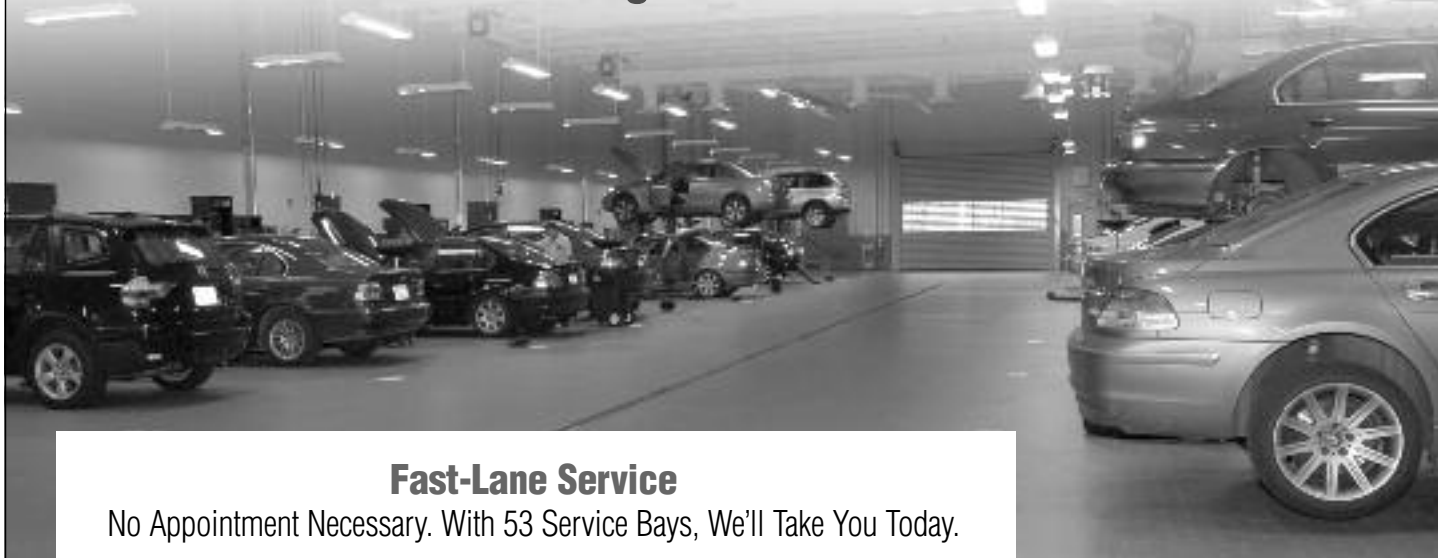


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Cover: A 2011 Deutsche Marque Concourse d'Elegance entry caught by a passing rain shower. See the article on page 8.
Photo: Raine Mantysalo

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische

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



President's Message

As I write this, it's currently 95 degrees and humid...what the heck happened to spring? I remember now, spring was those few weeks when if it wasn't raining, pollen was forming a thick layer of green crust on top of my freshly washed car. Well, it must also mean that we're right in the middle of a busy calendar of chapter events. I can't express how indebted I am to the many volunteers who take a lot of their personal time to put on our events. All the planning and hard work really pays off when people walk away with a huge smile after enjoying time with their fellow enthusiasts.

This leads me to write about our chapter's membership drive which runs until the end of the year. Believe it or not, our membership actually mirrors the current economy. Some months are up, some months are down, but overall I remain optimistic about the future. And with the help from our friends at the BMW Performance Center, we hope that we can add to our BMW family. Every time a member successfully makes a membership referral, they will be entered into a drawing for a free M school!!! The more referrals, the more chances you get. In addition, the new member will also be placed into a drawing for a separate M school; how's that for a selling point?! I truly believe membership in our club sells itself, and now that the pot is sweetened a little, more people will be able to enjoy the experience.

I close with an update regarding our Baltimore Grand Prix Car Corral. We have successfully sold out all corral packages, and we are expecting a fabulous Labor Day weekend. We have strategically selected the corral location and our planning committee is working on solidifying the logistics and setting an exciting schedule of events. Our corral will be right in the middle of the action, located between the ALMS paddock and Pit Row, close to various vendors and entertainment. Our grandstand seats will provide an excellent view of drivers heading down a long straightaway then maneuvering several turns onto Pratt Street toward the finish line. I also look forward to our parade laps on the same track that the professionals will tear up over the three-day weekend. Two hundred BMWs from our car club will take over downtown Baltimore which will surely bring a smile to any roundel enthusiast. We also have plenty of sponsorship opportunities for businesses looking to advertise and we're eager to begin discussions. Please contact me for further information.

Hope to see you at an event soon!!!

Paul Seto

J&F Motors Ltd.

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Time is a strange and wonderful thing. Measured and precise, it is as close to absolute as anything we know; there are 60 seconds in a minute, 60 minutes in an hour, 24 hours in a day, and so on. Intellectually, we know that every second marks the same amount of time as the one which preceded it, and the same amount of time as the one which will immediately follow it. Contrary to popular belief, time does not fly. Time is not money, it does not stand still, and it's not on anybody's side. But there are times (there's that word again) when it seems like each of those aphorisms is right as rain and true as true can be. Case in point, I have a son who will be a high school graduate by the time this most current issue of *der Bayerische* is printed and there is simply no way in the world I can be made to believe that 18 years have passed in anything even resembling the equal, measured ticking of a

clock. Just ask my wife, she'll back me up on this.

Perhaps the key to understanding our often tumultuous relationship with time lies in the messy, imperfect, and utterly random intersections that regularly occur throughout the daily conduct of millions and millions of individual lives. I think this is precisely what Shakespeare meant when Cassius said "the fault, dear Brutus, is not in our stars...but in ourselves." Time, as represented by the stars, is fixed and constant. It cares little for the daily distractions, minor annoyances and major malfunctions that lead so many of us to say things like "...this is the longest day ever..." when, in fact, it is exactly as long as yesterday was, and exactly as long as tomorrow will be. The legendary wordsmith Robert Hunter captured this same notion more recently when he wrote of the John F. Kennedy assassination

by noting "bullets are like waves, they only rearrange the sand. History turns upon the tides, and not the deeds of man."

I am similarly jolted by the often elastic nature of time when I find myself on the road and sitting behind a 1981 Chevy Citation sporting a pair of "classic" or, even better, "historic," vehicle license plates. Considering the unshakable and absolutely unyielding loyalty I hold for New York's much less accomplished, but far more lovable baseball team, the Mets, I understand the inalienable truth contained within the idea that beauty is in the eye of the beholder. But go ahead and park one of the 456 hand-built BMW M1s next to Aunt Mimi's beige-and-rust colored Chevy Citation — both born in the halcyon days of 1981 (when I graduated high school...) — and consider again the absolute nature of time. Once again, it's the clumsy intersection of people,

in this case those who design and build cars, and time which gives us pause and makes us think there's something very wrong with this picture. Maybe the DMV should consider offering a few other options to the motoring public when it's time to license all of the Citations, Diplomats and Volares that are still adding miles to their already impressive totals. Words like "survivor," "relic," and "what the heck were they thinking?" come to mind. But that's just me, and would you look at that, my deadline's here — I'm out of time.

Jim

IN MEMORIUM

MARCIA WILSON READ

On May 29, Marcia Read, the beloved wife of our driving schools chief instructor Pete Read, suffered a sudden fatal brain aneurysm. She was a lifelong resident of Arlington, Virginia. Marcia and Pete met while they were strolling the Grounds of the University of Virginia in 1973. They dated all through college and were married in 1981. They shared many adventures together, including racing Hobe Cat sail boats up and down the east coast, renovating their house in Arlington, and raising twin girls, Jenny and Katie.

After graduating from Virginia with a BS and Masters in Environmental Science, Marcia went to work at the U.S. Army Office of the Chief of Engineers in 1982 and served in a key role on the team developing the then new environmental cleanup program mandated by Congress. In 1993 Marcia accepted a position with the Office of the Secretary of Defense staff for Environmental Security, and in 1999 she accepted a position with the Deputy Assistant Secretary of the Army (Environment, Safety, and Occupational Health). She also specialized in community and regulator outreach initiatives, both at the Army and OSD levels. This specialization led to a Department of Army award in 2007 for superior work performed on a grant program for state regulators.

Marcia was gifted musically, academically and athletically. She was a competitive swimmer most of her life, and swam for the UVA swim team and played in the school orchestra. She remained one of the nation's best age group swimmers, always placing in the top ten in her events at every Masters Swimming National Championships attended, including in May 2010. She was an active member of Trinity Presbyterian Church, and several community groups. Somehow, despite her busy work and swim schedule, she always had time for Pete and their girls. The National Capital Chapter offers sincere condolences to Pete for this tragic loss.

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

(*) not a National Capital Chapter event

June

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

July

- 2-3 Tarheel Chapter @ VIR North Course (*)
- 9 Autocross at Regency Furniture
- 10 Karting @ Allsports Grand Prix
- 16 Summer Tour Pie Run
- 21-24 Pittsburgh Vintage Grand Prix (*)
- 24 Karting @ Allsports Grand Prix
- 30 Bimmerworld Open House
- 30 NCC Autocross @ Prince George's Stadium, Bowie, MD

August

- 6-7 NCC Driving School (Summit Point, Main Track)
- 6 Bimmerfest Comes to the East Coast (*)
- 21 Karting @ Allsports Grand Prix
- 27 Autocross @ Regency Furniture
- 27-28 Tarheel Chapter @ VIR (full course) (*)

September

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

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 (*)
- 15 Street Survival, Sykesville, MD
- 16 Karting @ Allsports Grand Prix
- 29 Autocross at Old Dominion Speedway
- 30 Karting @ Allsports Grand Prix

November

- 5-6 Fall Tour, TBD
- 13 Karting @ Allsports Grand Prix
- 27 Karting @ Allsports Grand Prix

December

- 3 DIY @ BMW Excludeservice

COMING EVENTS

July 2011

Tarheel Chapter @ VIR North Course

Saturday & Sunday, July 2-3, 2011
Virginia International Raceway – North Course
4071 Pointer Rd (State Rt. 693)
Alton, VA 24520

For more details on this school, including registration information, please visit the Tarheel Chapter's Web site at <http://www.tarheelbmwcca.org/summerschool>

NCC NoVa Social at Velocity Five

Thursday, July 7, 2011
8111 Lee Highway
Falls Church, VA 22042
703-207-9464

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing. Our socials are really just "mini-meets," informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize

about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for more details.

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

Autocross at Regency Furniture

Saturday, July 9, 2011

7900 Cedarville Rd.

Brandywine, MD 20613 (Waldorf)

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.

Karting at Allsports Grand Prix

Sunday, July 10, 2011

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

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

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

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

NCC July Board Meeting and Social

Wednesday, July 13, 2011

Union Jack's Bethesda

4915 St. Elmo Ave.

Bethesda, MD 20814

Phone (301) 6JACK61

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

NCC Columbia Social

Thursday, July 14, 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.

Summer Tour Pie Run!

Saturday, July 16, 2011

Details are still to be determined, so please keep checking the chapter Web site at www.nccbmwcca.org for more information as it becomes available. But any day that includes driving our BMWs along beautiful country roads to get pies...how could that be bad?

NCC MoCo Social

Wednesday, July 20, 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.

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.

Pittsburgh Vintage Grand Prix *

Friday, July 15th to Sunday, July 24, 2011

Schenley Park & the surrounding area

Pittsburgh, PA

One of the premier events of the year for vintage lovers – or at least those who love vintage cars! This year is the 29th annual staging of this incredible event, which keeps getting bigger and better every year. With far too much to detail here; please visit their Web site, www.pvgp.org for much more detailed information. Porsche is the celebrated Marque of the Year for 2011 and there will also be a special show honoring the cars of Carroll Shelby. The Pittsburgh Vintage Grand Prix is 10 days of pure automotive bliss, and all just a few spirited hours from the Washington, DC area.

Karting at Allsports Grand Prix

Sunday, July 24, 2011

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

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

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All are welcome; come join us if you can. Please see the Web

site for more details.

Bimmerworld Open House *

Saturday, July 30, 2011

4085 Pepperell Way

Dublin, VA 24084

Activities include facility tours, tech sessions, and product giveaways. Bimmerworld is also planning to hold a used parts yard sale, offer discounts on new parts and have an outdoor barbecue as they celebrate their expansion. There will be a car show and shine and even a magician to keep the kids entertained!

Please keep an eye on the Web site for more details and the opportunity to RSVP for what will no doubt be a day of blue and white fun.

Autocross at Prince George's Stadium

Saturday, July 30, 2011

4101 Crain Highway (Route 3)

Bowie, MD 20716

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.

August 2011

NCC NoVa Social at Velocity Five

Thursday, August 4, 2011

8111 Lee Highway

Falls Church, VA 22042

703-207-9464

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

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

NCC Driving School – Summit Point (Main Track)

Saturday & Sunday, August 6-7, 2011

2026 Summit Point Rd

Summit Pt, WV 25446

304-725-8444

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come

with improving skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible.

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

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

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

For more information, visit the chapter Web page at www.nccbmwcca.org

Bimmerfest Comes to the East Coast

Saturday, August 6, 2011
Ripken Stadium
873 Long Drive
Aberdeen, MD 21001

Bimmerfest is the largest BMW car show in North America. Typically held in California -- Bimmerfest is hitting the east coast for a second show in 2011. Come check out the hottest BMWs and the best BMW tuners. For more information on this fantastic event, please check out their Web site, at www.bimmerfest.com/bmw-events/Bimmerfest-East-2011

August Board Meeting and Social

Wednesday, August 10, 2011
Union Jack's Bethesda
4915 St. Elmo Ave.
Bethesda, MD 20814
Phone (301) 6JACK61

Come join fellow National Capital Chapter members for a little business, a bite to eat and an evening of fun and socializing! A quorum of the Elected Board members join Program Chairmen and other interested chapter members to discuss issues

regarding the operation of the club in a loose, fun atmosphere with good food, friends, and plenty of time to socialize. Our socials are really just "mini-meets," informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Please see the Web site for more details.

NCC Columbia Social

Thursday, August 11, 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.

NCC MoCo Social

Wednesday, August 17, 2011
Red Rock Café
385 Muddy Branch Road
Gaithersburg, MD 20878
301-527-6195

Come join us again at Red Rock Cafe in Gaithersburg. We are also moving this event to the 3rd Wednesday of the month going forward.

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

Karting at Allsports Grand Prix

Sunday, August 21, 2011

Please see prior entries for details on our chapter's Karting events.

Autocross at Regency Furniture

Saturday, August 27, 2011
7900 Cedarville Rd.
Brandywine, MD 20613 (Waldorf)

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.

Tarheel Chapter @ VIR Full Course

Saturday & Sunday, August 27-28, 2011
Virginia International Raceway
4071 Painter Rd (State Rt. 693)
Alton, VA 24520

For more details on this school, including registration information, please visit the Tarheel Chapter's Web site at <http://www.tarheelbmwcca.org/summerschool>

Calendar of Vintage Events By Bill Williams

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

The NCC Spring Tour 2011 "OBX & Bimmers"

took a two day excursion to Kitty Hawk, North Carolina, commencing in Fredericksburg and winding our way through the Old Dominion to Yorktown for lunch.

On Route 14, "The Trail" heading through Virginia toward Yorktown, many drivers made an impromptu stop in Henley's Fork to stretch, converse, and snap a group photo.



Photo by John Garziglia

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2011 *Deutsche Marque Concours d'Elegance*

By John McWilliams | Photos by Raine Mantysalo



In what is becoming traditional for the National Capital Chapter's annual Deutsche Marque Concours, the day began with cloudy, threatening skies. This year's show was held Sunday, May 1st, at Nottoway Park in Vienna, Virginia. The local chapters of the Mercedes-Benz Club of America and the Porsche Club of America were also in attendance.

As soon as the call for "rags down" was given, and judging was about to begin, the heavens opened, showering the immaculate collection of cars with rain for nearly forty-five minutes. Registrants rushed to place their belongings back in their cars and spectators scurried for shelter. The teams of judges braved the drizzle to complete the appointed tasks, evaluating exterior bodywork, interior finish, and engine bay and storage compartment condition.

Many new faces and many new automobiles were on the lawn this year, joining many of the stalwarts who turn out year after year and help make this such a great event. Winners of their classes in the previous year competed head-to-head in the Meister Class, while the Anfänger Class was composed

of beginners to the concours process, eligible to compete for the People's Choice award.

The Vintage Class included cars produced before 1980 (excluding 2002s). Doug Dolan's perfect 1972 M-engined 3.0CSI



(Above) Doug Dolan trying to beat the approaching rags-down deadline.

captured first place, followed by original owners Mike and Penny Balling's 1979 320i and Bob and Jane Platz's 1973 3.0 CS.

The 2002 Class was won by Raine Mantysalo's Chamonix

white 1976 model, followed by Rich Pople's rare '74 factory turbo model and Ben Sarli's early 1969 example. The Modern 80s Class was won by first-timer Mike Powers with his black 1986 325es. John Estep, Sr. returned to the event with a new-to-

closely contested, with Delmar Dale's 1998 M roadster edging out Kelvin Hao's equally immaculate 1997 Z3. Michael Mullen's 12-cylinder 850Ci took home third place.

The Current Class was also almost too close to call. First place was awarded to newcomer Jon Estrella's 2001 330i ZHP. John M. Estep made his first appearance with the 2001 X5, narrowly edging Kyle Baca's 2007 335i.

The Meister Class competition pitted last year's 2002 winner Mike DiAndrea (1974 2002tii) against Imre Batori with his too-white E30 M3, winner of last year's Modern 80s class. Imre's M3 captured first in Meister class, as well as the coveted Best of Marque for the car with the most overall points.

People's Choice ballots confirmed the award to James Hilamen who brought his 1988 E28 M5.

Many thanks to the members and registrants who stayed around, despite the rain, making for another great event!

As always, I am indebted to the team of judges for their patience, skill and time: David and Doug Dolan, Imre and Adam Batori, and James Laws.



2011 Deutsche Marque Concours d'Elegance Winners

Vintage Class

1st – Doug Dolan 1972 3.0CSi
2nd – Mike & Penny Balling 1979 320i
3rd – Bob & June Platz 1973 3.0CS

2002s

1st – Raine Mantysalo 1976 2002
2nd – Rich Pople 1974 2002 turbo
3rd – Ben Sarli 1969 2002

Modern 80s

1st – Mike Powers 1986 325es
2nd John Estep Sr. 1986 325e
3rd – James Laws 1984 745i

Modern 90s

1st – Delmar Dale 1998 M roadster
2nd – Kelvin Hao 1997 Z3
3rd – Michael Mullen 1996 850Ci

Current

1st – Jon Estrella 2004 330i
2nd – John M. Estep 2001 X5
3rd – Kyle Baca 2007 335i

Meister Class

Imre Batori 1988 M3

People's Choice

James Hilamen 1988 M5



Best of Marque Imre Batori 1988 M3







The 3 Series Sedan 6-speed Manual: Comfort Food for the BMW Enthusiast

Text and photos by James Chew

There are certain things in life that center us. These are items that resonate deep inside and reaffirm why we are who we are. These items, be it a favorite food, a favorite place, or a favorite book, not only make us happy, they remind us of who we are and through this reaffirmation, these are the things that make us stronger.

In business, it's no accident that many of the most successful companies are those whose core products are among those special things that help center their most loyal customers. The list of Fortune's "Most Admired Companies" is dominated by those companies that have never forgotten their place in the market and what makes them special. The MacBook Pro that I'm using to write this article, as well as the iPods and

iPhones my family uses are an example of one such company. Apple puts the essence of themselves in everything they build. As a result, their loyal, almost evangel-

ical buyer base is already lining up for whatever's next, even as new buyers are sought and captured every day. Another company on that list is BMW. And, in this

writer's humble opinion, BMW's core product is without a doubt the company's 3 Series sedan with a manual transmission.

As a California native, my "centering" place is the San Francisco/Monterey Peninsula area. As most of you know firsthand, we had a particularly hard winter in the Washington, D.C. metro area this year, and my family badly needed a vacation. The 3 Series sedan with a manual six-speed shifter that greeted us after we landed on a warm, sunny San Francisco day was the right jolt to initiate our rejuvenation.

I became a BMW convert the first time I drove an E21 320i in 1984. After driving the E90 328i with a six-speed manual on the streets, roads, and track during the Pittsburgh press launch six years



(Above) In Monterey, you can bet there were at least as many seals outside the car as there were under the hood.

ago, I was convinced that BMW again got it right. While some have complained about the new design, the sales figures confirmed my instinct that this current generation 3 Series would continue building a strong BMW enthusiast base.

Understanding that BMW is a business and that the objective of a business is to develop and offer profitable products that sell, I nonetheless lament that the Steptronic automatic transmission is the predominant choice in many of today's BMWs. While still extremely satisfying to drive, I'm sure that many of my fellow BMW enthusiasts would agree that the best way to enjoy the 3 Series of any generation is by standing on the clutch pedal and throwing the shifter from gear to gear, as applicable..

When I first drove the E90, I felt that there was not a significant difference between the performance of the 328 and that of the 330. At least, there was not enough of a difference to justify the price difference. BMW addressed this issue

by dropping the 330i in favor of the 335i. This version has the wonderfully smooth twin turbocharged 3.0 liter inline six, producing 300 horsepower and 300 foot pounds of torque. This is a significant



increase over the 328i, which produces 230 horsepower and 200 foot pounds of torque. This is the type of performance differential that's not only noticeable, but worth the money. After having a delightful week in a 535i that was equipped with the twin turbocharged engine (albeit with

the Steptronic shifter) I was eager to experience the performance of this powertrain in a lighter vehicle. Incidentally, it was not surprising to discover that the 535i performed better than the Lexus 450

hybrid, but its ability to achieve better fuel economy would no doubt turn a few heads.

When you're a family man with a toddler, there are some very specific items you look for in a vehicle. Being "car seat friendly" is a major issue and I'm pleased to report that the E90 was up to this

task. The car seat LATCH anchors are clearly marked and easily accessible. There is more than enough interior room to comfortably accommodate my family of four, which includes a 5'9" teenage daughter. The trunk is large enough to easily hold our week's worth of luggage – no easy feat considering that my family of four includes three members of the fairer sex!

While it took a while for German designers to understand that cup holders are a "must have" in the North American market, the four cleverly designed and well-hidden ones in our rental came in rather handy for our Starbucks runs. By the way, it is true that to find a Starbucks in San Francisco or Silicon Valley, all you need to do is

(Above) Looking over San Francisco's beautiful and historic Mission District, Coit Tower is also visible in the distance. (Below) The slow and winding drive down Lombard Street is something any visitor to San Francisco should experience.



look out the window of the Starbucks you're already standing in!

One of the many benefits of traveling with your family in the San Francisco Bay Area is that you qualify for the carpool lanes – which makes you exempt for all the bridge tolls. This almost makes up to for the parking meters that charge 25 cents for five minutes!

I think most will agree that driving a manual shifter is a lot like riding a bicycle – learn, and you'll always know how to do it. However, anyone can be a little rusty if those muscles and those memories have not been exercised in a while. And yes, it's valid to question the wisdom of a person who selects



America's hilliest city to re-engage those skills.

BMW does make it much easier for people such as myself by adding a feature to not allow the vehicle to roll backwards on a hill. And while we were hard-pressed to test the high speed limits of the Autobahn/Nurburgring tuned performance, the handling, braking, and acceleration were pushed to their limits throughout

the streets of San Francisco. Our 335i felt right at home sharing the roads with cable cars (which have the right of way), chasing down curbside parking (while costly it's still much less expensive than garage parking but beware the fine for not properly turning your front wheel in toward the curb), and having to accelerate/decelerate up and down those extremely steep and hilly roads, which do have

either stoplights or stop signs at every corner.

As a reward to ourselves and our new friend the 335i, we drove down Lombard Street, famously called the "crookedest" street in the world. Limited to 15 miles an hour, I had to wonder how the residents of this steep and twisty street are ever able to back their vehicles of out of their driveways! It was no surprise to see a few E36s and E46s parked in those driveways.

We were finally able to "stretch the legs" of our test vehicle driving to Carmel. We traveled on U.S. 101 rather than Highway 1 because we didn't want to get stuck behind tourist driven motor homes. As expected, the 335i had no problem keeping pace with the average speed on that freeway, which approached triple digits a few times. I could almost feel the vehicle stretch and unwind after an intense day of San Francisco city driving.

The drive through Monterey was fun and fantastic. Monterey is always fun to visit, but during the weekdays the businesses on the commercial pier are open. We discovered that this was the pier where the seals enjoyed lounging. Anyone who's never seen it would not believe that seals really do lie on their backs and congregate in large groups. Sort of an impromptu, laid-back California "seal party."

Cannery Row is a must do. It's easy to imagine the days when Cannery Row was a "Del Monte" town, where Sicilians, Northern Italians, Japanese, Irish, and Chinese all worked together to clean, cook, and can the daily catch of sardines, abalone and other lost



(Above) Whether it controls 4, 5, or 6 speeds, the shifter remains the most essential component of any 3 Series. (Left) The classic Bavarian inline six, outfitted with twin turbochargers and ready to deliver as many of its 300 hp as the streets of San Francisco can handle.

aquatic culinary treasures from the California coast. This area almost certainly rivaled the melting pots of the Northeast during the heyday of European immigration.

It is worth stopping across the street at the Pebble Beach Country Club to have a picnic lunch. There are picnic tables and the atmosphere is quite good. Here the public can wander through the country club and stand by the 18 hole to watch the golfers impersonate their favorite professional as they approach that final putt. The food at the local market is quite good, though the value of a \$10 veggie wrap is questionable at best. Here's a money saving tip – bring some dim sum or bread, meats, and cheeses from San Francisco.

The only thing that would have made our trip to the Monterey Peninsula better would have been a few laps on Laguna Seca. Perhaps the North California chapters of the BMW Car Club of America would be willing to host an Oktoberfest in this area someday!

Our 3 Series was equipped with the Premium Package, Sport Package, Cold Weather Package,

iPod adapter, and HD radio, all with an MSRP of around \$48,000. Had this been my personal vehicle, I would have added iDrive with Satellite radio and deleted the HD radio. Having had iDrive on our E70, my family and I have found iDrive to be extremely functional and intuitive. But then again, we are “Mac people.”

Excellent fuel economy was another bonus from the 335i. With more than 600 miles of combined city and highway driving, we averaged 26 miles to the gallon. This was much appreciated in an area where premium fuel costs close to \$4.50 a gallon.

We left our Crimson Red 335i test vehicle in a parking lot close to the San Francisco airport. We were fully refreshed and the cherry blossoms awaited us when we returned to Washington, D.C.

And when things get hot and humid during the summer, I'm sure that we'll be thinking about driving San Francisco, the Monterey Peninsula, and the Pacific Coast Highway to Laguna Beach in a 3 Series convertible.

In this post-Bangle design



era, it's not surprising the current BMW leadership is doing some product soul-searching. The current BMW NA president has acknowledged that the BMW 5 Series GT was a mistake and some are wondering when they will say the same for the X6 and for the 1 Series. They are even coming to terms with the fact that the ill-advised “Joy” marketing theme was a mistake. They seem to have arrived at what we enthusiasts already know; that BMW is benchmark, not a trend. It's clear to me that BMW leadership is rethinking their recent product and marketing

strategy of trying to be all things to all people. With a 3 Series re-design due out soon, we can't help but hope that BMW leadership will go to great lengths to ensure this core product keeps to its roots as the “Ultimate Driving Machine.”

(Above) A spacious trunk handled everything the three women in my life wanted to bring along. (Left) The car seat, for those who need it, goes in and out of the 335i with ease. (Below) Discreet and functional cupholders – need I say more?



BMW's Shanghai Surprise - a Concept M5



BMW NA press release and photos.

For 25 years now, the fascinating combination of supreme driving comfort experienced in a premium upper midrange sedan and the handling characteristics of a high-performance sports car has been described by one single unmistakable model designation – BMW M5. In 1984, with the first generation of this model, the BMW M GmbH laid the foundation stone for a completely new vehicle category. The BMW M5 was the first car of its kind to offer racing-oriented high performance in a sedan that could be driven without restrictions in everyday road traffic. This unique concept developed into a remarkable success story spanning four model generations. The BMW M GmbH is now drawing the attention of racing car enthusiasts to a four-seater yet again. The BMW Concept M5, which made its public debut at the Auto Shanghai 2011, presents itself as the latest reinterpretation of this unmistakable vehicle character.

Superior sportiness and typical M aesthetics in a BMW 5 Series Sedan format provide the basis for the exclusive BMW M5 driving experience. With each model generation, the advancements made in the development of premium sedans in terms of comfort, safety and premium ambience were accompanied by new possibilities to intensify that unsurpassed 'M feeling.' The world premiere of the BMW Concept M5 at

the Auto Shanghai 2011 gave clear signals for the continuation of this tradition. A new high-revving V8 engine with M TwinPower Turbo Technology guarantees typical M power output. The eight-cylinder power unit delivers a spontaneous and even acceleration, which remains constant up to the highest load and is characteristic of the M feeling, in a previously unequalled dimension. At the same time, both

performance and efficiency have been significantly increased in comparison to the previous engine. Numerous drivetrain innovations and other enhancements have led to a reduction in fuel consumption and emission levels by more than 25 percent. The new engine and a seven-speed M double-clutch transmission with Driveline and M-specific suspension and steering create the ideal prerequisites for an unrivalled driving experience.

The athletic appearance of the BMW Concept M5 authentically expresses the engine's superior power. All specific design features are directly related to the four-seater's outstanding performance characteristics. Prominent examples of this are the large air intakes, which allow for the engine's higher cooling requirements, as well as optimized aerodynamics thanks to a discreet spoiler located on the boot lid and a diffuser integrated into the rear apron.

The car's appearance is underlined by the body color Chrome



Shadow. The discreet appearance of this body color distinctively enhances the surface contours of the vehicle's three-dimensionally modeled bodywork. Dynamic lines and large air intakes on the front end of the BMW Concept M5 are a clear implication of the vehicle's exceptionally sport-oriented characteristics and its engine's outstanding power.

The front apron, which was designed exclusively for the BMW Concept M5, contributes significantly toward both the car's athletic appearance as well as its dynamic potential. It features three large air intakes, the dimensions of which are precisely oriented toward the high cooling requirement of the engine and its ancillary components.

The center air intake protrudes further out than the two outer intakes and its contours are slightly curved. This three-dimensional design and the deeply embedded, black grill sporting a honeycomb design additionally underscore the vehicle's powerful character.

With powerfully modeled wheel arches and dynamically flowing lines, the BMW Concept M5 also exudes sportiness when viewed from the side. The long wheelbase, the set back passenger cabin and the black side

window surrounds distinctively underscore the sedan's stretched silhouette. This appearance is even more strongly emphasized through M-specific lowering of the vehicle.

The 20-inch forged rims are fitted with tire size 265/35 ZR20 at the front and 265/35 ZR20 at the back. The M-typical gill element on the front side panel has been reinterpreted on the BMW Concept M5. The gill features a high-quality chrome surround and is horizontally divided by a chrome bar, which in addition to the side indicator also bears the M logo. The gill element is the starting point of the swage line, which during its further course across the door handles stretches back as far as the taillights.

An integrated diffuser at the lower edge of the rear apron effectuates targeted airflow at the end of the undercarriage. As a typical M identifying feature, the BMW Concept M5 is fitted with a double-flow exhaust system, the double tailpipes of which are located far apart at each side of the diffuser and surrounded by aerodynamically shaped trims. Likewise, the discreet rear spoiler located on the trunk lid also reflects the car's aerodynamic characteristics.

The BMW Concept M5's engine

power is transferred to the rear wheels by a seven-speed M double-clutch transmission with Driveline. This double-clutch gearbox, which was specifically tuned to the new V8 engine's performance characteristics, fascinates with extremely fast gear shifting, precise gear selection and a high degree of effectiveness that additionally optimizes the vehicle's efficiency.

The suspension technology especially developed for each model is an equally crucial constituent part of the well-balanced overall concept of any M automobile. It is constructed using comprehensive know-how obtained from motor racing and then tuned within the framework of extensive tests carried out on the Northern Loop of the Nürburgring. Exclusive M suspension components include, inter alia, the wheel suspension systems, specific axle kinematics as well as exceptionally effective and weight-optimized brakes, which also remain stable even under high levels of strain. In addition, the BMW Concept M5 features innovative rear differential technology also developed by the BMW M GmbH.

Active control of the multi-plate lock inside the rear differential is highly accurate and fast. This ensures

that wheel spin is prevented even on slippery road surfaces and in the event of differing friction coefficients between the right and left wheels, in narrow bends or during sudden lane changes.

The BMW Concept M5 combines outstanding performance resulting from racing-inspired drive and suspension technology with typical M aesthetics that authentically express the vehicle's dynamic potential. The concept car visualizes the unmistakable characteristics of a BMW M model, which mature from a harmonious overall concept in which engine, suspension and design complement each other perfectly.

The BMW Concept M5 reflects a highly advanced stage in the development of a high-performance vehicle based on the new BMW 5 Series Sedan. The specific design features are directly aligned to the technical requirements and the suspension technology is precisely harmonized with the engine's performance characteristics. With this precisely defined development strategy, the latest embodiment of the incomparable M feeling strives steadily toward series maturity.



Traditions

BY

Bill Williams
Grice Mulligan

PHOTOS

Bill Williams
Grice Mulligan

Gang Wars

I've always believed that as the old guard of vintage car owners ages, tires, slows down, and generally get into a little less trouble, there will be a new crop of misfits that love old BMWs just as much. Fortunately, I found myself around one such group recently when I was invited to chaperone an afternoon of wrenching and eating. On the way home that day, I knew that the torch I've carried for many years will be ably and passionately carried into the future. It was invigorating.

As a card-carrying member of the aforementioned "old guard," I don't feel particularly capable of catching the raw energy and spirit of the current youth moment that loves vintage BMWs. So, I asked Grice Mulligan, he of the Ivy Street Red Car Gang to do it for me. In Grice's own words.....

It is my dubious pleasure to introduce the readers of this fine periodical to the existence and happenings of the Ivy Street Red Car Gang—a ragtag collective of devotees to the venerable BMW 2002—whose members include the young and the old, novices and gurus, racers, tuners, mechanics, technicians, dreamers, clowns and ham-fisted tool benders. This is a club whose motto is arguably "I'm not your run-of-the-mill jackass.

I'm a member of the ISRCG," and whose not-so-secret handshake is firm, yet greasy.

The members of the ISRCG include, alphabetically by first

name, Bill Riblett, Chris Forero, Clay Weiland, Cuttie Bacon, Dan Shor, Dudley Williams, Grice Mulligan, Jay Swift, Jim Gerock, Marc Caden, Marc Spicer, Mark

Bryant and Marshall Lytle. Clay and I formed the group after concluding that our respective car projects were destined to failure unless we could enlist the assistance of a sizeable group of knowledgeable supporters. The group's clever and elegant moniker was chosen because our 13 members own a combined 12 red cars and trucks. I also hoped that giving the group a name would make all members of the group equally liable for any legal fees or fines that our club's activities might attract.

While I'd love to detail the activities of each and every member of the group, to do so would severely stretch the limits of my allotted word count, to say nothing of the gentle readers' patience. War is what seems to sell these days, so this article is dedicated to



(Above) Mark Bryant, newest member of the ISRCG and owner of the LeMons tii. Photo by Grice Mulligan. (Below) From left; Jim Gerock, Marshall Lytle, Grice Mulligan, Jay Swift, Dudley Williams and Daniel Shor.



describing the arms race that several members are conducting with one another. War is also expensive, and these members have adopted an unwritten doctrine of mutually assured financial destruction.

Clay and I formed the ISRCG in February 2010 when we agreed to work on each other's cars in my driveway. The ISRCG spent the next seven weeks swapping the entire drive train from Clay's defunct '76 2002 into his newly acquired '67 Verona 1600, upgrading Clay's car from 1.6 liters with a 4-speed to 2.0 liters with a 5-speed. To demonstrate his appreciation for our hard work, Clay has spent the winter (and will likely spend the spring) of 2011 sourcing and preparing parts to upgrade the entire drive train in his 1600 AGAIN, this time swapping his SOHC M10 motor for a more powerful DOHC M42. Wisely, Clay has once again found someone else's property on which to do his dirty work, this time in the one-car garage belonging to his fiancé's employer. It should be noted that the shared liability concept referenced above should NOT be extended to include the activities of ISRCG members working on their own at a third party location. It should also be noted that no warranties, expressed or implied, were offered to Clay related to the ISRCG's workmanship,

or lack thereof.

Last summer, after experiencing exponential scope-creep on my already over-budget '76 Verona

2002 rat rod project, I bought a tuned 2.3 liter stroker M10 to replace the broken 2.0 liter M10 in the car. With Marshall supporting

us by telephone, Dudley, Jay and I got the car running at 1:25 a.m. the morning of the NCC ChapterFest at Prince George's Stadium in Bowie. Dudley gave the car a final tuning session shortly before noon, and I drove the car to and from the event with very little sleep, a heavy right foot, and an ear-to-ear maniacal grin. The rearview showed that Dudley and Jay were back there, chasing me in their red cars.

At ChapterFest, Marshall noted that my newly acquired motor was slightly more powerful than the tuned 2.0 liter M10 in his 1975 Verona 2002. Marshall, who was recently promoted to Admiral in the U.S. Coast Guard, responded to my outrageous act of aggression by selling his motor, acquiring several parts cars, and constructing an Alpha-N tuned S14 to convert his 2002 into an M2. Marshall's no slacker, and he intends to drive the car to the Vintage in Winston-Salem in May, after which he'll likely be seen using the M2 as an instructor car at Summit Point.

Also in the arms race, Marc S. is building a turbo M10 for his '76 2002. Given Marc's preferences for obscene, but manageable power (he's also built a Factory Five Cobra which will soon be terrorizing otherwise peaceful neighborhoods), it's safe to assume Marc's 2002



(Above and below) Repairing the ravages of a West Virginia coal mining road, Grice and Jay, repair a broken tie rod and re-set the alignment. Gotta love these old cars.



turbo build will be a serious challenger for Marshall's M2.

When Jay isn't busy constructing a 4' X 8' CNC in the basement of his parents' house, he's working with Mark B. and me on a horribly misguided "racetoration" project involving a pitifully rusted out 1974 Guards Red 2002tii that has seen approximately 471,000 miles and more than 350 rallies, including 15 entries in the MG 1000 International road rally (previously documented in *der Bayerische* at http://db.nccbmwc-ca.org/1986/1986_0102.pdf.) We intend to enter the car in the 24 Hours of Lemons race at Summit Point in June. While it doesn't bother us that the car was purchased without usable floors, trunk, gas tank, frame rails, motor, suspension, sub-frames, seat, steering wheel or requisite safety



equipment, it causes us great concern that our entry into the race hinges on the reliable operation of a 37-year-old mechanical fuel injection system about which we know absolutely nothing. OK, that's an exaggeration; we know that it doesn't work, that the previous owners never performed any maintenance on it, and that we're clueless as to how to fix it.

In related news, the ISRCG is currently accepting new members, with priority membership offered to anyone with knowledge of a K-fish

(Left) Marc spent the bulk of the winter attending NCC-sponsored DIYs and performing various preventative maintenance items on his 2005 E46 330i ZHP. Photo by Raine Mantysalo. (Below) Another red car; Marshall Lytle's 2002.



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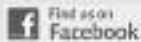
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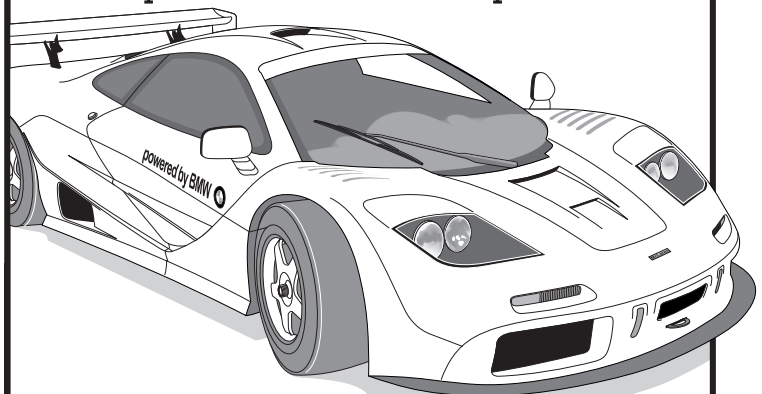


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mechanical fuel injection system.

Chris recently put his ground-up M10 turbo build on hold while he completes his engineering degree at the U.S. Naval Academy. Chris is keeping his go-fast parts, but he sold his 1975 Verona 2002 shell to Jay. Never one to shy away from a challenge, Jay is currently researching the feasibility of swapping a new BMW N47 diesel motor into a 2002 shell. The N47 motor, which generates more than 250 ft/lbs of torque and 170+ hp, will still give Jay roughly 60 mpg around town. Leave it to Jay to throw diesel on a gas fire. It should be noted that Jay intends to perform the motor swap and bare metal restoration in my garage over the course of the next year. It should also be noted that all restrictions and caveats noted above will apply to this sure-to-be-spectacular debacle.

We're still not sure how Dan got in to the ISRCG. He chalks it up to his good looks and charm. The

fact is, his 2002 is blue and slow... not really the usual ISRCG fare. However, since Dan is a member of RPI's Formula SAE team, we keep him around for the tales of his team's brilliant successes and dismal failures. Formula SAE is an international engineering challenge in which college students design and build a prototype car, then compete with teams from around the world in autocross, endurance, skid pad and acceleration. The cars are made of hopes, dreams, carbon fiber, and steel. At 300-500 lb propelled by a high-revving 600cc motorcycle motor, these cars are rolling deathtraps with 0-60 times that rival that of Ferrari's Enzo. Having seen the results of Dan's work on his own car, it's a miracle anyone on his team is still alive.

Marc spent the bulk of the winter attending NCC-sponsored DIYs and performing various preventative maintenance items on his 2005 E46 330i ZHP. In preparation for his upcoming pilgrimage to The Vintage in North Carolina, Marc Caden and Bill Williams recently installed Bilstein HD shocks and struts on Marc's 1973 2002. The old shocks and struts were as tired and shot as Marc and Bill were by the time the job was finished. However, it's been smooth riding ever since! And that, my friends, is just a little bit about who we are and what we love to do to these amazing vintage machines. So next time you see a flash of red, with roundels front and rear, it's probably one of us, just making sure the torch stays lit a little longer.



(Above) Grice and Jay Swift posing as American Gothic while working on the LeMons tii.



Photo by Brandon Salls.

A True Friend of the Chapter

By Bill Williams

Tucked away in quaint corners of the east coast are car shows that showcase some of the finest examples around. Most of these shows award elegance as well as historic significance and restoration perfection. One such show, still in its infancy, is attracting the finest cars in the northeast.

The mid-May Saratoga Springs Invitational, hosted by the Saratoga Automobile Museum (SAM) on the Saratoga Spa State Park's scenic reflecting pool lawn, attracts cars that hit all three notes and, by any standard, is becoming one of the shows that attracts the finest cars.

First held in 2009 as a supplement to the museum's longstanding annual auto show, which helps fund SAM's many educational programs, the Invitational immediately became one bookend of the Spa City's summer season. The other bookend is the final thoroughbred horse race at nearby Saratoga Race Course.

This past May, Lothar Schuettler and partner Gretchen Carroll returned to Saratoga Springs Auto Museum as the 2010 Best in Show winner. The show prohibits past winners from competing in subsequent years but Lothar's 1937 BMW 328 (see May/June 2009 *der Bayerische*) was rightfully honored by being displayed between the colonnades above the magnificent reflecting pools.

Also in May, Lothar opened his shop to chapter members and his customers. It was the 25th anniversary of BMW Excluservice. On display were several older BMWs in different stages of restoration, allowing Lothar the opportunity to show and explain the process of making these cars like new again. During his open house Lothar spoke about how fortunate he is having both his career and his hobby in restoration and maintaining BMWs. He also said that instead of trying to become a millionaire, he has always cherished his customers, many of whom have become longtime friends going all the way back to 1969 when he was the service manager at VOB. He also gave his gratitude to Stephane Grabina, General Manager, who after leaving Excluservice had toured a couple of dealerships but returned since he was not content with the other places for one reason or another.

Excluservice now services Minis as well since many of their customers have Minis as second cars. Lothar mentioned that Excluservice now carries Liqui Moly, a German motor oil that he highly recommends, knowing first hand their reputation for making quality products, with a history dating all the way back to World War II.

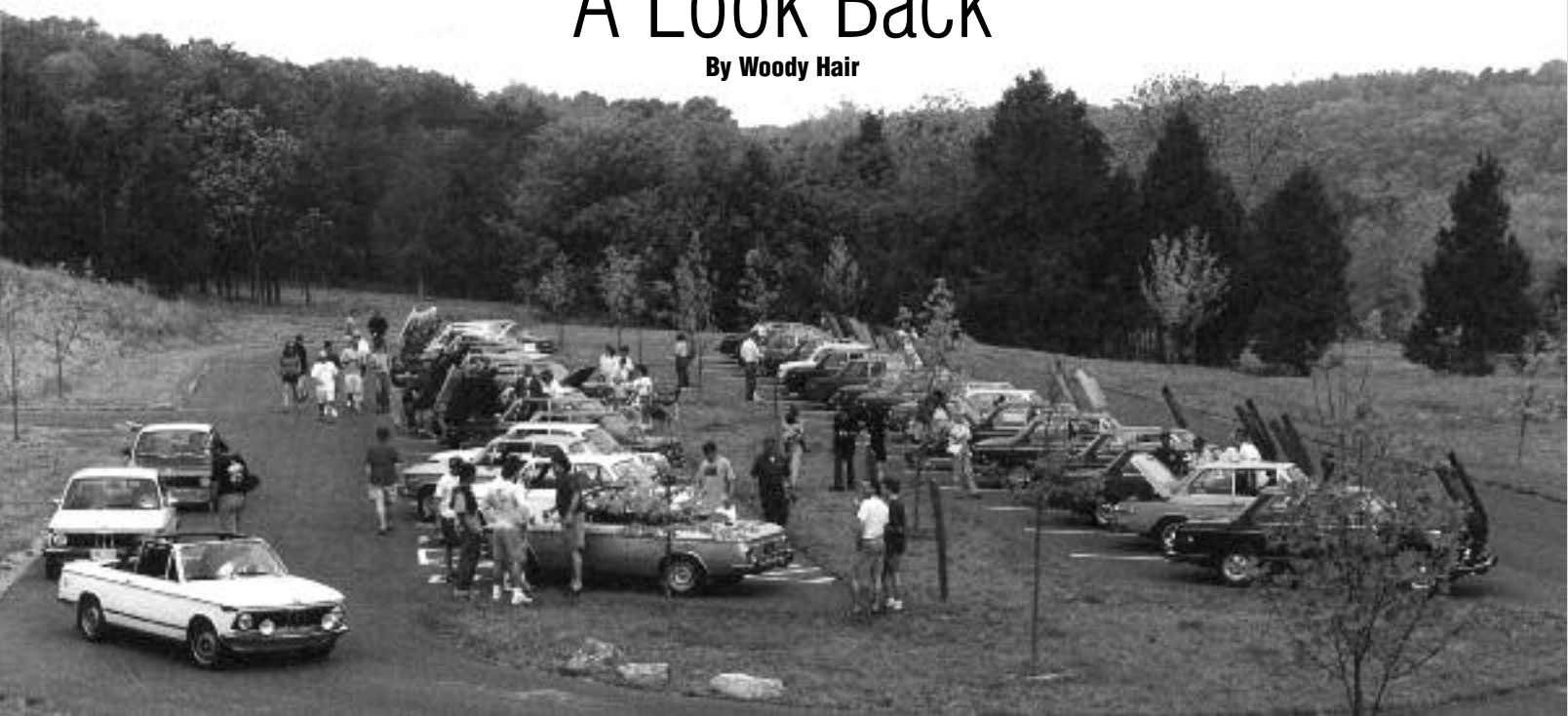
So where will Lothar be in June? BMW is sponsoring an event in Germany, to celebrate the 75th anniversary of the legendary 328. Lothar and Gretchen, sans his 328, will be headed to Bavaria to participate in the event driving a factory 328. Watch this space for further details on what will certainly be an amazing experience for both of them.

Where in the world will Lothar be in November? This year BMW is the featured marque at the Hilton Head Invitational Concours d'Elegance. Lothar is invited to this prestigious show and will take the 328 and a few other BMWs, again representing our chapter at yet another top-level, international concours.

Again, we say thanks to Lothar and Gretchen for not only representing the chapter at national and international events but for making his knowledge available to us all.

A Look Back

By Woody Hair



40 years ago – July '71: It was announced that our new chapter, all of 5 months old and 60-members strong, had been selected to host the national Oktoberfest event in October. In his President's Message, Jon Lusher said he thought it was demeaning to refer to BMWs as "Bimmers." Minutes of the June meeting had Treasurer Terry Baker reporting a bank balance of \$197. VP Ric Cavallero gave the five to-do priorities for our new club; (1) Incorporate, (2) Appoint a constitution committee, (3) Increase membership, (4) Find a lot for autocrosses, (5) Establish concrete relationships with dealers.

There was no August issue of der Bayerische, but our Web site's collection includes the August 1971 issue of the Roundel. It was 6 typewritten pages and led off with the announcement that the National Capital Chapter would be hosting Oktoberfest October 23- 24, 1971.

35 years ago – Our collection does not include any July or August issues of *der Bayerische*.

30 years ago – Aug/Sep '81: Bill Loftin's President's Message reported on our corral at the Summit Point SCCA Summer Nationals. BMWs competing included Jim Harrison (GT2 2002), Ray Korman (GT2 320i), and the father-son team of Ed and Garth Ullom in their showroom stock 320s. Stars of the corral were the 1600 cabrio of Phil Marx and Lothar Schuettler's 1938 327 cabrio. Autoy & AutoWerke had a full page ad for their fourth annual Oktoberfest open house. A number of tech tips were reprinted from other chapters' newsletters. Topics included Bavaria hood stays, headliner care, bent throttle linkage on 2002 tiis, and coolant loss on 530s. Allan Price had taken over operation of the chapter's Club Store. His list of available items

included 530i oil filters at \$1.75, Bosch spark plugs at \$2.00, Kamei air dams for a 320i at \$35.00, and Jurid brake pads for a 1600 or 2002 at \$8.00. The classified ads included a pair of Paddy Hopkirk front seats that fit a 2002 for \$200.

25 years ago – Jul/Aug '86: The cover featured a Paul Vessels photo of the BMW museum, and member Jay Markwood suggested a friend join the club. That recommendation automatically entered Jay in our new membership contest, and his entry won the drawing for a new Passport radar detector. President Les Adams announced that Jim Harrison was the new chief instructor for our driving schools. Gary Toyama reported on our autocross school held at Landover Mall. The instruction was led by the team of Tom and Sue Baruch. Our Maifest driving school at Summit Point was covered by Cory Laws. The event featured a Saturday evening

gourmet dinner at the Hillbrook Inn complete with beer, wine, and door prizes. A bonfire was appreciated by all as darkness fell and temperatures dropped into the 50s. Our annual Deutsche Marque Concours d'Elegance, held jointly with the local Porsche and Mercedes clubs, took place on the grounds of the German Embassy on Reservoir Road. John Hartge reported a Porsche 356 won the Ambassador's trophy for best in show, and Larry Masten's Topaz BMW 633CSi won the Best of Marque. The club participated in two events for charity. First, \$2,500 was donated during the Children's Hospital Telethon with the monies coming from our treasury and seven local BMW dealers. Then the Children's Hospital Benefit Autocross, a Metro Washington Council of Sports Car Clubs annual event, received \$6,000 in donations. I reported on participation with John Hartge in the Bob Ridges Memorial rally, a two-day affair with brisk speeds on



(Top) David Roach had a report of the Mid-Atlantik 02 Fest held at the Shenandoah River State Park near Front Royal. **July/August 2001 dB.** Photo by David Roach. (Above) Bill Loftin reported on our corral at the Summit Point SCCA Summer Nationals. BMWs competing in GT2 class included Jim Harrison. **August/September 1981 dB.** Photo by Raine Mantysalo.

mostly dirt roads in the Alleghany Mountains west of Staunton, Virginia. Figuring our BMWs were both too low, we used my wife's Jetta GLI. Paul Vessels' cover story about his two-week trip to Germany, complete with pictures, was titled Automotive Heaven. It sure sounded like it. Les Adams offered a treatise on braking, particularly of the panic variety. A long piece on car towing and the firms that provide this service was presented by Bill Ross. Competition Corner reviewed the opportunities for participating in rallies and autocrosses in the DC area. NBC television covered the One Lap of America. It was a very long rally at that time. A broken rear suspension eliminated a BMW 5 Series from the event. Speculation was it was caused by the 1,500 pounds of computerized navigation equipment. *Compare that with your \$125 Garmin.*

20 years ago – Jul/Aug '91: Treasurer Jennifer Nazarko reported on her attendance, along with President Dwight Derr, at the BMW CCA Chapter Congress in San Diego. Bob Warren won Best of Marque at the Deutsche Marque Concours d'Elegance with his 1968 1600 Cabriolet. Jim Hutton and Miriam Schottland each wrote articles about the Skip Barber M3 driving school they attended at RFK Stadium. Thanks to the efforts of Jack Kenworthy, the chapter was able to host an evening with David Hobbs at the Tysons Corner Marriott. A long-time television racing commentator (*and still going strong*), Hobbs raced at Le Mans 20 times, drove in the Indy 500, competed in NASCAR, and was the premier BMW driver at one time. BMW NA had two of Hobbs' BMW race cars in the Marriott parking lot – a 3.5 CSL and an IMSA GTP March with the F1 development engine. He held everyone's full attention for 2 ½ hours with his humorous racing stories. Ken Schroeder reported on our Spring Tour to Fred Warner's German Restaurant near Cumberland, Maryland. Details of the brand new E36 BMW 325i were presented. Competition Corner reported the Porsche Club was considering establishing their own race series for members. CC hoped it would be successful and that the BMW CCA would follow suit. The chapter provided volunteer workers for the Ferrari Club's national meet in Northern Virginia and Summit Point. An article explained the 10 most common complaints about brakes.

15 years ago – Jul/Aug '96: Oktoberfest co-chairman Jennifer Nazarko reported all plans for the national event we were hosting in August were on track, but more volunteer workers were needed. The 2800CS of Ron Blaise won Best of Marque in the Deutsche Marque Concours d'Elegance held at Evans Farm Inn in McLean. The new E36 328i Convertible was reviewed by John Hartge. He proclaimed it a "world class performer." Mike Donahue, our new Web meister, explained how our Web page could be accessed with the use of a modem, Web browser, and subscription to an Internet Service Provider. He said our Web site was already getting more "hits" than the chapter's telephone hotline. Jim Moran reported on his participation in our Highway Safety School at the Jefferson Circuit with his M6. The SCCA MARRS race at Summit Point saw Ed York hold off Leah Epting (both 2002s) for the ITB class win. Leah was unable to attempt a last turn pass because of a deteriorated left front tire. It was noted that David Donohue had left the PTG M3 team for a Dodge Stratus ride in the North American Touring Car Championship series. PTG team owner Tom Milner replaced Donohue with Mazda driver Bill Auberlen. *Good move.* David Lassalle was fastest BMW ('89 325is) at the three most recent MWSCC autocrosses. Jenny Nazarko wrote about the pros and cons of using Cool Carbon brake pads for the track. This issue of *dB* had 40 pages!

10 years ago – Jul/Aug '01: Ronnie Lewis provided a guide for how to pack an E30 M3 for a two-day driving school at Watkins Glen, complete with four track wheels/tires, jack and tools PLUS a wife, some clothes, a cooler, and more for two-weeks of travel in Western New York and Ontario. Mike Early's report on the Jefferson 500 vintage races corral at Summit Point indicated everyone ate well and had a good time despite the rain. President Mike Wendell wrote about the new member party hosted at Tischer BMW. Planned by Membership Chairman Steven Schlossman, there were 125 attendees. According to Brian Shipman, we had 157 of the needed 350 signatures necessary to obtain Virginia BMW CCA license plates. The Deutsche Marque Concours d'Elegance at Nottaway Park in Vienna saw



(Above) Our annual Deutsche Marque Concours d'Elegance, held jointly with the local Porsche and Mercedes clubs, took place on the grounds of the German Embassy on Reservoir Road. **July/August 1986 dB.** Photo by Raine Mantysalo.

Richard Pineda's E30 M3 take the Best of Marque award. David Roach had a report, with photos, of the Mid-Atlantik 02 Fest held at the Shenandoah River State Park near Front Royal. Sixty-five 2002s, in many different variations, came from as far away as Kansas City. Ron Katona ('95 M3) won Fastest BMW at our April and May autocrosses held at Rosecroft Raceway. Ron's M3 was also the August Car-of-the-Month. A BMW M3 Lightweight driven by Russ Wiles and Mike Bartley was 7th of 89 cars in the One Lap of America. Competition Corner viewed the still-under-construction 2.5-mile Rausch Creek Motorsports Park north of Harrisburg, Pennsylvania. Construction delays had delayed the opening until July, but CC declared it would be one of the country's best.

5 years ago – Jul/Aug '06: "To film or not to film?" – Richard Pineda weighed in on the issue of applying protective plastic film on the front of his new M5. Marie Morris shared her experiences attending our Highway Safety School, and provided advice for future attendees of our driving events. J. C. Chaney Jr. attended an M-car introduction and driving experience at Road America in Wisconsin. The cars presented were the Z4 M Coupe and the M6 with V10 engine. Our annual Deutsche Marque Concours d'Elegance saw John McWilliams take Best of Marque with his 1974 2002tii. The Judges' Choice award went to Anita Patton for her 1988 M6. The article included lot of pictures. Raine Mantysalo provided a report on driving the E87 1 Series hatchback in Europe. He suggested BMW send these cars to the USA with three engine options – an economical 4-cylinder, a turbo diesel, and the powerful 3-liter 6-cylinder. Competition Corner featured a review of the Rolex Grand-Am and Grand-Am Cup races at VIR.



(Above) Ron Katona ('95 M3) won Fastest BMW at our April and May autocrosses held at Rosecroft Raceway. **July/August 2001 dB.** Photo by Andrej Dolenc.



NEW MEMBERS



The National Capital Chapter now has 5,015 members plus 682 Associate members (who share in all of the benefits of being an NCC member), as well as an additional 52 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: Eric Andreasen, Helio M. Chaves, Stephane Grabina, Michael Hopp, Allen Hunt, Joshua D. Johnson, Aditya Joshi,

Charlie Kachadoorian, Dan Lehr, Ross Litman, Byron McCauley, Ed Overly, Paul Seto, Koon Silprasert, Peter Stathis, R. Scott Shern, Robert Stern, Duane Summons, Jason Weintraub, and Jacqueline Zachary.

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 what great benefits they are missing, 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 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 for the latest event details.

Sakina Abdullah		Jeffrey Heasley		George Ricaurte	2001 740iL & 1992 525
Ali Aghaee & Minoo Shafinouri	2008 135i	Obie & Valerie Henderson	2011 Z4 & 2007 328xi	Vandaren Richardson	2001 X5
Lynette Allen	1987 325e	Michael & Ingrid Herbert	2005 325i & 2006 Z4	Stewart Rivers	
Daniel Alonso	2011 X5 xDrive35i	Stacey Herndon & Enid Marshall	2002 X5 3.0 & 2004 325i	Karl Rosenbaum	2011 328i Coupe
Terry Annis		Paul Hill	2005 S4	Ryan Rousseau	
Ivan Ariza	1995 M3	Maxine & Dwayne Hill	2003 X5	Kim Ruckle	
Aghlimeh Assemi		John Hodges		Michael Scherr	
Anthony Bahr	2004 X5 4.4	Loretta Hoepfner	2010 328xi	Michael Schoppman	2009 135i
Jonathan Bailey	2006 530xi wagon	Kyle Hosch	2011 328i	Adam Schroeder	2004 M3 & 1998 M3
Marc Balthrop	2003 745Li	Justin & Shane Howard	2004 M3 & 1991 325i	Ken Schultz	1997 Z3
Brian Barulich		Allen Hunt	2002 M3	Evan Schwartz	
Sharon Blondeau, Caroline & Christine Hilbert	1999 323i	Richard Jarin	2007 E92 335i	Brandon Seawell	2005 M3
Karen & James Bond	2002 525i	Esther Johnson-kerner	1990 325i	Paula Settles	1997 528i
Michael Boone		Charlie Kachadoorian	1997 M3	Parnian & Jordan Shahin	2009 328i
Roy Bradley	2009 328iT	Ioannis Kanellias		Maxim Shapiro	2004 M3
Jeffrey & Aileen Broider	2011 535xi	Evan Katzman		James Sharifi	2004 330ci
Jaime Bruno	1997 M3	Stephen Khovananth	1999 323ic	Brandon Silverstein	2001 Z3 3.0i
Charles Bubeck	2011 M3	George Kraft	2007 550i	Paula Sind-Prunier	'00 Z3 M Rdstr & '85 325e
Gregory Burgee	2006 Z4 M & 2008 X5	Shelton & Ruby Lacy	2006 750Li	David Stewart	2006 330Ci
Alison Carlozzi	2007 525xi	Karl Lee	2003 Z4	Bruce Stover	2006 650i
Ryan Carter	'01 M3 & '99 M3 CV	James Lee		Matthew Tap	2011 535xi
David Chow		Byron & Susanna Lew	2004 M3 & 1997 Z3	Richard Tarman	2009 335xi
Daniel Clark	1978 530i & 1995 530i	Larry Libeman	2003 530i 5spd	Robert Terwilliger	2011 X5 3.0i
Charles Clark	2002 Porsche 996 C2	Todd Lipscomb	1998 528i	Samuel Thiongo	2007 335i
Angela & Terrance Coates	2000 328Ci & 2003 745i	Moe Maktabi	2011 M3	Evgeny Tsypryatov	2011 M3
Christopher Cole	2011 128i	Douglas Marshall		Kenneth Turner	2010 Z4 sDr35i
Chris Coronado	2011 X5 35i	Eric Marx	2001 330ci	Richard Vanasse	2008 328i convertible
Mark Cosenza	2011 335d	Michael Mashner		William Vanvuren	2007 335xi
Jack Crosier	2000 540i	Lorenzo McCormick	2005 545i	Derek Vicko	'05 325xi & '11 Mustang GT
Reginald Culbertson	2004 525i	Frederick Mitchell		Leigh Washburn	2004 Saturn Ion
Delmar Dale	1998 M Roadster	Philip Moffat	1999 323i	Kevin Weimert	2001 740iL
Christopher Dellamura		Joe Mott		Steve Weintraub	
Daniel Diggs	1994 325is	Thabo Moyo	1998 540i	Mitchell Weintraub	2006 530i
Marcus Dominguez	1997 M3	Stephen Mucchetti	2011 B7 & 2011 X5	Jason Weintraub	
Harold Duvall		Marc-Anthony Murray	2007 335i Sedan	Chris Wiekowski	2006 M3 Convertible
Jay Ellwood	1995 540i	Fredrick Murrill		Tiffany Williams	
Andrew Feggans	1987 L6	Ronald Neumann	2011 X3	Paul Williams	2011 550xi
Kathryn Ferguson	2010 128i CV	Anhtu Nguyen	2006 Z4 3.0si	Antwon Williams	
Richard Fiano	2009 335xi	Dmitriy Novozhilov	1995 E36 M3	Mark Woodhull	
Bruce & Margo Fonoroff	2011 528i & 2005 Z4	Johnny Okafor		Hans & Franz Yu	2008 M3 E92
Alma Frederickson	2006 M6	Javier Ortiz	2002 530i	Zane Zaiser	2004 M3
Daniel Galvao	2011 128i Convertible	Laura Palacios	1998 318		
John Gifford	2011 X5 M	Bob Pecker			
James Gingery		Calvin Peng	2010 X5 & 2007 335		
Stephen Greathouse		Harin Perce	2003 325i & 2011 X3		
Jonas Gyllensvaan	2008 550i	David Phillips			
Philip Hagan	2001 Z3	Phil Quartana	2007 E92 335i		
Dan Hagan & Fran Valle	1995 540i	Andrew Rakicsany	2007 335i		

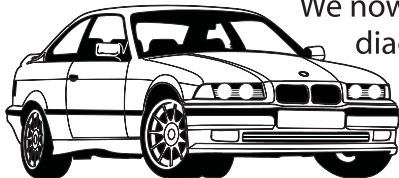
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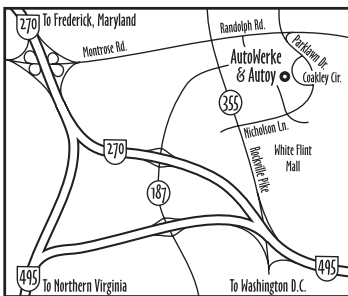
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COST	Ads are free to current club members. Membership numbers must be included. Commercial ads are \$30 per issue. Personal, non-member ads are \$15 per issue.
HOW TO SUBMIT AN AD	Please see the chapter Web site at www.nccbmwcca.org and click on "Classifieds" 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).
IMPORTANT	Classified ads will not be accepted by e-mail.

Classified Reminder...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

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1998 318i 4-door

Black with beige interior, 95,300 miles, 5-speed manual, asking \$4,000. Please call (202) 302-7602 or send an e-mail to kwebb@winston.com

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(5) SSR GT2 Wheels. 17X8 5-120 ET40 Silver. Bought 2006. Excellent condition with low usage. Includes 5 GT2 center caps. Toyo Proxes RA1 tires mounted with a bit of life left. 235/40/17 Perfect fit for E36 and probably others. Call Kirk at (301) 829-6737

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Pagid Yellow Endurance Race Brake Pads RS19 F&R

Front and rear Pagid Yellow Endurance Race Brake Pads. Great for track days, pads are still new in the box. Fit for E36 M3, E46 M3, MZ3, E46 330. Front U1295 / RS19. Rear U1285 / RS19. Asking \$285, these would cost \$420 new! Please call Kirk at (301) 829-6737 or send an e-mail to kirk.shell@hp.com

E36 Parts Galore!

I have a full E36 parts car. I'm keeping the engine longblock and transmission - EVERYTHING ELSE MUST GO. Dove interior is in above average condition. Black exterior is in excellent condition. Mechanicals are in good condition. ALL engine accessories, including A/C compressor, power steering pump, alternator, etc. available. E-mail jonathan.michael.thayer@gmail.com with whatever items you need.

KAMEI air dam

KAMEI front air dam for 320i new in wrapper, asking \$100, call Joe at (443) 910-3207

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