

Magazine of the National Capital Chapter BMW Car Club of America

January/February 2018

# *der* Bayerische



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**Cover:** Lothar Schuettler's 1938 BMW 327 Cabriolet at the 2017 Rockville Antique and Classic Car Show. Read article on page 20. Photo: Walter Jones

*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

Happy New Year and welcome to 2018! Sounds weird right? It's going to take a few months to get used to saying '2018' (or writing it on your checks), but I'm super excited to get this year started! First things first, we have announced the date of our Annual Membership Meeting for Saturday, February 10th at Pinstripes in Rockville. We have confirmed Mike Renner of the BMW Performance Center as one of our guest speakers, and working on another very special BMW guest that we'll share shortly. In addition, both our HPDE and Autocross schedules have also been finalized, and we're working to pull a really big event together this year at Summit Point, so look out for that announcement in Q1 '18 (could it finally be the return of Chapterfest?).

And speaking of HUGE events, our national CCA celebration of all things BMW will take place just a short drive away from the D.C. area. Both the Pittsburgh Vintage Grand Prix (PVGP) and Oktoberfest will go down July 9-15 and it will be incredible! Not only will BMW be the featured marque for PVGP, but this combined event, along with the 50th anniversary of the iconic 2002, will bring BMW enthusiasts from all over the United States!

With all these big events, hopefully this will excite our membership to mark your calendars, schedule your time off, and sign up once registration opens. And after speaking to some of our long-time members, I've noticed the buzz for 2018 for our chapter and we want everyone there to join the fun (hear that new members?).

Finally, let's step back a little. We ended 2017 with another year of 100+ event days for our members, for a record seven straight years. This chapter has been the largest in CCA for a few decades, but what makes us truly outstanding is that we're also the most active. For those who don't know, no one gets paid anything to run this chapter of 5300 members. We have a volunteer base that plans and runs an event every 3 to 4 days throughout the year. To me, that's phenomenal and from the entire NCC Board of Directors, we thank you because we see your blood, sweat, and tears; they can never get enough credit for their hard work and dedication. And yet, our volunteers went a step further and started a Mentor Program because we want to get new and current members more involved. If you need someone to answer questions, want a recommendation, or if you need a partner to attend an event, we're there for you!

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## The Steering Column

The old adage is that averages are averages because they are averages. Maybe no more. Nature has drastically altered the weather.

That is good news and bad news.

The good news is that driving is fantastic. Dry roads and temperatures high enough that my tires still stick.

The bad news is that a cold-snap has the beneficial effect of killing off bugs. So we are likely to start losing trees at an ever greater

rate than over the past decade.

Since the weather is so accommodating, it is time to go for a ride. We have been doing so with great gusto over the past couple of months. Examples are the XX Pie Run, and our annual Crab Feast. In a twist on the Pie Run is that Algie reversed the course. Always pay attention to the instructions.

Oktoberfest was held in New Orleans this year and many friends chatted while

watching races and eating Cajun food.

There were the usual outings and driving of twisty roads, concours and auto shows.

For winter preparation, read the article "Winter Detailing."

And of course, *dB* would not be complete without reviews of new vehicles and shops suitable for "do-it-yourself."



### 2018 NCC Officer Nomination Period

Each year, our volunteer-run organization elects the leaders of this great chapter. Every elected position is up for grabs annually: President, Vice-President, Treasurer, and Secretary.

For more information about the officer

positions, please see our chapter bylaws.

To run for an elected position, one must be a CCA member in good standing and be nominated during the Nomination Period which runs from Nov 1 to Dec 31. Please submit candidacy statement to our webmas-

ter at [webmaster@nccbmwcca.org](mailto:webmaster@nccbmwcca.org) so it can be posted to our website, [nccbmwcca.org](http://nccbmwcca.org).

Voting will take place online starting Jan 1, 2018 and end during our 2018 Annual Meeting.



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# CALENDAR OF EVENTS

## November

- 2 NoVa Social - La Sandia, Tysons Corner
- 4 DIY @ BMW of Sterling
- 4 BMWCCA Cars & Coffee @ BMW of Sterling
- 8 Board Meeting/Social - Seasons 52, Rockville, MD
- 9 Columbia Social - BJ's Brewhouse, Columbia, MD
- 11 Great Pie Run XX
- 16 MoCo Social - Pizza CS, Rockville, MD

## December

- 7 NoVa Social - Founding Farmers - Tyson (New Location)
- 13 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 14 Columbia Social - BJ's Brewhouse, Columbia, MD
- 21 MoCo Social - Pizza CS, Rockville, MD
- 16 2017 NCC Autocross Annual Meeting

## January

- 4 NoVa Social - Founding Farmers, Tysons, VA
- 10 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 11 Columbia Social - BJ's Brewhouse, Columbia, MD
- 18 MoCo Social - Pizza CS, Rockville, MD

## February

- 1 NoVa Social - Founding Farmers, Tysons, VA
- 8 Columbia Social - BJ's Brewhouse, Columbia, MD
- 10 2018 NCC Annual Membership Meeting, Rockville, MD
- 15 MoCo Social - Pizza CS, Rockville, MD
- 18-19 President's Day ///M School at PC West / Thermal
- 21 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD

## March

- 1 NoVa Social - Founding Farmers, Tysons, VA
- 8 Columbia Social - BJ's Brewhouse, Columbia, MD
- 14 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 15 MoCo Social - Pizza CS, Rockville, MD
- 17 Novice School - AX Bowie Baysox Stadium, Bowie

## April

- 7 Test and Tune - AX @ Regency Furniture Stadium, Waldorf
- 8 Odds and Ends Detailing Workshop, Sterling, VA
- 14 Points Event #1 - AX @ Regency Furniture Stadium, Waldorf

# COMING EVENTS

## Northern Virginia Social at Founding Farmers, Tysons, VA

Thursday, January 4, 2018

## 2018 Board Meeting/Social at Chuy's Tex-Mex, Rockville, MD

Wednesday January 10, 2018

## Columbia Social at BJ's Brewhouse, Columbia, MD

Thursday, January 11, 2018

## Montgomery County Social at Pizza CS, Rockville, MD

Thursday, January 18, 2018

## Northern Virginia Social at Founding Farmers, Tysons, VA

Thursday, February 1, 2018

## Columbia Social at BJ's Brewhouse, Columbia, MD

Thursday, February 8, 2018

## Annual Meeting and Holiday Party at Pinstripes at Pike & Rose, North Bethesda, MD

Saturday, February 10, 2018

## Montgomery County Social at Pizza CS, Rockville, MD

Thursday, February 15, 2018

## President's Day ///M School at PC West / Thermal

Sunday, February to Monday February 19, 2018

## Board Meeting/Social at Chuy's Tex-Mex, Rockville, MD

Wednesday, February 21, 2018

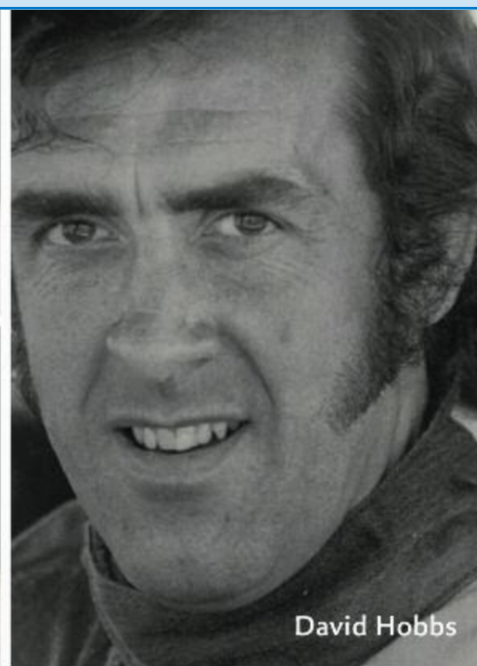
# Annual Membership Meeting



**Saturday, February 10, 2018**

Exciting new location: Pinstripes at Pike & Rose  
11920 Grand Park Ave., North Bethesda, MD 20852  
Time: 7:00pm

Guest speakers will be Mike Renner, BMW Performance Center, as well as a Special BMW Guest!!!  
Registration is expected to open early January 2018, which will include more event detail.



David Hobbs



Brian Redman



## SAVE THE DATES: JANUARY 12-13

*Get these dates into your calendar and plan your travel...detailed information coming soon!*

### A WEEKEND WITH HEROES

#### Champagne Celebration with Erik Wensberg

Friday, January 12 5:00-7:00p

At the Foundation Museum in Greenville, SC

Join former BMW Motorsport Manager and master storyteller **Erik Wensberg**, as he walks you through an incredible grouping of 24 legendary race cars, with 75 years of track history. Tickets include appetizers, beer and champagne, an all-new Heroes of Bavaria collectible, and chances to win other driver-signed items. **\$50/person**, all proceeds benefit Tire Rack® Street Survival®.

#### An Evening with David Hobbs & Brian Redman

Saturday, January 13 6:30p

At Thornblade Country Club in Greenville, SC

Enjoy a personal, V/P experience with two BMW racing legends. You'll enjoy a cocktail reception, dinner, and personal stories of racing in the golden age. You'll be immersed in everything BMW, and all attendees will receive an exclusive, signed item only available on this special night. **\$200/person**, all proceeds benefit Tire Rack® Street Survival®.

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BMW Car Club of America Foundation 190 Manatee Court, Greer SC 29651 (854) 329-1919



# Fall Cars & Coffee and DIY Event at BMW of Sterling

By Marc Caden

On a crisp Fall morning in November our chapter descended on BMW of Sterling, who kindly agreed to host a Cars & Coffee in the dealership's front parking lot, while back in the service area a Do-it-Yourself (DIY) event was also in full force. BMW of Sterling essentially gave our chapter the keys to the dealership for the day and we enjoyed it to the fullest.

The setting attracted a full parking lot of BMWs with many interesting models on display. There were several vintage 2002s including Buck Cording's 1973 2002tii, Andy Parahia's 1972 2002, Jack Gallagher's 1976 2002, and Rich Pople's very rare 1974 BMW 2002 Turbo. Doug Dolan brought his M5-powered 1972 3.0 CSI and Wayne Watkins was there with his classic 8 Series.

Of course, there were also modern classics on display. I think if Darth Vader drove a BMW it would have been the sinister looking M4 GTS in matte black in attendance (whose actual owner was Hans Yu - more of the Jedi type). Tim McNeish brought his garage queen sub-10k mile Z4 M Coupe in Alpine White with extended leather package which was parked opposite its predecessor, Kelvin Hao's Z3 M Coupe painted in the rare color of Laguna Seca Blue with a matching two-tone interior.

Although not a BMW, Jason Brown parked a new McLaren 720s that he borrowed from McLaren of Sterling located just across the street. Getting to see this exotic car in person was pretty exciting and Jason showed off some of its tricks - like how its instrument cluster can automatically fold up and down when toggling between street and race modes. Since most drivers on the track

don't care about external air temperature, a gas gauge, or the current time, McLaren engineered a cluster that can fold down to reveal a smaller instrument cluster that only includes essential information for the track, such as current gear, RPM, and speed. To say this carbon fiber super car is "innovative" would be an understatement.

One of our newest club members, Josh Davenport (he joined the club earlier in the week), showed up hoping to see a new M2 in the flesh and possibly get a ride. Josh had been trying to schedule a test drive at some local dealerships, but they sell out so quickly it was proving to be an impossible task. Our treasurer Rick Kempf gave Josh a nice tour around his M2 (in my favorite color - Long Beach Blue) and then gave him the ride he was hoping for. If things work out, Josh plans to purchase an M2 next summer and will take advantage of

the \$500 rebate available to club members on purchases of certain new models. If you didn't realize that your club membership entitles you to rebates on new car sales, just point your internet browser to [www.bmwcca.org](http://www.bmwcca.org) and then click on the link for member benefits. For example, most 2/3/4 Series vehicles would entitle you to a \$500 rebate and for most 5/6 Series vehicles you would receive a \$1,000 rebate on the purchase of your new vehicle.



(Above) Club members filled the large parking lot at BMW of Sterling for a Cars & Coffee event in early November.

Not surprisingly, when you put a bunch of Bimmerheads around an extensive inventory of new BMWs, well it's kinda like moths heading toward a flame. I think all of us were caught fawning over some of BMW's latest offerings parked on the lot or in Sterling's showroom. For hard core enthusiasts I saw my fair share of Alpina and M models, but there was also an abundance of nicely optioned 3/4/5 Series sedans and with winter on my mind, I found myself looking at a lot of the new X Series offerings.

One of the benefits of attending events like these is that I have gotten to know many dealership personnel, like shop foreman Jason Brown and parts manager Ryan Hoover. They are genuine car enthusiasts and part of what makes this family owned business special. They have one of the largest inventories on the East Coast with fifty-three service bays for quick service. Being located only a few minutes away from Dulles Airport means you can drop your car off for service, take the courtesy shuttle to Dulles, and avoid paying \$30 per day for airport parking while you are away. Over the years the dealership



group has continued expanding and it now includes McLaren, Lamborghini, Rolls Royce, and Harley Davidson (see [www.sterling-motorcars.com](http://www.sterling-motorcars.com)).

The DIY event at BMW of Sterling started promptly at 7:45 am and Shop Foreman Jason Brown welcomed us and gave some safety instructions before we were off to the parts desk to pick up supplies. All club members receive a healthy discount on parts at BMW of Sterling, which really came in handy

for this event. With about twenty people signed up for the DIY and more than ten lifts available, all had plenty of time to get their tasks done on time.

I decided to replace the rear shocks on my beloved daily driver - a 2002 325xi with a manual transmission. The "t" stands for touring which in normal speak means it's a station



(Right) Rich Pople's 1974 BMW 2002 Turbo. (Below) Jack Gallagher's 1976 2002 (center left) and Andy Parahia's 1972 2002 (center right).





(Above) DIY coordinators Phillip Cummings and Chris Wooten give some brief safety instructions to participants before everyone gets to work. (Above Right) The rear interior of Marc Caden's 2002 325xi had to be removed to make way for a new set of Bilstein shocks.



wagon. Normally, replacing rear shocks is one of the easier jobs a DIYer can tackle. It typically involves removing the trunk liner, two nuts on the top of the shock, and one bolt at the bottom of the shock and, voila, the thing just drops out. However, on a wagon this process is made more complicated because the entire rear interior has to be removed to access the upper-shock mounts. Now if I had wanted to go a little rogue, I probably could have cut some cheater holes through my trim panels to access the upper shock mounts. But, I wanted to do things the proper way which meant removing many interior trim panels while being careful not to break anything along the way.

So, I expended seventy-five minutes of my life (that I will never get back) removing the interior of my wagon (see picture above) while replacing the shocks themselves took less than thirty minutes. My original shocks had recently started leaking oil from their seals so I installed a replacement set of Bilsteins. Fortunately, the interior went back together a little quicker than it came out and completing the whole project was personally very satisfying.

Across the way, I saw Charlie Adams working on his 2002 Z3 Roadster that he purchased about eight months ago. This car had to have been a weekend driver for the previous owner, as it had only

covered 30k miles and was extremely clean.

A DIY event is a nice way to work through some projects on a car that is new to you. Charlie made quick work of replacing his fuel filter, differential fluid, transmission fluid, and coolant.

DIY regular Clark Thomason did an oil change and replaced the front sway bar bushings on his 2004 540i M-Sport. John Key drained and replaced the transmission fluid on his 2010 535i M-Sport. Tony Haney did an oil change and flushed the brake system on his 2010 Z4 3.0i. DIY regular John Hewes replaced the front brake rotors and did an oil change on his 2004 325ci. Brian Lovecchio did an oil change and conducted a winter storage inspection on his 2001 330ci. Our Chapter's Vice President James Laws got into the act by replacing a faulty window regulator on our club vehicle – a 1999 528it.

We are truly fortunate to be members of the nation's largest chapter of the BMW CCA because it gives us the bandwidth to hold multiple events on the very same day. We are similarly lucky to have a tremendous supporting cast of volunteers who make all these events a reality, because they really can't just happen by themselves. And, we couldn't do any of it without gracious hosts like BMW of Sterling, who really made it a special day for our chapter.



(Above) Charlie Adams checks the brake fluid on his 2002 Z3 Roadster.



# 4th Annual NCC Crab Feast

By Perlita (Pearl) Jones

“Get those mallets ready...for crabs! Join your fellow chapter members for some great fun-in-the-sun!” our president Paul Seto exhorted us. “This is the last Saturday in September when Maryland blue crabs are at their biggest of the season. For the seafood-challenged, there will also be freshly grilled burgers/hot dogs, chicken, shrimp, and lots of sides,” he added.

This was the 4th Annual NCC Crab Feast. After the prior two on Kent Island, we were back at Nick's Fish House in downtown Baltimore's beautiful waterfront overlooking the Patapsco River.

This delightful Saturday started with a 10 am meet-up at the lot adjacent to Nick's. It was perfect weather for an impromptu car show: 63 degrees with a little breeze (wind at 5.5 mph), passing clouds, and 74% humidity. Fifty chapter members and guests came in 26-plus cars including a Tesla and a Corvette. We were greeted by the lovely and amiable Kendra Seto, Paul's wife. She always sets the tone for a fun club-outing.

Our meet-ups are really not just for admiring one another's ultimate driving machines; they are



(Top) Crabs ready for picking! (Above) Savoring Maryland's world-class blue crabs.

also for reconnecting with old friends and meeting new ones. Recall that in our chapter, there are no strangers; they're actually friends we haven't met. My newfound friend came to her first club event in a stunning interlagos-blue 2011 M3. Eliscia Smith is a chapter member of two years and has been to M school twice, but why her maiden attendance now? She loves crabs! Next, she was looking into participating in a Ladies' DIY. There is a wide variety of club activities and outings, and truly there is something for everybody.

At 11 am, we all headed to the second-floor deck of Nick's with a picturesque view of boats neatly docked on the Patapsco. Paul welcomed us and announced the forthcoming chapter events. Among them is the Holiday Party, which will be held in Maryland (alternating with Virginia) in early February, when there are neither NFL games nor Daytona races. Then the piece de resistance appeared – steaming plump and heavy crabs! On the buffet table were the other scrumptious offerings of hamburgers and hotdogs, chicken wings, spiced shrimp, potato salad, green salad, cole slaw, ribbon-pasta salad, corn

on the cob, cookies, and brownie wedges.

I was thrilled to sit across from an expert crab picker, our very own Margaret Hartka. Watching her open a crab so effortlessly and yield the heartiest part unscathed was mesmerizing. She let those around her sample her firm and chunky back-fin "crabsicle," the most highly prized part of the crab. Having grown up just outside Baltimore, she learned how to open and pick crabs at age four, hence her dexterity. (To those who have seen the shortbread cookies that are replicas of a BMW roundel at our holiday parties, it's the same talented Margaret who bakes them.)

Camaraderie is salient at our club events. One spontaneous occur-



(Above) A serene view of boats on the Patapsco. (Below Left) Perlita Jones (author, left) welcomes Eliscia Smith (Below Right) The best raffle prizes, thanks to NorthWest BMW. (Bottom) Half of the crowd at the car show.



rence produced a chorus of awwws. During the raffle, one of our gentlemen members won an extra-small ladies' BMW polo. He graciously received it and promptly handed it to petite Margaret! And when she won a prize, she reciprocated by readily giving it to him. ☺

Once again, there was an abun-





dant array of desirable raffle prizes (aka swag), thanks to NorthWest BMW in Owings Mills, MD. We were honored by the presence of Marshall Fallon (NW's service manager) and wife Jenny, and Darius Bryan (NW's Parts Manager) and

*(Above Left) A succulent and tasty "crabsicle." (Above) We never get tired of looking at Bimmers.*

wife Melissa, affable folks all.

At 2 pm, as we were saying our goodbyes, with our stomachs full and our hearts even fuller, our vice-president and membership chair

James Laws opined, "This was another successful club event!"

It was, indeed! Paul Seto did not disappoint; neither did the crabs and "supporting cast"!

As for me, I am looking forward to the next crab feast (and the numerous club events in between). I will look for Eliscia, and we will sit close to Margaret... and her "crabsicles!"



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# O'fest 2017 is Easy in the Big Easy

By Anna Maripuu | Photos by Paul Seto and Andrew Wilson

Most Oktoberfest attendees aren't keen to break their attendance streak. Whether you've attended O'fest for three years in a row or twenty, you want to keep that streak going. So it was a no-brainer for me to decide to go to New Orleans this year, even when we heard that Oktoberfest would be held in July. I figured that if the heat and humidity were unbearable, I would attend for a few days in order not to break my streak. I had never been to New Orleans and it is a city that has always held a certain fascination.

A few of our NCC club members drove down, among them Doug Verner and John Francis. Others such as club president Paul Seto and his wife Kendra flew there early. I flew and did not rent a car, and mostly this was not a problem as New Orleans is a walkable city and it was easy to take the Loyola Avenue streetcar or walk to the historic French Quarter or to the Mississippi riverfront from the host hotel, the Hyatt Regency, centrally located near the Mercedes-Benz Superdome.

Indeed, the first thing I decided to do upon arriving in the Crescent City was to stretch my legs by walking to the edge of the mighty Mississippi river to take in the huge ships hauling goods up and down this significant American waterway. I walked past the Audubon Aquarium of the Americas to cross the railroad tracks near the famed Café du Monde. I settled in at a little table with a plate



(Above) The live oak with Spanish moss at Audubon Park, New Orleans. (Below) Restored batmobile by Terry Sayther (Austin, TX).

of the famous beignets before making my way back to the Hyatt via the French Quarter. The wrought iron balconies were bedecked with amazing and innovative Halloween decorations. It seemed fitting to spend Halloween in a city that is habituated to the strange and unusual. Almost every block was filled with the sound of music from small brass bands that inspired large audiences and spontaneous dancing. My first exposure to the Big Easy was colorful and vibrant.

The O'fest part of the day began in the Elite meeting hall of the Hyatt hotel with registration and several informative tech sessions including a Michelin tire talk, Bridgestone tire talk, and a Griot's Garage car care clinic, along with the CCA raffle prizes that we know and love so well facilitated by Kyle Van Hoften, our Director of Marketing.

The registration hall and tech sessions afforded one an opportunity to meet and greet old friends.

I was thrilled to bump into Johnny Valencia representing Michelin and to greet our old friend Bib, the Michelin man. Other sponsors included Shell V-Power Nitro, Bridgestone, Griot's Garage, the BMW Performance Driving School, the BMW Car Club of America Foundation, Forgeline, Hagerty Classic Car Insurance, the Enthusiast Media Group, Quad Graphics, and BMW.

Tuesday saw the beginning of the photo contest with Mel Dillion as photo





contest chair. Categories included BMWs at rest, BMWs in action or competition, BMWs and people, original BMW artwork and drawings, enhanced or manipulated photos of BMWs, and BMWs at the current Oktoberfest. The Gymkhana Challenge was held indoors and without a car this year with a Big Easy theme. The first timers, concours judges and Shell TSD rally meetings were held on this first day.

During Oktoberfest is the perfect time to catch up with old CCA friends who belong to other chapters and live in other states and it is also an opportunity to make new CCA friends. I found myself in the company of the wonderful Texas Grease Monkeys the first night during the Shell-O-Ween Opening Dinner. We made our way to Club XLIV, a private lounge named to honor the victory of the New Orleans Saints in Super Bowl XLIV. We drank hurricanes in limited-edition 2017 O'fest hurricane glasses, judged the incredibly creative Halloween costumes (Beetlejuice won), ate good Cajun food and indulged in copious amounts of Halloween candy.

Wednesday morning saw club members turning out to Audubon Park on the grounds of the golf course either to show their cars at the concours, to judge, or to spectate. There were many beautiful BMWs on display, from newer models to older ones. I found myself gravitating to the oldest models present, several of which had been brought by Terry Sayther Automotive from Austin, TX, among them a 1600 GT, a 3.0 CSL, and a 2002 Touring. The award cere-

mony was accompanied by a luncheon set outdoors under huge live oak trees draped with Spanish moss. It was a spectacular Southern setting for the Oktoberfest concours. All of us, and especially those who had traveled from cooler climes, enjoyed the balmy soft breeze.

The first concours in the U.S. in the 1950s were held to display both new and rare cars to the motoring elite. Nowadays concours events

Battlefield and Jean Lafitte National Historical Park and Preserve, situated near a large Domino's sugar refinery which we were told supplied some twenty-percent of all the sugar in the United States.

This battlefield is the site of the last battle of the war of 1812, fought between the United States and Britain on July 8, 1815. Even though a treaty had been signed ending the war in late 1814, this battle, in which

French-Canadian trapper named Claude Trepagnier was awarded the land and built a small cottage on the site. In 1745 Jean Baptiste Destrehan, Royal Treasurer of French Louisiana Colonies, acquired the property and built a grand home in place of the cottage.

After the Good Friday fire of 1788 that swept through the Vieux Carre, the Spanish replaced what was left of the wooden houses with thick brick walled structures with inner courtyards, arcades, and wrought iron balconies. This included the building that would become Muriel's which had been purchased by a Mr. Pierre Antoine Leopardi Jourdan. He loved his house dearly but wagered it in a poker game, and lost. The shock was such that he committed suicide on the second floor where the séance lounges are located today. His spirit is said to haunt the building as a glimmer of sparkly light that wanders around in the lounges. At the foot of the staircase that leads up to the lounges, Muriel's keeps a tableset with bread and wine for Mr. Jourdan so he can continue to dine in his former home.

Indeed, our event was held in the second-floor lounges. The first



(Top) Loyola Avenue street car. (Above) Perfect E10 2002.

almost always focus on vintage and classic cars. According to Paul Cain, Oktoberfest Concours Chair, since the BMW CCA Concours is a single-marque event it requires a narrow judging criteria. The judging system is focused on preparation, cleanliness, and condition. Cars from professional restorers are on display only and not judged.

There was free time after the concours, so if one had one's car one could take part in the Fun Rally or perhaps drive out to a plantation or the bayou. Those without cars could take in other New Orleans sights by other means. I and at least one O'fest couple from the Sandlapper Chapter took a ride on the Creole Queen, a paddle boat that took us on a four-hour cruise on the Mississippi. It made one stop at the Chalmette

General Andrew Jackson hastily assembled an army that won the day against battle-hardened and numerically superior British forces, was seen to be a symbol of America democracy triumphing over old European ideology. Americans took great pride in this victory and for decades July 8 was celebrated as a national holiday, just as the Fourth of July.

Wednesday evening, we convened at Muriel's restaurant at Jackson Square in the heart of the French Quarter. I had joined forces with a group riding the trolley from the stop in front of the Hyatt hotel to a street at the edge of the French Quarter that would lead us on foot through the French Quarter to the restaurant. The building housing the restaurant has a long and colorful history starting in 1718 when a



(Above) Muriel's Restaurant at Jackson Square in the French Quarter.



(Above) Charity hotlap group with no. 25 car: Mike Renner, Alex Schmuck, Bill Auberlen and Tom Plucinsky.

sight that greeted us when we arrived at Muriel's was the table set for Mr. Jourdan. The upstairs lounges were exquisitely appointed and it seemed only fitting to be in the French Quarter sharing a historic space with ghosts on All Souls Day. The large lounge rooms at the front of the building were set up with bars and a buffet complete with such New Orleans delicacies as jambalaya. The back rooms were the séance rooms, staffed with two Tarot card readers. My new friend Kathy Fontaine and I jumped at the chance to have a Tarot card reading. I must say, the vibe I got from Mr. Jourdan and any other ghosts who may have been present was very good!

Thursday dawned as the day of the Shell V-Power Nitro- TSD Rally designed by veteran rallyists Tony and Kathy Lee. TSD stands for time-speed-distance. Maintaining the correct speed for the time allocated to the total rally distance sounds like it should be simple, but it's a challenge! The time allocated for the rally was from 8 am to 1 pm and from what I heard, participants had a great time exploring the Pelican State.

I had a wonderful time joining Maria and Tom Lappin of the Sandlapper Chapter on a mule-drawn buggy ride of the French Quarter. An interesting part of the tour was a visit to Saint Louis Cemetery Number One. As the water table is so shallow (only three feet) all burials are above ground in New Orleans, with natural cremation. It was interesting to see

how little real estate was needed for so many tombs. After the buggy ride, we lunched at a restaurant called Tableau, situated on the other side of the Cathedral from Muriel's on Jackson Square in a New Orleans style house with the typical inner courtyard and ornate wrought iron balconies.

I made it back to the Elite meeting hall at the Hyatt in time to hear the Hagerty Valuation Seminar, and the Shell Performance Panel. The tech sessions closed with a Michelin Tire Talk and then it was time for Casino Night, always a popular feature of Oktoberfest. I joined the Lappin's for part of a ghost tour in the French Quarter, before retiring early since I wanted to be fresh for the track on Friday.

I felt very lucky to ride out to NOLA Motorsports Park on Friday morning with Andrew Wilson from

the Maine chapter in his beautiful E9 3.0 CSI named Athena, which had placed well at the concours. Andrew and I oohed and aaahed over the huge palm trees lining the drive up to the main gate, since in Maine and Washington, D.C. we don't have race tracks graced by palm trees.

Designed by Alan Wilson, designer of Barber Motorsports Park and other tracks, NOLA Motorsports Park is a 2.75 mile track with sixteen turns and a 3,200 foot straightaway. The HPDE (high-performance driving school) was held on both Friday and Saturday headed by Steve Stepanian, BMW CCA Pacific Region DEC. Karting was available on Friday as well as a Car-Control Clinic, headed by Bill Wade, and the Bridgestone sponsored Autocross was held on Friday and Saturday.

During a break in the driving school schedule, the BMW CCA Foundation hosted charity rides in some very famous retired race cars that we know and love. Alex Schmuck piloted the E46 M3 GT2, while Mike Renner of the BMW Performance Driving Center was behind the wheel of the white E89 Z4 GTLM Number 25. Tom Plucinsky of BMW NA drove the E92 M3 GT, and our favorite race car driver, Bill Auberlen, was at the controls of the black E89 Z4 GTLM Number 24.

Bill Auberlen recently celebrated his 400th race, winning Petite LeMans at Road Atlanta. Having started and won more major races for

BMW than any driver in the world, the 48-year old Californian is not only a heck of a race car driver, he's one nice guy. I can attest to that as he took me out in the black Z4. Not only did we hurtle around the track at NOLA several more laps than advertised, he took me along for the cool-down lap. It was so hot in the car by that point that Bill drove the entire cool-down lap with his left hand on the wheel, while he used his right hand to direct the cool-air pipe that snaked up from under the dash toward me so that I would get the benefit of the cool air.

Having the opportunity to see these retired race cars up close and even ride in them is quite special so we owe a big round of thanks to the BMW CCA Foundation for making this possible. Charity lap donations go to the BMW CCA Foundation to provide funding for Street Survival, a nationwide program that teaches car control to teen drivers. Many thanks go to Scott Dishman and Andrea Galehouse of the Foundation, and to Bill Wade, Street Survival National Program Manager and all the Foundation Ambassadors for the great work they do.

Friday night ended with a track-side dinner and awards. The festivities of the week officially wrapped up on Saturday night at the famed World War II museum, with everyone seated under a B-17 bomber, enjoying music by the Dixie Belles, and later swing music by Victory Six.

I was so glad that I did not break my O'fest attendance streak. This was a thoroughly enjoyable week with just the right balance of socializing, tech sessions, track and driving time, and free time. It was great to have the opportunity to explore and get to know the fascinating city of New Orleans, while celebrating our mutual love of all things BMW with club friends old and new.



(Left) Gala closing night dinner at the WWII museum under the bombers.

# The Need for Speed



## (...and What's New with the Club)

By Jaclyn Heck

Cars. Speed. Mental stimulation. Camaraderie.

Are you looking to become more comfortable behind the wheel of your car? Do you want to become a better driver? Do you want to do more with your car other than learn to DIY it? Do you want to drive fast without getting pulled over?

Autocross is your answer.

### What is autocross?

Autocross is the competitive sport of navigating a car as quickly as possible through a predetermined course outlined by bright orange cones. The events take place on a large paved area, typically a parking lot or even an out of use karting track, and the course changes for each event. It might not sound exciting, but when was the last time you went highway speeds in a parking lot and didn't get yelled at?

A relatively safe activity with a low cost of entry, autocross is a great option for car competition for all levels, from novices to experienced racers. All that is needed is a driver's license and a BMW Club membership...and a car.

Since you are receiving this magazine, the BMW Club membership is probably already in your wallet. Good first step. As a reminder, with membership comes a free autocross, so take advantage of it! Associate BMW Club members are also allowed to participate, so get them in on the fun too!

There are two to three cars on the course at any one time, depending on the layout, but drivers are not going to be racing "door-to-door." Instead the race is against the clock (and yourself). Individuals are put into classes with other vehicles based on car make and model, as well as prior autocross experience, but drivers are ultimately only competing against themselves for a faster time.

For those that are new and looking to dip their toes in without jumping two feet first, we host a novice school at the beginning of the season. This year's novice school is scheduled for St. Patrick's day (during the day, so as not to interfere with any other plans). Seasoned autocrossers will explain the rules and teach the basics of how to read a course, as well as provide hands-on seat time with step-by-



(Top) **New Dog, Old Tricks:** New or old, all cars must dance their way through the course. (Above) **Coupe de grace:** Collin Smith's Z3 Coupe attempting to lay down the final blow to his competitors.



(Above) **Soft top, hard lines:** Marc Caden attacking the autocross course in his M roadster.

(Above) **Cutting Edge:** A new F82 M4 carves the cones at autocross.

step guidance. In addition, novice course walks are offered before each event for those new to the sport, as well as for experienced drivers who just want some refreshers or pointers. Committee members will also be available and happy to jump in your passenger seat during your runs to instruct and provide feedback if you would like; simply let a committee member know when you are in line to drive!

NCC Autocross is a friendly and welcoming group, and we love having new faces at our events! Whether you are new to the sport, or have ample experience, this is the first time hearing about such a thing called "autocross" or have driven with another club previously, take some time to come out to our events.

For more information, go to [www.nccautocross.com](http://www.nccautocross.com). You can

register for any of the events at <https://www.motorsportreg.com/orgs/bmwcca/national-capital/autocross> once they become available.

Our 2018 schedule can be seen on the next page.

## What's new with the club?

### Committee Leadership:

The NCC BMW CCA autocross club is excited to announce some new changes!

First and foremost, we have some new committee members, and more importantly, new leadership. Our current Chairmen: Phil Yates, Collin Smith, and Sarah Abernathy, have led for the last six, five, and two years, respectively, and they are ready to pass the torch. Don't despair! While they will no longer be Chairmen, they will still be on

the committee and participating in events. Our new Committee Chairmen (see below) are looking forward to their new role, and are excited to continue the progress that Phil, Collin, and Sarah have made in the coming year.

### Events and Event Locations:

We are excited to announce that will be holding an event this coming season at Summit Point Motorsport Park. The old karting track, called Washington Circuit, is our location at Summit Point, and will be a new location for us that should provide some unique and fun challenges for our novice and experienced drivers alike. The Washington Circuit allows for courses that will include long straights, a variety of configurations, and real curbing for our courses to utilize.

Make sure to note that our event at Summit Point will also be a joint event with other chapters of the NCC BMW CCA, coming together to allow members from across the Club to experience new multiple chapter activities, all in one location. This event is scheduled for the weekend of May 12-13, 2017, with the autocross occurring on Saturday, May 12. If a member plans to participate in any of the other events that weekend, NCC Autocross will be offering options to allow them to drive with us. We will be offering special packages for High-Performance Driver Education (HPDE) drivers, and for those arriving just for the afternoon. This will be the premier National Capital Chapter Event of the year, and it is not to be missed.

(Below) **Old School Cool:** E30 Coupe learning the ropes at our 2017 Novice School.



(Below) **Clean Lines, Full Hearts, Can't Lose:** Jeff Noyes' E36 racing across the lot at Waldorf.



## Committee and Positions:

Committee Chairmen – Jeremiah Anderson, Chuck Pompei, and Fraser Dachtile  
 Sponsor Relations Coordinator and Event Check-In – Sarah Abernethy  
 Course Design and Safety Coordinators – AJ Aviles, Jeff Noyes, and Kamran Bakhtian  
 Classing Coordinator – Bob Esser  
 New Member and NCC Board Liaison – Chuck Pompei  
 Registration Coordinators – Melissa Brun and James King  
 Social Media/PR – Jaclyn Heck and Andrew Caden  
*der Bayerische* Liaison – Jaclyn Heck  
 Timing Coordinators – Philip Yates, Collin Smith, and Sarah Abernethy  
 Novice Coordinators – Jack Raymond and Mike McKee  
 Event Check-In – John Lattanzio  
 School Coordinators – Okas Elam and Adam Chelikowsky

## Upcoming Schedule:

3/17 – Novice School – Bowie Baysox Stadium, Bowie  
 4/7 – Test and Tune – Regency Furniture Stadium, Waldorf  
 4/14 – Points Event #1 – Regency Furniture Stadium, Waldorf  
 5/12 – Points Event #2 – Summit Point, Washington Circuit  
 (With NCC HDPE program)  
 6/2 – Test and Tune – Regency Furniture Stadium, Waldorf  
 6/9 – Points Event #3 – Bowie Baysox Stadium, Bowie  
 Event #4 – Date and location  
 9/9 – Points Event #5 – Regency Furniture Stadium, Waldorf  
 10/13 – Points Event #6 – Regency Furniture Stadium, Waldorf

# How to Keep Your Bimmer Looking Like It Is Summer, in the Middle of Winter

By Chris Turner | Photos by Stuart Gaskins

A group of over thirty automotive enthusiasts and club members braved the late fall chill for an informative "winter car care" tech session. A Buff and Beyond Automotive Solutions along with help from club Sponsor, Griots Garage showcased products and procedures to make cold season appearance maintenance more efficient and effective.

Club members were introduced to some new

products combined with professional techniques. A group Q&A segment gave attendees an opportunity to gain additional information to implement in their practices and also allowed for a refresher in other areas of "detailing".

Despite near freezing temps and blustery wind gusts, the group was attentive and dialed into what the group instructor was presenting. There are plans for more future group car care centered

tech sessions and plans for intermediate and pro-level hands on training crash courses as well.

Thank you again to our event partners Griots Garage, Paradise Donuts of Linthicum and Chris Turner of A Buff and Beyond. If you missed the session and or you have a request for additional information please visit [www.beyondthebuff.com](http://www.beyondthebuff.com) and submit a request.





## The Greatest Social On Earth!

By Brooklyn Taylor

Over one hundred people attended this year's "Solomons Saturday Social" event in October. The weekend was full of surprises and accomplishments, before, after, and during the event. The turnout was much larger than expected. We were blessed with great weather and beautiful scenery.

Solomons Island is a picturesque waterfront town nestled in Calvert County, Maryland. It is a popular tourist destination during the warmer seasons, but it is beautiful year round. The island sits between two great bodies of water; the Chesapeake Bay, and the Patuxent River.

The event, which I have hosted on Solomons' Island since 2010, actually started in 2009, when my friend, Adam 'The Wolf' Armour and I decided that our area of Maryland was undeserved, as far as BMW events sponsored by the National Capital Chapter of the BMW CCA.

We printed fliers and spread the word online, even getting the support of the chapter to make the event somewhat official, at least in the way of getting a bunch of CCA members to participate. That event took place at Cheeseburger in Paradise, in Hollywood, Maryland. It was an unexpected success, with over a dozen BMWs showing up, and over 20 people. Every Social we have done here since has taken place on lovely Solomons Island. Attendance has increased steadily, since the move to Solomons Island, and it has become by far the most well attended social on our NCC BMW CCA calendar. Each year, I reserve the entire second floor of a restaurant overlooking the Chesapeake Bay. At first we used Stoney's Solomons Pier. For the last few years, our restaurant of choice has been The Lighthouse Restaurant & Dock Bar.

The day starts with BMWs and exotic cars lining the boardwalk on

Solomons Island for the 'car show' portion of the Social. Essentially, cars line up in the parking lot adjacent to the mile-long boardwalk. People came from far and wide to check out each other's rides. We had a great turnout with dozens of incredible BMWs in attendance. We also had our band of 'Super Friends', Cyndi, Lance, Grayson, Bob, and Neil et al. they showed up in Ferraris, Porsche 911s and Panamera, R8s, and the like. Jamal Lumpkins brought out his lovely, low mileage Kashmir beige E34 540i. Aaron Myers brought his black E34 M5. Wearing the original turbine wheels, it had the nicest M5 interior I've seen outside of a museum. Chuck Pompei and his white round taillight 2002 were in attendance. Brian Page showed off his E32 750iL. Photographer Alan Dummett, who runs our chapter Instagram account, drove my black M3 to the event. In an odd departure from the norm, I didn't drive any of my

five BMWs to Solomons Island. My girlfriend, Andrea, and Dre's girlfriend, Heather drove my Cinnabar red 1988 M6. The car was lowered the night before by Adam, Dre, Tim, and me. H&R springs and Bilstein struts gave the car the slightly more aggressive look and feel it needed. The ladies reported that they enjoyed the drive. I rode over with Dre, in his 1988 M5. The car looks and sounds like a winner. Super clean, and well sorted. Neither my green 850i 6-speed, nor Tim Robinson's red 850i 6-speed made the trip to Solomons, instead we left them both in the garage. My 8 would be lowered by the crew before the weekend was over. The E31 8 series was still very well represented, as Mike Noble and Robert Awalt both brought out their meticulously maintained 8s!

People came from far and wide to check out each other's rides. We had a great turnout with dozens of incredible BMWs in attendance.

We get an average of sixty-five participants each year. This year, there were over 100 in attendance. My longtime friend, and fellow Marine, Kory "Mo Betta" Riley, corralled the dozens of people in the parking lot and on the boardwalk together, so we could take our now iconic gazebo photograph. There is a large and beautiful gazebo in the middle of the boardwalk; this is where we take our annual group photo.

After Tim Robinson set the timed cameras up and took the gazebo photos, we directed the happy spectators down to place we would be eating lunch. The Lighthouse Restaurant & Dock Bar treated us very well, with its attentive staff, great food, and beautiful views of the Patuxent River on one side, and the Chesapeake Bay on the other. We had the entire second floor to ourselves. I had reserved the floor for

an expected 65 people, but over 90 came to dine. The staff did not bat an eye. Club members sprang into action and put out more chairs and tables, provided by the staff. The Lighthouse provided a large buffet spread which consisted of several types of wings (Old Bay, Jerk, barbecue, etc.), shrimp, crab dip, and other goodies.

While everyone got comfortable, acquainted, and down to eating the great food, our chapter leaders began giving out raffle tickets to distribute some nice prizes. Chapter president, Paul Seto joked that I have some special arrangement with God, because I always pick the weekend with perfect weather during these fall socials. He also mentioned the one time I selected a date in August, and we suffered through a 100 degree day. Nobody's perfect!

Chapter treasurer Rick Kempf

and Chapter Vice President, James Laws were on hand to help with the raffle and say a few words about the club. Rick's blue BMW M2 garnered lots of attention that day, because an M2 is still such a rare sight in the wild. People were delighted with the food and drinks, and the prizes were plentiful. People won shirts, caps, and accessories. To my eye, the most coveted prizes that day were the colorful BMW CCA Grill Badges. They literally elicited "ooohhs and aaahhs" from the diverse crowd, that ranged from very young BMW fans with but a learners' permit, to silver-haired Knights of the Roundel. Brothers Athan, Niko, and Theron Felactu, are from a family of BMW enthusiasts. Theron is already working hard on the E28 he will inherit when he gets his license. Athan has a tastefully modified E46 M3, and their dad, Lance, has a beautiful

blue E39 Touring.

The day was a success by any measure. We mingled with incredible people, ogled the beautiful cars, and ate wonderful food. What more could you ask for? The weather was unbelievably pleasant. A bunch of people ended up coming over to House Taylor to hang out for the remainder of the afternoon. Shenanigans ensued there, as my saintly neighbors watched the BMW population in my neighborhood soar to dizzying heights.

Thank you to our generous sponsors for the gifts for our raffle. Thank you to the Lighthouse Restaurant & Dock Bar for hosting us, and thank you to everyone who came out and made this the biggest and best Solomons Saturday Social to date. We'll see you next time!



## The Official 2018 NCC Wall Calendar

One of the things that all BMW owners share is an appreciation for cars "designed for driving pleasure."

With the official National Capital Chapter (NCC) 2018 Wall Calendar, enthusiasts can personalize their space, organize their schedule and admire BMW's timeless engineering every day of the year.

The calendar features pictures of club-member vehicles that were on display at various NCC events held throughout the year, as well as racing shots captured at Sebring and VIR.

The calendar will also come pre-populated with holidays and some of the club-related events that are scheduled take place in the coming year.

There are 2 sizes: 11.5 x 14 Calendars priced at \$24, and  
8.5 x 11 Calendars priced at \$12

Be sure to pick up a calendar for yourself or for a loved one as a gift for the holidays or a treat for yourself (we won't judge).

<http://msreg.com/2018NCCcalendar>

# C&C at PD Autowerks

By Jeremy Hoover

On Saturday, October 21st 2017, BMW CCA National Capital Chapter and PD Autowerks LLC co-hosted the first Winchester VA Cars & Coffee meet.

The weather was a touch chilly early but soon warmed up nicely.

Thirty two BMW cars, showed up: M-Coupe, Z8 (E52), two M4's (F82), M2 (F87), M3 (E92), M3

(E36), M3 (E46), 635 csi (E24), Alpina B7 (E24 6 series), 325 (E30), 320i (E21).

Non BMW attendees were from the Audi family: RS7, S4, and a Q7.

All attendees, young and old, had a relaxing time enjoying coffee and doughnuts while chatting with their fellow BMW owners and admiring the many fine cars. Two

representatives from Bimmerworld were on hand to answer questions.

Due to the success of the first Winchester meet we will be hosting another in the spring of 2018.

We at PD Autowerks service, maintain and repair BMWs for the road and for the race track! Currently we crew and support three drivers in NASA-MA that race in GTS2 at tracks

like Summit Point, VIR and Dominion Raceway. Be sure to reach out to us for all your BMW needs. Check out our website for more details at [www.pdautowerks.com](http://www.pdautowerks.com).

Many thanks to all for attending and making it a very enjoyable morning.

# Rockville Antique and Classic

By Marc Caden, James Laws and Walter Jones



If you were late for the opening of the Rockville Antique and Classic Car Show this year one had to park in a distant public lot. Walking over the hill toward the Glenview Mansion, the full display came into view. It was impressive. Although a slightly damp field from an overnight drizzle may have reduced the overall attendance, there were still at least 400 cars on the field. In fact, the Rockville Car Show is the largest non-judged car show in the region.

(Inset) Interior of Mercedes 300SL Roadster. (Above) The BMW Club was provided a designated display area marked with chalk and a banner.

# Car Show



(Above) Lothar Schuettler brought several vintage BMWs from his collection including a 1938 327 cabriolet, 1987 E24 635CSi, and 1973 3.0CS. (Below; from left to right) Mercedes 300SL Gullwing; Polizei Motorcycle and 1957 Isetta 250 Cabriolet; 1970 Renault Alpine 110.



The event is supported by thirty-two car clubs, but until two years ago we weren't one of them. Determined to make a better showing going forward, our chapter's Vice President and Membership Chair, James Laws, joined the Rockville show's planning committee and got our chapter recognized as one of the event's official car clubs. James also encouraged our members to make a good showing this year, and he was not disappointed. This was our third year and the BMW presence is growing.

Lothar Schuettler responded in force by bringing four classic BMWs and a "Polizei" (police) motorcycle. He graciously brought from his own personal collection a 1972 BMW Baur Targa 2002, 1973 BMW 3.0 CS, E24 M6, and 1938 BMW cabriolet. His wife Gretchen also set up a table with a lovely spread of drinks, sandwiches and desserts for friends and fellow club members.

The club had a special parking

area on the field designated for vintage BMWs with a wide variety of models displayed. Barak Wray brought his low-mileage E30 M3 and John Francis drove his 1991 BMW M5. Chuck Pompei and Marc Caden brought their round taillight 2002s. Doug Dolan brought his 1972 3.0CSi and James Laws drove his Euro version 635CSi. Phillip Ulzheimer brought one of the only micro-cars in attendance, a pint-sized 1957 Isetta 250 cabriolet.

The sheer number of vehicles in attendance is almost overwhelming and there were some very interesting non-BMWs in the show as well. Peter Jakab's 1908 Buick Model G won the Mayor and Council's Award and was one of the oldest cars on the field. There was a classic Mercedes 300 SL Gullwing parked adjacent to a similar vintage Mercedes 300 SL Roadster. Young and old alike seemed to fawn over a very correct looking replica of the original Batmobile. Another fan

favorite was a 1970 Renault Alpine 110 owned by Jim Gordon from Frederick.

For those of you who follow *Roundel* writer Rob "The Hack Mechanic" Siegel, you may recall a series of articles he recently wrote about his quest to purchase a used recreational vehicle. In particular, he seemed set on buying a Vixen — a limited run, small RV that was powered by a BMW M21 turbo diesel engine (the very same engine used to power the E28 524td). Rob was drawn to the fact that the fiberglass RV was BMW powered. To our surprise, there was a Vixen on the field. It is a sleek looking RV that has a drag coefficient of less than

0.30. Its aerodynamics combined with the efficient BMW turbo diesel engine resulted in a claimed average of 30 MPG. With less than 600 Vixens manufactured during a three-year run in the 1980s, these are truly a rare vehicle to witness.

Many thanks go out to James Laws for getting our chapter recognized as an official sponsor. This is an unjudged show that offers a little something for everyone. There are many vendors, good food, and a band that plays lively music. It is the kind of show that you can bring your spouse, child, parent, grandchild, or even dog to watch and they will thank you.



(Right) Lothar Schuettler (far left) also brought a mobile "beer garden" and his wife Gretchen set up a lovely area with food and refreshments for club members and friends. (Below) Lothar's red 2002 Targa and Marc Caden's 1973 green 2002.





(Above) Mercedes 300SL Roadster. (Below; from L to R) A graceful car, but getting into the Mercedes Gullwing - not so much; a BMW turbo diesel engine powers the Vixen RV; an early Ferrari Testarossa fitted with the famous single high mirror known as the "flying mirror."





# Stop and Smell the Gasoline

**M**y preparations for the 2018 Los Angeles Auto Show have begun. I've scoured all the original equipment manufacturers (OEM) advance materials trying to get an idea of which products will be featured, what new products will be displayed, and which executives to meet. No doubt in-vehicle connectivity, hybrid powertrains, near autonomous-driving technology, and electric vehicles will be featured.

As a BMW fan, I hope that the BMW NA leadership has heeded the cries from the BMW faithful about their much-less-than-impressive BMW displays. For the past two years, the media and the BMW faithful have remarked on BMW's poor showing at the major auto shows. This seeming lack of effort is even more evident when one visits the Mercedes and Audi displays.

Even though the major auto show season doesn't begin until after Thanksgiving, the new regional and local show season has begun. And our recent visit to Sacramento Auto Show convinced us that the American Auto culture is alive and well.

Listening to the "experts", one would believe that the unique

American car culture of freedom and horsepower is dying. However, many of us have enough experience to know that the "experts" never accurately predict

all own manual transmission cars.

There are three important factors to having an appealing local car show. First is strong dealer support. The OEMs seldom support

support, providing two "ride and drive" venues.

The most appealing aspect of these local shows is the local car club displays. It gives me a chance to stop and smell the gas fumes – giving me a chance to appreciate the romance of the American car culture; how for over 100 years the American sense of "manifest destiny", the unique American desire to seek adventures and to explore new lands was satisfied by individual car ownership and the American roads.

These classic vehicle exhibits reminded me of the OEMs that are no longer part of today's auto market. Hard to believe but the U.S. auto market was once like the "Wild West," where there was not only a vehicle, but an O.E.M. for every purse and purpose.

One of my favorite exhibits was the "Used Car Lot", where classic vehicles were on display with some information of their historic significance. Maybe it was the multi-colored streamers, or the hung line of lights, but it reminded me of the time when the local car dealers would host an evening "new car model" premiere event, with the entire community coming to see the

By James Chew



(Top) My favorite kind of BMWs - those that are driven and are loved by their owners. (Above) How much would you pay for a clean 1982 3 Series?

trends; rather they take a few data points and try to rationalize a connection. Having read the outstanding *Autoweek* "under 30" issue, I was quite encouraged to not only notice that all the featured "under 30" drivers discussed the "get up and go" freedom from car ownership and the adventures of driving the American back roads, but they

such a show so the dealers have an opportunity to showcase vehicles that uniquely appeal to their market. Second is to have a cause. Many of these local shows are held to raise funds for local charities, for which the local service clubs play a key role. Third is local car club support. The Sacramento auto show not only had all three, but they also had OEM



(Top) Glad to see a BMW 3 Series in the “exotic” car display. (Above) Yes folks, it’s drivable! (P.S. check out the 24 Hours of Lemons - it’s a hoot!)

(Top and Above) The variety of displayed BMWs is a testimony to BMW’s wide enthusiast appeal.

new vehicles and the local used car lots trying to capitalize on this traffic.

I’m not sure if Sacramento has a local BMW CCA chapter, but BMW was well represented at this show. There were several classic BMWs on display, all well loved by their respective owners.

All the displayed classic vehicles were wonderful to see. Their outstanding condition reinforced why I have my anal-retentive car care behavior. It’s a California thing – people in the mid-Atlantic don’t get it.

I was interested to see the dealer-displayed new BMWs. It was good variety – the 6 Series convertible, the M3, the i3, and the X5e. Frankly, it was a good variety to show the different expressions of the “Ultimate Driving Machine”.

Being California, it was no surprise to see that the i3 was featured in a number of exhibits. The EV/HEV exhibit featured both the i3 and the i8. It was interesting to see the i8 share the stage with a Tesla Model S, while the i3 was included in the EV offerings from Chevrolet, Nissan, and Toyota.

The regional and local auto shows remind us that our cars are an integral part of our lives. They are best loved when they are both driven and well cared for. After noticing the diverse ethnicity and backgrounds of the classic car owners, it’s clear to me that the American car culture is not only inherent to our DNA, but can also be absorbed through osmosis.

To remind yourself of the joy of driving, visit one of the many

regional and local auto shows. But be warned – once that smell of gasoline gets in to your veins, your

sense of adventure and desire for exploration will be awakened.

(Below) Where it all began, when someone got tired of caring for their horses...





# Why We Need The New Z4

The “California” people think of it as a ten-mile-wide strip that runs along the coastline. Driving along the coast, it’s easy to see why the world vacations here. And when you’re on those roads in Southern California, you can see why once people move here, they don’t want to leave. From experience, I can say that it’s unusual to have a bad day when one sees the Pacific Ocean while commuting to work.

This feeling is multiplied when driving a roadster. Just for chuckles, I looked up the Wikipedia definition of roadster and found this: “An open two-seat car with emphasis on sporting appearance or character. Initially an American term for a two-seat car with no weather protection, usage has spread internationally and has evolved to include two-seat convertibles.” While the name is uniquely American, when we think of roadster, we include English, Italian, and Japanese. When pressed, people think the Viper and Corvette, as well as Porsche. But these products lack the one trait that makes a roadster quite attractive – a low purchase price.

It’s that impracticality that would never have anyone associate BMW with offering a roadster. BMW is associated with making some fine convertibles – all are the very definition of open-air “Ultimate Driving Machines” – but all are practical. They all seat four adults, have good sized trunks, and have tops that rapidly and securely open and close.

That changed in the mid-80s when it was rumored that BMW was work-

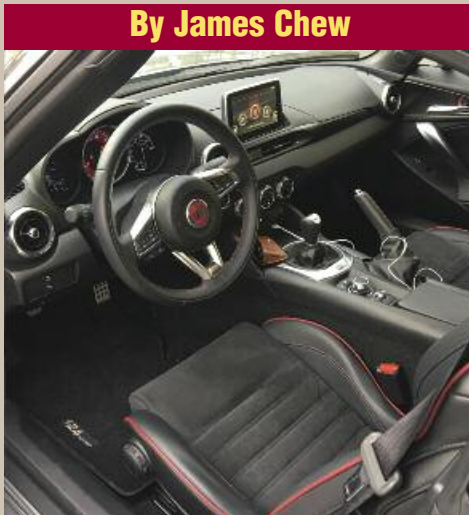
ing on a roadster, the first product from their newly formed “Skunk works”-like division. Launched in 1989, the Z1 featured sliding doors and plastic body panels in addition to the typical roadster characteristics. A near hand-built vehicle, the Z1 immediately gained quite a following amongst the European BMW faithful. Noticing the enthusiasm and the younger average buyers age, BMW was encouraged to make another.

That was the famous Z3. Who can remember the BMW ads when the Z3 became James Bond’s car in Goldeneye, replacing the Aston Martin? I had the pleasure of driving one of the first Z3s that came to the United States, taking it to a black tie function. It was quite fun until the partygoers had too much to drink and demanded to see the hidden machine guns.

Now, there exists a healthy tension between an OEM and its dealer base. Products such as the Z3 and the Z4 are quite fun to drive and exciting to display, but both the OEM and the dealer appreciate the Pareto rule, where 20 percent of the model range generates 80 percent of the revenue and margin. So as the BMW product offerings expended to well over 100, there simply was no room (nor product development resources) for a next generation Z4.

BMW AG leadership must have been using their left-brain when making the decision to drop the Z4. But someone at BMW AG just had to drive a modern roadster, such as the new Fiat 124 Spyder Abarth, unleashing their right-brain to shout, “WE NEED A NEW Z4.”

**By James Chew**



*(Top) An image for your winter day: California Dreaming – an European roadster along the sunny California coast. (Above) First 124 interior fits you like a glove.*



*(Above) What's this – an uncovered engine? Must be because an engine cover won't fit! (Above Right) Classic Italian interior design – the cupholders are in the rear!*

The new Fiat 124 Spyder Abarth is heavily based on the new Mazda Miata. However, Fiat has performed enough styling and engineering tweaks to give this vehicle a distinct Italian driving feel.

The Fiat designers heavily modified the front and rear end design such that there is just a passing resemblance to the Miata. There are just enough interior design modifications to evoke memories of the classic Fiat 124.

"Intimate" is the best way describe the interior room. However, there was enough trunk space for two adults on a long-term driving adventure.

And it's the driving part that makes one appreciate the joy from driving a roadster. No matter your mood, driving a roadster makes one happy. While I've become quite accustomed to BMW's outstanding 7-speed DCT, a proper roadster needs a good manual shifter. Happily, the Fiat 124 Abarth has a fine 6-speed manual shifter which multiplies the driving joy.

In my opinion, it's the quirks that characterize a roadster. Who can forget the THREE wiper MG Midget?



*(Above) The trunk can hold the weekend luggage for two. (Right) The rear is a nice modern interpretation of the classic Fiat roadster design.*



Or the "wedge" TR7? Or the "bug eye" Sprite? The Fiat 124's quirk is the engine. The "multi air" engine does not have very much low-end torque. It seems to come from the mid-range rpm, resulting in one having to rev the engine when launching from a stop. Keeping those revs up while driving does add quite a bit of fun while driving both the Southern California coastal and mountain roads.

I was surprised to see how the Fiat 124 attracted millennials and baby boomers. Even more surprising were the number of millennials who knew how to drive a manual transmission. So despite the focused "anti car" efforts by the previous Presidential administration and the current California Governor, the uniquely American desire for the

freedom and horsepower that can come only from individual car ownership is alive.

The recently unveiled Z4 concept (as well as the new 8 Series) gives us hope that the new BMW CEO is taking BMW back to its roots of making "the Ultimate Driving Machines." The "green" diversion initiated by the previous BMW AG CEO has been nothing less than a disaster for BMW, in terms of both products and market. The rudderless product strategy, that resulted in a proliferation of products that feature uninspiring designs and an "e" powertrain have not only frustrated the BMW faithful, but its dealer network and the financial analysts. Mocked by the competition at the major auto shows and in the marketplace, even the financial analysts

that once embraced this misguided "green" direction have noticed that the BMW core products are becoming shells of their former greatness. The Z4 and 8 Series concept (has anyone noticed that an 8 Series ALMS race car is being simultaneously co-developed with the 8 Series production vehicle) and the current BMW CEO's approved product strategy lays the foundation for BMW to again produce "The Ultimate Driving Machine."

And leaving my San Diego office to drive up the coast the annual "Legends of the Autobahn" in a new BMW Z4 concept with the top down (of course) is now on my driving bucket list.





135i

## A-One and A-Two

By James Chew

A few months ago, I walked to my parallel-parked 135i convertible to find an M235 convertible parked behind mine. Even more remarkable was that the M235 seemed to have been configured the same as mine. Even the exterior color looked the same, though mine is known as “LeMans Blue” while the one on the M235 is called “Estoril Blue Metallic”.

This is what happens when marketing people have too much time on their hands.

I’m not sure why but the first thought that came to mind was Lawrence Welk saying, “A-one and a-two.” The second thought was “I’d like the opportunity to compare the two”. When BMW of Alexandria provided a 2018 230i convertible x-Drive as a service loaner vehicle, I finally had my chance.

Launched in 2004, the 1 Series was the beginning of BMW repositioning the 3 Series as a larger vehicle. While the 3 Series would continue to be the benchmark entry-level performance luxury sedan, the driving dynamics of a larger vehicle simply can’t match that of one smaller.



(Top) The last of the first generation – my 135i M Sport convertible. My friends at BMW NA said, “Don’t sell it!” (Above) The very inviting 2 Series interior.

With much narrower roads and parking spaces, European parallel parking skills and ability to make an adequate parking space out of seemingly nothing puts San Francisco natives to shame. Next time you’re in a European city, walk through the suburban streets.

The first generation 1 Series was unique, not only because it had the best execution of the famous BMW “flame surfacing” design, but unlike its competition it was rear-wheel drive. Wildly popular in Europe, the pleas from the BMW CCA members who drove the 1 Series while in Europe must have been too much for the BMW NA leadership to resist.

With the US launch in 2008, the 1 Series was positioned by BMW NA attempting to recapture the driving joy of the 2002. By this time, the 1 Series accounted for 20% of BMW sales. But the BMW NA executives knew that in a market that appreciates size, the

1 Series would best succeed as a niche performance vehicle.

It is now clear that the BMW NA folks really know the North American market. While I never gave much thought to the BMW 1M coupe, I am



230i

■ (Above) The 2 Series convertible looks sleek, clean and timeless.

stunned at the premium these vehicles STILL demand on the market. Speaking with a staff instructor at the BMW Performance Center West, he informed me that when the Performance Center featured the 1M coupe, he and the rest of the staff thought that after being retired from Performance Center duty, they could purchase these vehicles at a reduced price. Instead,

these vehicles were fully reconditioned and commanded a premium on the open market!

Realistically, I know my 2012 135i M-sport convertible will never command such a premium on the market. However, I am always surprised at the attention my car attracts at BMW events and at gas stations.

Several times, I've written

about the driving joy I get from my 135i convertible. Let me just add that after replacing the original-equipment Dunlop (owned by Goodyear) run-flat performance tires with Pirelli run-flat tires, the driving enjoyment has become much more intense.

The best way to describe the 230i convertible is "refined." The exterior design is smooth and

pleasing to the eye. The alluring lines and smoothness provide a sensual view from any angle. When parked side by side, my 1 Series appears to have been on steroids, while the 2 Series has a natural feeling of performance.

Side-by-side, the 2 Series convertible addresses most of the 1 Series design shortcoming. The 1 Series exterior design has always

■ (Below) My 1 Series turbocharged in-line six is well hidden.



■ (Below) Could you tell what type of engine is in this 2 Series? (hint, it's NOT a six!).

## THE 1 SERIES AND 2 SERIES CONVERTIBLES



(Above) While inviting, the 1 Series convertible interior is a bit tight for all but the driver.



(Above) The 2 Series convertible interior is a bit roomier and is just as inviting.

looked a little misproportioned. The 2 Series exterior design looks quite sleek and natural. Perhaps it is the dashboard and center console design, but the 2 Series interior seems to feel more airy and roomy. The rear seat legroom in both are still lacking. However, I seldom see a 1 or 2 Series with more than two people. More significant is that the 2 Series feels as if it's a much more upscale vehicle than the 1.

Once behind the wheel, it becomes clear as to why people love the new 2 Series. It is simply a blast to drive. To me, it has the same driving dynamics and sensation as the E36 M3 coupe and the E46 M3 convertible. Equipped with the tried

and true turbocharged 4-cylinder engine and the 8-speed automatic with paddle shifters, when placed the 230i in "sport" mode there's not a road or track that the driver won't want to try.

It's an emotional tie that prevents me from wanting to replace my 135i M-sport convertible with an M240i convertible. Yes, the 2 looks and drives much more refined than my 1. But my 1 has the "pre-modular" chassis and design that made BMW the "Ultimate Driving Machine." And while today's BMWs are still the benchmark performance luxury vehicle, they don't have that "old-school" driving excitement.

The most important role for the

2 Series is to show the market that BMW still knows how to build real BMWs. Manual transmission is still an option and the 2 Series seems to come as a much more complete vehicle. The completeness and the price point of the M2 makes it, in my opinion, the best performance buy in today's market.

While offered only as a coupe or convertible in the U.S., the 2 Series will always be a niche product in terms of sales. In terms of image, I've always noticed the large number of BMW CCA members who gravitate toward these vehicles at the various BMW driving events.

The 1 Series, now with all-wheel drive, still sells well in

Europe. With BMW NA's product explosion, I'm not sure if the typical BMW NA dealership would have the room to display and stock this vehicle. However, with more U.S. business people traveling to China, no doubt they'll see the very attractive 1 Series sedan. I wonder if BMW NA will resist the pleas from those BMW CCA members to offer that product in the U.S.

Since that first sighting, there have been three more times when I've noticed that same 235i convertible parked behind me. Perhaps the owner of that vehicle can't seem to get "A-one and a-two" out of their head!

(Below) My 1 Series trunk easily handles our weekly Costco run purchases.



(Below) The 2 Series wider trunk opening is much appreciated.





## NEW MEMBERS



The National Capital Chapter of the BMW CCA now has 5,151 members. We continue to be the largest chapter in the U.S.

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 all of our

local chapter activities. Please do them a favor and share this with them – after all, the more the merrier!

To our newest members listed below, you joined the club, now join the fun! Check out our Web site at for the latest event details.

Note: If your name is spelled

incorrectly, please use the address change form found under the "Join and Renew" menu item at [www.bmwcca.org](http://www.bmwcca.org) to correct it. And, for those whose memberships are about to expire, it's easy to renew online at this Web site as well.



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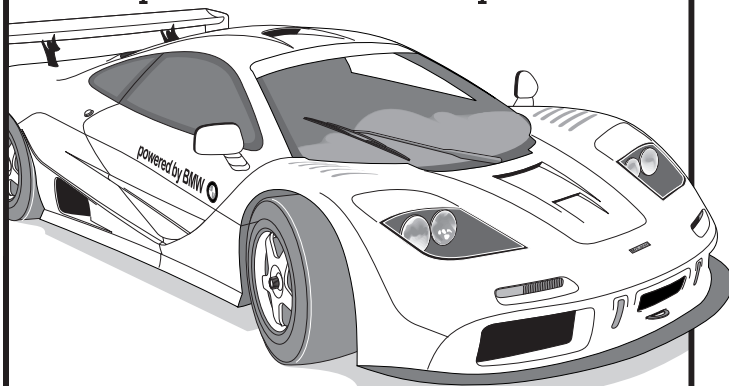


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