

Magazine of the National Capital Chapter BMW Car Club of America

January/February 2013

der Bayerische



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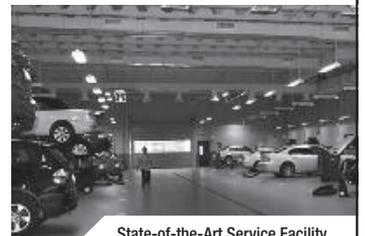
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Cover: A 1502 resting at the highest point in the Großglockner Alpenstraße. See story on page 20. Photo: Samuli Salminen

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



President's Message

Welcome to 2013 and another exciting year for our CCA members. But, before any of that, let's take a look back at 2012 and some of the outstanding events we enjoyed! Our High Performance Driving Events (HPDE) were very successful, introducing many BMW owners to the track for the first time, as well as providing advanced training to those who took part in our Club Racing School. We sponsored 12 DIY events this year, where members were able to change their own fluids, replace their brake components, and take on many other repairs and routine maintenance tasks. One of the countless benefits of being around other BMW owners is that you're never short of getting great advice on fixing or modifying your car. In fact, I've saved thousands of dollars over the years by working on my own car and every member should be able to do the same. Looking back further, we did so much last year. Spring started out with our annual Deutsche Marque Concours and this year marks the 30th anniversary of that great event. Autocross had an excellent year, bringing in many new motor-sport participants, and we expect even bigger AX events this year. We also sponsored two top-notch Street Survival schools where more than 50 teenagers were able to learn the basics of car control and what it takes to become better drivers. As one of our premier programs, we pride ourselves in teaching the younger drivers the rules of the road before we release them to the cruel world of beltway traffic.

All in all, we close the books on another exemplary year where we had a great time every weekend. But you know what really makes this club run – and that's our volunteers. Nothing is more rewarding for me, as chapter president, than seeing members leaving our events with a smile, knowing that they had a good time. And those good times are made possible because of the select few that spend their own time planning events, handling excruciating details, and making sure everything runs smoothly. The past few years of tough economic times have been very challenging for us, but people continue to step up and ensure that our members get value out of their membership and participate in fun, well-run events. That said, I am announcing our new Volunteer Recognition Program and will offer more details soon. To start things off, here are a few volunteers that made a big difference in 2012, in no particular order:

Kelsy Hill Polifka almost single-handedly pulled together our Baltimore Grand Prix car corral with just six weeks to prepare. She worked closely with BGP officials to set up ticket sales, arranged for all catering and amenities, and tirelessly worked through race day operational issues. In addition, Kelsy assisted our Driving School Steering Committee (DSSC) this year by helping promote several HPDEs reach their targeted enrollment. This was significant as our showcase driving events were highly successful this year and recovered well from prior year financial difficulties.

James Laws headed up our re-established Membership Committee, focusing on welcoming new members to the club, recruiting prospective members, and addressing retention issues. Starting mid-year, Jim was able to pull together his committee, initiate several New Member parties, and introduced more than 100 new members to our programs.

Steve Lim seamlessly picked up all *dB* advertising duties, overall marketing activities, and assists various program events like DIY, New Member parties, membership drives, Baltimore Grand Prix, and other Board-initiated projects. Through Steve's work with various sponsors, NCC was able to get significant funding and product contributions to help offset the cost of programs as well as providing increased member participation and enjoyment.

Phil Yates revived our autocross (AX) program by implementing various promotions that increased AX participation and overall CCA membership, as well as, building a new AX committee for continued growth. In addition, Phil managed to go beyond the call of duty by selling the old trailer and getting a new AX van which makes transporting equipment easier for everyone.

While there are plenty of other volunteers who have contributed significantly, I hope all of our volunteers are proud of the events that they make happen. In fact, our Annual Holiday Party is coming up in February, and I hope you will join us as we announce the first winners of our new Volunteer Recognition Program.

We are fortunate to have the largest BWW chapter in the world, but even luckier to have the great group of volunteers that help run our programs. I want to personally thank you all, and I hope that all of our members take a moment to do the same.

So here we are, January 2013, and it looks like the Mayans got it wrong. In hindsight, I probably should have figured as much and thought a little bit more about filling this valuable real estate with actual words. Truth is, I've been a little pre-occupied, having added a FIFTH vehicle to the LaFemina family insurance policy. For a family of four, all of whom are drivers, that's really not so bad. It won't surprise anyone to learn that our newest addition is of German descent, and is also now the oldest in the driveway. But I have strayed. She's not a BMW, but I've kept the E36 M3 for daily driving. No, this new and completely enchanting diversion is a 1978 Champagne Edition Volkswagen Westfalia pop-top camper. Having spent much of the 1980s driving around the east coast to Grateful Dead shows in my friends' buses, I am absolutely tickled to finally have one of my own. So lacking anything more useful to say, a friend suggested this would be a good time to remind our readers that driving around in winter,

and the associated conditions, requires a little extra thought and preparation. So, until the spring returns again to the Washington, DC metropolitan area, here's a good list of winter driving tips, courtesy of the Automobile Association of America;

- Accelerate and decelerate slowly. Applying the gas slowly to accelerate is the best method for regaining traction and avoiding skids. Don't try to get moving in a hurry. And take time to slow down for a stop-light. Remember: It takes longer to slow down on icy roads.
- Drive slowly. Everything takes longer on snow-covered roads. Accelerating, stopping, turning – nothing happens as quickly as on dry pavement. Give yourself time to maneuver by driving slowly.
- The normal dry pavement following distance of three to four seconds should be increased to eight to ten seconds. This increased margin of safety will provide the

longer distance needed if you have to stop.

- Know your brakes. Whether you have antilock brakes or not, the best way to stop is threshold braking. Keep the heel of your foot on the floor and use the ball of your foot to apply firm, steady pressure on the brake pedal.
- Don't stop if you can avoid it. There's a big difference in the amount of inertia it takes to start moving from a full stop versus how much it takes to get moving while still rolling. If you can slow down enough to keep rolling until a traffic light changes, do it.
- Don't power up hills. Applying extra gas on snow-covered roads just starts your wheels spinning. Try to get a little inertia going before you reach the hill and let that inertia carry you to the top. As you reach the crest of the hill, reduce your speed and proceed downhill as slowly as possible.

• Don't stop going up a hill. There's nothing worse than trying to get moving up a hill on an icy road. Get some inertia going on a flat roadway before you take on the hill.

• And finally – the best advice of all, stay home. If you really don't have to go out, don't. Even if you can drive well in the snow, not everyone else can. Don't tempt fate: If you don't have somewhere you have to be, watch the snow from indoors.

Jim



OK, so it's not a BMW.

In Memoriam John Estep Sr.



Richard Pineda (left) handing John Estep Sr. the second place prize in the 2002 class on October 2, 2005 at the Deutsche Marque Concours. Photo by Bob Stern.

2013 CALENDAR OF EVENTS

January

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

February

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

March

- 10 Karting @ Allsports Grand Prix
- 13 Karting @ Allsports Grand Prix
- 24 Karting @ Allsports Grand Prix

May

- 16-20 Spring Tour 2013 Tail of the Dragon/Asheville & Waterfalls

August

- 19-24 44th Annual BMW CCA Oktoberfest (Monterey, CA) (*)

* Not a National Capital Chapter-sponsored event



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January

NCC NoVa Social

Thursday, January 3, 2013
Velocity 5 – New Location!
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.

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, January 6, 2013

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

November Board Meeting and Social

Wednesday, January 9, 2013
Hamburger Hamlet
10400 Old Georgetown Rd.
Bethesda, MD 20814
301.897.5350

Our Board meetings are open to ALL MEMBERS and this is a great opportunity to meet other NCC members and see what goes on behind the scenes in the club. Our volunteers put a lot of time and effort into planning all of our member events, so for those interested in getting more involved, this would be a great place to start.

Please note that alcoholic beverages are paid for individually (not by NCC) and that there will be a nominal \$10-20 contribution to offset the majority cost of dinner/gratuity.

We'll have our own private room and there's plenty of free parking.

NCC Columbia Social

Thursday, January 10, 2013
Corner Stable
8630 Guilford Road
Columbia MD 21046
240.755.0188

Come join again at our new winter location, Corner Stable, located in the Kings Contrivance neighborhood of Columbia, MD. We have reserved a huge private area that should hold all of us and they can handle however many people show up (a big problem for many other locations). There is also plenty of parking for us to hang out towards the back of the lot near the church.

The chapter will pay for a portion of the evening's food, but members are expected to pay for the rest of their food/drink/tax/gratuity

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, January 13, 2013

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

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, January 27, 2013

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

February

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, February 3, 2013

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

NCC NoVa Social

Thursday, February 7, 2013
Velocity 5
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.

Annual Meeting and Holiday Party

Saturday, February 9, 2013
Normandie Farm, 10710 Falls Road
Potomac, MD

Join us for an evening of fun, food, door prizes, and BMWs as we venture to Maryland for our Annual Meeting and holiday celebration.

Each attendee will enjoy a buffet dinner and receive one drink ticket. Additional drinks can be purchased via a cash bar. All attendees will be entered to win some great door prizes at the end of the night.

Remember, this is the meeting at which our Board members will be announced for the 2013 term. Please visit the chapter website for more information.

Cocktails will be served starting at 6:30 p.m. Dinner will follow at 7:30 p.m. The annual meeting will commence at 8:30 p.m.

This event offers online registration and payment through MotorsportReg.com

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, February 10, 2013

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

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, February 17, 2013

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

NCC Columbia Social

Thursday, February 21, 2012
Corner Stable
8630 Guilford Road
Columbia MD 21046
240.755.0188

Come join us for our new winter location, Corner Stable, located in the Kings Contrivance neighborhood of Columbia, MD. We have reserved a huge private area that should hold all of us and they can handle however many people show up (a big problem for many other locations). There is also plenty of parking for us to hang out towards the back of the lot near the church.

The chapter will pay for a portion of the evening's food, but members are expected to pay for the rest of their food/drink/tax/gratuity.

Below please see statements from those Club members seeking to serve as Chapter officers for the coming year. If there are other members interested in tossing their hats into the ring, by all means you are encouraged to do so. Please submit a candidacy statement letting your fellow members know why

you wish to be considered; we'll need those emailed to the editor by January 31st. Any additional candidacy statements received via email will be uploaded to the website, and voting is scheduled to take place February 9th at the annual holiday party.

For President – Paul Seto

As president the past few years, I have led this chapter through many major changes and tough economic conditions. I have provided financial leadership by implementing program budgets and more focused oversight of all expenditures and investments. In addition, the chapter's cash flow has improved significantly providing additional program subsidies for our members and the creation of new events, like our Baltimore Grand Prix car corral. I've also led the effort to develop additional sources of income/goodwill through sponsorships and advertising with local companies. Again, these agreements go directly to our membership in the form of countless BMW and car-related products and services. Finally, I've developed ongoing processes to drive the recruitment of new members so that NCC will always be the largest and premier chapter in the world.

I am asking to continue to lead this organization as president. This year, I promise to enhance the overall CCA experience so that all can clearly see the value and fun that membership brings. In addition, I want to focus on recognizing our outstanding group of volunteers that put on all of events and who so graciously spend their free time to ensure that our members enjoy themselves. I ask for your support to continue with these goals and the opportunity to serve the club.

For Vice-President – Steven Lim

The role of vice president is mainly to support the president of the chapter, to be the liaison between the board of directors, the program directors, and to schedule events. These are all responsibilities I have met while serving as the chief marketing officer and advertising manager for the club. I have worked with the president, board members and program directors to secure funding by selling the most advertisements this year to date and have helped in planning for many of our events. Currently I belong to the Baltimore Grand Prix Committee and the Do-It-Yourself Committee. Voting for me as vice president will allow me to further help the president and this organization to continue to help plan quality events worthy of the cars we drive.

For Secretary – Gina Hector

While I am a life-long BMW enthusiast, I have been a happy owner (and member) since 2007. In that time, I have enjoyed being actively involved in almost every program that the club offers, especially the HPDE's, tours, and DIY's. I also frequently volunteer at club events. I would like to deepen my involvement and understanding of the club by serving on the board. I'm asking for your support of my candidacy for secretary of the BMW CCA National Capital Chapter for the 2013 term.

For Treasurer – Dave Miller

As the current treasurer, I would like the opportunity to continue to serve our chapter in this capacity. As we come out of the recession we are seeing increased participation in our programs and hope to grow them further. I will work to support balanced investments in our programs and return of value to our members, while at the same time maintaining our solid financial base. I ask for your support and vote to continue these initiatives and for the opportunity to continue to serve the club.

THE OFFICIAL BALLOT



2013 Annual Elections

Please select one person for each position.
Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685,
Arlington, VA 22216. They must be received no later than January 31, 2013.

For President

Paul Seto

Write-in _____(signature) _____

For Vice President

Steven Lim

Write-in _____(signature) _____

For Secretary

Gina Hector

Write-in _____(signature) _____

For Treasurer

Dave Miller

Write-in _____(signature) _____

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It has been several years since the DIY Program of National Capital Chapter conducted a Technical Session, hosting instead a long series of very successful hands-on Do-It-Yourself events that we had begun overlooking this kind of important learning opportunity. So when Robert Lettiere, the director of Towson BMW Collision Center told us he would be willing and able to host a tech session, we jumped on the opportunity.

Rob has a long career working with BMWs and with the BMW CCA. He ran a big Euro Care repair facility in Los Angeles prior to coming to Baltimore to establish this operation. He has worked hard to make this one of the premier repair facilities in our area. The center has been certified by BMW North America for BMW and Mini repairs. That certification does not come easy, it involves a rigorous process that requires technicians and the equipment they use to meet BMW factory standards.

So on the morning of November 10, approximately 35 members of the National Capital Chapter gathered at the Towson BMW Collision Center on East Joppa Road in Parkville, Maryland. Rob and his staff really rolled out the red carpet for us. The friendly staff provided continental breakfast food with coffee and fruit juices and each member in attendance received a Collision Center T-Shirt. At the end of the session four lucky members won door prizes. Each received a BMW detail kit with products for both

TOWSON BMW COLLISION CENTER WELCOMES NCC MEMBERS

By Phillip Cummings



interior and exterior care.

We began by touring the facility, where Rob had placed several BMWs and Minis in various states of repair. It was clear that this operation not only does great work, but also takes great pride in the facility itself. Robert led a very interesting and information discussion on the care and maintenance of our BMWs, answering our questions and covering a variety of topics, including; paint care, paint technology – new water-based paints, interior care, winter care, detailing, summer care and collision repair. Rob highlighted the importance of using genuine BMW parts and BMW-trained and certified technicians to repair your BMW so that it remains the “Ultimate Driving Machine,” even after some inattentive driver gives your baby a “love tap.”

All those attending this event remarked about how much they learned, a testament to the professionalism and level of knowledge displayed by Robert and his staff. NCC owes them all our gratitude for opening up their top notch facility and allowing us to ask them anything about our cars. It was clear that the entire staff, technicians and front office personnel are committed to repairing BMWs right and making their customers happy.

(Left) Club members enjoyed discussing a range of care and maintenance issues with the courteous and professional staff at Towson BMW Collision Center.





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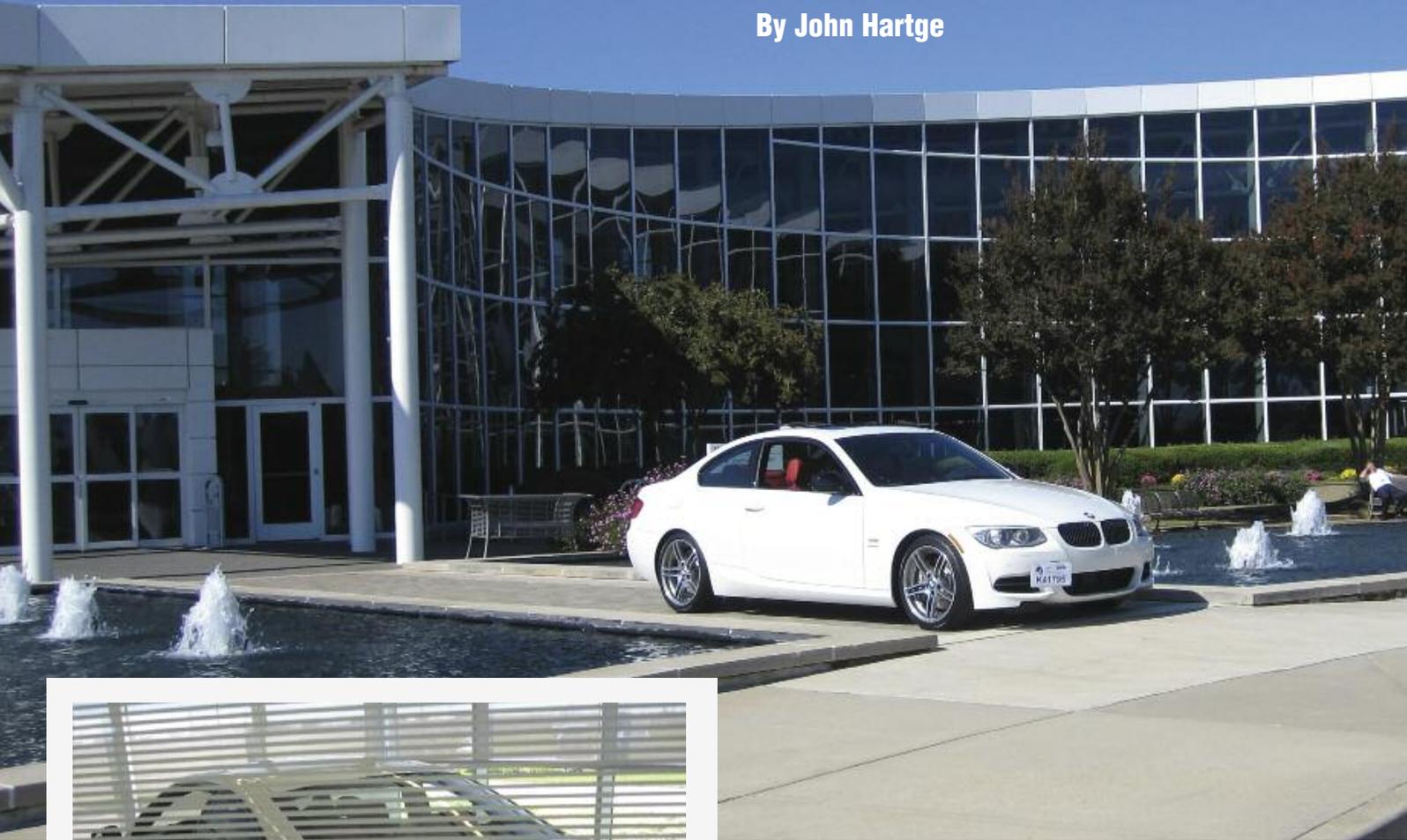
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The BMW Performance Center

By John Hartge



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There is no additional cost for the Performance Center Delivery, except your trip to get there. Once there, BMW provides dinner, a one-night stay for two at the local Marriott, breakfast, and lunch on delivery day. Upon arrival at the user-friendly Greenville-Spartanburg airport, call the hotel. A BMW shuttle picks you up and delivers you to the hotel. After an early breakfast the next morning, a shuttle takes you to the Performance Center near the factory.

The Center's professional instructors give you a brief classroom presentation on BMW handling technology, and then you and your guest are assigned a new BMW roughly similar to your new car (automatic trannies only).

There's a 90-minute on-track car-handling session including braking, mini-autocross handling and wet skid-pad driving. This is to demonstrate BMW's dynamic stability controls, only briefly touching on basic driving techniques (hands at 3 and 9, eyes up, look where you want to go). I focused on this instruction: "not your car." In other words, "drive it like you stole it" and delivery partner Woody Hair and I did exactly that. We've been around a few tracks in our decades in the club, but we still had a blast doing these brief exercises in *their* car. Then we climbed into new 560-horsepower M5s as passengers, while instructors gave us a roaring, sideways, tires smokin' (yee-ha) drive around the track.

Next up is a tour of the U.S.

Why pick up your new BMW at a local dealer and settle for a quick drive home when you can take a meandering three-day drive home from the Performance Center in South Carolina? Because, it is the *long* way home. From where I sit, most of the fun of

Most of the fun of having a BMW is driving it.

having a BMW is *driving* it, so it is appropriate, some would say required, to spend days rather than minutes driving the new Bimmer home along scenic, twisty roads. If it happens to be the colorful autumn season in the Appalachians, well that's even better. I chose the

Delivers



all bodies are welded and painted and the X5 and X6 are assembled. They did not want us to see any early production X4s before their public introduction.

BMW provided X3s for our short drive to the factory. On the way back, we were led where few X3 drivers ever go – off road. Wow. These things really do work, in streams, over hills, tilting ever so precariously.

The Center's cafeteria offered a varied and delicious menu for lunch, which was served (thankfully) after the off-road adventure. As I finished lunch, I was curious and a little anxious. Where was my car? I roamed the hall and discovered it in a private showroom, partially obstructed by blinds. The real fun was about to begin. A Center specialist presented me with keys and manuals and gave a detailed demonstration of the car's features, knobs, buttons, etc.

After a quick trip to the Zentrum museum to pose the new car for photos and visit the displays, we hit the roads. We drove northwest to US 276 for an uphill climb (easy with turbos) over a mountain called Caesars Head, through Brevard, past Looking Glass Falls, into the Pisgah

National Forest and onto the Blue Ridge Parkway. The target for day one was Asheville, home of some fine brew pubs, uh, I mean the artsy, cultural center of Western North Carolina.

Blue Ridge Parkway and, after a bit of paper-map navigational confusion in Bristol, drove "the Snake," on US 421 in Northeastern Tennessee. Running a bit late, we reluctantly abandoned the fun roads and hit I-81



On day two (holding revs under the break-in 4,500 RPM redline, harrumph), we climbed Mount Mitchell, highest peak in the East (cheers again for turbo torque), enjoyed colorful leaves along the

(Above) The delivery specialist, unaware of my DIY inclination, says I will only have to open the hood if I need washer fluid or a jump start. Photo by Woody Hair.

factory where BMW assembles all of its SAVs, except the X1, which is made in Germany. Seventy percent of the plant's production is exported. I think this was my fifth visit since it opened in 1994, but the facility is constantly changing and expanding. This time we saw the new building where the X3 is assembled. They kept us out of the main plant where

(Opposite page top) The newly delivered car poses in front of the factory's Zentrum museum, which is open to the public most week-days. (Opposite page bottom) Awaiting delivery, the new car hides behind blinds in a private showroom. (Right) Colorful autumn scenery along the Blue Ridge Parkway.





northbound for some speed.

On day three, we escaped the interstate onto VA 56, a very twisty mountain road, passing Crabtree Falls. My navigator, Woody, has discovered some great roads in his One Lap of America adventures and many, many years of just plain looking for fun roads. He also knows some good eating (beer) places. At lunchtime we found a mountain-view table at the Blue Mountain Brewery, west of Charlottesville. We found our way onto US 29 for the final leg north and home. The new car returned a

respectable 25.5 mpg on its initial 818 mile journey.

Judging from the trans-Atlantic shipping schedule, I probably could have gotten the car directly from the dealer about six weeks after ordering versus eight weeks at the Performance Center, but the first drive would have been *so much shorter* and *so much less fun*. With this no-cost-to-you delivery program, BMW is trying to build customer loyalty. The company also is promoting the various driver-training programs available at the

Performance Center, which offer a whole day or more driving their cars like you stole them – for a fee.

Anyone interested in a similar adventure can learn more about a Performance Center delivery at www.bmwusa.com and on the Bimmerfest forum. If you decide to go this route, be sure to select this form of delivery before your new vehicle is shipped from overseas so that it's positioned on the vessel for off-loading in Charleston, and not the usual port for our region, Baltimore. If you're buying a South Carolina-

made SAV, indicating your preference for a Performance Center delivery will keep it off a truck destined for your dealer. Your client advisor makes all the arrangements.

(Above left) Part of the delivery experience is a little wet skid pad time. (Above) X3 acrobatics were demonstrated when we perched the vehicles in this tipsy position. (Below) The turbos made easy work of the climb up Mt. Mitchell, the highest point in the East.



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Toward the end of October, new members of the National Capital Chapter were welcomed into the fold at a reception hosted by Russel BMW. The day dawned a little foggy, but cleared up nicely with the morning sunshine. It was a lovely day for a drive to Catonsville to meet fellow enthusiasts and discover exactly what you had gotten yourself into by joining the club.

Attendees were greeted at the door with smiles, handshakes, and perhaps most importantly, freebies and a raffle ticket. After the initial introductions, members were invited to make their way to the buffet tables, laden with chicken Caesar salad, pasta salad and sandwiches ready to be made into a delicious panini by the attending chef. Sweet teeth were also satisfied with assorted cookies and treats.

New members began meeting one another and seasoned members circulated. The group's bonhomie infected the entire dealership and the gathering grew as customers and dealership employees joined the conversations. Drives in many of the new models were offered and tech tips and advice given.

Soon enough it was time to get down to business and new member committee member Rob Hollister called the group together. Everyone was welcomed into the largest BMW chapter in the world and encouraged to listen to all the club had to offer members and to participate in as many events as they wished. Russel BMW was heartily thanked for hosting the reception; sales manager Dane Spealman and service manager Jeff Sterry added their welcome to the club members and expressed pleasure at a continued close relationship between the club and the dealership. Russel's event coordinator Lori Connolly advised members that they'd receive another goodie bag at the end of the event and it would include a unique membership card giving them discounts on service at the dealership.

NCC committee chairs then



New Members Feted

By Marla Stewart Owczarek
Photos by James Laws



spoke about many of the different events and groups organized through the club. Drivers who wish to learn the limits of their ultimate driving machine and responsibly push those limits can participate in autocross schools and competitions. If you'd prefer not to test the limits in your own car, or just need

a driving fix during the winter, karting events offer a great experience. Autocrossing and karting are great fun for novice and more experienced drivers alike. For a more relaxing and scenic drive, members and their families can participate in tours. The tour group travels a pre-determined route along back roads

and visits local sites and eateries. For a really casual get together, members can attend one of the various socials around the area for good conversation and good eats. Do-It-Yourself events allow members to take over portions of a dealership or other service facility to perform maintenance or make repairs on their BMW. Supervision and assistance are provided by expert mechanics, technicians and proficient NCC members. A relatively new great event is the Baltimore Grand Prix. It features both the IndyCar Series and ALMS; the latter including BMW Team RLL which races two M3 GTs. Kelsy Hill Polifka touted the perks for NCC members, including superior parking, corral with food and drinks, special meetings with the team drivers and behind-the-scenes access.

After the informational portion, it was time to announce the raffle winners. Russel BMW provided gift certificates for auto detailing and discounts on service. One lucky couple walked away with two gifts! The official reception ended with members saying goodbye to new friends and driving off into the sunshine.

NCC new members learned that while our love for BMW brings us all together, there are outlets for many passions through the club. A vast array of information is available through the chapter website (www.nccbmwcca.org) and in issues of this magazine and *Roundel*. All members, guys, gals, young and young-at-heart, can find ways to enjoy their ultimate driving machine and even try new things. See you at the next event!

(Above) New members were warmly welcomed into the club by our friends at Russel BMW in Catonsville, Maryland. If you're new to our ranks, check the calendar for future new member parties.

The Cars Are The Stars

By James Chew

October and November are great months for Southern California auto enthusiasts. It's auto show season, with the Orange County Auto Show in October and the Los Angeles Auto Show in November. Of course, BMW is well represented at both shows. We'll discuss what we saw from BMW at the recent Orange County show and what we think we'll see from BMW at the Los Angeles Auto Show.

All in White (Except for the M6)

We enjoy the Orange County Auto Show because it's quite enthusiast-friendly. It doesn't have the suffocating crowd, so one can see everything at an enjoyable pace.



One can see all the products, talk with the manufacturer and dealer reps, and participate in all the family activities in four hours or less –

leaving plenty of time in the rest of the day for Southern California outdoor activities – such as surfing, going to the beach, going to Disneyland, and

watching USC and UCLA football.

For the third year in a row, the BMW exhibit at the Orange County Auto Show featured their entire product line in white. The noticeable exception was the M6, which was in Sahkir Orange Metallic. Subtle. Needless to say, it stood out and attracted more than its fair share of attention. This was quite impressive, considering the Ferrari and Lamborghini displays were across the aisle. While I still think it's more fun to drive someone else's M vehicle, the new M6 convertible would be a welcome addition to any BMW enthusiast's garage.

The surprising star of the BMW display was the new X1. Judging by



the people that I saw inspecting this vehicle, BMW may have launched its first true Orange County family car. The number of wives who told their husbands, "I want one" after sitting in the vehicle and seeing if their kids would also fit was surprising. It would not be shocking to see the new X1 replace the Lexus RX as the preferred young upwardly mobile family vehicle in Orange County.

The is, Ms, and Xs have it

BMW plans to introduce an alphabet-soup lineup of new products at the Los Angeles Auto Show, and we'll be quite interested to see how the X1 is received by the Los Angeles automotive press. We really liked the X1 when we saw it in Europe two summers ago. At that time, BMW had no plans to bring that vehicle to North America. After seeing many X1s on the road during our tour of eight European countries we knew that it would only be a matter of time before

this vehicle was launched in North America. Globally, the 1 Series has been a strong seller, but North American sales have not been impressive – yet. Based on our observations at the Orange County

show, the X1 may be a sales success in North American because it not only fills the 3 Series wagon market, but gives the driver a higher seating position, the driving dynamics of the E90 chassis, and a lot more useful

(Bottom) The stunning profile and color are classic Adrian Van Hooydonk touches that distinguish the new M6 from the competition, but is still unmistakably a BMW.





(Above) The new i8 Concept plug in hybrid sports car in near production trim.

room. The interior felt as roomy as the first generation X3. The standard twin-turbo four-cylinder engine will yield outstanding fuel economy for the premium crossover SUV owner. It will most likely be quite popular with the suburban mom who's tired of driving a full-sized SUV. Interestingly, BMW NA is positioning the X1 as a youthful lifestyle vehicle. A special "ski-equipped" X1 is scheduled to be on display. Even though I'm not a skier, this car should have wide appeal for both young women and men.

Based on the inventory we've seen at the Southern California BMW dealers, it would be safe to say that the dealers have adopted a wait-and-see attitude.

I predict the M vehicle display will again be a show stealer. Having the M3, M5, M6, XM5, and XM6 all together guarantees a high concentration of testosterone-laden men of all ages – even without the size 2 car show model. And there will be at least one person who will either brag that they either own, or know of someone who owns, a limited-edition 1M.

We anticipate that a significant amount of room in the BMW display will be devoted to the upcoming i Series. BMW plans the North

American launch of the i3 in 2013/2014. However, there is a rumor that an i4 will debut at the show. A sportier version of the i3, the i4 may be closer to what a production version of the i3 will be. There should be some more details of the i3 and i8 launch, as well as the details on the



supporting home garage infrastructure for these vehicles, announced at the Los Angeles show. And we have been asking about the i8 – this could be the "must have" hybrid electric BMW for future BMW enthusiasts!

Even though it's a 2013 model, the new 3 Series is already old news. The number of new 3s we've seen on the Southern California roads demonstrates that the car is a sales success. It would not surprise us to

see a 3 Series convertible show car, based on the new 3 Series, on display. But as of this writing, no such vehicle has been announced.

For us BMW fans, vehicles that we should inspect at the Los Angeles show are the new Cadillac ATS, the Cadillac XTS, the Buick Encore, and the entire Audi product line. It would be worth your while to see what Lexus has to show – though that brand has been relegated to also-ran status in terms of the premium performance luxury market.

Technology will again be a dominant feature at this year's Los Angeles show. From things that make vehicles more fuel efficient while maintaining performance to the new driver's information centers, the car manufacturers are introducing a tidal wave of new technology to the market.

We will have fun at the Los Angeles show. We will be quite interested in your reaction to the X1 and the i Series vehicles!

The Los Angeles Auto Show will run November 30 – December 9 at the Los Angeles Convention Center, and you'll have a full report in the next issue....so stay tuned.



(Above) The new i3 Concept electric "city/suburban" vehicle in near showroom form.

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Golden Years

By Jim LaFemina

Fifty years ago, in September 1963, the car guys in Munich introduced the second model in what was being called the Neue Klasse, or New Class of BMW automobiles. Apparently when the BMW board gave their approval to build the 1500 there was some disagreement between the guys in business suits and the gear heads, chief among them engine builder Alex Von Falkenhausen, as to the size of the engine for the first New Class car. The board of directors favored, and finally decided upon the 1.5 liter engine, but the engineers, as one might expect, preferred a larger displacement. The 1500's engine was designed with enough extra volume in the block to allow for

growth, and for 1963 the base four door body was offered with a new 1.8 liter engine.

The 1800 was to become arguably the racing heart of the new class, later giving rise to the 1800 TI (shown in these period advertisements) and 1800 TISA. The latter car is considered by many to be the spiritual ancestor to the M5, yet few people know of its existence today. Given a production run of just 200, that is really not surprising.

It's amazing how far we've come in half a century. The 1800 TI showing the maroon and black seats goes on to tout the vehicle with the following ad copy, "The BMW 1800 TI sets an entirely new standard in motoring," calling it a "masterpiece

of modern automobile engineering and true thoroughbred." Need proof? A little further reading revealed that "In just 11.8 seconds the speedometer needle touches 62 m.p.h." Naturally, this kind of raw power gives the driver "...a sense of superiority in all traffic

situations." Oh my.

I don't know about that, but there's no disputing the lineage. The BMW 1800 is an important link in the chain of BMW's development and a clear forerunner of the car that changed everything, the mighty 2002.

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Traditions

BY Samuli Salminen
Munich, Germany

PHOTOS Samuli Salminen



Going Places

Sometimes, you just have to be a little bit lucky. That's how it was for me in 2001, when a friend of mine let me know about a mint-condition BMW 1502, a car whose second owner was about to put up for sale. Naturally, I saw the car and bought the car on the same day. With only 39,000 miles on the

clock and realizing the car, in stunning Veronatrof, was absolutely perfect and in original condition, the decision was an easy one to make. The car needed nothing, so for the first few years I simply kept it clean, added historic plates and enjoyed driving it. I made the decision to move the car from



unplanned yet thankfully uneventful delays. That first summer back home in Bavaria was a real joy, driving the roads in and around our home in the 1502. I replaced the water pump and radiator, adding all new rubber hoses as the water pump-shaft seal – after just 34

mounted to the car.

With 2009 coming to an end, I made some time to take the 1502 out in mid-December to let her see the snow. The roads around Bavaria were naturally clean and dry. The contrast between clean, white snow and the bright red car



years – started to leak. The BMW quality for the new part was not quite there. After few hundred kilometers of driving the new water pump started to squeak and after a brief discussion with the folks at BMW's Niederlassung München Parts department, they took the car into their service and replaced the water pump at no cost.

was just amazing. After that it was time for a good winter sleep. I chose the CTEK MX 5.0 intelligent charger device to maintain the battery while she rested.

Later in 2009 I replaced the original shocks with Bilsteins, but soon realized they were not good a choice for 1502. So I went back to the Fichtel-Sachs shocks as they are closer to the nature of this car. Naturally, new springs and all suspension related rubber parts were replaced. My 1502 missed the sway bars when she was manufactured, however they were available as an optional extra for the 1502. Optional extras are OK to mount afterwards, so I managed to find the sway bars, sand blasted and painted them. However, while writing this, I realized they are still sitting in the garage and not

In early May 2010 my good friend Tuomas Vaaranta from Finland joined me to participate in the Rosfeld Historic Race, a mountain rally with a “same time” race feature. It means you drive the course to get a reference time, then run the course again trying your best to duplicate your reference time exactly. We were certainly quite amused when we noted our competitors had 300-horsepower racing machines and we could claim just 75 horses in a small BMW ‘02 chassis. Luckily it was not about the highest engine output

(Opposite page) 1502 at the highest point in the Großglockner Alpenstraße. (Above) Getting ready for the mountain race at Rosfeld Historic Race.

in a '76 1502

Finland to Bavaria around Christmas 2008. I had been living in Germany since November 2006, and it was time the 1502 joined us there. In many ways, this is a homecoming story, and the enjoyment of bringing my car back to where it was born, on April 6, 1976, thirty-two years later.

As the Easter holiday is typically a long weekend in Europe, my spouse and I decided to fly to Finland and take the 1502 to Germany by ferry. We then booked seats on an auto train from Hamburg to Munich and loaded the 1502 onboard as well. Eventually we arrived in Munich after some



(Above left) Tuomas attaching our racing number. (Above right) Without sway bars at one of the Rossfeld Historic Race turns. (Below) Proud 1502 and the prizes. (Bottom) At the Walchensee Hydroelectric Power Station during the Bavaria Tour 2011.



but accuracy: we ranked third in our class (cars manufactured between 1972 and 1982) and finished in eighth place overall, among nearly 40 participants.

In July 2010, my spouse Outi and I participated in the BMW '02 Tour in Rheine river valley near Mainz in Germany. This was the first time we got in touch with the local '02 Club. This event was a rally, with participants given a road book of mileage and directions – but no map. We found this format very pleasant for the co-driver too. In each of the villages we drove through, we were asked to find different artifacts detailed in the picture book, and answer some difficult questions along the way as well. As we were in the heart of a German wine region, we decided to do some shopping and ended up loading several cases of Riesling into the 1502's trunk. After we got back home, I calculated the total driving distance with the 1502: 870 miles in one extended weekend.

Later that year I realized the '02 Club would be organizing the famous Bavaria Tour for the summer of 2011. I enrolled us and the 1502 in October 2010 and we were fortunate to get the last available

spot! That winter passed without any major improvements or repairs for the 1502, she was just standing in our garage under the custom made Covercraft Dustop car cover.

When spring arrived again I was quick to get back under the hood, even if it was only routine maintenance on the schedule. I changed the oil and replaced the brake fluid, eager to participate in the Bavaria Tour in mid-June. This spectacular '02 event is probably the biggest in the world, with more than 300 vehicles and 600 participants from 17 nations. The three-day event was extremely well organized and naturally the driving routes were around Bavarian Alps. Evening programs were well planned and executed – we even met a couple from Finland with a 2002 automatic. They had driven all the way down and were enjoying summer vacation. All good things must come to an end, and so it was with the '02 Bavaria Tour.

The last event I participated in was the 2011 BMW Club Europa Treffen in Mayrhofen, Austria. Being very close to Munich, I decided I could make it happen, despite returning from a business trip in London the night before. I had parked the 1502 in the airport garage and hit the road around midnight, arriving in Mayrhofen two hours later, and was fresh the next morning to take part in the day's challenges. I was one of only two drivers running an '02 as the field of vehicles seemed to be focused more on the newer BMWs. Sunday, I did something I had wanted to do for a long time; drive the legendary Grossglockner Glacier Alpine road. It took us the whole day but it was worth it; great views, challenging roads and great weather. It was late when I finally made it home, very tired, but also very happy.

Two weeks later we began the journey to take the 1502 back to Finland. Again, we found ourselves aboard the auto train from Munich to Berlin, and the ferry from Rostock





Technical Specifications

- Four-cylinder M10 engine of 1573 cc/96.4 cu in displacement
- Power output 74 hp/75 PS (DIN) @ 5800 rpm
- Four-speed Getrag 245 gearbox
- Max torque 87 lb-ft @ 3700 rpm
- Curb weight 980 kg/2160 lbs
- Top speed 155 km/h (96 mph)
- Acceleration 0-60 mph 13.5 s, 0-100 km/h 14.3 s
- Fuel consumption official; average estimated: 9.3 l/100km/25.5 mpg (U.S.)
- Manufactured 1/1975 - 07/1977, total production volumes 70,742 LHD and 822 RHD



to Finland. I noticed the clutch was releasing very late, so we visited Tuomas and replaced the clutch in his garage in Finland. Finally I drove the 1502 back to her home garage.

The time we spent with this Europe-only model BMW in and around Bavaria was extraordinary. Looking through all of the photos we took at some of these events brought back many fond memories. I hope the readers of *der Bayerische* have enjoyed hearing about our great adventure.

Few links to the places:

- <http://www.rossfeld-historic.de>
- <http://www.bmw-02-club.de/cms/index.php/galerie/category/52-bmw-02-tour>
- <http://www.bavaria-tour.info>
- http://www.youtube.com/watch?v=Zv5foMg1_po

- <http://www.youtube.com/watch?v=YMfCOOKIUGQ>
- <http://www.youtube.com/watch?v=b0TBIQszFew>
- <http://www.bmw-02-club.de/>
- <http://www.grossglockner.at/en/>



(Top left) Interior of the 1502 – basic model line. (Above) Engine compartment and trunk after some cleaning. (Right) Returning back to Finland on the Ferry.

You Had Me at Hello: A Candid Confession of a Newly Minted HPDE Junkie

By Kelsy Hill Polifka

There comes a time in a girl's life when she has to show the world what she's made of. Fear not – this isn't an article about upsetting the gender bias of automotive racing and car enthusiasm. It's an article about the simple act of opening the garage, looking a BMW in the headlamps, and saying, "Hello, you ultimate driving machine, you. We have a date this weekend and it's going to be awesome!"

Now, I'm sure some of you are considering turning the page right now because this isn't a technical article. In an effort to rope you in, I drive a 2011 X5 35d (diesel) by day and track a 2011 M3 coupe by

weekend. I have a sneaking suspicion, or maybe it's just a hope, that you'll tough this out and finish reading it if for no other reason than the fact that every gearhead always reads the tales of another gearhead's journey deeper into car obsession. Plus, there are photos of cars on a track in here and I know you'll want to see those. Doesn't it feel like the *der Bayerische* is a "Where's Waldo?" for car enthusiasts? See, we're thinking along the

same lines, and now you're hooked, and now you want to see where this is going.

I didn't just buy myself a fancy car to get to work – I bought a race car and I freakin' drove it like I stole it!

This is an article purely for entertainment purposes, as the next few pages share the candid thoughts about my first High-Performance Driving Education (HPDE) weekend. It is my hope that you will be inspired to join us at an HPDE weekend in 2013 and experience it for yourself. After all, don't you deserve a weekend at the track?

Oh yes, yes you do!

I would like to start this article with a shout-out to the female members of our club since we are part of a stereotypical demographic that I will forever and fondly refer to as "BMW Wife," a term that came to be at this year's ALMS/Baltimore Grand Prix weekend. As I stood on W. Hamburg Street assisting the traffic cops with their efforts to flag our members into the car corral entrance, I was approached by a guy trying to figure out where to drop off a local dealer's display Porsche Naturally he assumed my NCC polo and corral passes with BMW symbols all over them meant that I worked for Andretti Sports



Marketing. Instead of telling him to turn his head about 110 degrees so he could see the huge Porsche sign emblazoned on their sub-par corral's tent and flags, I politely corrected him with a cheerful, "Oh no, I don't work for Andretti – I'm with BMW CCA," to which he looked at me, pooh-poohed me, and then said, "Yeah, you look like a BMW wife." Thanks, I think, but what does that mean?!

I'm telling you about Porsche Guy to set the stage for what I was expecting going into the HPDE. I am well aware that I do not fit the typical demographic of someone who loves cars and is into driving at tracks. I dress wildly inappropriate for most of our events and activities – I'm sorry and you're welcome too. I also remain 99% sure that most people email Doug Verner, our HPDE Registrar, with technical questions about the upcoming weekend. However, my email went something along the lines of, "Doug: I am SO excited for this weekend!!!! But I have to ask you – what is everyone wearing? Does everyone do full race suits & gloves? Or is it more casual jeans, shirts, and the like? Thanks!"

Now, why did I ask Doug about what to wear? Frankly, I wanted to be comfortable so that I could focus on learning and not on freezing my butt off or being too hot in a full race suit, thus the outfit recommendation was of very high concern to me. Plus, I also knew that there were



going to be a few Porsches and other makes at the track and apparently I've got that whole "BMW Wife" reputation to keep up for the rest of the CCA membership in the United States, perhaps the world.

First things first – I continue to be impressed by the genuine interest our members have in getting to know each other. Sure, we all have a common interest in cars but it's more than that. Throughout the HPDE weekend's lunches, free time, and Saturday night BBQ, I was able to meet many of the members of our car club. I wholeheartedly mean it when I say that the NCC is made up of some really fascinating people. I found myself being carried away in conversation and there wasn't a single instance that was lacking an engaging story or hilarious lesson someone learned the hard way.

Each HPDE weekend truly is focused on and around education. Each day you experience a combination of educational sessions in a

classroom setting and technical skill-building sessions out on the track, spending the weekend in an infinite loop of learning and application. I learned more in one weekend about my car, how to handle my car, how to read the track and its features, and, most importantly, what not to do when I was in certain situations than nearly two decades of driving has taught me.

I have to say that the best part of the weekend is meeting your instructor. Picture an awkward high school dance but with instructors and students timidly mingling, waiting to lock eyes with "the one." Fortunately for me, Woody Hair and I have met at NCC board meetings and other events so I was able to hunt him down pretty easily. Probably less fortunate for Woody, he knew who I was but had no idea what he got himself into by being in my passenger seat. Another amazing perk of the HPDE experience is that both the instructors and the drivers

learn from each other – it's a give-and-take relationship, regardless of who is behind the wheel and who is holding on for dear life.

The individuals behind planning the HPDE weekend are amazing! One person who gets all the headaches and none of the fun is Glen Speakman, our chief instructor. I asked Glen for some thoughts on HPDE and he shared this: "At the end of the weekend, when students walk up to me and thank me and the club for putting on a great HPDE weekend, when they say they really had a wonderful time, that they learned something, that their instructor was amazing and they'd love to have him/her again... well, all the negatives melt away and I feel really good about what we're doing for our membership. And I'm glad to be doing it again next year."

Glen, I think I speak for the club's attendees in saying that we had a blast over the weekend! I appreciate being able to spend time with someone who knows the technical skills of driving as well as Woody does. He encouraged me to push it on the straightaways, yet be patient when approaching Turn 1 so that I could hit the best axis and set up the rest of my lap appropriately. He helped me learn the safest ways to

(Opposite page) Race numbers and remnants of the weekend on display in the Summit Point paddock.



pass at high speeds and, possibly the most important, to trust my gut instincts in reading the track and the line versus watching the car in front of me.

I'd like to think that I taught Woody about the merits of driving in cowboy boots. I find it highly ironic that Woody would comment that he could see, out of the corner of his eye mind you, that I wasn't gripping the wheel precisely how I ought to be but somehow he didn't notice that I forgot to change my shoes until after congratulating me on my best track session of the weekend. I'm chalking the great session up to having the right outfit (including, of course, my favorite boots). Regardless, we both left the track laughing and very pleased about the elevation in my technical driving skills and decrease in my lap times.

As the sun set at Summit Point, I couldn't help but laugh as I loaded up my car. Picture the most beautiful sunset you have ever seen, painting the sky a bright pink, with its last ounces of light spilling onto the rolling hills of West Virginia. And there, in the middle of this picturesque moment is my Jerez black M3. But here's the catch – it's filthy. I'm talking about filth like you can't even imagine unless you've seen it before.

The entire passenger side was coated with the remnants of the water from several precocious laps around the Skid Pad, each one filled with cries of, "ooohhh noooo! Bob



(Above) The beautiful sunset completed after a busy day of learning at the track. (Below Right) Woody escaping me, enjoying some friendly competition with his fellow instructors. (Bottom) Last laps around the carousel before the sun set.

Hopkins you are evil – I don't think I like this!" while I circled around in full understeer.

The rims that I hand-clean to make sure I get in between each of the spokes with a cloth and my pointer finger were caked with brake dust. Chrome no more!

And then there was my under tray. It was a scene of absolute carnage. Listen, if you ever are in question as to whether your under tray is fully attached just come on down to an HPDE weekend and you'll get an answer. I promise you that after you hit 140 on the straight-away, no less than five people will remind you between sessions that something looks like it is dragging

under your car when you hit top speed. I had a tag-team of individuals who tried to help re-attach the right side of my under tray. Duct tape? Failed. Gorilla tape? Failed. Woody and I even jacked up my car so that we could drill some holes into it and zip tie it to the rest of the front nose. That too failed. But you know what didn't fail? The care and concern of everyone in the club. That, my friends, is what the club is here for – we help each other, we look out for each other, and we ask each other, "How the heck did you manage to do that!?" I still have no idea.

For the first time in my lifetime of constant concern over what to

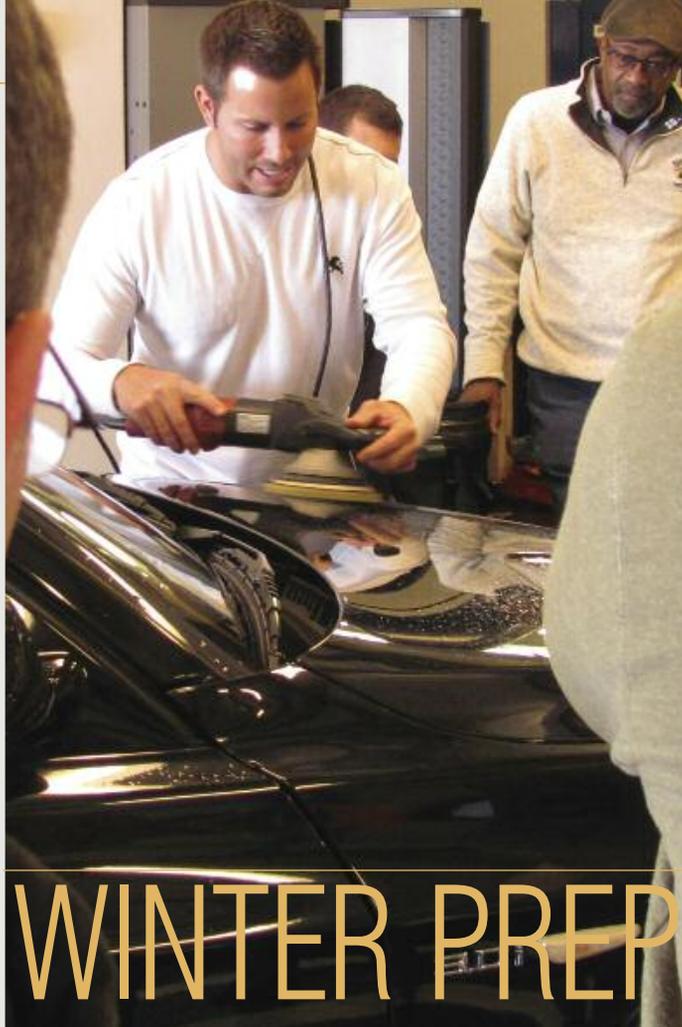
wear and a habitual OCD regarding the cleanliness of my cars, I wasn't embarrassed about how dirty my car was or the fact that my favorite jeans were covered in grit and grime. In fact, I was proud to take my filthy car home and drive it around town for the following week so that people saw I didn't just buy myself a fancy car to get to work – I bought a race car and I freakin' drove it like I stole it!

In closing I want to thank you for letting me be part of the NCC member experience. I am so happy I took the time to do an HPDE weekend, and I can't wait for the 2013 schedule to be set. I'm realizing I could have saved you the last three pages of jibber jabber and just wrote "Hell yeah- what a weekend!" in the middle of the included photos but what's the fun in that? You wouldn't know about Porsche Guy and our BMW Wife stigma, or that I have an affinity for cowboy boots, or that Doug puts up with people like me all year long. The NCC membership is a very special thing, and you honestly did have me at "hello."



Thanks to Brian Lewis of SpeedFreak Detailing and Abe Hamrah of Designo Motoring Inc. in Sterling, VA for hosting this event the week before Thanksgiving. Brian covered a lot of ground, stressing the importance of thoroughly cleaning and preparing the paint surfaces before applying your last-step product.

A new alternative to the clay bar is the Nanoskin Autoscrub system, which uses a rubber polymer to remove surface contaminants safely and easily. When used with a dual-action orbital polisher, it safely and easily removes paint overspray, water spots, tree sap, rail dust and other bonded surface contaminants from the surface of automotive paint, glass, moldings and plastic. It also works well in combination with Glide Instant Detail Spray lubricant. Unlike the clay bar, the Autoscrub can be cleaned by simply rinsing off the accumulated contaminants with water. If you drop it on the ground, no worries, just rinse the sponge pad clean and you're ready to keep using it. Easy glides allows for sturdy and controlled handling,



WINTER PREP DETAILING WORKSHOP

November 17, 2012

By John McWilliams

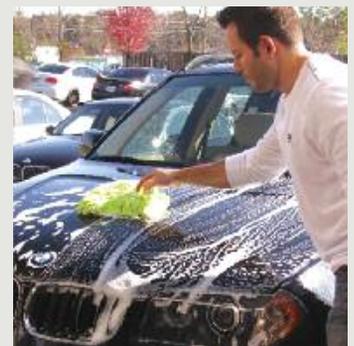
(Top) Brian works the Nanoskin AutoScrub with his Flex polisher. (Left) Before and after, as Sonax Full Effect wheel cleaner dissolves the iron deposits left by brake dust. (Top right) Car shampoo applied with a chenille microfiber wash mitt, before using detailing clay bar.

unlike clay bars where constant reshaping is required.

For durability on cars driven over the winter or parked outside, Brian suggested using a synthetic sealant. These chemically bond to the paint surfaces, repel water and dirt, and can last 3-4 months. Use these on your painted wheels as well.

Look for another seminar from Brian in the spring, where he will spend more time covering machine correction of scratches and swirls in paint finishes.

Brian Lewis – SpeedFreak Detailing
703-945-0629
brlewis81@gmail.com



C L A S S I F I E D S

CLASSIFIED AD REQUIREMENTS	
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 website, be sure to include appropriate contact information (phone number or email address) so your ad can be re-run here on the pages of *der Bayerische*. -- Jim

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2006 BMW M3
Dinan S Hardtop Convertible (E46) offered at \$28,500.00. I am the original owner. The M3 was purchased new on 5/6/06 from BMW of Sterling. This is truly a unique vehicle that gets a lot of attention! 64,500 miles, 6-speed manual transmission, always garaged, never driven in rain or snow. Dinan S package installed by BMW of Sterling in July 2009, consisting of a Dinan air intake, Dinan front sway bar, Dinan matte black double tip exhaust, recalibrated engine software, Dinan aluminum pedals and a Dinan badge of authenticity. Interested parties may contact Steve at 571-246-6292 to make an appointment to inspect the vehicle.

745ii
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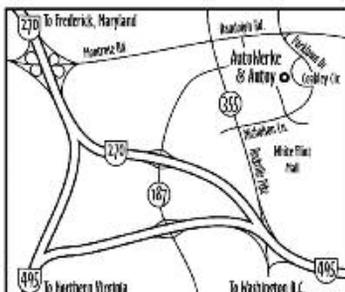
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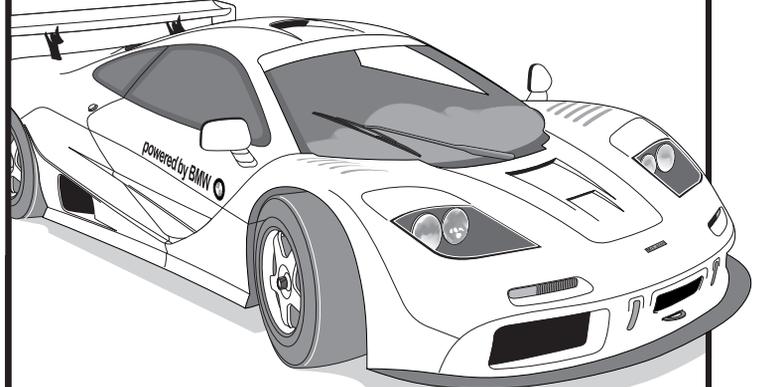
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