Again, thanks to BMW of Fairfax, Radial Tire and the BMW Performance Center for making the Hot Lap Experience happen at Chapterfest 2018. We'll look forward to next year.

(Top) Returning from a set of Hot Laps. (Middle) Drifting on the Jefferson Circuit. (Bottom) Tire smoke is always part of the Hot Lap Experience. Rick Kempf photo.



2018 Chapterfest People's Choice Car Show

By John McWilliams | Photos by Steve Tenney

While motorsports events were taking place throughout Summit Point Motorsport Park, we held a car show at the approach to the paddock at the main course.

Unlike the previous week's concours, this was a people's choice balloted event, where attendees and spectators chose their favorite cars in six different classes. Nearly thirty members participated in the show. Several classes were decided by just a few votes. Thanks to all the members and their families who came out for this great day at the park.



Car I'd most like to drive
Kris Haley – 2016 M6

Car I'd most like to own
Doug Dolan – 2002 Z8

Favorite ///M Car
Anita Patton – 1987 M6

Favorite Modified Car
Stuart Moulton – 1974 2002tii

Favorite Original Car
Thomas Setz – 1985 528e

Favorite Classic BMW (1980s and older)
Wayne Watkins – 1966 2000cs

Traditions

BY Jim Gerock

PHOTOS Jim Gerock

May 24, 2018

Anniversaries and Reunions

In May of each year, Vintage BMW fans flock to a location in Western North Carolina to celebrate the love of their vehicles and the folks who own them. The Vintage as it is now known, started out at Westbend Vineyards by Scott Sturdy in 2004 with 55 BMW 2002s, then moved to Shelton Vineyards and Old Salem in Winston-Salem before relocating to Hot

Springs in the Asheville area. The past two years, registration has grown to 600-650 participants after including the E30 model into the mix of 1600/2002s, E21s, E24s and other “Vintage” BMWs. This year the event celebrated the 50th anniversary of the 2002 model with the first units produced in 1968.



(Left) Pristine engine bay of the 1969 Chamonix 2000 Neu Klasse sedan (Below) that came from Charlotte, NC.



My first year attending was 2008 (at Westbend) so 2018 was my tenth anniversary and I celebrated by driving my 73tii accompanied by nine other vehicles from the MD/DC/VA area. Our caravan included Marc Caden, Dudley Williams, Grice Mulligan, Chuck Pompei, John Francis, Jonathan Shiu, Manny Nieves and friend Alex along with Chuck DeHaven and friend Nancy. Our trip to Asheville on Thursday included many periods of showers and some sun so our lights and wipers got a real workout.

On Friday we attended the BMW ICON event celebrating the 2002 at the BMW CCA Foundation in Greer, SC. During the day, many of us rekindled our friendships and enjoyed the cars on display and guest speakers. I was very happy to see fellow NCC members Bill and Ruth Williams who included their 72 2000tii Touring among other fine examples of the 2002 family. Kevin Grim, Dave Roach, Kourosh Farshadfar, John Hartge and Andy Perahia were among the other Vintage NCC members who attended.

The host hotel (The Clarion in Fletcher, NC) frequently allows the mechanically inclined owners to assist others when problems arise. When Dave P. from Hartsville, SC arrived in his Verona red 73tii, he explained to several folks that his car wasn't

running properly and returning poor gas mileage. With the cheerful assistance by Grice Mulligan, new spark plugs were installed, and a leaking vacuum hose was identified and plugged as the culprit. Speaking with Dave

on Saturday during the show, the car seemed to be running "better than ever".

For the main event on Saturday, we caravanned to Hot Springs from the host hotel on the wonderful twisty roads that meander thru the mountains and Pisgah National Forest, dodging box turtles in the middle of the road and even spotting a black bear on the hillside. Arriving at around 9am, we were directed by Scott and his many volunteers to designated parking spots on the large grassy areas of the Hot Springs Resort. A nice change this year was parking together with other similar BMWs instead of "first in park together" as previously done due to the large number of participants. The weather during the day was picture perfect until about 2:30pm when a torrential rainstorm opened umbrellas and had folks scrambling to find cover under the trees and tents.

Many fine examples of Vintage BMWs were displayed on the grounds of the resort. Owners from all over the country spent the day with old and new friends. Barney and Victoria



(Above) Return from Asheville. (Below) Caravan at Crazy Greek Restaurant near Richmond.



T R A D I T I O N S

Toler drove their 1974 Baur Targa 2002 all the way from Texas. Browsing the field, I noticed license plates from Florida, Michigan, Maine and many other states. I was looking forward to meeting up with Ontario, Canada 2002 owner Kris Tobias but, unfortunately, he couldn't

attend at the last minute, so his local shop (a Vintage Sponsor) Total Motor Werkes brought Kris' customized 71 for display purposes.

The Vintage event includes many different types of BMWs for admiration and spirited discussion. From a camouflaged 5 Series,

several patinaed E21s and E30s to a pristine 1969 Neu Klasse 2000 4-door sedan, there is something for every lover of classic BMWs.

The event doesn't end when cars and drivers depart Hot Springs. Upon return to the host hotel, you'll find most participants

strolling the parking lot, engaged in more browsing and catching up with those who missed each other earlier in the day.

(Below) Barney Toler and his 74 Baur Targa. (Bottom Left) Shark with Jägermeister livery.

(Below) Jim Gerock and Joseph O'Neil who came from CA.. (Bottom right) Grice Mulligan working on David Schlosser's 73tii.



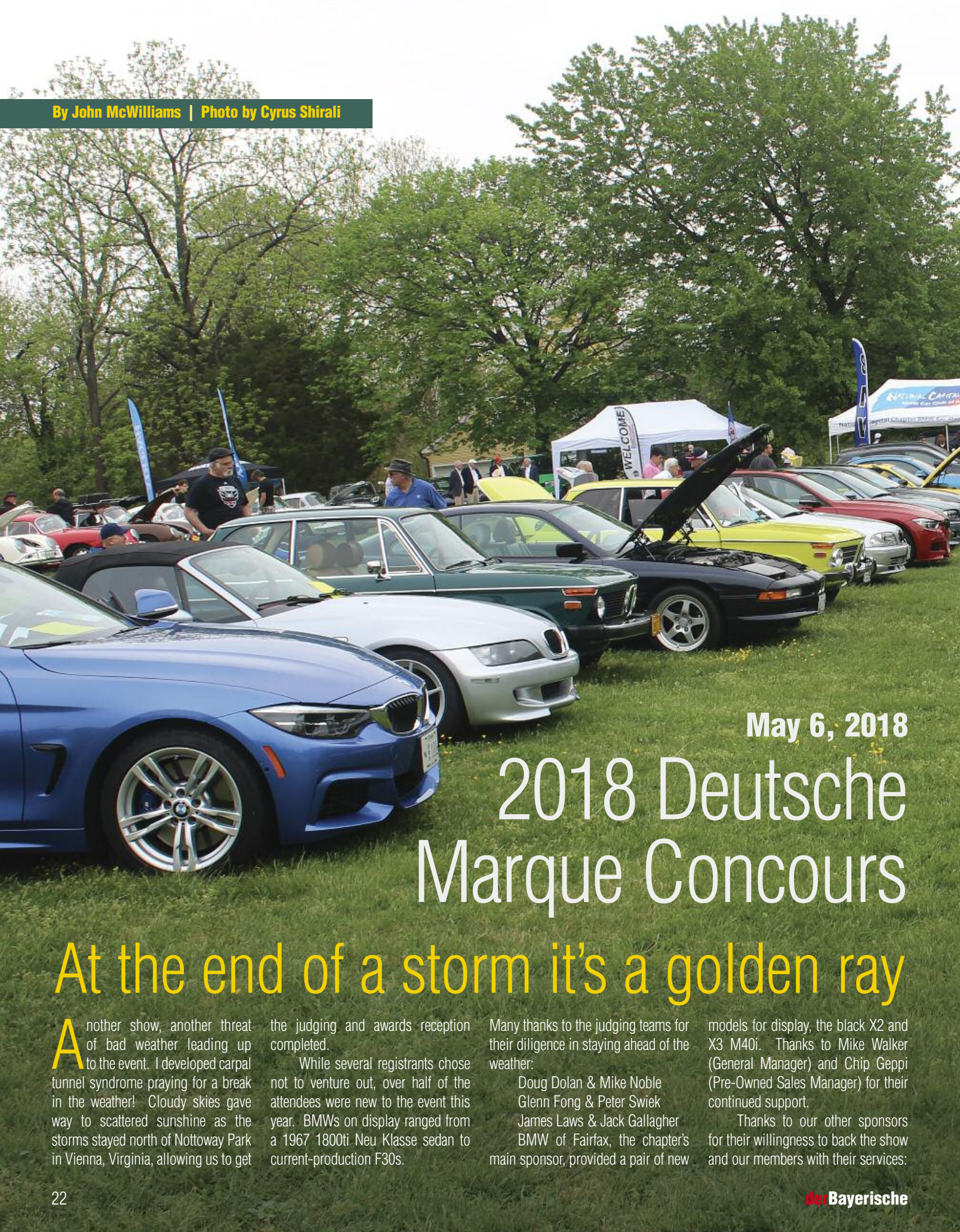


(Above) Kris Tobias' 70 Sahara M2 from Ontario, Canada. (Below) Japanese market 74 turbo.



(Below From Left) Jonathan Shiu, Alex and Manny Nieves waiting for a table at Sierra Nevada Brewery and Restaurant. (Bottom) Cars outside BMW Foundation in Greer, SC.





May 6, 2018

2018 Deutsche Marque Concours

At the end of a storm it's a golden ray

Another show, another threat of bad weather leading up to the event. I developed carpal tunnel syndrome praying for a break in the weather! Cloudy skies gave way to scattered sunshine as the storms stayed north of Nottoway Park in Vienna, Virginia, allowing us to get

the judging and awards reception completed.

While several registrants chose not to venture out, over half of the attendees were new to the event this year. BMWs on display ranged from a 1967 1800ti Neu Klasse sedan to current-production F30s.

Many thanks to the judging teams for their diligence in staying ahead of the weather:

Doug Dolan & Mike Noble
Glenn Fong & Peter Swiek
James Laws & Jack Gallagher
BMW of Fairfax, the chapter's main sponsor, provided a pair of new

models for display, the black X2 and X3 M40i. Thanks to Mike Walker (General Manager) and Chip Geppi (Pre-Owned Sales Manager) for their continued support.

Thanks to our other sponsors for their willingness to back the show and our members with their services:



Blue Ridge Motorwerks
D&V Autobody Inc.
Dent Masters PDR
Hagerty Collector & Classic Car Insurance
LA Tint
Matt Curry's Craftsman Auto Care
Mercedes-Benz of Tysons Corner
Porsche of Silver Spring

Griot's Garage supplied a detailing starter car care kit that was presented to the Best of Marque winner, Glenn Fong.

2018 Deutsche Marque Concours results

Classics

1. Mark Croxton - 1983 320is
2. Ron Costell - 1967 1800ti
3. Michael Balling - 1979 320i

2002s

1. Jack Gallagher - 1976 2002
2. Kevin Grim - 1972 2002tii
3. Ellen Beck - 1976 2002

Second Generation (1980s)

1. Michael Marshall - 1990 M3
2. Michael Bevels - 1991 318is
3. Lewis Zehmer - 1990 325is

Third Generation (1990s)

1. Dieter Willkomm - 1987 840ci
2. Brian Dooda - 1999 M coupe
3. David Dubell - 1999 M3 Dinan convertible

Fourth Generation (2000s)

1. Glenn Fong - 2002 M3
2. Michael McDonough - 2006 Z4 roadster
3. Brian Krupien - 2005 Z4

Fifth Generation (2010s)

1. Jason Azima - 2013 335i
2. Robert McQueeney - 2013 335is

People's Choice - Thomas Setz - 1985 528e

Judges' Choice - Alex Hart - 1989 636csi

Meister Class - Jared Reed - 1995 M3

Best of Marque - Glenn Fong - 2002 M3



Celebrating the 50th Anniversary of the Iconic BMW 2002

By Marc Caden

It was born the same year that the BMW 2002 began production and as we both turn fifty this year, I can say with confidence that the car has aged much more gracefully than I have. In honor of the 2002's big birthday, the BMW CCA Foundation in Greer, South Carolina has just opened a new exhibit called "ICON: 50 Years of the 2002." It celebrates the 50th Anniversary of the 2002, the cult car that has arguably defined the marque more than any other model.

Turn your time machine way back to 1968 and you will recall that this was the year that Apollo 8 orbited the moon, Martin Luther King Jr. and Robert F. Kennedy were assassinated, Boeing introduced the 747 jumbo jet, and North Vietnam launched the Tet Offensive. American muscle cars dominated the US market with offerings such as the Mustang, Corvette, Camaro, Charger, and Road Runner. These cars represented the very best that American muscle had



(Top and Above) Scott and Fran Hughes 1967 BMW 1600 is completely original except for the tires, battery, and brake master cylinder. It is a former second place winner in the Preservation Class at the Hilton Head concours.

to offer and most of them had V8 engines pumping out more than 300 horsepower.

When the 2002 arrived in 1968, it truly represented something new that hadn't existed previously. It was the first "sports sedan" and became the patriarch to all that followed. What is a sports sedan? To start, it's a car that has sporting or sports car performance. Size wise, it slotted in as something smaller than a grand touring car, but larger than a coupe. It needed seating for four people and a proper trunk. The 2002 represented all of this and tipped the scales at around 2000 pounds with just under 100 horse-

power. While it couldn't always keep up with the American muscle cars off the line, once the roads got curvy it could easily outperform them.

A young car journalist at the time, David E. Davis, Jr. penned one of his most famous reviews when he wrote "Turn Your Hymnals to 2002" in the April



(Above Left to Right) This beautiful 2002tii in Ceylon was restored by The Werk Shop in Illinois. Jackie Jouret, a contributor to the Roundel magazine and author of a new book accompanying the ICON exhibit, led a discussion on the history of the 2002.

1968 issue of *Road & Track*. Some believe that Davis' enthusiastic review helped solidify the long-term success of the 2002. During his test drive, Davis did a little "spirited driving" and wrote about his adventures.

"What you like to look for are Triumphs and Porsches and such. Then you can slaughter, no matter how hard they try. And they always try. They really believe all that jazz about their highly tuned super-sophisticated sports machines, and the first couple of drubbings at the hands of the 2002 makes them think they're off on a bad trip or something. But then they learn the awful truth, and they begin to hang back at traffic signals, pretending they weren't racing at all. Ha!"

When the BMW CCA Foundation first announced this exhibit, it requested current 2002 owners to submit applications by December 2017 if they wanted their car to be considered for the special display. Several friends forwarded the application to chapter members Bill and Ruth Williams to see if they might consider it. More than a decade ago the Williams had restored their 1972 2000tii Touring to perfection with the help of their sons Evan and Nate. It is a very special car that has won multiple awards at prestigious events such as the

Hilton Head Island Concours d' Elegance ('08 Chairman's Award), Euro Auto Festival ('06 Best in Show), and Deutsche Classic ('07 Best BMW).

However, when Bill and Ruth tragically lost their son Evan in 2014 their profound grief also stole their interest in anything BMW, among other things. With some encouragement from friends, Bill half-heartedly decided to complete the application for the Foundation exhibit with some old photographs, none of the really nice ones.

To his surprise, Bill received an email stating that his car had been accepted into the exhibit and the Foundation needed the car in Greer, South Carolina by April 2018. Now it was time to inspect the car and make sure it was in good shape. Bill noticed a rust spot on the driver's side bumper return, so off it was sent to Royal Silver in Norfolk for repair.

At first try, the car wouldn't start; however, after a few good whacks it began running again – but it was running terribly. Bill and a friend traced the problem to one of the suction valves in the Kugelfischer (koogel-fish-er) mechanical fuel injection pump being shellacked stuck from old fuel sitting for three years. Bill removed the suction valves and put them in Ruth's ultrasonic jewelry

(Below) Note that the first car in the exhibit was the only non-2002. It was a Neue Klasse or NK sedan intended demonstrate how the 2002 developed from it – sharing the same engine and even some body panels.





(Above Left to Right) Chapter members Chuck Pompei (Chamonix white) and Grice Mulligan (Verona red) got VIP parking right in front of the entrance. Terry Sather's "Frankenstein" 2002 on a lift was raced for a couple of seasons in BMW CCA club events, with one overall win and several class victories.

cleaner (oh the things our wives endure) and once everything was back together the car ran fine again.

The car was delivered safely to the Foundation on March 1st, albeit in the middle of a rainstorm. It was unloaded in the rain and the car was cleaned up later. What an honor for the Williams family and this chapter to have their car selected as part of the exhibit, which represented the best of the very best.

I attended the opening of the Foundation exhibit on May 18th while at The Vintage BMW event in Asheville, NC. The Foundation is only about an hour south of Asheville and tickets for the opening quickly sold out. Jackie Jouret, *Roundel* contributor and former editor of the now defunct *Bimmer Magazine*, eloquently recounted the history of the 2002 and signed copies of the book she wrote that accompanied the exhibit (the book "The ICON" is available for purchase on Foundation's website for \$50). The *Roundel's* resident Hack Mechanic, Rob Siegel, was also on hand to tell the tale of his project car, Louie, that had also been selected as part of the exhibit and which he recently published a book about ("Ran When Parked . . ." available on Amazon for \$20).



(Above Middle) The Hack Mechanic Rob Siegel delighted everyone in attendance with stories about the adventures of saving his car "Louie." (Below) Chapter members Bill and Ruth Williams, along with their sons Nathan and Evan, personally restored their 1972 2000tii Touring to perfection.



THE 50TH ANNIVERSARY OF THE BMW 2002



(Above Left to Right) The modifiers section of the exhibit had several cars with E30 M3 engine transplants. In order from left to right are the Miller & Norburn, Vasek Polak Alpina, and Hyde Park racecars that were successfully run by privateers in the 1970s.

racing sedans weren't proving to be that competitive against the lighter and more nimble Porsches and Alfas in their class. However, the 2002 was several hundred pounds lighter and proved to be a formidable competitor. Since BMW didn't have a factory race team until the mid-70's, racing in the US was initially left to private teams, such as Miller & Norburn. On display was the 1972 Miller & Norburn 2002, the first BMW to win a national title in motor racing. Right next to it was the 1970 2002 Alpina raced by Vasek Polak BMW dealership in Hermosa Beach, California.

Very few 2002s remain bone stock and there was a nice section of the exhibit devoted to the modifiers. One of the best examples was Ali Javidan's M3 powered 1971 BMW 2002. He paid just \$550 when he bought it from the original owners. Ali is an engineer by trade and during his twenty years of ownership, he has brilliantly modified the car in nearly every respect. The hood wears two wind splits similar to those seen on the Batmobile 3.0 CSL. But when he lifted the hood, I saw an S14 engine from an E30 M3 that almost doubles the original output. On the inside, Ali had a custom interior stitched using Imola red leather taken from the E46 M3. The car featured



way too many custom touches to list such as drilled door handles for lightness, old school Marchal driving lights, homemade flares, vintage rally timers, and light weight BBS magnesium wheels.

The introduction of the 2002 was truly a historic moment in automotive history and once you have driven one, the love for the little German car is enduring. It is for this reason that even fifty years later, you find many '02s that are still being driven by their original owners who are unwilling to ever part with them, such as *Roundel* contributor Mike Self and chapter members David Roach and Mike diAndrea.

The Foundation's ICON: 50 Years of the 2002 exhibit will continue until January 2019, although some of the cars will be exhibited this summer at Oktoberfest in Pittsburgh. Tickets are \$5.00 for club members and \$10.00 for non-club members. The exhibit is free for children ages 12 and under.



(Below Left to Right) Ali Javidan's 1971 BMW 2002 with an E30 M3 engine was among the very best of the modified examples; Dirk de Groen's Condor Yellow 1971 BMW 2002 Baur cabriolet was a limited production run model available only in Europe; as the sketch makes clear, cars can be art.



2018 BMW X3



The X3 started off as a bit of an experiment. BMW used the “plausible deniability” product development and launch strategy. With the success of the X5, teaming with Magna Steyr for the product development, BMW contracted with that same company to assemble the first generation X3. That way, if the product flopped, BMW could state that the product “was really was an experiment” and not be stuck with an empty assembly plant.

Intended as a “world car” (for a while, the first generation was also assembled in Egypt and Russia), the E83 X3 was wildly popular in North America. Over 616,000 first generation X3s were sold, with 25% of the sales in the U.S.

Based on the success of the first generation, assembly of the second generation X3 was moved to the South Carolina plant. This generation X3 was bigger and better. The F25 X3 was now close to the size of the first generation X5. The exterior design was much sleeker, though it still had some proportion issues. The interior design was much improved, with the refinement and materials one would expect from a performance luxury automaker. The mid-cycle update improved the exterior design with a much-more-refined front and rear end. Now standard with the proven

The Best

By James Chew



(Top) The new X3 exterior design finally looks sleek and integrated (Above) With the new X3, BMW seems to be bound and determined to cover the entire engine space!

TwinPower Turbo four-cylinder engine and the refined “auto stop/start” system, fuel economy greatly improved. Some of you may remember my review of the 2017 X3, where I deemed it “just right”.

The global market also found the F25 X3 to be “just right.” Over 1 million F25 X3s were sold, with 23% of the sales in the US, the F25 X3 also proved to be quite popular in the growing China market.

And ours is still “just right.” But after a week in the all new 2018 X3, it’s clear that this third generation X3 isn’t just better. It’s the best. Not just the best X3, but best in its class.

And boy, do I wish we had waited.

The first thing you will notice it that the exterior design looks perfect from any angle. By stretching the overall length three inches (and the wheel base by two) while lowering the height by one, the G01 X3’s proportions are simply perfect. Using lines from the X1 (still the most attractive SUV in today’s market, in my humble opinion), the X3 green house no longer looks too big. The

Hofmeister kink, while still there, is very, very subtle. And we can all be thankful that BMW maintains that signature design cue (using that kink, there is no way BMW would ever follow the “pinched” rear design used on other SUVs).

The larger “3D” grill and the headlight design immediately invokes a bold, upscale performance/luxury feel. The now standard x-Line package features a chrome fender gill and front, rear, and side chrome accents that perfectly accentuate this attractive design. And twin exhaust is standard with every engine option – with an exhaust on each side. When parked next to its competition, the X3 makes the Mercedes GLC look ungainly, the Audi A3 look plain.

Because Audi and Mercedes interior designs have been held as the gold standard, BMW has been working hard to overtake the competition. The X3 is yet another example of the BMW designers achieving their goal.

The 2018 X3’s interior feels much roomier, brighter, and more upscale than the 2017 model. The dashboard and door panels all feature different angles and materials to maximize the amount of interior room while maintaining the ergonomics and upscale refinement one expects from a leading performance luxury vehicle. The large “floating” infotainment center screen enhances the airy feel.

The instrument panel gauges have a “high-tech” look. BMW is on the path to going all digital and implementing an operating system (I’ve seen the Operating Systems 7.0 – it’s quite slick) that drives all the gauges, infotainment controls, and hand gesture controls. The X3 gauges are a step in that direction – and it would not surprise us if BMW fully implements this system in the upcoming 8 Series and X7.



(Above) The new X3 interior is an instinctive design that combines luxury, comfort, sportiness, and utility. (Below from Left) The new X3 dashboard now has the new BMW corporate design. The rear passenger controls no longer have an “aftermarket” look.

But it is the driving dynamics that make a BMW a BMW. And here, the new X3 simply outshines the competition. The 2018 X3 will not require significant surgery to become an “M” model.

Every great-driving vehicle starts with a great driver’s area. As with the BMW 4 Series, it’s quite easy to find the ideal driver’s position. With that confidence, conquering the curviest of roads in straightforward. Power delivery from the TwinPower Turbo was immediate and predictable. Having rear-wheel-drive bias, wonderfully calibrated electronic steering, great brakes, a responsive transmission, and a near perfectly balanced vehicle yielded a pleasant driving experience. The 2018 X3 feels more “tossable” than the previous generation, most likely due to the fact that it weighs 120 pounds less. In short, the X3 drives as a BMW should.

But there was one ingredient that added significantly to the driving experience – the Pirelli non-run flat

tires. I suspect that run-flat tires may be going the way of steering wheel knobs (remember them?). They are a good idea, but the softer tread compounds needed to compensate for the stiff walls has people replacing them after 20,000 miles. Worst of all, no manufacturer will provide a mileage warranty on run-flat tires.

My major complaint with our 2017 X3 come from the use of Goodyear run flat tires. As far as I’m concerned, the last “good” Goodyear tires were the



original “Gatorbacks.” As I mentioned in a previous article, the handling and driving performance of my 135i convertible improved vastly after I replaced the Goodyear-owned Dunlops with Pirellis.

But one of the consequences of non-run flat tires is the need for a spare tire. And 2018 X3's rear cargo area floor had to be elevated to accommodate one.

That being said, the X3's cargo is quite nice. The large, cube-like cargo space will accommodate everything from a four-person golf outing to a four-dancer competition event. And the cargo capacity more than doubles when the rear seats are folded.

If the 2018 X3 has any area that falls short, it's under the hood. BMW continues to promote the design trend of “no amateurs allowed.” In addition to a very plastic engine cover, there is now a large plastic and metal cover that ensures that only the headlight bulb replacement doors, oil filler cap, coolant cap, windshield washer cap, air filter housing, and battery jump-start plug are accessible. It's enough to make Mike Miller and every diehard BMW enthusiast cry. That being said, during our week-long evaluation I still looked under the hood with every gas fill up.

It's no secret that SUVs in today's market sell very, very well.

It doesn't seem to matter the brand or the design, SUVs do not stay on dealer lots for long (Want proof? The Dodge Journey and Acura MDX sell – and they are among the oldest designs on the market).

In the oceans of SUVs (BMW SAVs), the BMW X-vehicles seem to be leading in every class in which they compete. Designed to be best in class and be sales leaders (these qualities can be mutually exclusive), it should be no surprise if, this year, BMW SAV sales exceed those of their cars. Yes, BMW SAVs are NOT off-road vehicles. They are “all-wheel-drive, NOT four-wheel-drive, vehicles. If you're seeking a four-wheel drive, we would always

recommend a Jeep Grand Cherokee. That being said, today's SUV 4x4 owners are as likely to take their vehicle off-road as today's sports car buyers are to driving their vehicle on a track.

Because people tend to buy, not lease SUVs, you'll want one that will keep you happy for the long run. The 2018 X3 doesn't seem to be overburdened by high-tech components which will be expensive to repair or replace. And the frequently used components are durable and reliable (even the “glass half empty” folks at *Consumer Reports* and J.D. Power like it). For that reason, the BMW X3 should be on the top of your list.

The BMW AG CEO, Harald Kruger, wants the G01 X3 to be the best-selling product in its class. As good as the X3 is, this will be a tall order in the US market. Reviewing the latest sales statistics, it seems that the X5 is selling as well as the X3. This is not unexpected – we Americans like our size.

As King Henry, IV knows, heavy is The Head That Wears the Crown. While the 2018 BMW X3 should be considered best in class, the competition is not standing still. But BMW does design their vehicles for long product life cycles, seven years in the case of the X3. Based on experience, one who purchases a

(Below) Having Rolls Royce as part of the family is paying off. Distinctively sporty, the exterior has an “upscale” Vibe. (Bottom Right) To accommodate a SPARE TIRE, note the raised cargo floor.



2018 BMW X3



2018 X3 should be just as happy with it seven years down the road.

As I said, I wish I had waited.

(Above Left to Right) The shifter and iDrive controls are designed for ergonomic operation. Believe it or not, those ARE digital gauges! (Below from Left) The door panel design and execution no longer look and feel like an afterthought. The rear seating area is large and inviting. (Bottom) The 2017 X3 and 2018 X3 – how many differences can you find?



Autocross on a Karting Track & Chapter-Wide Success

The paved lot layout of the Washington Circuit at Summit Point, along with the presence of track-style curbing and varied surface textures, afforded us a distinct opportunity for a track-cross style event and a fun twist for some smile-inducing wheel-popping. As an old gas-powered karting track, a slick surface was present on parts of the course, allowing for some entertaining spins too. Dirt, dust, and even a little grass, were flying as drivers weaved, sped, and maybe pushed it a little too hard through the course.

We had a great showing, with a healthy mix of both experienced and novice attendees coming out to the track. The number of walk-up registrations was greater than any event NCC Autocross event that has been put on in the past few years, with ten first timers in attendance, and five drivers participating in both the High-Performance Driver Education (HPDE) and Autocross events.

As always, a huge thank you to our sponsors, RRT Racing and Dulles Car Concierge. Our Title Sponsor, RRT Racing (rtracing.com), generously provided \$100 gift certificate awards to each of our class winners at the event. Dulles Car Concierge also kindly provided all participants with lunch. Money, lunch, and driving – not a bad Saturday at the track!

We hosted another autocross event at Summit Point on the Washington

Circuit to finish out our busy June schedule. The mighty return happened on June 30th; two times in one year for a venue that the club had not visited for years. Rumors are that next year, Summit Point has big plans for making the Washington Circuit an even better venue for hosting autocross events. Stay tuned to this space for updates on that progress.

Overall, Chapterfest was a great success, and NCC Autocross had a fun event. Summit Point Motorsport Park was a large upgrade from the most recent Chapterfest held at Bowie Baysox Stadium in 2010, providing a larger space with multiple tracks and event spaces, and allowing for an exciting event for drivers and spectators alike. From driving your car on track, to autocrossing it (or both), or just shining it up for the car show, most aspects of the NCC membership were covered.

As a celebration of all things National Capital Chapter, Chapterfest was considered the premier event of the year, bringing together all clubs

and aspects of BMW CCA. From the Tour de Summit Point to start off the day, HPDE on Main Circuit, Highway Safety School on Jefferson Circuit, the Peoples Choice Car Show in the paddock, Autocross on Washington Circuit, Hot Laps courtesy of an Instructor from the BMW Performance Center, Mike Renner, to the post-event BBQ, there was a little something for everyone.

By Jaclyn Heck | Photos by Jaclyn Heck



(Top) **Off-roading:** The Course is between the cones, not necessarily on the pavement. Committee member Kam using all the room he can for the fastest time. (Above) **Smokeshow:** Kam (above) wasn't the only one who learned the shortcuts across the dirt.



Long Way from the Beach: a Long Beach Blue M2 tears up the Washington Circuit.



Double Duty: Chapterfest allowed for HPDE participants to come make a few autocross runs between their sessions on track for event more track time.

Make sure to keep an eye out for future chapter-wide joint-venture events, and in the meantime, make sure to come out to the rest of our events this season! We'll see you there!

Upcoming Schedule:

- 8/5 – Points Event #4 - Regency Furniture Stadium, Waldorf
- 9/9 – Points Event #5 - Regency Furniture Stadium, Waldorf
- 10/13 – Points Event #6 - Regency Furniture Stadium, Waldorf



It's Okay to Go Topless in Autocross: Unlike HPDE, Autocross allows for Convertibles to participate without the addition of rollbars (or cages).



The Staredown: It's easy to fully concentrate when the cones are coming at you at lightning speed.



SPONSORED CONTENT: RRT Racing brought one of their cars out to participate and provide prizes to the class winners.



Gotta Go: Mini Cooper popping its hind wheel around a corner.



Curb Your Drive: Track-style curbing allowed for some unique aspects to the course.

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