

# *der* Bayerische





# The All-New Passport BMW

One of The East Coast's Largest State-of-The-Art Service Facilities



## Fast-Lane Service

No Appointment Necessary. With 53 Service Bays, We'll Take You Today.

## Saturday Service Hours

Full Service Available at Our New State-of-The-Art Service Facility.

## Receive A Service Loaner For Life

With Every New Passport BMW.

**10% Discount on All Parts and Labor**  
for BMW CCA Members.

## Free Pre-Purchase Inspection



*In our European-style cafe you'll find daily made sandwiches, salads and desserts. Our customer lounge features flat-screen TV and complimentary laptops with Internet access.*

- Off-site demonstrations and test drives
- Off-site new car deliveries
- Off-site valet service pick up
- European-style gourmet cafe

4730 Auth Place Marlow Heights, MD 20746

**1-866-813-6848**

**PassportBMW.com**

New and Certified  
Pre-Owned Vehicles  
European Delivery  
Diplomatic Sales

[passportbmw.com](http://passportbmw.com)



The Ultimate  
Driving Machine®



**Cover:** Doug Dolan posing with his Z8 and 3.0CSi. See the Traditions article on page 18.  
Photo: Raine Mantysalo

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

# derBayerische

VOLUME 41 | NUMBER 3

**2** PRESIDENT'S MESSAGE

**3** FROM THE EDITOR

**4** CALENDAR OF EVENTS

**4** COMING EVENTS

**18** TRADITIONS

**24** A LOOK BACK

**26** NEW MEMBERS

**28** CLASSIFIEDS

**29** ADVERTISERS INDEX



**8**

**8** 2010 ChapterFest... the Last, Lost Article

BY DARBY ASHMORE



**11**

**11** Practical(ly) Magic

BY JOHN MCWILLIAMS



**12**

**12** The 2011 BMW X3: Made by Americans, for Americans

BY JAMES CHEW



**16**

**16** Pay No Attention to That Man Behind the Curtain... A Novice Begins Peeking Under the Hood

BY MARC CADEN



**22**

**18** Some Things Never Change — Some Things Are Bound to Change

BY BILL WILLIAMS

**22** Among the Cones — The 2011 Autocross Season Has Begun

BY DOUG DUCOTE

## 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

Algie Livingston ..... vice-president@nccbmwcca.org 703.455.4717

#### Treasurer

Dave Miller ..... treasurer@nccbmwcca.org 703.304.7950

#### Secretary

Greg Lindsay ..... secretary@nccbmwcca.org 703.440.0970

#### Membership Chair

Greg Lindsay ..... Gregory@Lindsay.net 703.440.0970

#### Social Chair

Paul Seto ..... social-chair@nccbmwcca.org 301.908.1928

#### Drivers School Coordinator

Matt Oleksiak ..... ds-coordinator@nccbmwcca.org

#### Concours Chair

John McWilliams ..... concours-chair@nccbmwcca.org

#### Webmaster

Steven Schlossman ..... webmaster@nccbmwcca.org

#### Autocross Committee

Jonathan Thayer ..... jonathan.michael.thayer@gmail.com

#### Baltimore Activities

Bob Stern ..... MirnBob2@verizon.net 410.602.0175

#### Club Council Representative

Pete Lem ..... autocross-chair@nccbmwcca.org

### der Bayerische Staff

#### Editor

Jim LaFemina ..... db-editor@nccbmwcca.org

#### Production/Layout

Raine Mantysalo ..... db-production@nccbmwcca.org 301.318.9949

#### Advertising Manager

Steve Lim ..... db-advertising@nccbmwcca.org 240.888.8943

#### Contributing Writers

Darby Ashmore, Marc Caden, James Chew, Doug DuCote,

Woody Hair, John McWilliams, Bill Williams

#### Club Address

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

#### National Membership Toll-Free Number

800.878.9292

**der Bayerische** is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc., and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. *Deadline for all material is the 21st of odd-numbered months.* All articles are subject to editing and must be received by the Editor. Send all photos to the Production Manager. For placement of commercial advertisements contact the Advertising Manager. See Classified Ads for information on member advertisement submission. Contents may not be reproduced without permission in writing except by the BMW CCA and its Chapters.

© 2011 NCC BMW CCA

## BMW Car Club of America National Capital Chapter



## President's Message

This is the best time of the year....coming out of a winter freeze and the weather gets better each day. It also means that many of our chapter programs are in full swing. During the colder months, our program heads and various committees spend countless hours preparing for the upcoming year's events. It takes a lot of work and coordination to reserve tracks and lots, line up shops to host DIYs, and pick new and exciting places for our tours. Hats off to all the volunteers who take the time to put on our events – your efforts are always appreciated, and we should never forget to tell you that.

Speaking of volunteers, I look back just a year ago when all CCA board members gathered in Dallas, TX for our Chapter Congress. One thing was incredibly clear to me after meeting and listening to other CCA leaders from across the country: we are incredibly blessed to have the LARGEST chapter in the country. Think of it, the biggest group of BMW enthusiasts resides right here in our nation's capital. Our sheer size allows us to have the most robust calendar of events, a calendar that usually includes something for everyone. The dedication of our volunteers and the participation of our members helps keep our chapter growing.

And speaking of events, I look at our calendar and see a bunch of fun things. For those who rarely get out and participate, I challenge you to get your car onto the track, learn how to change your fluids at a DIY, or just come hang out at our socials. I guarantee there are other chapter members who have very similar tastes as you do.

I close with a few words about one of our newest and biggest events of the year, our BMW CCA Car Corral for the Baltimore Grand Prix. Over the Labor Day weekend, the National Capital Chapter will be hosting this regional CCA event with other members from around the country joining us for a great time. For the non-racing fan, a car corral is basically a tailgate for a weekend full of different races. Located right next to the paddock area, we will have our own dedicated BMW parking area and tent, grandstand seating, pit/paddock passes, and multiple parade laps around the downtown Baltimore track. These are benefits that are not available to the general public, so sign up now before we sell out.

Now let's get those summer wheels on and I hope to see all of you at an event real soon.

Paul Seto

## LETTER TO THE EDITOR

### AutoWerke Rocks!

Just a short note to say how pleased I continue to be with the services at AutoWerke, Inc. in Rockville (<http://www.autoy-autowerke.com/>) – even though my wife & I have moved across the country.

Just before the move, my 2004 325i declared that it needed new parking brake shoes & related hardware. My usual, trusted mechanics at AutoWerke did the work but, unfortunately, the adjustment ended up just a little too tight. You guessed it: By the time we arrived at our new home, the shoes were cooked. My wife & I ended up living on a mountainside with a car that had little inclination to remain on our property.

My new, trusted mechanic (Aaron's Autowerks in Phoenix, Oregon) ended up re-replacing the shoes, and he saved me the spent parts. After seeing photographs of the badly gouged shoes, Dave Toy, owner of AutoWerke, offered to reimburse me for this second repair. (He quipped, "In my dreams, I envision a perfect AutoWerke. Then I awaken to reality.")

Upshot: If I had to move back to the greater DC area, AutoWerke would be my trusted mechanic again, in a heartbeat. No question. Dave and his gang gave me years of excellent service, with just one foul-up – and that a minor one – which they promptly made right. I continue to recommend them most highly.

- Doug Viner

While the springtime of the year is typically associated with rebirth and renewal, indeed a time of year seemingly tailor-made for the automobile enthusiast, the joy, at least this year, was rightfully tempered by the tragedy endured by the people of Japan. The scope of devastation caused by the 9.0 magnitude earthquake that struck early on the morning of March 11, 2011, just 231 miles northeast of Tokyo, was unimaginable. Almost immediately after the ground stopped shaking, the quake triggered a massive tsunami that flattened entire villages and towns, killing thousands and thousands more. Before the water had receded back into the sea, and before the rebuilding could even begin, a new crisis emerged at a nuclear power plant that survived the earthquake, but fell victim to the flood. From a purely economic perspective, the cost of the disaster soared into the hundreds of billions. From a human

standpoint, it's likely the tragedy will claim more than 10,000 lives, and the full impact of the accident at the Fukushima Daiichi nuclear power plant may not be fully known for generations to come. Personally, I felt more than a little ridiculous worrying about a spot of curb rash on my right front wheel or the excessive wear on one of my driver's seat bolsters. By no means am I suggesting these things do not matter, but they certainly matter a whole lot less, on balance, when viewed through the lens of a real tragedy.

It should also be noted that Japan's beautiful Twin Ring Motegi racing complex, located north of Tokyo in the Tochigi prefecture, was also damaged by the earthquake and forced to reschedule a MotoGP Championship event originally slated for April. The track is still fairly new, opening in 1997 and famous to even the most casual racing fan for being

the site of Danica Patrick's thrilling and historic Indy Car win a few years back.

And finally, I want to acknowledge the passing of two great car guys, known in varying degrees to almost all of us. First, we lost local legend Billy Thompson on March 16, 2011. Some time ago, Thompson was featured on these pages as the founder of White Post Restorations, in White Post, VA. His shop, originally his father's farm machinery repair, grew into a nationally known and highly respected restoration business. The crew at White Post Restorations had the expertise to handle any job, and Billy was once described by *AutoWeek* magazine as projecting an "honest, country-bred confidence that makes you want to trust him, right away." Billy Thompson was 80 years old.

Just 11 days later, all the way on the other side of the country, one of

America's greatest automobile writers passed away. David E. Davis, Jr. was, by all accounts, the biggest reason *Car and Driver* magazine became the industry's best known publication. It was said he could write just as beautifully on any topic he chose – fortunately for us, his passion, like our passion, was cars. Additionally, no writer is more widely acknowledged as influencing the history of BMW as Davis. In April 1968, *Car and Driver* published Davis' iconic article, "Turn Your Hymnals to 2002," and a cult was born. If you've never read the article, seek it out. It's easy to find online and worth every minute. Consider this, quite possibly my favorite line of the entire piece; "To my way of thinking, the 2002 is one of modern civilization's all-time best ways to get somewhere sitting down." David E. Davis, Jr. was also 80 years old.

Jim



**TOYO TIRES**  
DRIVEN TO PERFORM™

## Enthusiasts in the know choose

# Radial Tire Co.



Proxes T1R™

### Featuring: TOYO Radial Tires

- ★ over 30 years in business
- ★ 6,000 tires in stock
- ★ specializing in high-performance tires
- ★ discounts for BMW CCA members
- ★ professional installation and balancing service
- ★ original equipment and aftermarket wheels
- ★ race tires
- ★ snow tires

### We stock the full line of TOYO Proxes tires including:

- ★ Proxes T1R High-Performance Tires
- ★ Proxes RA1 & R888 Race Tires
- ★ Proxes 4 All-Season Performance Tires
- ★ Plus TOYO's line up of Touring, SUV and All-Terrain Tires.

## 301-585-2740

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

Conveniently located in Silver Spring near 495 and Georgia Avenue • 9101 Brookville Rd., Silver Spring, MD 20910  
We accept VISA, MasterCard, American Express, Discover and Personal Checks.



# 2011 CALENDAR OF EVENTS

## January

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

## February

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

## March

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

## April

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

## May

- 1 Deutsche Marque Concoors, Nottoway Park, Vienna, VA
- 1 One Lap of America at Summit Point
- 5 NCC NoVa Social – Car Pool, Arlington, NEW LOCATION!
- 7 NCC Spring Golf Outing – South Riding Golf Course
- 12 NCC Columbia Social – Union Jacks, NEW LOCATION!

- 14 DIY @ Leehigh Service Center
- 14 BMW Performance Center ///M Club Day
- 14 Autocross at Old Dominion Speedway
- 18 NCC MoCo Social – Red Rock Café
- 21 Open House at BMW Excluservice, Rockville, MD
- 27-28 The Vintage, Winston Salem, NC (formerly Vintage at the Vineyards)

## June

- 2 NCC NoVa Social – Car Pool, Arlington, VA
- 4 Autocross at Cumberland Airport
- 9 NCC Columbia Social – Union Jacks
- 9-10 Marque Madness VI @ VIR
- 11 DIY @ Euro Tech
- 15 NCC MoCo Social – Red Rock Café
- 19 15th Annual Fathers Day Car Show, Warrenton, VA
- 25-26 NCC Driving School (Summit Point, Shenandoah Circuit)

## July

- 2-3 Tarheel Chapter @ VIR North Course (\*)
- 9 Autocross at Regency Furniture

## August

- 6-7 NCC Driving School (Summit Point, Main Track)
- 6 Bimmerfest Comes to the East Coast (\*)
- 27 Autocross at Regency Furniture

## September

- 2-4 Baltimore Grand Prix – the NCC Car Corral is ON! (\*)
- 17 Autocross at Old Dominion Speedway

## October

- 1-2 NCC Driving School (Summit Point, Jefferson Circuit)
- 1-2 Tarheel Chapter @ VIR Full Course (\*)
- 1 Autocross at Regency Furniture
- 10-16 42nd Annual Oktoberfest – Birmingham, AL (\*)
- 29 Autocross at Old Dominion Speedway

## November

- 5-6 Fall Tour, TBD

(\*) not a National Capital Chapter event

# COMING EVENTS

## May 2011

### 28th Annual Deutsche Marque Concoors

Sunday, May 1, 2011  
(Rain Date: Sunday, May 15, 2011)  
Nottoway Park  
9601 Courthouse Rd  
Vienna, VA

As many of you know, one of the highlights of our event schedule, and an annual rite of Spring for German car fans, is the Deutsche Marque Concoors d'Elegance. This year represents the 28th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. This year, we have reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club

banners so that you cannot miss it.

In the Deutsche Marque Concoors, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event – Street (judged), Meister class (judged – consisting of first-place category winners from the 2010 concours), and Anfänger class (not judged – for newcomers to the concours experience; selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, but not the chassis. Street class cars are generally divided into several groups based upon NCC rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the "People's Choice" award, and this is a terrific way for newcomers to become acclimated to a concours event.

Vehicles will be classified into the following categories: 2002s, Classics, Modern 80s, Modern 90s, Current, Meister, and Anfänger. The entry fee for the concours is \$30 per car (\$40

after April 24th or on-site). Registration includes one wine and cheese reception ticket and a commemorative dash plaque for the first 40 registrants. Additional wine and cheese reception tickets are available at \$10 each. There is no charge to attend the concours as a spectator. To allow us to plan appropriately for the number of guests, please register in advance and use the registration form that may be accessed from the NCC Web site at a later date.

Contact John McWilliams at john.mcwilliams@gmail.com if you have any questions.

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

### Event Schedule:

- 8:30 a.m. Field opens to show participants for placement onto the field.
- 9:00 a.m. General admission begins.
- 10:00 a.m. All cars whose owners wish them to be judged

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

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

The concours is an all-day event. The organizers of all the clubs will be working diligently prior to the show as well as on the day of the event. Please also respect the hard work by the participants who have prepared their cars for the show. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you have departed the field, the award will be given to the next runner-up in class. Further, in order to be fair to all the participants, we need to have sufficient time to judge all the cars consistently and fairly. We can't do that if people show up at 11:30 a.m. and ask to have their cars judged. We're not trying to be difficult, only respecting the efforts many of our club members make to prepare their cars for the concours. Thank you in advance for your cooperation and understanding.

## **One Lap of America at Summit Point**

Sunday, May 1, 2011  
201 Motorsports Park Circle  
Summit Point, WV 25446

The Tire Rack One Lap of America will stop at Summit Point's main circuit for two time trials on May 1. A variety of 70 or more cars from exotic and highly modified track specials to stock sedans will compete in 3-lap trials. The first, and fastest, cars will get the green flag around 8 a.m. After a lunch break, another trial will take place. When competitors have finished their second trial, they will quickly pack up and head for Monday's events at CMP in South Carolina. Other stops include Daytona International Speedway, NOLA near New Orleans, Barber Motorsports Park in Alabama, and Autobahn Country Club in Illinois.

It is expected that the National Capital Chapter will be there supporting several NCC teams in the event.

## **NCC NoVa Social**

CarPool - New Location!  
Thursday, May 5, 2011  
4000 Fairfax Drive  
Arlington, VA 22203  
Phone (703) 532 7665

"Think Andy Warhol meets General Motors. That's CarPool in a nutshell...The end result is a pop art testament to the American obsession of automobile culture that would make Lee Iacocca jealous." That's how *Billiards Digest* described CarPool when awarding it the accolade of Best New Room in 1996.

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

## **Spring Golf Outing**

Saturday, May 7, 2011  
South Riding Golf Course  
43237 Golf View Drive  
South Riding, VA 20152

Format: Stroke Play

Cost: CCA members \$45, Non-members \$55

Our golf outing includes green fees, cart w/GPS, practice balls, dinner, and dedicated parking. We'll also hang out with the cars after golf/food too, so bring your cameras!

This will NOT be a handicapped event, but we will have various prizes available. It's just a leisurely afternoon playing a great game in a non-competitive environment. It's all about having fun and hanging out with fellow BMW owners.

This event will be first come, first serve, with a maximum of 32 players. Slots will be filled first by NCC members, followed by non-members. Our event was sold-out last year so sign up as soon as possible.

Payment is required during online registration at [motorsportreg.com](http://motorsportreg.com), but credit cards will not be charged until after the event.

## **NCC Columbia Social**

Thursday, May 12, 2011  
Union Jack's  
10400 Little Patuxent Parkway  
Columbia, MD 21044  
(410) 740-5225

Come join us at our new Columbia social location, Union Jack's in Columbia

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

## **DIY @ Leehigh Service Center**

Saturday, May 14, 2011  
23685 Pebble Run Place  
Dulles, VA 20166

The 2011 Do-It-Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a 2.5 hour time period.

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 a.m. and 9 a.m. and typically finish at 3 p.m. Lunch for the event is provided by the club. This event offers online registration through [MotorsportReg.com](http://MotorsportReg.com).

For more information, visit the DIY program Web page at [www.nccbmwcca.org](http://www.nccbmwcca.org)

## **BMW Performance Center ///M Club Day**

Saturday, May 14, 2011  
Greenville, SC

The National Capital and Tarheel Chapters are headed back to South Carolina on May 14th for our first 2011 ///M Club Day driving school 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 BMW CCA 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.

For more information, visit the chapter Web page at [www.nccbmwcca.org](http://www.nccbmwcca.org)

## **Autocross at Old Dominion Speedway**

Saturday, May 14, 2011  
10611 Dumfries Rd.  
Manassas, VA 20112

Autocross is a motorsports event that emphasizes car control and performance handling.

Autocross differs from track events because it typically remains under 60 mph and has less straight-line driving and many more turns. Autocross events are frequently held in large parking lots. Traffic cones are used to define a course on which drivers compete, one car at a time, against the clock. The times are recorded and used to differentiate drivers as they compete against each other. There is no passing or rubbing of fenders since cars are always separated from each other and do not compete in the same manner as race car drivers.

Additionally, there are several classes to register; one for each category of car, so you don't have to worry about modifying or un-modifying your existing car.

Because there is little chance of hitting anything beyond small traffic cones, low potential to damage a car, and because autocross normally presents less stress on vehicles than track driving, autocross is a great entry-level event for performance motorsports enthusiasts.

## **NCC MoCo Social**

Wednesday, May 18, 2011  
Red Rock Café  
385 Muddy Branch Road  
Gaithersburg, MD 20878  
(301) 527-6195

Come join us at our new MoCo social location, Red Rock Cafe in Gaithersburg. We are also moving this event to the 3rd Wednesday of the month going forward.

See previous Social event listing for more information.

## **Open House at BMW Excluservice**

Saturday, May 21, 2011  
12224 Parklawn Drive  
Rockville, MD 20852  
(301) 231-5400

Join us from 10:00 a.m. to 2:00 p.m. to see what they're all about, help us celebrate their 25th anniversary, and meet fellow BMW and Mini owners. That's right, I said Mini! Mini owners can now enjoy the same excellent service that their BMW customers have been raving about for 25 years. Owner Lothar Schuettler will be on hand to talk a bit about the history of BMW and Mini, and a representative of Lubro-Moly will be here to introduce you to their superior-quality German motor oils and additives. General Manager Stephane Grabina and the rest of the Excluservice staff will be on hand to share their expertise with you and answer any questions you may have. Hope you can join us. And don't forget your camera—there'll be some nice cars there!

For more information, visit the chapter Web page at [www.nccbmwcca.org](http://www.nccbmwcca.org)

## The Vintage (formerly Vintage at the Vineyard)

Historic Old Salem  
Winston-Salem, NC

Many people have been asking "Why move The Vintage (V@V) from a winery to downtown Winston-Salem?" We know it will be a change, but it will be a change for the better, we promise. Old Salem is a beautiful, historic area and we'll have it all to ourselves to fill the streets with cool old BMWs. Thanks to everyone for your support and we hope to see you at The Vintage this May!

For more information, please visit the event Web site at <http://atthevintage.com/>

## June 2011

### NCC NoVa Social

CarPool – New Location!  
Thursday, June 2, 2011  
4000 Fairfax Drive  
Arlington, VA 22203  
(703) 532 7665

"Think Andy Warhol meets General Motors. That's CarPool in a nutshell...The end result is a pop art testament to the American obsession of automobile culture that would make Lee Iacocca jealous." That's how *Billiards Digest* described CarPool when awarding it the accolade of Best New Room in 1996.

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

Please see the Web site for more details.

### Autocross at Cumberland Airport

Saturday, June 4, 2011  
Greater Cumberland Regional Airport  
Wiley Ford, WV  
(304) 738-0002

See May's entry for a brief description of autocross, and for more information, please visit the chapter Web site.

## Marque Madness VIR

Thursday-Friday, June 9-10, 2011  
Virginia International Raceway

Once again we will have a two-day driving school on the world famous VIR full course along with the local Mercedes and Audi clubs.

More details can be found at [www.gws-mbca.org/events/MarqueMadness2011](http://www.gws-mbca.org/events/MarqueMadness2011).

Registration is open on [Motorsportreg.com](http://Motorsportreg.com)

### NCC Columbia Social

Thursday, June 9, 2011  
Union Jack's  
10400 Little Patuxent Parkway  
Columbia, MD 21044  
(410) 740-5225

Come join us at our new Columbia social location, Union Jack's in Columbia.

See previous Social event listing for more information.

### DIY at Euro Tech

Saturday, June 11, 2011

The 2011 Do-It-Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a 2.5 hour time period.

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 am and 9 am and typically finish at 3 p.m. Lunch for the event is provided by the club. This event offers online registration through [MotorsportReg.com](http://MotorsportReg.com).

For more information, visit the DIY program Web page at [www.nccbmwcca.org](http://www.nccbmwcca.org)

### NCC MoCo Social

Wednesday, June 15, 2011  
Red Rock Café  
385 Muddy Branch Road  
Gaithersburg, MD 20878  
(301) 527-6195

Come join us at our new MoCo social location, Red Rock Cafe in Gaithersburg. We are also moving this event to the 3rd

Wednesday of the month going forward.

See previous Social event listing for more information.

## 15th Annual Fathers Day Car Show

Sunday, June 19, 2011  
Warrenton, VA 20186

Come to Warrenton for an annual Fathers Day tradition that continues to grow every year. Classic and antique cars, hot rods and motorcycles line Main Street and several side streets. Crafters, family games, live music and food vendors make the day a fun-filled event with something for everyone; plus the opportunity to take the historic walking tour and visit the Old Jail Museum. The event will run from 10 a.m. to 3 p.m. Children and pets both are welcome!

For more information, call the Partnership for Warrenton at (540) 349-8606.

### NCC Driving School

Saturday-Sunday, June 25-26, 2011  
Shenandoah Circuit  
Summit Point Raceway

The NCC Shenandoah School is still only \$185/day!

The National Capital Chapter (NCC) operates two types of schools: Driving Schools and Car Control Clinics. While the methods of instruction and the target audience for these schools differ, they 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 schools are not racing schools. 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.

Your BMW is an amazingly capable car. At a National Capital Chapter driving school, 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.

## Calendar of Vintage Events By Bill Williams

| Event  | Date           | Location               | Website   |
|--|----------------|------------------------|---|
| MidAmerica '09 Fest                          | April 29-30    | Eureka Springs, AR     | <a href="http://www.midamerica02fest.com/">http://www.midamerica02fest.com/</a>   |
| The Vintage                                  | May 27-28      | Old Salem, NC          | <a href="http://atthevintage.com/">http://atthevintage.com/</a>   |
| Manchester Antique Car Show                  | June 11-12     | Manchester, VT         | <a href="http://www.manchestercarshow.com/">http://www.manchestercarshow.com/</a>   |
| Vintage at Saratoga                          | July 15-17     | Saratoga Springs, NY   | <a href="http://www.vintageatsaratoga.com/">http://www.vintageatsaratoga.com/</a>   |
| Pittsburgh Vintage Grand Prix                | July 23-24     | Pittsburgh, PA         | <a href="http://www.pvvp.org/pvvp/site/default.asp">http://www.pvvp.org/pvvp/site/default.asp</a>                             |
| Lime Rock Historic Festival and 02 Fest East | September 2-5  | Lakeville, CT          | <a href="http://tickets.limerock.com/eventperformances.asp?evt=4">http://tickets.limerock.com/eventperformances.asp?evt=4</a> |
| Euro Classica                                | September 9-10 | Old Salem, NC          | <a href="http://www.euroautofestival.com/index.html">http://www.euroautofestival.com/index.html</a>                           |
| Euro Auto Festival                           | October        | The Zentrum, Greer, SC | <a href="http://www.euroautofestival.com/index.html">http://www.euroautofestival.com/index.html</a>                           |
| BMW Oktoberfest                              | October 10-16  | Birmingham, AL         | <a href="http://www.bmwccaofest.org/">http://www.bmwccaofest.org/</a>   |



# BMW EXCLUSERVICE

SELLING, SERVICING AND REPAIRING BMWs, ONLY BMWs SINCE 1984



Lothar's 1937 328 under restoration.

With our diagnostic equipment and over 100 years of BMW experience we can service any model BMW – current or classic.

Looking to buy a new or used BMW? Ask Lothar Schuettler to help you find exactly the car you want.

– Lothar Schuettler, President

- BMW certified and factory trained technicians
- All BMW scheduled services
- Computerized engine analysis
- Repair, restoration, modifications
- Parts availability and expert maintenance for all BMW models and years
- German connection for hard-to-find parts

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



12224 PARKLAWN DRIVE, ROCKVILLE, MD 20852 • SALES/SERVICE/PARTS: 301-231-5400 • FAX: 301-770-5573

Open weekdays 8:00-6:00 • Shuttle to Twinbrook Metro • BMW CCA members receive up to 10% discount on parts/labor (must present membership card)



**FAIRFAX SERVICE CENTER**

Quality Service Since 1978



**Authorized Dinan BMW Performance Center**

Phone: 703-560-1700 • Fax: 703-641-0763

2850 Prosperity Ave. Fairfax, VA 22031

Mon-Fri 7:30 am - 6:30 pm Sat 8:00 am - 3:00 pm

**Fairfaxservicecenter.com**

Independent Service Center Exclusively for BMW & Mini Cooper



- Family Owned and Operated Since 1978
- Our Mission is to Provide Every Customer the Highest Quality of Service and Satisfaction
- Fast Turnaround
- FREE Shuttle Service to Dunn Loring Metro
- Loaners Available with Service Appointment
- Pre-Purchase Diagnostic Service
- Factory Trained Technicians
- State-of-the-Art Equipment
- No Appointment Necessary for Oil Service
- VA Inspection, Emission Test & Emission Repair Facility



**10% Discount on all Dinan Parts and Labor!**  
Bring coupon with you. 1 per customer.

Not valid with other coupons. Expires 11/11



# 2010 ChapterFest ... the Last, Lost Article

Text and photos by Darby Ashmore



Picture this: a perfect autumn morning and the pure definition of white-knuckle driving. I'm talking a Nordschleife-like experience, adrenaline pumping, hands gripping the wheel, engine revving, sweat beading, the engagement of the gears and clutch and slowing of time like you're in some crazy action movie. And all that just from taking a wrong turn on the way to ChapterFest. So I had led the caravan astray, I guess that's what I get for following the signs off of Route 50 instead of simply following my trusty navigation. I now had roughly 10 cars following me the wrong way, heading away from the stadium and I was looking for a place where we could all turn around. Well, a couple of the guys realized we were in trouble and took it upon themselves to whip some U-ies and double back. Chaos ensued but we all made it to the stadium just 5 minutes later and no worse for the wear.

So my ChapterFest had really

begun about 12 hours earlier when I was prepping the car. A bit had changed over the last year for me as embodied by the baby seat which now adorned my back seat. The amazing new addition to our family had really put a damper on my "Mod Money" so my car was basically the same other than the addition of some Volk TE37s I had acquired for the M3 (aka *Über Daddy Machine*). Nothing



says kid hauler better than some Japanese forged wheels and some fat rear tires. I mean the additional contact patch is a necessity for keeping

your children safe. Secret government studies show 295s are indeed tested and are proven to be much safer than a *Baby on Board* sign.

I woke up Saturday morning, walked out onto my porch and noticed the crisp, even chilly, air and brilliant fall sunshine. I wandered downstairs and gave the wheels a final once-over and prepped the family for launch to get to the caravan meeting area.

My buddy David arrived with

his GT3 instead of his M3 (I know he must really struggle making decisions like that. We should all feel terrible for him) much to the

chagrin of my neighbors because of its lack of mufflers. My wife had finally been convinced to attend an event the previous weekend at At Speed. I'm not sure if it was the wine at that event or my constant badgering but she readily agreed to come along with her X3 in case she needed to make an early escape.

We started down I-95 to the Buffalo Wild Wings in College Park to meet up with folks from M3Post, E90Post, BimmerForums, E46fanatics and the NCC website. Several nice examples of BMWs were already there and waiting. I looked around and spotted a very nice Imola red E46 ZHP 330i, Chase's heavily modified Fern E46 328, and Dana's very nice E39 M5. We gathered everyone up and headed for Bowie.

After the debacle of my caravan leadership, we were greeted at the gate by a friendly volunteer who directed us to parking. My wife joked that her X3 was more appropriately parked in the Concours d'Elegance but he would not budge and banished her to general parking.

I received my wrist bands and headed over to park in the non-judged Concours d'Elegance. I





parked next to a super clean E46 M3 and received some much appreciated parking assistance so I could adequately back up to get close enough to the E30 behind me and not to hit it but stay out of the road.

I gathered the family and we headed over to Karting. I was pretty impressed by the additions to ChapterFest this year. You couldn't miss the lines of lifts for the DIY or the tanker truck watering down the course for Street Survival.

The fall foliage made a nice back drop for the combatants locked in a wheel-to-wheel struggle for supremacy as they zoomed around the carting course. The carting was a great option for folks wanting to get "racing" experience but not willing to join the autocross. The only mixed feelings I had were the course now resided where the general parking had existed the year before. I enjoy walking around and just looking at all the cars and I felt the area the year before had been more conducive to socializing. While checking out the carts, I heard the roar of an E90 M3 as Bogdan, an instructor for Street Survival, took some test laps of the course that was wetted down.

While heading back toward the autocross I saw one of the program's regulars, Maria, sitting in her E36 with her son Kevin on her lap as she got ready for her run. That's very cool, I thought as I glanced down at my little boy in his stroller. Later I found out she placed first in her class which is even cooler! I ran into Maria in the line for delicious Red Hot and Blue lunch and asked her about her experience this year and autocross specifically. She told me, "Seriously, everything about ChapterFest was good. I know that there was a technical problem with the registration when we arrived. But I was not too upset about this since I had more time to hang out with friends, take pictures of other cars and enjoy the ChapterFest. This delay also gave me a chance to walk the course several times. Some competitors were also complaining that the course was not 'BMW-friendly,' however, I think that



(Above) The 1972 2000tii touring of Bill Williams had its share of admirers at the Concours d'Elegance.

the AutoX team did a great job in designing the course, considering the limited space." Maria also really liked the skidpad part of the course, "We have not had them for a while and I was glad to see it there. I was also glad see new helmets."

The tents for lunch were a great addition and the walk provided a nice view of the autocross course and the lower course for Street Survival. We ate with Marc who was telling me about autocrossing his 2002, which he was also restoring. I was impressed about his breadth of knowledge of the 2002, a car that, as a BMW enthusiast, I knew very little about other than that I liked them. There were again a couple of beautiful 2002s in the Concours d'Elegance and as Marc informed me a very rare touring in orange that was jaw-droppingly cool.

I also spent some time talking to Orlando, one of the judges for the Concours. There were so many amazing cars in Concours d'Elegance I'm sure it made his life very difficult to try to judge the best. Orlando decided to volunteer because he knew that this year's event would be bigger than ever before. "I wanted to give back to the club that has given me so many great experiences. The parking lot was a sight to behold, including a row of E31 8 series cars. I counted at least five rare E28 M5s and many other gems. I ended up helping with admissions, traffic control and security at the gate. I also had the honor of judging some of the beautiful cars that were entered in the Concours." There were many outstanding BMW vehicles of all eras. Crowd favorites included the S38

powered 3.0CSi and Z8s entered by Doug and David Dolan respectively, the Alpina Roadster, the 2000tii touring of Bill Williams, many M3s and M5s from all eras as well as an awesome E21 320i owned since new and in showroom condition. Concours chairman John McWilliams made sure the judging went smoothly and occurred in a timely fashion. Orlando felt that enthusiasts of all ages enjoyed themselves thoroughly. "It was great to see all the smiling faces I have been seeing for years, as well as meeting great new people. A special treat was seeing former NCC BMW CCA President Zach Pullins and his wife Cheryl. Zach took control of the crowd of people entering ChapterFest, and along with Algie, Mike, Kendra and the rest of the event staff, each made sure everything ran smoothly."

On the way back up to my car, I noticed that the DIY sessions were in full swing. I petitioned my wife for some mod cash maybe to throw on a full titanium exhaust thus reducing weight and therefore reducing stopping distance or maybe a big brake kit (again, safety measures for my son) but alas my pleas fell on deaf ears so I had nothing to DIY. It seemed plenty of others did however and they were now taking full advantage of the lifts that were on-site. Phillip was the DIY chair for ChapterFest. "All of the lifts were provided by Bendpak," Phillip explained. "One of the most interesting projects was Ryan's installation of BMW Performance struts and shocks on all four corners of an E90 335i." One lift was in constant use for Tech Session and the others were used by members for the DIY program.

On my way out of the parking lot I couldn't help but look forward to what ChapterFest would hold for next year. Thanks again to Algie and the ChapterFest volunteers. Hopefully you made it this year, but if not I would hold the date as soon as it's decided for one of the best BMW events on the east coast.



(Above) Bogdan Poplacean, a Street Survival instructor in his M3, spraying some water during a few hot test laps on the wet course.



# Practical(Iy) Magic

Text and photos by John McWilliams

As a prelude to the Deutsche Marque Concours in May, Brad Will of Reflections Auto Salon and DentMasters presented a workshop to help owners address their cars' particular issues as they prepare for the show. The event took place on Saturday, March 26th, at D&V Autobody in Sterling, VA.

Brad Will is the owner of Reflections Auto Salon, and provides on-site detailing. He offers various packages based on your needs. DentMasters has had paintless dent removal technicians working throughout the DC area since 1991, repairing dents, door dings, and hail damage.

While most of us have time to leisurely lavish love on our vehicles, as a detailing professional Brad must make the car look as good as possible as quickly as possible. He stressed the need to be methodical and organized, and to use a system. He also suggested keeping it simple and using products that do the job well, noting there are many products on the market that do the

same thing. This also pertains to your equipment – buy quality, as it will work better, save time, and last longer.

He begins with the interior, using a powerful – yet quiet – industrial vacuum with HEPA filtration, along with a boar's hair brush to dislodge dust and dirt from mats, carpets, seats, and vents.

There is no point in cleaning anything before this gets done. One of his favorite cleaners is Stoner's

All-Purpose Cleaner concentrate, mixed to various strengths for different conditions.

If the carpet or the mats are heavily soiled, Brad may need to use his portable hot-water extractor carpet cleaner. This consists of tanks with detergent, hot water and a vacuum. This is especially useful after the winter months to remove salt residue, sand, and other agents used on the roads for traction.

Smoke, pet, food, and other

odors can be neutralized with an ozone machine, using UV light to produce ozone which oxidizes the odors. This is left in the car for hours depending on the severity of the odor. Ozone can cause a scratchy throat, so you shouldn't be in the car while the machine is running. X-O odor neutralizer is a botanical-based product and comes in a ready-to-use formula.

One machine Brad rarely uses is the electric pressure washer, only needed for vehicles that are caked with mud. For anyone using one of these machines at home, remember to keep the pressure between 1,200 and 1,500 psi to avoid potential damage to paint or trim.

Hard water is often a concern in this area. The high mineral content is detrimental to your equipment and can leave difficult-to-remove water spots on your finish. As Brad is usually detailing cars away from his shop, he carries a 5-gallon cube of softened water.

One of Brad's favorite products for the exterior is Optimum No Rinse



(Top) Brad Will works on an E46 roof using the Cyclo orbital polisher.  
(Above) Attendees discuss the various detailing processes.



(Above) Brad demonstrates the maneuverability of the Cyclo polisher to Sunir Ghosal.

**Wash & Shine.** It's a multi-purpose product that serves as a rinseless wash, a quick detailer, and a clay lubricant, depending on how much water is added. Plus, this product does not require rinsing. Coupled with a terry-weave microfiber towel he can conserve water and still get any vehicle beautifully clean. The No Rinse Wash also works well on relatively clean wheels when used with a damp microfiber towel. It contains polymer technology – no soaps or surfactants – and he can wash wheels with one gallon of water and the rest of the car with 1-2 gallons.

Microfiber is a man-made material that combines two fibers, polyester and polyamide. The polyester gives the material strength and durability, while the polyamide allows the fabric to be tremendously absorbent and quick to dry. This makes the cloth softer and finer, and they leave behind less lint than regular cotton terry cloth. These fibers are woven and manufactured in distinct ways, producing different results for a variety of uses. Some are better for general cleaning or polishing, others for removing wax or polish, and still others are best for buffing, drying or cleaning glass.

Clay bars were developed in Japan to remove industrial fallout from paint surfaces. Their use is not always necessary, and care needs to be taken as they WILL scratch paint, and this can be more apparent with darker colors

Once the finish is clean it needs to be assessed for defects to determine how much correction is neces-

sary. Paintwork correction is the process of removing defects such as swirl marks, oxidization, micro-marring, orange peel, and acid etching from the paintwork by a process of re-leveling the very top layer of paint or lacquer below the defect, thus permanently removing the defects. Holograms and marring are actually the same thing; thousands of micro-scratches causing what looks like a wavy effect produced by poor machine polishing technique.

Brad prefers products without (or at least low in) petroleum content. The water-based polishes use abrasives (grit) and heat generated by the polisher, rotary or orbital, to achieve correction. The products come in varying grades, depending on the size of the abrasives. Solvent-based polishes soften the paint so the polish can work.

Paint that has been maintained regularly can be kept looking good with an orbital polisher. Brad uses the Cyclo Polisher. Its two heads rotate in an overlapping circular motion in a movement similar to hand polishing, only much quicker. That combination of motion, speed, and just the right weight makes it perfect for deoxidizing, buffing, and glazing paint and metals to a mirror finish. Deeper scratches may require the speed and heat generated by a rotary polisher. For these he uses a Metabo polisher, a German-made, heavy-duty tool that requires a lot of skill to use but is the industry standard. He then follows up with the orbital to remove any polishing marks. Orbital polishers are safe in most members' hands, but their use takes practice. The results that a pro can achieve are a better-than-new finish.

All-in-one polishes and sealants save Brad time and serve the customer as they last three or four months. Pure polymer sealants lock into the paint, have a higher melting point and can protect up to one year, providing a good value to the owner. Carnauba waxes have more of a "liquid" shine, have a

lower melting point and need to be reapplied every few months or sooner if the car is kept outside.

Optimum Car Wax is a spray wax that provides the durability of a paste wax with UV protection. It contains a combination of carnauba wax, sealant polymers and UV inhibitors to protect from sun damage and environmental elements for as long as five months.

Stoner tire dressing products are easy to find, quick to apply, and leave a good-looking finish. 303 Aerospace Protectant leaves more of a matte finish on the tires.

Because of liability issues, Brad's detail regimen does not include the engine compartment.

Brad Hodgson founded DentMasters twenty years ago and brought along a fabulous technician, Paul Kordon, to assess and repair members' cars as they watched. With the portable fluorescent lighting Paul was able to better visualize the damaged panel and determine how best to approach the dent removal. Some dents can require hours to remove completely, while others can be erased in minutes. DentMasters techs are mobile, coming to you, or can be found working at various locations around the Beltway. The experienced technician, along with the proper rod, tip, and pressure can accomplish what can only be called magic!

Special thanks to Kevin Maharaj, the manager of D&V Autobody, for hosting such a great event. The 18,000 square foot facility is a far cry from the shop that was started behind his parent's house. There was a pair of Ferraris, a Lambo and Lotus in for repairs. D&V is also used by BMW of Sterling for quality collision repair, better than OEM painting, flawless automotive body work, and tailored, customized after-market installations.

(Top right) Paul Kordon outlines the dent repair with Marc Caden, and (Below) Paul plans his approach to the repair.

## Resources:

reflectionsautosalon.com  
dentmasters.com  
dandvautobody.com

## Polishers:

cyclotoolmakers.com  
cpometabo.com

## Car care products:

optimumcarcare.com  
hitempinc.com  
303products.com  
moreshine.com  
xocorp.com

## Ozone generator:

rgf.com

## Vacuum cleaner:

nilfisk.com  
feinus.com

## Sensei carpet extractor:

century400.com

## Microfiber towels:

sonnysdirect.com (you'll need to establish an account, or call Brad)

## Water softener:

spotfreeh2o.com





MADE IN  
THE U.S.A.



# The 2011 BMW X3 Made by Americans, for Americans

Text and photos by James Chew | BMW CCA #291080

Many long time car brand enthusiasts have a hard time appreciating the fact that the car business is, in fact, a business. These passionate fans write letters to the car company headquarters, pleading with the CEOs to remain true to the brand roots and not expand the product offerings to capitalize on the latest product fads. These people are afraid that once the company "jumps the shark" in terms of their product offerings, the brand equity will eventually be diluted.

Such was the case when it was rumored that BMW was developing a Sport Utility Vehicle. The howls from the BMW Car Club of America were heard in New Jersey as well as in Munich. As a business, BMW could not ignore the sales and



(Top) The second-generation X3 is now a much sturdier looking SAV.  
(Above) Twin-turbo six yields "M power" and still provides near hybrid fuel economy.

profit potential from the growing North American Sport Utility Vehicle market. The good news for BMW enthusiasts is that the BMW engineering, design, and

management leadership as well as members of the BMW board of directors are also BMW enthusiasts. Hence, the resulting product not only had to be

competitive in the target market, but also had to be a BMW.

The rest is history. The BMW X5 has become a benchmark in the SUV market, not because it's the best Sport Utility Vehicle in its class (that honor belongs to the new Jeep Grand Cherokee), but because it's the best Sport Activity Vehicle. BMW designers and engineers realized that most SUV owners buy these vehicles for the utility, not for the off road performance. But BMW raised the bar by giving the vehicle the utility the market desired, but also the driving dynamics to conquer the famous Nurburgring racetrack. In short, it's a BMW. One of my favorite BMW videos was when they introduced the current generation X5. It showed a fully loaded X5 blasting through the



Nurburgring track. When it stopped, SEVEN adults climbed out of the vehicle. The point was dramatically made that the new X5 has three rows of seating.

As the SUV market expanded to include smaller SUVs, a smaller X-series vehicle was inevitable.

I was one of those who appreciated the introduction of the original X3. The X5 seemed a little too big for my then family of three, but we needed the extra room and comfort for the traveling soccer team duties. While we appreciated the driving dynamics when driving through Virginia's back roads, the compact size when we were driving through Northern Virginia, DC and Maryland, and the sleek exterior design that made the product stand out in the sea of "two-box" SUVs, the X3 interior was lacking. It was almost as if the German interior designers had an issue understanding the needs of the North American small SUV market. The interior was uncharacteristically plain – it lacked the upscale performance feel found in the rest of the BMW product line. And the German BMW designers still had a hard time grasping the concept of family



(Top) The new X3 now has the standard "formal" BMW nose. (Above) Leave it to BMWMarketing to complicate a once-simple product name. (Below) The Bangle "surface flaming" is still evident in the new X3's design.

transportation. That was clear when we discussed the past generation X3 with the then BMW Chief Designer, Chris Bangle. It was clear that the X3 was designed from a European point of view hence the Spartan, business like look; as if the interior was designed by IKEA.

This major deficiency has been addressed with the 2011 X3.



Designed exclusively for the North American market, the "bargain basement" interior design has been replaced by a roomier, upscale interior that is more in line with the current BMW products.

The dash seems wider, with a nice sized navigation screen and ergonomically placed climate control and entertainment controls. Our test vehicle featured the iDrive, which has become an industry segment standard (remember the howls of discontent when BMW introduced it in 2002?). With attractive wood inserts, the X3 dash looks much more like the current X5. Behind the wheel, we felt as if we were in a BMW that was designed for the North American market, not an entry level European model. And the large cup holders no longer seem to be an after-



thought, placed in the center console rather than being hidden in the dash.

While not as smooth and quiet as the benchmark Range

Rover, the 2011 X3's rear seat passenger comfort is greatly improved. The 2011 X3 comfortably seats two full-size American adults. We found that even with a car seat in

the middle, we could seat a toddler and two full-size teenagers in the rear in comfort. The 2011 X3 now features rear passenger climate control vents, individual seat heaters, and a power plug. Cup holders are still in the folding rear center console.

The 2011 X3 drives and handles like a BMW. With its twin-turbo in-line six-cylinder engine, the X3 handled and performed more like an "M" vehicle than an SUV.

*(Above and below) No longer looking as if it were "designed by Ikea", the new X3 interior design looks and feels as upscale and sophisticated as the X5. Note the wood inserts, wider center console, large navigation screen, and the rear passenger vents and power plugs*





A tight, perfectly balanced chassis gave us the confidence to toss the X3 around some of the local mountain roads and the twin-turbo engine gave us the confidence to pass on those roads.

And the X3 did not forget the "utility" aspect. The rear hatch opens wide, exposing the large, cube-like cargo space. This cargo area was designed with Costco, Home Depot/Lowes, and active kids in mind. The rear seats fold individually, yielding more cargo space. The flat rear passenger floor adds even more usable cargo space.

As with all Adrian van Hooydonk designs, the 2011 X3 is a very nice evolution of the previous generation X3. One of the best exterior features is the integrated roof rack rails. We had to look twice to see them. We are looking forward to the next generation of BMW products that will be exclusive van Hooydonk designs!

All X3s and X5s are exclusively manufactured in the Spartanburg, South Carolina plants. Most of these vehicles are for North American BMW dealers. As we found when we purchased our 2007



X5, having the vehicle assembled in South Carolina allowed us to individually order a vehicle and have it ready in three weeks. Ironically, the biggest export market for these exclusively American-assembled vehicles is China.

We X-vehicle owners love our

BMW's and are puzzled why the BMW CCA does not seem to embrace these products. *Roundel* rarely features articles about these products and the regular columnists as well as the editor seem to not want to acknowledge that product lines' existence. To remain relevant to the growing

number of members, the BMW CCA leadership needs to embrace the X-series vehicles in *Roundel* and show how these products increase the appeal of the brand to the North American market.

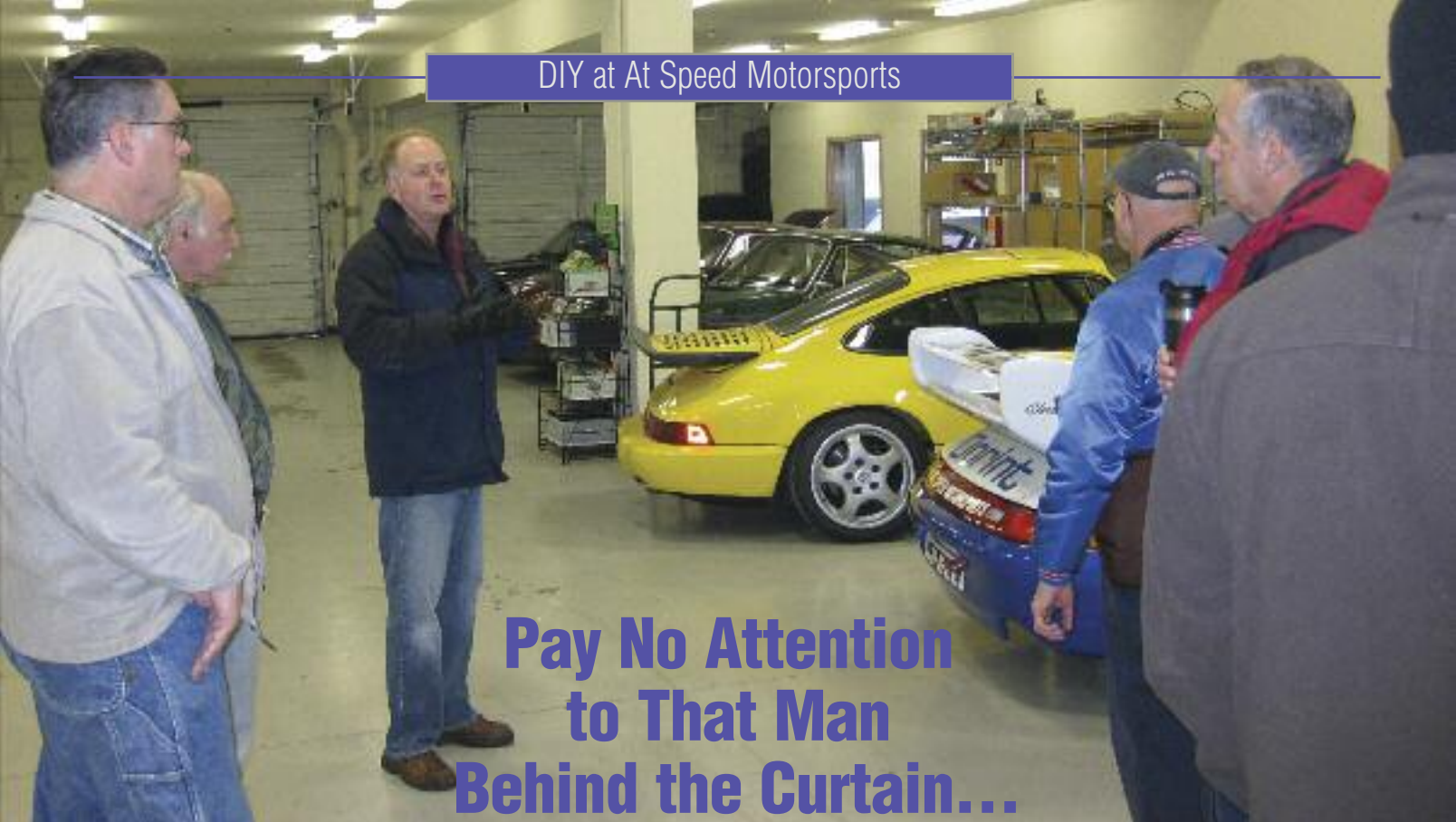
By the way, when we became a family of four, we upgraded to an



X5. And as we again become a family of three (oldest daughter going to college with her E46), the new X3 is looking better all the time!

*(Top) The rear end styling completes the impressive exterior design presence. (Left) The large rear hatch opening shows the X3 didn't forget the "utility" function. (Above) The new X3 might have the BMW CCA leadership finally willing to acknowledge the X-vehicles as part of the BMW family.*





## Pay No Attention to That Man Behind the Curtain...

## A Novice Begins Peeking Under the Hood

Text and photos by Marc Caden

I know a fair number of Chapter members are "under the hood" people. We all know the type. When Mom and Dad brought home a new toaster – the first thing they'd want to do was to take it apart and then reassemble it like new. Well, I am not one of those people. When my parents brought home a new toaster, I couldn't wait to make some toast. Maybe it is a sign of my evolving mind or perhaps I am just trying to save a buck, but since purchasing my first BMW two years ago I have become a DIY'er. Under the guidance and expertise of our club members, I have slowly graduated to taking on small projects by myself (I know my limits). While mechanical things don't always come naturally to me (understatement), with either a Bentley manual or a few internet searches anyone can get step-by-step instructions for basic repairs or maintenance on their BMW. Try Googling "E46 spark plugs" and "DIY" and you will not only find a good set of instructions, but also a YouTube video demonstrating the procedure. (*Editor's note: I can say the same thing for swapping out a battery in the E36 M3!*)



(Top) Bob Miller gives the DIY attendees a tour of At Speed Motorsports (Greg Rea in foreground). (Above) Dana Dukes replaced a power steering hose and changed the oil on his M5.

This brings me to the topic of the monthly DIY programs sponsored by our Chapter throughout the year. Take it from me, these

are not intimidating events, and they are the perfect place to take on a variety of small projects that any of us can do. Start with something

simple like an oil change, rotating tires (or summer to snow), replacing spark plugs, or changing drive-line fluids. There are helpers, colleagues, and mechanics available to offer their guidance, encouragement, and expertise. Participants often achieve a sense of accomplishment that feels something like a runner's high, followed by brief periods of bragging to friends and family when asked about the weekend (think – well, I had my car up on the lift and was just doing insert task here on it). The sponsors are fantastic hosts, the people are great, Phillip runs a terrific program, and lunch is included – so if you ever wanted the opportunity to go "under the hood" in the very best of conditions, our Chapter avails all of us this opportunity on a monthly basis.

So, let's talk about the January 15, 2011 DIY sponsored by At Speed Motorsports located in Hanover, Maryland. The owner, Bob Miller, is an approachable fellow who also happens to be a successful racecar driver at many levels, including Porsche Club Racing, SCCA Regional and National Events, and



culminating in the World Challenge GT Series. He has parlayed that background into At Speed Motorsports, which primarily services BMW and Porsche. Although At Speed provides support to individuals who either race or desire performance modifications to their vehicles, nearly fifty percent of their business is devoted to routine maintenance, such as fluid changes, inspections I and II, suspension work, and general repairs.

My wife would probably describe me as a bit of a neatnick. And, with that perspective in mind, my initial observation was that At Speed's shop is probably cleaner than your average restaurant kitchen. I listened for the typical buzz of air tools, such as impact wrenches or air guns, but instead I heard silence. At Speed's philosophy is that your BMW is a highly engineered and precise instrument with exacting specifications, and pneumatic tools aren't exactly precise tools. When I asked about it, Bob explained that you can spend an entire day in their shop and not hear one impact gun or air ratchet in use. How many shops can say that? Tire mounting is done without machines to ensure that your allow wheels aren't scratched or damaged in the process. At Speed is also an official dealer in Dinan parts and tuning software.

During the DIY, a wide variety of services was successfully performed. New brake pads and rotors were installed (Greg Rea), a power steering hose was replaced (Dana Dukes), a new valve cover gasket was replaced (Frank Kappitan), in addition to the more common and usual fluid changes. I was there because, on Christmas Day, Santa (or maybe it was the Grinch...) gave my E46 the gift of a broken thermostat, so I had been experiencing nearly no heat and low engine temperatures for a couple of weeks. This was my task for the day, and I drove away happily with heat. In the bay next me, Walter Jones was installing a really nice looking (modified) engine intake adding some more horsepower to his



335i. At Speed appeared to be operating at full staff and their service technicians could not have been more courteous in answering questions and assisting attendees.

So take it from me, DIY clinics are for everyone, including the novice. All it takes is a little courage, the right parts and tools, and a good set of instructions.

*(Above and left) Frank Kappitan (along with Andy Miller and Caroline Miller) changing the valve cover gasket on his X3. (Below) Walter Jones (in the background Paul Seto, Steve Lim) added some horsepower to his 335i with a modified engine intake.*





## Traditions

**BY**

Bill Williams

**PHOTOS**

Doug Dolan  
Richard A. Batch  
Raine Mantysalo

# Some Things Never Change — Some Things Are Bound to Change





To find a District of Columbia native is somewhat rare, and then to find one still living in the District after many years is even more uncommon. Adding to this story of stability, Doug Dolan, the oldest child of five, lived in just two houses growing up, and only two more in 34 years of marriage, all within a five mile radius.

Doug first became interested in BMWs after a college classmate bought a 1602 from VOB sometime around 1968. VOB was then located on Old Georgetown Road in downtown Bethesda. Since then, VOB first moved further out on Old Georgetown Road and then to Rockville Pike.

That interest led Doug to purchase his first BMW in 1974. It was a 1972 2002 4-speed in Sahara (tan) with tobacco brown interior. In 1977, he married Pat, who at the time had an Audi Fox. Later that year, Lothar Schuettler, service manager for VOB, put Doug onto a 1974 Bavaria that was for sale. Pat sold her Audi and inherited the 2002 and Doug was cruising in the big Bavaria. For a while they were a two-BMW family. In 1980 Doug was forced into an American company. He sold the



(Above) Doug Dolan bought his 1972 Tundra 3.0CSi on St. Patrick's Day in 2000. Anyone who can swap one green 3.0CS coupe with an even nicer one really has the luck of the Irish.

Bavaria to his brother David (which started him on his own long road as a BMW fan). Unfortunately, a couple of years later the 2002's roof was crushed by a BIG tree limb that totaled the 2002. It was replaced with "not a BMW" and Doug spent the next few years BMW-less.

Meanwhile, Lothar had established his own shop, BMW Excluservice, and in 1993 the couple returned to the fold, buying Pat a very nice, very red 1990 325is sedan from Lothar, keeping the car until

1996 when Lothar told Doug about an Agave (green) 1973 3.0CS that one of his customers, who had two, was selling. Like many of us, the shape of the E9 coupe always captivated Doug. With Pat's consent, they gave up the 325is for the E9. Doug says, "I really enjoyed that coupe, but when I had the opportunity to buy the one I own now, I couldn't pass it up!" In order for Doug to buy his current coupe, the '73 coupe was passed on to an enthusiast in Eugene, Oregon. Doug

said, "I'd known about this '72 Tundra (metallic green) 3.0CS with a 1988 M5 engine for several years. The owner lived in my neighborhood and had the car serviced at BMW Excluservice. After owning the car for eight years or so, he decided it was time to sell. He contacted Lothar, who told me, and I jumped at the opportunity and bought it on St. Patrick's Day 2000."

Ray Korman (Korman Autoworks, Greensboro, NC) who "created" the coupe, claims the previous owner bought the car in California, had the body stripped to bare metal, painted, then sent to Korman's shop where the M5 Dinan chipped engine was installed. The suspension and brakes were also modified significantly, adding Alpina progressive springs, Koni shocks, front and rear strut tower braces (from Richard Conway Motorsports) and Korman's larger diameter front and rear anti-sway bars. Bigger disk brakes went in up front and the wheels and tires were upgraded from OEM 195/70x14 to staggered 16-inch Alpina wheels with 225/50x16 in the rear and 205/55x16 up front.

The interior, however, was still original with a big diameter steering wheel and big cushioned front seats. Soon after Doug purchased the car, he replaced the steering wheel with



(Left) Newly recovered Flo-Fit seats with vertical pleats match nicely the stock rear seats. Few cabins from any car maker could match the style and grace of Doug's well-kept 1972 coupe.





the smaller diameter Alpina four-spoke wheel. He also added a discreet ///M badge in the grill and re-badged it as a CSi since the difference between a CS and a CSi was a fuel-injected engine and the M5 engine is definitely injected. Later he found a set of Flo-Fit sport seats covered in beige velour. In 2008 Lothar restored the interior and

the sport seats were recovered in saddle leather to match the rest of the interior. The Flo-Fit seats had horizontal bolsters which didn't exactly match the vertical pleating on the rear seats, so vertical pleats were added on the front seats to make them look like they truly belonged in the car. The seats then highlighted the need to replace the plush carpet, from the

previous restoration, with period-correct BMW carpet.

Last year Lothar handled a fairly complete exterior restoration that included some remodeling and new paint. He removed all the trim. (Did you know there are 48 tiny little screws that attach the trim strip around the hood, doors and rear quarter panels?) Those little screws attach from the back that means all the interior panels had to be removed just to get those trim pieces off. But that's what is required to do a proper paint job. Doug was involved

were rewarding. The re-modeling part of the project involved replacing the front bumpers with a CSL air dam. Instead of just bolting it on as it is usually done, Lothar advised having the body shop fair it in and taper it smoothly into the fenders. Accepting Lothar's advice is typically a no-brainer, and when you see the car, it is indeed a stunning addition. Doug also replaced the headlights with H-4 halogens, putting out more light than the old sealed beams. To complete the transition, the turn signal lamp covers were replaced with the smoother Euro versions and the side reflectors eliminated giving the side a much cleaner Euro look.

Although far from what most of us think of as a daily driver, this coupe has always been a driven car. Doug often drives it to the Pittsburgh Vintage Grand Prix. That event is a great weekend in July, including a huge car show spread out over the fairways of the Schenley Park Golf Course on Saturday while the vintage racers run practice laps for the Sunday races. The Allegheny



in part of the restoration cleaning and polishing all the trim while it was off—a tedious job, but the results

*(Top) This is where things change; a rear CSi badge and a front M badge give hints to the 1988 M5 motor tucked perfectly into the engine bay.*



Chapter always has a great corral there. The coupe has also been driven to Spartanburg, South Carolina, in October for the Euro Auto Festival held on the grounds of the BMW Zentrum. There are nearly 500 cars of all varieties for that show and also factory tours and autocrossing.



"I think I've only missed Euro two years since 1999. I've also driven up to Watkins Glen for the 2007 Vintage Races and again in 2008 for Oktoberfest. The year of the Vintage Races BMW was Marque of the Year and we got to run laps of the original city course through Watkins Glen and the Formula One track—big fun!"

Last summer David and Doug drove up to the *Hemmings Motor News* Vintage Car show in Saratoga Springs, NY. Locally, Doug's car has been shown at the Deutsche Marque Concours and ChapterFest many times.

In addition to the BMWs mentioned above, Doug Dolan has also owned a 1990 735i 5-speed and a 2004 (BMW) Mini Cooper. His current garage includes, in addition to the ///M 3.0CSi, a 2002 Stratus



Metallic Z8, a 2001 Schwarz 740i, a 2001 Imola Red 740i and a 2011 Le Mans Blue 328i xDrive Sportwagon that he and Pat picked up at the factory in Munich last fall. The 735i and the Mini are both still in the family—Doug's sister has the 735 in Atlanta (still going strong over 220K miles) and his daughter has the Mini in Manhattan. The Dolans, as

a family, have been seriously bitten with the BMW bug. Among their immediate family – they currently own eleven!

So while Doug stays close to home, and his love for his woman and his BMWs does not waver – that 1972 3.0CS sure has changed quite a bit.

(Below) The coupe now sports a cleaner Euro look with the side markers removed, flat turn signal indicators, and a CSL air dam molded into the fenders.





# Among the Cones – the 2011 Autocross Season has Begun

**Text and photos by Doug DuCote**

Autocross has successfully hosted its first three events of the 2011 season; our first school and our first two points events. The beautiful morning of March 5th greeted 29 students at Bowie Baysox Stadium in Bowie, Maryland, for our first autocross school. Novice drivers enjoyed a full day of both classroom and course time and all relished a chance to get their cars on an autocross course, many for the first time ever. A big thank you goes out to all of our senior autocrossers who so kindly volunteered their day to instruct at this school. For the first time ever we are able to boast almost a 1:1 instructor to student ratio at our school and hope to solicit the same turnout

on the 30th of July when we will return to Bowie Stadium for our second and final school of the 2011 season.

A scant two weeks later, on March 19th, the season's first points event was held at Regency Furniture Stadium in Waldorf, Maryland. The worst thing drivers had to deal with that day was a cool breeze. One hundred and ten participants made their way out to the first event. Some

were leaking oil, some were still tuning out bugs, but all were ready to get another season of autocross underway. The fastest time of the day overall was taken by Josh Luster in his 2006 Subaru STI with a time of 42.854. Perhaps this will be a little incentive for those of you who haven't come to autocross yet to bring your cars out and see if you can get first place for the day back into a BMW's hands.

The morning of April 23rd saw us head to Old Dominion Speedway in Manassas for our second official points event of the season, but the results were unavailable as this issue went to press.

We are excited to be able to offer participants a fresh new location to test out their cars and, with a recently paved lot dedicated to Autocross for the day, this one promises to be ideal. If you couldn't make it to the April event, never fear, we will be using this stadium for a total of four events throughout the season so that club members have ample time to test out the new lot.

If this first event was any indication, we can expect a fantastic season for 2011 and we hope to see you all there!



## The Autocross Points Event 1 Class winners

- X Class: Josh Luster in a 2006 Subaru STI with a time of 42.854
- Showroom: Jeff Steele in a 2009 BMW 135i with a time of 43.202
- Tuner: Brian Hair in a 1999 BMW M coupe with a time of 45.382
- Modified: Adam Chelikowsky in a 1999 BMW 328is with a time of 44.333

Check online at [nccautocross.com](http://nccautocross.com) for all of the day's results as well as the season schedule and other information. Also check out <http://www.flickr.com/photos/nccautocross/> for photos from our events. Please direct questions or concerns to [nccautox@gmail.com](mailto:nccautox@gmail.com), our dedicated e-mail address staffed by Communications Coordinator Jennifer Entwistle.



**Service Repair Performance**

**IMA** *Expect Excellence*  
motorsport

25354 Pleasant Valley Rd. #155 Chantilly, VA 20152  
703.327.9858

**NOW IN OUR NEW LOCATION!**

# AutoWerke & Autoy

Service, Parts & Fine Accessories  
for your BMW, Audi & VW

We now have BMW's latest  
diagnostic equipment,  
the Group Tester-1



Personal service by factory-trained techs  
since 1975.  
Open Weekdays, 8:00 am - 6:00 pm.


**301.770.0700**  
**11800 Coakley Circle**  
**Rockville, MD 20852**

Distributors for:  
Recaro - MOMO - VDO - Bilstein - Hella  
and stocking a wide selection of OEM parts



**Hand Wash, Wax & Detail**  
*Window Tinting & Paint Protection*

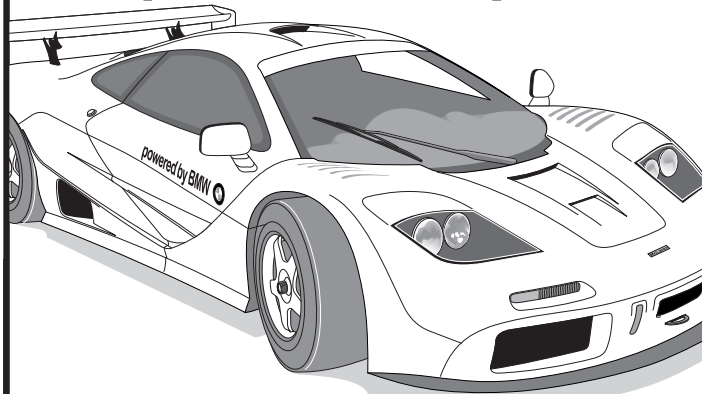
**NAB**  
Auto Appearance Salon



**www.nabinternational.com**  
VA Location: 703-549-3333 DC Location: 202-775-0630

# Alexandria Bavarian Service

Independent Service for your BMW



**416 E. Raymond Ave., Alexandria**  
One mile south of Porsche of Arlington, one block west  
of the NTB, off of Jefferson Davis Highway (Rt 1)

**703/836.2002**  
Open M-F 7:30am-6:30pm  
MC/Visa/Discover/Amex Accepted - Shuttle to Metro



# A Look Back

By Woody Hair

**40 years ago – May '71:** This three-page issue of "*Bayerische*" (no *der*) showed the club's post office box was in Hyattsville, Maryland. There had been three meetings at this point and we were 34 members strong. The meetings were held at the City Hall in New Carrollton, but an Italian restaurant in College Park was under consideration for the future. At the April meeting Terry Baker (*yes, the current autocrosser from Virginia Beach*) gave the treasurer's report. George de Socio was named autocross chairman and reported that five members had participated in the SCCA event in Rockville. Jim Miner (*yes, the same active rally driver and NCC driving school instructor*) was named the rally chairman. A letter from the Boston BMW club stated that we were tentatively approved as a chapter of the BMWCCA, conditional on establishing boundaries, and changing our name from National Capital Chapter. The boundary was set at a 100-mile radius of Washington, but we voted unanimously to keep our name. Member James Ferris of DC had his 2002 stolen. Baron von Hassenfeffer (??) reported that Cliff Daniels won the sedan class in races at Summit Point and Cumberland Airport, presumably in a BMW. Six members attended the Cumberland races.

**35 years ago – May '76:** The chapter was getting ready to host Oktoberfest within a few months. The published event schedule showed novice and advanced driving schools at Summit Point, tours to points of interest in DC, golf and tennis tournaments, rally, a beer fest, autocross, Concours d'Elegance, tech sessions and a Bavarian buffet. Dave Roach continued his series on BMW etiquette, this time when on the road. It dealt with encountering sports cars of lesser, equal or greater status, and the proper procedure for flashing the headlights at BMWs of lesser, equal or greater status. One suggestion was to avoid being passed by a lesser car by putting on the turn signal and exiting the road as soon as possible. **June '76:** Carol Kingsbury's treasurer's report for May showed one income item (\$55 in dues), and two expense

items (\$58 for *der Bayerische* and \$25 for postage). An ad by Autoy offered their sport suspension kit for 2002/1600s at \$255. It included four Bilstein shocks, front and rear 22mm anti-sway bars, and bushings. The next meeting, at the Diamondhead Restaurant in Bethesda, was scheduled to feature a slide show of the Camel GT races at Lime Rock and Mid-Ohio.



**30 years ago – June/July '81:** Gordon Kimpel reported on his second driving school, our May event at Summit Point. President Bill Loftin announced a no-frills Summit Point driving school scheduled for a Friday in October. The cost would be \$15, but lunch and dash plaques would not be included. Bill Via recommended two German restaurants for our dining pleasure – The Bavarian Inn in Shepherdstown, West Virginia and The Bavarian Chef on Route 29 north of Charlottesville. (*Both are still good choices 30 years later!*) Rick MacGregor reported on his 134,000-mile 2002ti. He estimated it to be worth 80% of what he paid for it new, eight years earlier. There was a report by Billy Hulse of the Baylor Chapter on how to deal with insurance companies. Two members made service facility recommendations – Jason Bohrer for J&F Motors in Arlington, and Gordon Kimpel for Heishman BMW, also in Arlington. Gordon was also offering anti-pollution devices for a 530i in the classified ads.

**25 years ago – May/June '86:** The cover featured pictures of the *dB* production team of Cory Laws, Bernice and Ira Winthrop, and John Hartge. They all look pleased at having won the annual BMWCCA chapter newsletter contest for the November 1985 issue. There were reports on our tours to the Baltimore

Power Plant and Bavarian Chef restaurant, a tire tech session at NTW in Dale City, the Highway Safety School at Summit Point, a do-it-yourself tech session at Tischer BMW, and the Washington Rally Club's Winter Series. President Les Adams took an old advertising slogan from MG for the title of his new series of articles on driving – "Safety Fast." A.C. Henrichsen wrote about a limited production BMW 333i. This E30 was only produced at the South African factory,



and featured the “big-six” 3,210 cc 197 hp engine from larger models. Alpina contributed some of the suspension components. The price was 41,300 rands and only right-hand drive models were available. Bill Via’s Rambling Ruminations column discussed such profound items as why it’s called an on-board computer (where else would it be? Why don’t we call them on-board seats, or on-board radio?), and some of the information people find necessary to place in classified ads (“Wife is pregnant” or “Baby forces sale”). Bill Ross offered a long and informative report on the chapter’s meeting with the BMW Washington/Baltimore Parts and Service Managers Association. The purpose of that meeting was to improve understandings of how the 12 area authorized BMW dealers and the club can help each other. Our long-time informal dealer liaison program would be made more formal and several other ideas were discussed.

**20 years ago – May/June ’91:** Jim Henry wrote about his first Summit Point driving school from the perspective of an ex-military helicopter pilot and instructor. Competition Corner reported on a first-hand drive of the E30 318is at Summit Point as well as *Grassroots Motorsports* magazine’s take on the four-cylinder car, and a stealth performance package intended to make the 318is competitive in IMSA’s Firehawk racing series. A letter from chapter member Chris Cohen told about his experience crewing for an Illinois race team running two of the 318s in the four-hour Firehawk race at Sebring. Jack Kenworthy wrote about his development as a car nut and his near religious experience of spotting a Ferrari F40 parked outside a Clarendon, Virginia apartment house one night. An article titled “Looking and Seeing” by James McVey of the Connecticut Valley Chapter provided a discussion (with illustrations) of properly using one’s eyes in high-performance driving. The classified ads included a 1961 BMW 700 with very clean body and interior. “Ready for restoration, engine in boxes” for \$1,500. The editors had a suggested faxing instead of mailing your next classified ad – to avoid being considered “old-fashioned.”

**15 years ago – May/June ’96:** Dwight Derr wrote about purchasing a 1984 633CSi and its subsequent transformation to a track and autocross car. There was much information on the schedule and registration for the national Oktoberfest we were hosting in October. The headquarters hotel was to be the Sheraton Premier at Tysons Corner. The registration fee was set at \$125 for five days. *(One day at Oktoberfest in 2011 can be as much as \$110)* Adam Hausmann (better known as Bob) wrote a short article about converting his 533i into a snow plow for winter use. In the classified ads Mark was selling sheepskin seat covers for a 7-series at \$450.

**10 years ago – May/June ’01:** Our Web-meister, Sue Bryan, announced that classified ads would now appear both in *der Bayerische* and our Web site. Steven Schlossman, our Tour-meister wrote about planning and the executing the chapter’s Spring Tour to the Antietam Battlefield and the nearby Bavarian Inn. While still the second largest chapter of the National club, we reported more than 3,700 members spread over 30 states, Canada, and overseas. Competition Corner reported that after 3 races the BMW-Williams F1 cars of Juan Pablo Montoya and Ralf



(Above) In the **May/June 1996 dB** Adam Hausmann (better known as Bob) wrote a short article about converting his 533i into a snow plow for winter use. Photo by Bob Hausmann.

Schumacher appear to be the equal of the long-dominating Ferraris and McLarens. Byron had a ’74 2002 for sale in the classified ads. The \$500 asking price would be donated to the Fluvanna, Virginia SPCA. In the monthly minutes from the February board meeting, VP Al Zavala reported that an available voice mail for our hotline could eliminate the need for maintaining an answering machine at someone’s house.

**5 years ago – May/June ’06:** The cover photo by Rob Williams featured the new Z4 M Roadster. Rob also provided a report on his test drive of the car provided by BMW of Sterling. J.C. Chaney, Jr. wrote about participation in the Ultimate Drive for Susan B. Komen for the Cure, an organization dedicated to finding a cure for breast cancer.

His car of choice was a 530ix. Roy Morris, Chairman of our Driving School Steering Committee, reported that registration for the schools this year would be done online through our Web site. The May Car of the Month was David Hull’s 635CSi with a custom Ferrari California Azzurro paint job.

(Opposite page top) The cover of the **May/June 1986 dB** featured pictures of the dB production team of Cory Laws, Bernice and Ira Winthrop, and John Hartge. (Opposite page bottom) Dwight Derr wrote about purchasing a 1984 633CSi and its subsequent transformation to a track and autocross car. **May/June 1996 dB.** (Above center) Besides an ad similar to this one seen in the Roundel, there was much information on the national Oktoberfest we were hosting in October. The ad was created by John Hartge and Raine Mantysalo. **May/June 1996 dB.**

**OKTOBERFEST 1996**

Not Since the Year They Made the Last 2002, Has O'fest Been Around the Nation's Capital. Miss This Year's and You May Be Driving a 20-Year-Old Roadster to the Next One.

the 2002 is a special model with a 2.8 liter engine, 190 hp, 5 speed manual transmission, 16" alloy wheels, leather interior, and more. It's a real beauty. Call us today for more information. 1-800-850-8500. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it.

the 2002 is a special model with a 2.8 liter engine, 190 hp, 5 speed manual transmission, 16" alloy wheels, leather interior, and more. It's a real beauty. Call us today for more information. 1-800-850-8500. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it.

the 2002 is a special model with a 2.8 liter engine, 190 hp, 5 speed manual transmission, 16" alloy wheels, leather interior, and more. It's a real beauty. Call us today for more information. 1-800-850-8500. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it.

the 2002 is a special model with a 2.8 liter engine, 190 hp, 5 speed manual transmission, 16" alloy wheels, leather interior, and more. It's a real beauty. Call us today for more information. 1-800-850-8500. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it. We'll be at the event, so stop by and see it.





## NEW MEMBERS



The National Capital Chapter now has 5,049 members plus 708 associate members (who share in all of the benefits of being an NCC member), as well as an additional 61 who are dual members. We continue to be the largest chapter in the U.S. and add memberships every month.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: Tim Atkins, Koksai Celep, Sue Fota,

Anthony A. Geyelin, Stephane Grabina, Jerry Harold, Susan Hummer, Todd Hutchison, K Dennis Marriott, Than Maung, Jean Mondesire, William Pascarella, Andrey Podlesny, Jake Pusey, Alan Squier, and Darren Wetherill.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize the great benefits they could be enjoying, including parts discounts at local BMW dealerships and select independent service

centers, the *Roundel*, the Club's award-winning national, monthly publication, the Membership Rewards Program sponsored by BMW NA and of course all of our local chapter activities. Please do them a favor and share this with them – after all, the more the merrier!

To our newest members listed below, you joined the club, now join the fun! Check out our Web site at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

|                                    |                                    |
|------------------------------------|------------------------------------|
| Richard Allardyce                  | 2006 Z4M                           |
| Jeremy Allen                       | 2011 328i Coupe                    |
| Brian Ashin                        | 2009 328i                          |
| David, Mark & Lalana Babb          | 2008 535xi                         |
| Robert Blumel                      | 2008 535xi                         |
| Margaret Bowman                    |                                    |
| Ryland Bristow                     | 2011 550xi                         |
| William Bulmer                     | 2011 535xi                         |
| Daniel Chan                        | 2001 M3                            |
| Robert Chee-wah                    | 1997 E39 540i                      |
| Gary & Betty Church                | '01 Ruf Porsche RTS & '09 Cayman S |
| Simon Cooper                       | 2002 M3                            |
| Charles Corson                     | 2004 330CiC                        |
| Kevin & Genevieve Curry            |                                    |
| Arlyn Dela Pena & Andrew Medendorp | 2003 M3 & 2001 540                 |
| Lon Dill                           | 2001 330i                          |
| Eric Dombrowski                    | 2001 325i & 2007 328CiC            |
| Jim Dotter                         |                                    |
| Dan Emory                          | 2009 335i                          |
| Bob Esser                          | 2006 M3                            |
| Sheran Fernando                    | 2006 750i & 2011 X5d               |
| Randy Force                        | 2006 330Ci ZHP                     |
| Rhamel Fuller                      |                                    |
| Detrick Gales                      | 2000 323iT                         |
| Theresa & David Gallimore          | 2011 550i xDrive                   |
| Varun Gupta                        | 2009 M3                            |
| William Hall                       |                                    |
| Wendy Holmes                       | 2006 330xi                         |
| Aaron Hoppe                        | 2010 128i                          |
| Andy Hwang                         | 2008 M3                            |
| Arden Kahng                        | 1971 2002tii & '72 2002tii         |
| Nick Karangelen                    | 2003 M5                            |
| Arash Khani                        | 2003 M3                            |
| Emil Kogan                         | 2011 335d                          |
| John Kurty                         | 2008 535i                          |

|                                 |                               |
|---------------------------------|-------------------------------|
| Chris Laughlin                  |                               |
| Alan Ledbetter                  | 2003 Z4                       |
| Tyrese Lee                      | 2011 335i & 2004 545i         |
| Daniel Leeds                    | '00 M Roadster & '07 530i     |
| Ross & Mary Lotharius           | 2009 M3 & 2010 X5             |
| Richard Loy & Kimberly Willison | 2001 Z3                       |
| David Margeson                  | 1974 2002                     |
| John Marra                      | 1971 2800CS & '90 750iL       |
| Stephen & Aggie Martin          | 2007 X3(M)                    |
| Kelly Matthews                  |                               |
| Mike McDonald                   | 2009 Cooper S Clubman         |
| Gerald Merna                    | 2010 528i xDrive              |
| William Meyers                  |                               |
| Rosemarie Morales               | 2009 238i                     |
| Jennifer Morningstar            | 2002 325xi                    |
| Patrick Morrison                | 1994 530i & 1998 M3           |
| Timothy Morrow                  | 2004 Z4 Roadster              |
| Samuel Mortin                   | 1995 M3                       |
| Baqar Naqvi                     |                               |
| Shawn Oh                        | 2007 VW GTI                   |
| Alan Oshinsky                   |                               |
| Hector Palomeque                | '09 M3 E90 & '08 M3 E92       |
| William Pascarella              | 2009 135i                     |
| Douglas Pearson                 |                               |
| Christain Petterson             |                               |
| Alexander Podlesny              | 2007 328xi                    |
| Andrey Podlesny                 | 2006 MINI Cooper S            |
| Gregory Poldy                   | 2008 550i & '11 M3 Conv.      |
| Crystal & Sherman Pressley      | 2006 325ci                    |
| Kajli & Ronla Prince            | 2008 535i                     |
| Sara Rajae                      |                               |
| Timoth Ralls                    | '01 Z3 Coupe & '07 Z4 M Coupe |
| Laura Ricard                    |                               |
| George Rich                     |                               |
| Dwain Ruckel                    | 2007 525i                     |

|  |                         |
|--|-------------------------|
| Kevin Ruelas                             | 2008 M5                 |
| Judy Sadler                              |                         |
| Wm Sampson                               | 1989 325ci & 1989 325xi |
| Johan Severtson                          | 2010 X5Diesel           |
| Alfred Smith                             |                         |
| Francis & Gayle Soper                    | 2008 M6 Convertible     |
| Suzie Squier                             | 2008 X3                 |
| Emily Stampiglia                         |                         |
| Eric Stratton                            | 1993 911 RS America     |
| James, Melba & Caitlin Swift             | 2008 135i & 2010 650i   |
| John Thompson                            |                         |
| Scott Thompson                           | 2011 M3 Convertible     |
| Chris Todd                               | 2007 650i               |
| Tom & Anne Trew                          | 2007 Porsche GT3        |
| Mark Trunzo                              | 2008 Z4 M Roadster      |
| Eugene Tumasang                          | 2001 530i               |
| Peter Tyson                              | 1993 325is              |
| Marcellus Van Der Valk & Claire Townsend | 2011 M3 & 2007 530      |
| David Vidal-Cordero                      | 2011 535xi & 2011 328i  |
| Chris Walczak                            | 2009 328i & 2001 X5     |
| Bob Webb                                 | 2007 335xi              |
| Clay Weiland                             | 1967 1600               |
| Stephen Wiltshire                        |                         |
| Wesley Wornom                            | 2009 528i               |

Note: If your name is spelled incorrectly, please use the Address Change form found under the "Join and Renew" menu item at [www.bmwcca.org](http://www.bmwcca.org) to correct it. And, for those whose memberships are expiring, it's easy to renew online at this website as well.



**Do You Love Your BMW?**

We can help you keep it looking great with our convenient mobile auto detailing service.



- Service at your home or office
- Quality results and personalized service
- 100% guaranteed

Please call  
**571-233-7984**  
for a FREE consultation.

**REFLECTIONS**  
AUTO SALON

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

## **MARTIN'S** **AUTO SERVICE** **BMW SPECIALIST**

- Factory Trained Master Tech
- Over 28 Years of Experience
- Factory Scheduled Maintenance
- Free Shuttle Service to Metro between 8 a.m. and 5 p.m.
- Free Tech Inspection for Driving Schools
- Superior Service at Competitive Prices

**DAN MARTIN**  
MASTER TECHNICIAN

**301-926-8977**

8100 H Beechcraft Ave.  
Gaithersburg, MD 20897

in the Montgomery County Airpark  
[www.danmartinsautoservice.com](http://www.danmartinsautoservice.com)

## **Peak performance.**

**Our team is made up of car and track enthusiasts. Our service is designed to help your car exceed your expectations.**

It's the peace of mind that you'll get ONLY from your Curry team of ASE-certified technicians. We keep you at peak performance with the BEST service in the area, including:

- Track tires
- Track inspections
- Wheels
- Performance upgrades
- Brakes

**Curry's can also perform all your vehicle maintenance:** from routine maintenance, tires and wheels, to VA safety and emissions inspections and performance upgrades for your Domestic, Import and European vehicles

### EXPERIENCE CURRY'S RIDE ON! TIRE PROGRAM

- ✓ Curry's 30-day Smooth Ride Guarantee
- ✓ Best mounting and alignment equipment in the industry
- ✓ Expert advice to match tires with your car and driving habits



### THE CURRY'S DIFFERENCE

The Curry family crest is a symbol of our commitment to quality service.



Don't just take it from us. Here's what others are saying about Curry's:

- ✓ 2010 Motor Age Magazine's TOP SHOP award
- ✓ Voted best auto repair shop by the readers of Northern Virginia Magazine
- ✓ Voted Top Shop Finalist by Tire Review Magazine
- ✓ Inc. Magazine 5000 as one of the 5000 fastest growing businesses in America

**CURRY'S AUTO SERVICE** **TIRE PROS**  
complete automotive service

**1-888-8CURRYS**

Visit [www.CURRYSAUTO.com](http://www.CURRYSAUTO.com) for coupons, online NOW!

Join the Curry's family



SAME CURRY'S SERVICE YOU TRUST AT SIX CONVENIENT LOCATIONS: Arlington 703.931.7220 | Chantilly 703.502.0400  
Dulles Town Center 703.444.6400 | Falls Church 703.533.1107 | Gainesville 703.753.1650 | Reston/Great Falls 703.759.4610



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

|                            | CLASSIFIED AD REQUIREMENTS  |
|----------------------------|---|
| <b>COST</b>                | Ads are free to current club members. Membership numbers must be included. Commercial ads are \$30 per issue. Personal, non-member ads are \$15 per issue.  |
| <b>HOW TO SUBMIT AN AD</b> | Please see the chapter Web site at <a href="http://www.nccbmwcca.org">www.nccbmwcca.org</a> and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the Web site on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc). |
| <b>IMPORTANT</b>           | Classified ads will not be accepted by e-mail.  |

**Classified Tip of the Day...when posting a classified ad on the NCC Web site, be sure to include appropriate contact information (phone number or e-mail address) so your ad can be re-run here on the pages of *der Bayerische*. ~Jim**

## CARS FOR SALE

### 2005 Z4 2.5 Convertible

Metallic blue with a black top, beige interior, premium package, cruise control, power seats, CD audio and less than 20,000 miles. Garage kept, asking \$20,000.  
Call (434) 361-0149.

### 2000 M Roadster

Selling my 2000 M Roadster. She is in excellent condition and only has 55,204 miles. She needs nothing to go right through MD or VA inspection. No accidents and garage kept. You will be hard pressed to find a nicer car for the money! E-mail [drgleeds37@gmail.com](mailto:drgleeds37@gmail.com) for pictures or with any questions. Asking \$15,900.

### 1989 525i

Champagne exterior, sand interior. 207,000 miles, 5-speed transmission, too many new parts to list, mint condition, runs strong needs nothing. First year production, highway miles between NY and MD, call (347) 731-6670 car in MD. Asking \$3,000.

## WHEELS AND TIRES FOR SALE

### Compact spare tire set for E90, like new

Compact spare tire set for E90, used on 2006 325i. All pieces new in April 2010, assembled for me by Autowerkes in Fallston, Md. Includes BMW compact steel spare wheel, Goodyear compact spare tire and BMW jack set, P/N 71 10 6 773 536. Total of 45 miles on wheel and tire, jack set never used. Fit nicely in trunk of my 325i sedan. E90 is now sold so I have no use for this set. Asking \$375 for all. Will not separate. Cash only, no trades. Located in Monkton, MD. Will assist with local delivery. E-mail or call Tim at [whisperbomb@gmail.com](mailto:whisperbomb@gmail.com) or (410) 458-7658 with questions.

### Set of 4 OEM E36 M3 DS-10 8-1/2" wheels

Wheels are straight and in good condition. I need space in my garage, so I have priced these accordingly. \$300/obo. Wheels are located in Bethesda, MD. Contact Steve at [swkauf@aol.com](mailto:swkauf@aol.com) or (202) 276-0053.

### E46 M3 Winter Wheel/Tire Set

Set of four (4) 225/50R17 Pirelli Sotto Zero tires on Sport Edition alloy wheels. Fits an E46 M3 with OEM brakes. I bought these from Tire Rack in November... and then got orders to report to Montgomery, Alabama, in April where I will NEVER need them. On the car in mid-December and off in March. There is "maybe" 1,000 miles on these tires. I paid \$1,117 in November. I'd like to get \$800. I'm in Alexandria, VA near the Huntington Metro, please call (703) 864-4044.

## J&F Motors Ltd.

Service Phone 703-671-7757

Machine Shop 703-671-8507 Fax 703-671-0361

E-mail: [JandFMotors1@aol.com](mailto:JandFMotors1@aol.com)

Our hours are  
7:30AM to 6PM  
Monday through  
Friday.



We specialize in BMW  
automotive service,  
repairs and parts.  
We also do general  
service and repairs  
on Mercedes-Benz  
and Volvo.

4064 S. Four Mile Run Drive, Arlington, VA 22206-2307



## BMW CCA CORRAL HOSTED BY NATIONAL CAPITAL CHAPTER

## A D V E R T I S E R S

|                                  |    |                              |    |
|----------------------------------|----|------------------------------|----|
| Alexandria Bavarian Service..... | 23 | J&F Motors, Ltd. ....        | 28 |
| AutoWerke & Autoy.....           | 23 | Martin's Auto Service.....   | 27 |
| BMW Excluservice.....            | 7  | NAB Auto Salon.....          | 23 |
| BMW of Sterling.....             | C4 | OG Racing.....               | C3 |
| Curry's Auto Service Inc.....    | 27 | Passport BMW.....            | C2 |
| Fairfax Service Center.....      | 7  | Radial Tire.....             | 3  |
| IMA Motorsport.....              | 23 | Reflections Auto Salon ..... | 27 |

## A D V E R T I S I N G R A T E S

| SIZE               |       |                                 |
|--------------------|-------|---------------------------------|
| Business card size | \$100 | per issue (add \$10 for color)  |
| 1/4 page           | \$200 | per issue (add \$25 for color)  |
| 1/3 page           | \$250 | per issue (add \$50 for color)  |
| 1/2 page           | \$350 | per issue (add \$50 for color)  |
| Full page          | \$450 | per issue (add \$100 for color) |
| Premium placement  | \$550 | per issue (add \$100 for color) |



**OG RACING**  
Your Source for Motorsports Safety Equipment

Supporting the BMW Racing Community Since 1990

- Same Day Shipping
- Knowledgeable Staff
- Competitive Pricing
- Over 60,000 Customers can't be wrong!



Sign up for the OG Racing E-mail Newsletter to receive up-to-date product news, SALES, CLOSEOUTS & SPECIAL OFFERS! Visit [www.ogracing.com](http://www.ogracing.com) today!

Find us on Facebook  
Visit: <http://www.facebook.com/ogracing>  
Product News, Event Updates & Free Stuff!

online catalog: [www.ogracing.com](http://www.ogracing.com) toll free: 1.800.934.9112  
visit our showroom: 22585-D Markey Ct. Sterling, VA 20166

## Application for Customized Maryland Club License Plates

➔ **The Maryland budget proposal includes a recommendation to increase the fee for vanity tags. If approved, the cost of our club tags will likely increase from \$25 to \$50. If you were thinking about getting the CCA tags, we suggest you get them now.**

You drive the Ultimate Driving Machine. In Maryland, you should have the Ultimate License Tags. Club members living in Maryland can now order them. The four-digit numbers on the plates are issued in sequential order as applications are received. **To apply, fill out this application form and send it, along with a photocopy of your BMW CCA membership card,** to Bob Stern at the address listed on the form.

(Even better – save time and money; use the convenient form on our website listed under Club Store.)

You will receive an MVA form and instructions from Bob to take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application).

Allow 1-2 weeks for your MVA form to arrive. For questions, Bob's email address is [MirNBob2@verizon.net](mailto:MirNBob2@verizon.net)

Mail to: **Robert Stern**  
**C/O: NCC BMW CCA MD Tags**  
**2151-C Woodbox Lane**  
**Baltimore, MD 21209-1665**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (W) \_\_\_\_\_ (H) \_\_\_\_\_

Email Address \_\_\_\_\_







National Capital Chapter BMW Car Club of America

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



## BMW of Sterling

21826 Pacific Boulevard  
Sterling, Virginia 22166

571-434-1944

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



### 2010 Center of Excellence Award

**BMW CCA 10%  
DISCOUNT ON ALL PARTS,  
LABOR & ACCESSORIES**

**WE SUPPORT CCA, MINI CCA,  
AND SCCA.**

**CALL FOR AN APPOINTMENT**

|                |                    |                 |
|----------------|--------------------|-----------------|
| <b>Sales</b>   | M-F: 9am-8pm       | Sat: 9am-5pm    |
| <b>Service</b> | M-F: 7am-7pm       | Sat: 8:30am-5pm |
| <b>Parts</b>   | M-F: 7:30am-6:30pm | Sat: 8:30am-5pm |



## BMW of Sterling / Service

