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Cover: A symbolic visual of *der Bayerische's* evolution from a printed publication from the 1970s to online electronic magazine in 2020. Photo: i8 photo by BMW AG.

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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BMW Car Club of America

National Capital Chapter



President's Message

Wow, I can't believe it's 2020, twenty years since that horrific Y2K scare the world was unceremoniously preparing for. So much has changed over the years and you'll notice over the next few pages, that this club has changed a lot too. I was looking at the Jan 2000 *dB* and thought that I was in a time warp (by the way, did you know that we have almost all of our newsletters going back to 1971 on our website? What a blast to flip through those old copies!). The first thing I saw was that the *dB* was black and white and it took another 11 years to go full color! I also noticed that I didn't know many of chapter leaders at the time except for a handful that are still active in the club today like Gordon Kimpel, Woody Hair, Steven Schlossman, and Raine Mantysalo. What a great bunch of guys, but those poor folks must have really had it hard using a hammer, chisel, and stone to produce the newsletter back then! Some of the advertisers have been long gone, but there are a few which still support of club today: Radial Tire, OG Racing, BMW of Fairfax, Matt Curry (currently Craftsman Auto Care), and J&F Motors. Another observation is that the club was starting to build a database of member's email addresses and to vote in club elections or register for some events, you had to snail mail your response and hope the mailman didn't lose it!

I'm really glad I live in today's world, but what really defines an extraordinary organization is how it handles change. We transitioned to motorsportreg as our main registration system so no one has to rely on the US post office. We're actively recruiting more sponsors today to host events or advertise with us. We use social media and email as the cheapest and fastest way to communicate with our members. And even the *dB* has transformed itself over the years and maintains its status as the best chapter magazine across BMW CCA. All these changes were for the betterment of the club and they really make our members' lives a whole lot easier. As you know, we just celebrated our golden anniversary of BMW CCA and I've spent a lot of time with the National board strategizing on what the club will look like in the next 50 years. And guess what...more change is coming. For 2020, NCC will transition to several new processes with the goal of continuing our current high level of service and to position the club well into the future. You'll see changes with our newsletter, website, event registration, and social media, as we develop new ways to communicate quicker and more effectively. Why the changes you ask? Well, NCC and CCA as a whole needs to change in order to stay afloat. Print media is a dying business and the dollars associated with producing *dB* and *Roundel* have taken a quick downward turn. So, like any good business, we have to make some tough decisions to survive, and hopefully thrive. It may take some time to get used to some of the changes, but we'll still have an autocross season, several HPDEs, and a calendar full of tours, DIYs, and other social events for everyone to enjoy. As we make these transitions, we ask the same thing that we've always ask our members: come out to our events and get involved! That's where we spend the vast majority of our resources and the main reason most people stay with the club is because of the people. This club means a lot to all the volunteers who run it and to the members who enjoy it, so rest assured that we'll make this transition as smooth as possible, even if that means giving up the chisel.



We're Going Green!

This will be your last printed *der Bayerische* unless you subscribe to the printed version.

To subscribe, go to: msreg.com/dB-annual-subscription-2020

The Steering Column

Dear NCC Member -

Change is coming. Our NCC chapter magazine, *der Bayerische*, is "going green" (i.e., digital/ electronic) as our new default distribution mechanism! Our financially (and environmentally) friendly policy starts with the March/April issue. You can find the digital copy online by looking for the hyperlink in the "Calendar of Events" email or on NCC's website at <https://nccbmwcca.org/content.php>

Financial pressures make it necessary to make changes to how we produce and distribute *der Bayerische*. Historically, the expense to print and mail *der Bayerische* has exceeded the advertising revenue by several thousand dollars per issue. That makes it impossible to continue conducting business

as usual if we wish to remain financially viable as a club.

The good news is that the online version of *der Bayerische* will continue to be offered at no additional cost to you. We hope you'll enjoy the advantages of reading *dB* online: accessible from anywhere that has internet access! Easy to share with family and friends (just send them the link)! Clickable links to websites referenced in the magazine!

However, if you'd prefer to continue to receive a printed copy of *der Bayerische* mailed to you, then sign up for a paid subscription at msreg.com/dB-annual-subscription-2020. Cost is \$15 for March-December 2020. Your credit card will not be billed unless we reach our minimum of 1000 paid subscribers. Please note that if we don't

reach our 1000 print-subscriber minimum by the deadline shown in the *msreg* hyperlink mentioned earlier, then the online version will be the only version available.

Whether you choose to read *der Bayerische* online or as a print copy, we look forward to providing you with a professional, quality experience that continues to showcase you, our members, your cars, and the wide variety of NCC events that we enjoy together.

Any questions, feel free to contact me and Anna Maripuu at db-editor@nccbmwcca.org.

v/r,
Jack Raymond
Co-editor

Letters to The Editor

Dear Editor(s):

This evening I was informed of Phillip Cummings' passing. I am very sorry to hear the news but not surprised because as Phillip and I got to know one another a bit through my DIY, which was the subject of Marc Caden's write up in the September/October *der Bayerische*, he shared with me that he was ill.

Phillip Cummings was the ideal BMW CCA member. I think it's safe to say that as much as he loved BMWs, he loved equally or more the friends he made in the Club. When I called him to talk about replacing the windshield washer pump in my wife's car, Phillip was first and foremost welcoming, then encouraging, and through the process, gracious and helpful. As sick as he was the day of the DIY, he showed up to spend some time with his friends, likely knowing such times were at an end. I recall and now better appreciate that he came over to see how I was progressing and shared a few words and a smile before moving on to visit with others. He was a gem of a guy.

The BMW CCA and the NCC have lost an exemplary member. We all know he's either wrenching on a BMW in heaven or helping someone Do it Yourself. My condolences to his family and his NCC friends who knew him better than I did. May he rest in peace.

Sincerely,
Richard Koller

Dear Editor(s):

I am wiring in regard to the DIY recap published in the September/October *dB* that referenced the work I did on my wife's 328xi. Hopefully Marc Caden's article has encouraged others to tackle DIY projects for the sense of accomplishment to be derived from completing them and for the bonding that takes place during the club's DIYs.

There are three points I'd like to make about the job: (1) it took far less than two hours; it might take a novice about 45 minutes and a pro 30 minutes, assuming no complications. The car was on the lift longer than it took to do the work because I needed to consult with Tim Proctor about parts and maybe because of "distractions(!)"; (2) I used a BMW OE pump, strainer and grommet that together cost \$61; aftermarket pumps made by companies with good reputations are about half that much, as I recall; and (3) given that the parts cost me \$61 and that they cost shops less, say ±\$50, that leaves ±\$350 of the \$400 repair quote for labor, the equivalent of ±\$700 per clock hour - lots of motivation to do the easy stuff yourself!

(Note: when doing this job be sure to get the pump strainer, grommet and a package of plastic rivets that hold the edge of the fender liner to the fender.)

So, I encourage all members with even the slightest interest in working on their cars to attend a DIY. The automotive world could not operate if everything was overly complex; I do what I can for myself and leave the really complicated stuff to the pros. If you need help and the other members can't help you, the attending shop personnel can help bail you out - even if it costs money you were hoping to save. It will still have been a fun time with club friends, new and old. Many thanks to Chris Wooten for all he does, and to the late Phillip Cummings for all he did, on behalf of NCC.

Sincerely,
Richard Koller

2020 National Capital Chapter 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, you must be a CCA member in good standing and nominate yourself during the Nomination Period which runs from November 1 to December 31. Please submit your candidacy statement

to our webmaster at webmaster@nccbmwcca.org so it can be posted to our website, nccbmwcca.org.

Voting will take place online starting January 1, 2020 and ends during our 2020 Annual Meeting.

December 2019 - January 2020, NCC der Bayerische magazine print subscription. Sign up at <http://ncc.motorsportreg.com>

**2020 NCC Annual Membership Meeting
China Garden, Rockville, MD
Saturday, February 8, 2020**

Mark your calendars for our 2020 NCC Annual Meeting to be held on Saturday, February 8th from 11 am to 3 pm.

Location: China Garden, 11333 Woodglen Drive, Rockville, MD 20852

To continue our theme of 'Change is coming!' for this year, this event will take place during lunchtime. Also, as a special treat, we've secured an incredible 10-course, family-style Chinese banquet. Menu will be posted at a later date.

Guest speakers: Mike Renner, BMW Performance Center and another guest TBD. Registration via MSR will open mid-December, so register early to guarantee your spot!

Get Your 2020 NCC BMW CCA Calendar Now!

The new **2020 NCC Wall Calendar** is coming soon! It will be filled with a wide variety of pictures covering many of this year's events. It is a must-have for every club member and makes a great stocking stuffer for all BMW enthusiasts! Pre-order yours today and it will mail as soon as they become available.

The price is only \$10.00 (plus \$10 for shipping and handling if applicable). Order a few, use them as gifts and share them among your BMW friends.

Order at <http://msreg.com/2020NCCcalendar>

Future event dates are listed as known at the time of printing.



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



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- Jackets
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- Woven

Men's

- Jackets
- Polos/Knits
- Woven



15% discount with promo code NCCSAVE15 starting Nov 1.

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



By Gordon Kimpel

Thoughts on a Great Spartanburg BMW O'Fest

Friends, it was a great week, one of the best, maybe the best O'Fest ever! Lots of great activities. BMW and ZF tours were well done. Had no idea how automatic transmissions work, but I do now. VF engineering is huge, 150,000 acres. Learned the ZF plant 30 miles from BMW Manufacturing doesn't supply BMW, but ships their transmissions to Europe. BMW Spartanburg gets their ZF transmissions from Europe. I would have lost that bet!

The Michelin driving experience was the most fun. Had an M-B E class with cheap tires vs. a Honda van with good Michelin tires on their wet road course. The van smoked the M-B by a huge margin. Very graphic - tires do matter in the wet! Who knew?

In Michelin's lead-and-follow track event, my 2018 X3 did well. I was impressed, and I didn't wreck! Great all around SUV, SAV, whatever it is. With 45,000 miles, it will be two years old at the end of November.

At Michelin's facility, before the track event, I unloaded the contents of my car onto a biting ant colony. Small but nasty critters. Luckily I put a towel down first, so they didn't get into everything, mostly staying on the towel and on me.

Terrific fun driving an M3, M850, and M240 on track. The M850 has a

most impressive and amazing exhaust.

The BMW Foundation exhibit is very impressive! Great displays. It's worth a visit and financial support. Thanks to Lance and Scott for all you do for the Foundation.



(Above) Lothar Schuettler ran his Pebble Beach Concourse-winning 1937 328 Roadster on the track along with Dirk de Groen in his 1934 315 Roadster.

The highlight of the week was getting HOT LAPS with Connor DePhillippi, the winning driver in this year's Rolex 24 Hour race in Daytona in January, in "my" car, an E92 M3 GT BMW race car. It's insanely violent and fast. Wish I had a G meter. Neck was tired after only three laps! Connor, 27, has been racing since age five.

It was wonderful to see Lothar's Pebble Beach Concourse-winning 1937 328 running on the track along with the 315! Also great to see Scott Hughes's 3.0 CSL and his E30 M3 historic race car on track.

Many thanks to Steve S. for his great organizing skills. Steve deserves the applause he received. Thanks, Steve!

Departed Sunday at 4:30 am. Monsoon rain the whole way. Tire tread not great, so couldn't go over 70 mph most places. Often 60 mph was as fast as I could go. Most tiring driving in eight hours of rain. New Rain-X is the best! Hope everyone had safe trip home. Wonderful to see everyone!



Fall 2019 Cars & Coffee and New Member Event at BMW of Catonsville

By Mike Bevels | Photos by Steve Tenney and Mike Bevels

On Sunday November 10th, I drove to BMW of Catonsville and participated in one of my favorite activities: waking up early, standing in a parking lot, and chatting with fellow auto enthusiasts while drinking a cup of coffee - also known as "Cars & Coffee".

Why do I find this so enjoyable? Well, it's because of the people. At Cars & Coffee events, everyone has stories they enjoy sharing. Stories about how they traveled long distances to buy their car and bring it back home. Stories about how they've spent years restoring or modifying their car to make it their own. Stories about travel experiences associated with their automotive passion. If you're paying attention you can learn so much more than reading a shop manual or DIY on a forum. You may make some new friends as well.

Admittedly I'm a bit spoiled when it comes to Cars & Coffee events. There are a cornucopia (seasonal holiday reference...check!) of

these in the DMV area. I've always enjoyed National Capital Chapter (NCC) Cars & Coffee events and I'm not far from Katie's Coffee in Great Falls, VA, which is quite a spectacle.

I did a few things in the days leading up to this NCC event. I closely monitored the forecast as if I were an amateur meteorologist. Albeit a bit chilly, the weather would be clear, which was great news.

I planned a "fun" 60-mile route to drive to the venue, BMW of Catonsville. And, of course, I cleaned the car I'd be taking: my 1991 318is.

It was a rather brisk morning and I arrived early at BMW of Catonsville after giving the 318is a workout comprised of twisty back roads and highways. I parked and spent the morning taking photos, catching up with friends, and meeting

new people. There was a fantastic mix of both vintage and modern BMWs in attendance.

I was excited to see Manny Nieves's super clean '79 323i (E21) sporting a new set of refinished, period-correct wheels. Manny found this car in New York and trailered it home over the summer. Since then he has been making improvements and driving it all over the country. Seeing Manny's E21 parked next to the E9 in front of the dealership looked like a scene from the 1970s.

Chris, a fellow E30 owner, shared a cool story about acquiring his '90 325i. He found the car listed locally and rushed to see it prior to an impending family camping trip the same day. When he arrived to view the car another buyer was already there on a test drive. A bidding war ensued on the front lawn of the seller's house. Chris didn't win the bidding war, but later that evening the seller called and said the other buyer backed out, so Chris did win in the end.



(Top) Manny Nieves's '79 323i parked in front of BMW of Catonsville.
(Above) An M8 and M4 await their new owners.

I chatted with Tom Mercer, who is an encyclopedia of BMW knowledge, especially when it comes to his very nice '95 525i (E34). Tom recently completed a very unique 6-speed swap on his car, which is fully documented online.

Steve Tenney, who graciously took the photos for this article, and I swapped stories about our experiences at the Nürburgring. You can read more about his latest trip there in an article by Jack Raymond in the last issue of *der Bayerische* (November/December 2019). It sounded like quite an amazing experience.

The New Member Reception was a great introduction (or in my case, a great refresher) on what NCC has to offer its members. Paul Seto, our NCC President and Social Chair, gave an introduction to BMW CCA and specifically the National Capital Chapter. Did you know the club organizes over 120 events each year due to the incredible efforts and time of our board members and volunteers?! Following Paul, the NCC board members, organizers, and volunteers each gave an overview of the club's offerings.

Each of the presenters' passion and enthusiasm for their work really shined through. James Laws, our Vice President and Membership Chair, talked about how our board members and volunteers make events like this possible. Doug Verner gave an overview of the M Club Days and events at the BMW Performance Centers. Rafael Garces spoke about Street Survival, the car control clinic for teens. Chris Wooten and Mary Snyder both spoke about the DIY events hosted at NCC sponsor shops and dealerships. Robert Hopkins detailed the driving tour events put on each year. The Co-Chairs of the autocross program, Fraser Dacheille and Chuck Pompei, discussed why autocross is a great way to get into high-performance driving in a controlled environment. After this, Fraser went on to present the HPDE program (of which I'm a big fan). To wrap up

the presentation, Steve Tenney stirred up excitement about the karting program. More information on all of these programs in addition to other membership benefits can be found on the NCC website: www.nccbmwcca.org

At the end of the member reception there was a raffle with a nice set of give-aways for the new members. Lunch shortly followed in the dealership's showroom, which was a great venue to spark friendly discussions about our cars and experiences.

Both NCC and BMW of Catonsville teamed to put on a great event. David Aviles, Internet Sales Manager at BMW of Catonsville (and owner of bmwdavid.com), opened the dealership, which is normally closed on Sunday, so that NCC could hold this event. The front parking lot was cleared for Cars & Coffee parking, the showroom was offered up for the prospective/new member reception, and a nice lunch was provided. BMW of Catonsville's facility is top notch and it's great to have true enthusiasts like David contributing to our community. Thanks to our board members, organizers, and volunteers for making NCC such an awesome BMW CCA Chapter! I'm more excited than ever to take advantage of the chapter's many great offerings!

(Right) Prospective, new, and existing NCC members fill the BMW of Catonsville showroom to learn more about the chapter. (Below) Chris's red E30 amongst other 3 Series.



(Above) Tom Mercer's '95 525i now complete with 6 speed swap.



(Above) When your E39 M5 doesn't have enough power, just add boost.





So You Want to Be an HPDE Instructor (Or Maybe You Just Want to Get out of D Group):

NCC's Shenandoah HPDE Sponsored by Radial Tire, TIER Car Care and SpecR53

From September 6-8, 2019, NCC hosted its annual Shenandoah HPDE at Summit Point Motorsports Park in West Virginia. The Shenandoah Circuit is the most recently constructed of the three circuits at Summit Point Motorsports Park, having been completed in 2005, and (for better or worse) manages to stuff almost 20 turns into a two-mile package.

Regardless of the venue for an NCC HPDE (the Main circuit, Jefferson, or Shenandoah), the format is largely the same: 4 student groups (D, C, B, A) and the Instructor group. This year's Shenandoah event, however, saw the implementation of a new component of the Instructor Certification program for NCC: Instructor Training School (or ITS, as it is known nationally).

Generally speaking, all students will start the NCC HPDE program in the D group on their first weekend. Based on skills demonstrated, the students will advance through the ranks in the order of D -> C -> B -> A. In addition to driving abilities, advancing through the levels of the NCC HPDE program requires demonstrating on-track awareness to your instructor and the ability to adapt to changing conditions around (and with) your vehicle.

It may sound obvious; however, if you want to see yourself climb the ranks at HPDE, you must demonstrate to your instructors that you know what you're doing, why you're doing it, and that you recognize the actions

you chose to (or not) take. Demonstrating that you are aware of certain elements on the track, traffic, conditions, or other variables, and choosing to react accordingly (or to not react) demonstrates your awareness of your surroundings.

To illustrate the point, imagine the following: you are riding shotgun with your father, who has just picked you up from the airport, returning to your childhood home for Thanksgiving.

Dad is driving the same streets you've known for years: exit 24 off the highway, right at the 3rd light, quick left... All is well until Dad drives right past your neighborhood entrance at 30 miles per hour without even a hint of hesitation.

A number of thoughts probably go through your head: are we actually going home, did he miss the turn, is he paying attention, will I make it out of this car alive. All of these thoughts can be reasonable; however, if your father had told you "we stopped coming in on Elm and use Chestnut now since they put in a speedbump," he would have saved you a lot of worry (and potentially a phone call to your

next of kin in a panic.)

Communicate with your instructor -- if you want to take a corner off-line, do so (assuming it's safe to do so), but communicate what you are doing first - "I want to see what turn three feels like entering on the inside."

By Fraser Dachille



(Top) Instructors David Ortiz and Scott Hoffman coming around the Corkscrew.
(Above) Saturday evening BBQ: a chance to take in food and comradery.



(Above) A+ (solo) allows for Drivers to head out in their car alone, but requires a demonstration of abilities to two (2) separate 'check out' instructors.

If you communicate this to your instructor it alleviates a lot of their worry (and demonstrates your ability to plan ahead, and to drive the track on more than just "the line."). No matter what run group you are in, communicating what you are seeing, thinking, feeling and planning goes a long way to helping your instructor help you reach the next level. Staying on the track always helps too.

For 2019, the NCC held their First ITS clinic. ITS is a program used by many other BMW CCA Chapters nationally; however, NCC has maintained its own, autonomous, instructor certification program known as the Instructor Academy (or IA). Traditionally, IA was held on Fridays, and was filled with a number of drills, role playing, classroom time, and track exercises. ITS is held on both Friday and Saturday and is marked by even more intensive classroom sessions and a plethora of role playing exercises. Full disclosure, I have been a part of three (3) weekends of the 'old' NCC Instructor Academy as well as this first offering of ITS. The first iteration of ITS with NCC had 12 candidates and 12 mentors.

ITS begins Friday with multiple hours of classroom instruction, as well as four (4) distinct role playing exercises. The ITS candidates are subjected to a range of potential students they may encounter (apologies to the readers who identify with these caricatures): the never-never novice (never been on track, never seen an HPDE), the less advanced than they think driver, the timid but capable driver, and the hot-head. I am sure, having been through it, acting out the hot-head

role was the mentors' favorite role of Friday.

ITS continues into Saturday with more classroom sessions, as well as two (2) more role play scenarios, all done before the lunch break on Saturday. Following lunch, the ITS candidates have a driving evaluation (with a different mentor) to confirm their own driving ability in the instructor run group. ITS culminates with a 'final exam' role play near the end of the day Saturday (again, with a different mentor).

Following the completion of the 'final exam,' the mentors all retire to the classroom to discuss each candidate. All three (3) mentors who worked with each individual candidate give their impressions of the candidate to the entire mentor group. This is done candidate by candidate, and each candidate is evaluated completely before moving onto the next candidate for consideration. After what seems like an eternity, the mentors all emerge from the classroom to deliver the news to their candidates at the Saturday night trackside BBQ.

Many thanks are due to our neighbors in the New Jersey Chapter who sent a handful of representatives down to help NCC with the ITS program. The gentlemen from the NJ Chapter were excellent in modeling the professionalism that the ITS program deserves, and a template for NCC to mimic going forward with their program.

Thanks are also due to the event sponsors: Radial Tire (RadialTireCompany.com), Spec R53 (specr53.com), and TIER Car Care (facebook.com/TIERCarCare).

Finally, thanks go out to everyone who made the 2019 HPDE season a success! See everyone in 2020!

(Below) Early Morning Friday prepping for Tech Inspections and Unloading Trailers.





October DIY at Proctor's Foreign Auto Service

I recently returned from a short trip to Germany where I was able to tour the BMW museum in Munich and the Mercedes-Benz and Porsche museums in Stuttgart. I would highly recommend that any car enthusiast on holiday to Deutschland visit these three historic collections. My visit to the BMW museum reminded me how the company's initial identity was as an engine builder and it was pretty cool to see how BMW designed the shape of its headquarters to represent the four cylinders of an engine.

BMW's very first product was a straight-six aircraft engine and over 100 years later BMW is probably still best known for its silky smooth, straight six-cylinder engines. Perhaps this helps explain why Toyota sought BMW's help when it wanted a straight six to drop into the all new Supra. In fact, if you open the hood of any new Supra you will see parts with the BMW logo all over the place.

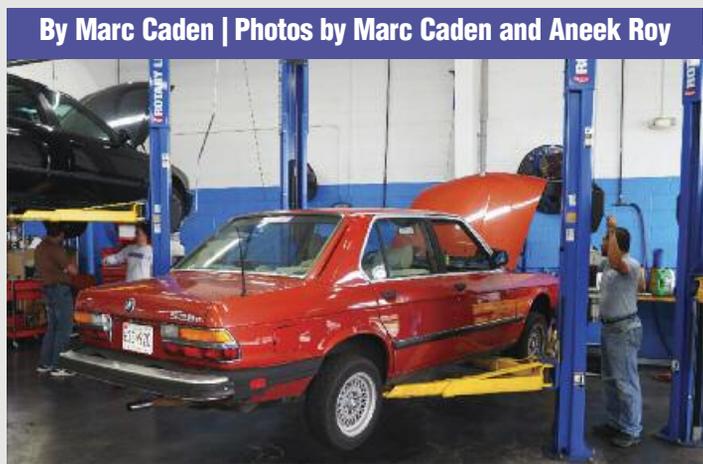
While BMWs (like any major car manufacturer) may have some

have bugaboos with ancillary items (e.g., VANOS or turbochargers) for the most part their engines are robust. In fact, if you were to survey the owners at a DIY event you would likely find that most of the cars in

than 2,000 miles per year, BMWs frequently accumulate mileage at a rapid pace. Our chapter's DIY program is important because it affords members the opportunity to keep up with their vehicle's preven-

lessly and even carted the family this summer over 1,500 miles on a beach vacation without burning a drop of oil. Coming to a DIY event and doing simple, routine maintenance like engine, transmission, and differential fluid changes can allow you to reap long-lasting rewards.

This actually ties into the mantra preached by Tim Proctor, owner of Proctor's Foreign Auto Service in New Carrollton and the host of our October DIY event. With several decades of experience, Tim knows our cars as well as (or better than) just about anybody. He says that preventative maintenance is the best thing you can do to ensure your BMW's long-term reliability. Tim Proctor has told me before that he likes to "stay ahead of a vehicle" meaning that sometimes undertaking certain preventative maintenance or repairs can prevent a bigger problem or failure down the road. Proctor's is a full service shop that can do routine maintenance, brakes, suspension work,



(Top) The author replaced the oil and filter on his 2008 Lotus Exige. (Above) John Francis uses a lift to raise his vintage 1982 528i.

attendance have at least one hundred thousand miles and are still happily humming along. Unlike the typical Ferrari or Porsche, whose owners on average drive less

tative maintenance to help ensure the long-term reliability.

My own 2002 BMW 325xiT is illustrative. With almost 190k miles on the odometer, it still pulls effort-



(Above from Left) Louis Mezo performs an underbody inspection on his 1998 528i; Bob Hollander replaced the oil and filter on his 2011 Z4.

alignments, tires, and more complicated repairs. They have a modern, seven-bay facility located conveniently near the Metro and exits to the Beltway and BWI Parkway; they can give you rides to and from the nearby Metro stop. When you visit Proctor's, please let them know you are a BMW CCA member.

Many tasks were accomplished at our October DIY event. DIY regular Mark Shaffer flushed the brake

fluid and replaced the oil and filter on his 1995 supercharged 325is. Louis Mezo used the lift to perform an under-body inspection of the front suspension on his 1998 528i. With the help of Tim Proctor and his scanner tool, Richard Koller ran some diagnostic tests that determined that the water pump and thermostat both needed to be replaced on his 2009 328xi. Dennis Last replaced the oil and filter on his

2013 335is. Clark Thomason replaced the automatic transmission hoses on his 2003 540i M Sport. Chris Parente replaced the manual transmission fluid on his 2006 M3. Chapter Vice President James Laws replaced the differential fluid on his 1999 528iT. John Francis replaced the oil and filter on his 1982 528i. Special thanks also goes out to Aneek Roy and Rick MacGregor who donated their time as "helpers" and

provided an extra set of hands on projects whenever it was needed.

The DIY committee provided a traditional coffee and doughnut breakfast and served fresh baked pizza for lunch. Many thanks to Tim Proctor and Proctor's Foreign Auto Service for hosting another successful DIY event at their facility. We hope that your New Year's resolution for 2020 will include joining us at a DIY in the coming year.

(Below from Left) Dennis Last pours fresh oil into his 2013 335is; Chapter Vice President James Laws lends a helpful hand with a mop.





JOURNEY TO the Frankfurt Auto Show

By Eugene Jerebitski

As I walked around the 2018 Washington, D.C. Auto Show, my friend (and fellow auto enthusiast, although we'll forgive him for being a Porscheophile) Francisco, had an idea – let's make a pilgrimage to Germany and go to the Frankfurt Auto Show! Since the Frankfurt event is every two years, it gave us over a year to plan for the 2019 show. Francisco was born in Germany so the "must-visit" list quickly grew as we made our plans. Ultimately, given our time constraints, we had to limit our visit to Frankfurt, Stuttgart, and Nürburg, forgoing Munich and the home of the BMW Group (with plans to visit the next time!)

Of course, this trip required a special vehicle to get around Germany and visit the aforementioned automotive destinations. After all, we couldn't show up in an airport rental-car-special at the Nürburgring! Luckily, this is much easier these days with the use of Turo, which is like Airbnb for cars. While I searched and searched for a BMW M wagon to

rent – we settled on the next best thing, a Mercedes C63 AMG wagon. The whole process using Turo couldn't have been easier (our host, Martin, met us at the airport and, after warning us to take care of his brand new rear tires (!), handed us the keys AMG wagon was everything we thought it would be and more. Brutal, loud, extremely fast, and practical, effortlessly swallowing all

of our luggage. Aside from maybe an M5 wagon or a Porsche Panamera Turbo, it was the ultimate vehicle to blast down the autobahn between our destinations, with every stab of the throttle inducing smiles on both of our faces. Alas, traffic, construction, and speed limits seemed to inhibit our fun on the autobahn for much of the trip. We made a sport of car-spotting on the

autobahn, making note of special edition Porsches, a pristine looking Jaguar E-type, the quirky Citroen DS, and all the forbidden treasures (wagons) we can't have in the United States.

First on our itinerary was Stuttgart with the Porsche Museum and Factory Tour. The Porsche museum is built in a spiral with a timeline showing the evolution of Porsche through their own eyes. Beginning with the VW bug and continuing through some iconic models, the museum is a great way to spend an afternoon exploring the history of the brand and what made it special. The highlight of the day (especially to a car nut and a manufacturing engineer) was the tour of the Porsche factory (where every single 911 has been built for the entire world!). These tours are incredibly hard to get and usually book 12 months in advance. Luckily for us, there were two slots available on the German language tour. In a very German way, they were very strict about the rule that if you're



(Top) BMW X6 Vantablack display at the Frankfurt Auto show. (Above) Our chariot awaits! Mercedes C64 AMG – a very capable vehicle to explore what the autobahn has to offer.



going on the German-language tour, then you had to speak German (ostensibly for safety reasons as we were going to be walking on the production floor). It was the set up for a humorous situation as I speak no German at all. I felt my blood pressure rise as I watched the tour guide check the German-language skills of every member of our group. I frantically tried to muster all the German I could remember, mumbling "Ja" and nodding my head when she asked me a question. Luckily, Francisco (who speaks

(Above) An original VW bug - the origins of Porsche.

German) came to my rescue chiming in with a joke to distract the tour guide from my lack of language skills. I passed.

I was lucky that I did. Seeing each 911 engine built by hand, then married with the transmission and eventually mated with the body of the car was an unforgettable experience. We watched as each piece of leather was meticulously stretched over the dashboard in a 911, as the seats were installed in each car, and as the cars came to life and rolled off the assembly line. While on the production floor, we had to dodge completely autonomous robot carts carrying parts to each station in the factory. The carts would honk angri-

ly if you got in their way and they had to stop. The factory was a unique combination of technology, robotics, automation with hand craftsmanship. I can respect that this makes every 911 special. The next trip will include a visit to Munich and a BMW factory tour, where I expect to be inspired in a similar way.

We spent the next day exploring small towns in the heart of German wine country along the Moselle River. Many a Riesling were tasted and many good meals were enjoyed. We were well rested for our next stop

(Top) A pristine Jaguar E-type living its best life on the Autobahn. (Below) Cars of the Autobahn - a Carrera 4 GTS in racing livery.





(Above) A 911 GT3RS - the ultimate car for the Nürburgring. (Below) Picturesque settings of small German towns.

– the famed Nürburgring!
 We spent a day at that famed mecca of motorsport. And what a day it was. We were both able to book a lap in the RingTaxi. Alas – the BMW M5 was all booked up, so we had to “settle” for the 911 GT3 RS to show us around. The experienced lived up to the hype. As I rocketed onto the track with our Norwegian race car driver at the wheel, gripping the car’s roll cage so tight that my arms were sore the next day, all I could do was marvel at the capabili-

ty of the car and the driver that was barreling me towards the first corner at triple-digit speeds. As the pavement undulated under us and the turn gave way to a drop to a twist to another turn, I struggled to remember how long the lap was supposed to take. Since it was Sunday, the track was open to anybody to take their car around the ‘ring. I saw firsthand what the infamous track could do to an inexperienced driver. We passed a Shelby Cobra that wedged itself firmly into the guardrail only to come upon a BMW M4 that was being loaded onto the back of a flatbed, clearly having just suffered the same fate. I was glad that we didn’t attempt to drive the lap ourselves. Maybe next time. As we approached the end of the lap, I noticed a special car in front of us. “Oh look – a McLaren 720S!” I say. “McLaren?” replied our unflappable driver, “I eat zem for breakfast!” And with one blip of the throttle, the McLaren was far behind us.

After our laps, we spent some time walking around the grounds of the ‘Ring, watching all kinds of cars and drivers try their hand at making it around the track in one piece.

Cars of the Nurburgring spectator lots. (Top) An Alpina B5 Touring and (Above) an AC Schnitzer E30 Touring.

Amazingly (or maybe unsurprisingly), the spectator parking lots around the Nürburgring proved to be the best car-spotting location of anywhere I’ve been in the world. We saw countless McLarens, pristine Mark 1 Golf GTIs, classic Porsches, a Caterham S7, Shelby Cobras, and numerous examples of those unattainable BMW wagons, from E30 AC Schnitzer Touring models to Alpina Estates to M5 Tourings that were clearly living their lives as daily drivers.

On our last day in Germany, we finally made it to the destination that was the whole point of our trip – the 2019 Internationale Automobil-Ausstellung (IAA – International Automobile Exhibition),

billed as the world’s largest motor show. This auto show seemed to have an identity crisis and was clearly indicative of an industry in transition. I felt the shift of focus from the car to the technology, connectivity, and urban transport of the future. Each automaker had their version of the urban transport of the future with a catchy name (such as BMW’s iNext concept). It left the auto enthusiast in me a bit cold.

By far my favorite vehicle of the show was another forbidden wagon (is my obsession showing?) – an emerald green Alpina B5 Touring – the ultimate wagon. It left me trying to come up with arguments to convince my wife to move to Germany so we can have that car.





(Above from Left) My two favorite cars at the IAA: an Alpina B5 touring and the BMW M8.

BMW had somewhat of a muted presence compared to the stories of exhibits past. We saw the futuristic Concept 4, with a grille only a mother could love. The M8 and the M850i Gran Coupe were my two favorite cars in the BMW display. I look forward to seeing them in the

US and driving what look to be very capable cars. The final display was an X6 painted in "Vantablack." More of a gimmick than anything else.

As I began my trip home, I reflected on our trip. We were able to visit the three ultimate destinations for an automotive enthusiast.

We toured the pinnacle of automotive engineering that is the Porsche museum and factory in Stuttgart, we immersed ourselves in the latest auto technology and innovation at the Frankfurt Auto Show, and we paid homage to the mecca of autosport by taking a lap around the famed

Nurburgring in a car specifically designed for the task: the Porsche 911 GT3 RS. While we made many memories, the ultimate expression of our trip was the sentence uttered by our Norwegian race car driver at the end of my lap: "McLaren? I eat zem for breakfast!"

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Passport BMW Oktoberfest

By Billy Dixon | Photos by Steve Tenney

Guten Tag, wie geht es ihnen? (Good day, how are you?) Oktoberfest took the redeye from Munich, Germany to Passport BMW located in Suitland, MD. Upon arrival, the members of the National Capital Chapter BMW Car Club, along with the staff of Passport BMW and guests, were treated to a German tradition dating back to the 19th century. The weather could not have been more inviting to make for a wonderful Saturday. Everyone in attendance was treated to authentic German cuisine provided by the culinary skill of Old Europe. The menu consisted of handmade Bavarian pretzels, bite size "Frikadellen" (German meatballs), petit chicken Schnitzel "Wiener Art", traditional hand-

soft drinks and water. Bimmer fans were also treated to the wonderful sounds of Alte Kameraden. The "Alte Kameraden" is the German Band unit of the City of Fairfax Band.

The day allowed us to eat, drink, and be merry while we sat outside under a tent in the shade. An additional surprise guest in attendance was the new BMW M8 hardtop and convertible coupe. There were many oooohs and ahhhs as Bimmer fans got an up close and personal look at BMW's new flagship sport vehicles. It was a good opportunity for many to evaluate their future spending plans. Even I was pondering how much longer I would have to stay employed to afford one.



(Above) To provide an authentic atmosphere, we were entertained by an authentic German Band, The Alte Kameraden. The "Old Comrades" are a well-known German Band from Fairfax, VA.

crafted sausages consisting of Brat, Bauern, Knock, Debritziner Wurst, and Old Europe's famous Sauerkraut. Drinking-aged Bimmerphiles were able to wash down the food with Spaten Oktoberfest beer, while others consumed

The National Capital Chapter BMW Car Club would like to extend a heartfelt thank you to our host, Passport BMW, and all the members for making this an excellent outing.



2019 NCC AUTOCROSS NOVICE SCHOOL MARCH 23, 2019



Where Has Autocross Been All My Life?

By Pearl Aliga Jones

One of the National Capital Chapter's priceless gems is its Autocross program. I had the joy of participating in its Novice School and emerged singing its praises.

First, what is Autocross (AX for short)? The full definition is found on the program page of the NCC website. In a nutshell, "Autocross is a motor-sports event that emphasizes car control and performance handling. It differs from track events because it typically remains under 60 mph and has less straightaway and many more turns. There is no passing or rubbing of fenders since cars are always separated from each another. Because there is little chance of hitting anything beyond small traffic cones, low potential to damage a car, and because autocross presents less stress on vehicles than track driving, autocross is a great entry-level event for performance motor-sports enthusiasts."

This year's Novice School attracted 28 eager participants. It signaled the beginning of the Autocross season, a much-awaited string of events that

spans eight months: from March to October. It includes a Test-and-Tune and seven Points events in two Maryland venues, Regency Furniture Stadium in Waldorf and Ripken Stadium in Aberdeen, as well as the Summit Point Motorsports Park in West Virginia.

Arriving at Regency before 9am, we were welcomed by a beautiful sight and site: a newly paved stadium-parking lot gleaming under the fresh spring sun, with orange cones looking more vibrant against the spotless backdrop.

Doughnuts and coffee warmed us in defense of the cold gusts of wind. Check-in was conducted smoothly. On hand to welcome and assist us was the Autocross Committee (genial and helpful people all) led by Co-Chairs Fraser Dachille, Chuck Pompei, and Jeremiah Anderson.

After check-in was Tech-Your-Car time. Alejandro "AJ" Aviles, Course Design and Safety Coordinator, thoroughly described and demonstrated what needed attention, among them: Are the wheel bearings firm? The battery secure? No fuel leaks? The trunk and cabin empty? No empty beer cans or other potential projectiles lurking? The "fuzzy pink dice on your rearview mirror" banished? AJ then led us on a walk around the course to familiarize us with the lay of the land,



(Top) Poetry in motion – a car in action. (Above) Hot lapper Mike Renner and Author Pearl Jones.

especially the cambered parts of the track. That was most helpful.

To commence the morning session, we split into two groups – one group to drive, and the other to work (mainly for uprighting downed cones and alerting officials of precarious situations); we then changed places after several runs.

Throughout the day, I was impressed by this well-orchestrated event. Everything ran swimmingly, despite the relentless wind. It was well-structured, too. Having an instructor ride with each driver was most reassuring. I like having an instructor from whom I can learn one-on-one; it maximizes the use of every driver's learning time.

The good-humored and encouraging John Lattanzio, a committee member, was my instructor. Right off the bat, I sheepishly told him I drive with both feet...as I believe in equal opportunity – the left foot exclusively for the brake and the right foot exclusively for the throttle. I expected a quizzical look, but no; John was quite amused by my rationale. Hmm, left-foot-right-foot driving. Aha, he came up with a brilliant idea: teach me the "Power Launch"! He described it thusly:

Power-Braking an Automatic for a Powerful Launch

Do you have an automatic transmission but want to jump off the line with a powerful launch? Instead of just flooring the accelerator, try this:

- Approach the start line and select first gear.

- Cover the brake with your left foot with enough pressure to prevent the car from moving forward.

- With your right foot, apply pressure to the accelerator. Give her enough gas to pre-stress the car. Use your judgment to determine how hard you want to launch without spinning the tires.

- When the starter says, "Go," quickly lift the brake and squeeze the gas hard.

The car will haunch up like a track runner getting set for the start. Remember, the point is to launch quickly, not damage your car or spin the tires. Save that for drag racing!

I did this a few times. It worked! I like the guy; he bright-sided a negative into a powerful positive!

Driving with both feet has

always made me feel like a freak; I do not know anyone else who practices equal-opportunity driving on a daily basis. Autocross just helped dispel my decades-old feeling. The book recommended to me by the ever-supportive, aforementioned Fraser Dachtel, *Speed Secrets: Winning Autocross Techniques* by Ross Bentley, actually reveals some merit in left-foot braking! Ha, a validation! In fact, Bentley poses the question, "When and why is left-foot braking superior to right-foot braking?" Really? And superior, too? He explains, "First, it saves time in the transition from throttle to braking to throttle. With right-foot braking, your right foot must move from the throttle to the brake pedal and back. At the end of a straightaway, that will result in having to brake slightly earlier. In the transition from braking to acceleration, the fraction of a second it takes for your right foot to move from the gas pedal to the throttle is extremely valuable. When using your left foot for braking, that movement or transition doesn't even exist."

Who would have thought Autocross would be my psychotherapist in outing my freakishness and

teaching me to make peace with it? And it only took one session!

I immensely enjoyed the morning runs. John, my kind instructor, thought I was doing well, saying my skills were sound, and that is why he was pushing me to do more. My favorite part was the slalom. John called it "a ballet." Now, if only I could do justice to the metaphor and sashay onto the starting line, do a pirouette, then perform glissades through the course ever so smoothly and gracefully!

The afternoon runs were scheduled in the same manner as in the morning, with two groups alternating driving and working. The course was longer this time, and each driver was timed. An imposing timing display was prominently staring at us. That gave way to a reawakening of nerves. This felt like true competition now, albeit against the clock. I found a calming sight in the hands of Alicia Gordon, a starting-line official for the event. Inching towards the starting line, I witnessed her upright palms slowly coming together to form praying hands. I was mesmerized and touched that she would be saying a prayer for me before I sped off. I figured: precautions + a prayer = a

(Below) A car zooms by as workers watch.





safe run, yes? No! She was actually signaling how much farther I needed to go to the precise starting point before stopping and waiting, with absolutely no more forward movement after that, until my turn to go. Oh, . . . I . . . see, but my newbie interpretation of her “praying hands” served me well - it calmed me down.

I did not fare too well in the afternoon runs, but after expressing disappointment, I was inundated with encouraging words from various people. Two words and seven letters wove through all of their remarks: H-A-V-E F-U-N. A read through the committee members’ bios and advice to newcomers in the program’s website reveals that they always encourage and nurture the fun aspect of autocross.

Here are a few more things I learned from the Novice School:

- Straighten out your steering wheel at the start.
- Always use the 3 and 9 hand positions, even in the slalom portion.
- It helps to work first then drive second. It makes one pay keen attention to the course and learn it before one’s own runs. (But don’t all line up in the work group first; drivers are needed, too!)
- Same rule applies to autocross as in HPDE (High-Performance Driver Education). “Look where you want to go and not where you don’t

want to go.” At the first cone, you should already be looking at the third cone.

- Your instructor will recognize, and work with, your skills; if s/he pushes you to do more, it is because s/he feels you are capable of doing it.
- Not hitting cones is not necessarily a record to be prized. It is true that if you hit a cone, you get a penalty, but it also means you are attempting to do your best and pushing the limits of your car.
- Jaclyn Heck, Autocross Social Media and Resident Photographer, and Fraser Dachille take the most elegant photos of cars in motion. You barely recognize your own car in the snazzy photos.
- On some events, NCC member Walter (Wally) Jones provides “air support” for drivers via his custom-built, high-speed drones.

So, where has autocross been all my life? Right here, in plain view and within easy reach! It is my hope that sharing my newcomer’s experience will encourage others, who are on the fence, to participate in autocross sooner rather than later. To quote Chuck Pompei once again (in a recent interview by Jaclyn Heck), “You’ll wish you came out sooner. At the end of the day, no one cares if you’re the fastest or slowest. You’ll have a fun time regardless of where you place. If you are new to performance driving,



(Top) It’s a sea of cones. (Above) Drone builder and operator Walter Jones catches the action.

AX is a good place to start, and the NCC program has veteran instructors that are always happy to help out.” To me, this encapsulates the welcoming and supportive nature of this club activity.

Do visit the program’s website (<http://nccautocross.com>) and sign up for an event. You do want glamour shots of your pride and joy in action, don’t you? Oh, and ballerinas are always welcome! Make your car dance. Hope to see you there!



Solomon's St. Peter Episcopal church. 1889.

Rendezvous at Solomon's Island

By Brad Amador | Photos by Brad Amador and Tim Robinson

NCC's yearly trip to Solomon's Island, Md. is an annual club favorite and one of my personal favorites as well. Robert Hopkins and Stephen Pera served again as co-leaders for this ride which was held on September 28th. The drivers' meetup was held at 8:45 am next door to Passport BMW in Marlow Heights, Md. After reviewing the rules for club-sponsored rides, we left at 9:00 am. While the ride itself was relatively short (58.3 miles) through scenic areas of Charles and St. Mary's counties, the destination itself was the main attraction. This scenic spot is not far from the DC area and is accessible to many of our members.

For those who haven't been there yet, Solomon's Island is a charming little town in Calvert County, Md. It's a very popular destination for many because of its atmosphere, with a range of restaurants and bars (one even has a beach next to it) in addition to a boardwalk along the main road. The boardwalk has a great view of the Governor Thomas Johnson Bridge, which is itself an attraction because of its height of 135ft and its great view of the island. Solomon's Island is also a major boating center and a very popular destination for cruising boaters. As a member of SCOW, a local sailing club in Alexandria, I have had a desire to sail there with some

friends, but as of the present, I still have not had the opportunity to go.

Once we arrived, we parked in the lot in front of the boardwalk, which offered ample parking. That was a good thing, because almost 45 members showed up! There were the regulars who attend a lot of the driving and social events, but also a number of BMW CCA members who only seem to show up when there is good food to be had. They had good reason because Solomon's Island has some fine seafood restaurants.

Meeting up on the boardwalk before we go in for lunch is always fun. As for the weather, the day started out overcast and remained

that way pretty much the whole time, but the view of the bridge and the water was still wonderful, and the opportunity to meet up with fellow BMW lovers made up for the grey skies. After parking, the members talked about their own cars, other people's cars, past and upcoming club events, and just things in general. Before walking to the restaurant, we all got together under the pavilion on the boardwalk for a group photo. The Solomon's Island trip is just a great opportunity for like-minded BMW owners to get together and talk about cars and have some fun.

This year we went to the Lighthouse Restaurant & Dock Bar,

RENDEZVOUS AT SOLOMON'S ISLAND

which is a short walk from the boardwalk. The club paid for the buffet appetizers – a bountiful supply of fritters, regular and spicy chicken wings, and stuffed potato skins. Members ate those and some ordered entrees. James Laws, the club Vice-President, then welcomed the members and talked a bit about upcoming events. After finishing a satisfying lunch, one of the members, Brooklyn Taylor, invited folks to come to his house in Elizabeth City near Patuxent Naval Air Station for beers afterwards. About 15 members or so went and helped him work



on one (of his many!) BMWs while sharing beers and conversation. Some members, including yours truly, left only when it started to rain about 2:30 pm.

For those who are interested in going back on their own and discovering more of what Solomon's Island has to offer, it is also home of the Calvert Marine Museum, a popular day trip destination, plus the Annmarie Garden Sculpture Park and the Chesapeake Biological Laboratory. There are also hotels and B&B options for those who want to stay and explore longer.

(Top) BMW lovers in front of the Solomon Island pavilion. (Below from Left) Enjoying the view from the Solomon Island boardwalk. Bimmers lined up at the boardwalk. (Bottom) Our caravan on the way to Solomon's Island.





Street Survival – It's About Living



Yee-haw, drive that pony car.

By Jack Raymond | Photos by Jaclyn Heck

On September 22, 2019, NCC hosted Tire Rack Street Survival (TRSS) at Regency Furniture Stadium in Waldorf, MD.

What is Street Survival? It's a car control clinic for teens. Car crashes (don't call them "accidents" – most car crashes are entirely avoidable) are one of the leading causes of death for teens in the U.S. Street Survival's goal is to teach teen drivers the car control skills, and more importantly, the situational awareness and judgement, to keep them safe. One of my favorite Street Survival quotes is "it's about more than driving; it's about living".

What does Street Survival

consist of? It's a combination of classroom knowledge and in-car exercises in a controlled environment, typically a large parking lot rented for the event. We teach applied physics: vehicle dynamics, weight transfer, transitions, recovery from understeer and oversteer. We teach transformative skills such as looking ahead, thinking ahead, anticipating, and the importance of refusing distractions, like texting, while driving. Try maneuvering around the skid pad while answering your smart phone: it can't be done well.

All in-car exercises include in-car coaches, most of whom come

from the autocross and HPDE (High-Performance Driving Experience) communities. Students drive their own cars, since their own cars are what they need to learn to control. The morning exercises consist of learning ABS braking and braking while turning, recovery from understeer on the skidpad, and managing weight transfer / vehicle transitions in a slalom. The afternoon exercises consist of emergency lane change maneuvers, more skidpad practice and a mini course (don't call it autocross!) that combines all the skills the students have learned.

When the students arrive in the morning, the look on their faces

says "my parents dragged me out of bed at 6 am to come to this thing." By the end of the day, they're saying "wow, this blows Drivers' Ed away!" One of the most gratifying experiences for a Street Survival coach, volunteer, or organizer is seeing the smiles on our students' faces as they begin having those light bulb, epiphany moments, learning to better control their cars. Parents send feedback to TRSS all the time expressing how the clinic transformed their teenagers' driving and started them on the road to becoming more confident, more competent drivers.

This year's event set a national

record with 42 students, 39 coaches, and 14 volunteers. Thanks to all the coaches, volunteers, and organizers who came from clubs all over the greater Washington Metro area (BMW NCC, PCA, and SCCA) to pitch in: John Althouse, Ally Arts, Mohammad Baig, Andrej Balanc,

Jeff Carver, John Clay, Pam Clay, Eric Core, Fraser Dachtile, Ben Davenport, Marc DeLaVergne, Mark Drew, Bob Esser, Rob Evers, Tom Fargo, Rafael Garces, Joe Geadrities, Tom Gebler, Barbara Grant, Frank Hardesty, Jaclyn Heck, Merrill Hoekstra, Scott Hoffman,

Joey Hutchinson, Tommy Ivic, Rick Kempf, Ted King, Jim Koca, Al Lepeau, Brian Lynch, Daniel Mills, Christopher Moody, Bogdan Nastea, Jeff Noyes, Brendan O'Rourke, Chuck Pompei, Anthony Radich, Jack Raymond, Aneek Roy, David Sann, Anne Saul, John Shin,

Brian Shipman, Mark Shrivastava, Joe Thompson, Brandon Weldon, Gordon Wilson, Michael Witte, Christopher Wooten, Nicholas Yanchik, Al Zavala.



(Above clockwise) Even back seaters have fun at Street Survival. Our volunteers have so much fun they practically dance. This beats the heck out of Drivers' Ed.



(Below from Left) Instructors and students both have fun. Our thanks to Waldorf VFD for their support.



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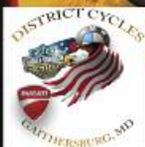
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The Game Has Changed

By James Chew

In the U.S. car market, it wasn't that long ago that "a car for every purse and purpose" meant just that – a car. Within the various market segments, every car had three variants: a two-door coupe/sedan, a four-door sedan and a station wagon. During that same time, the luxury segment was distinguished by size. Cadillac, Lincoln, and Imperial would annually introduce two door and four door "land yachts" as their "statement" vehicles.

Today, it seems that you can buy any type of car you want – as long as it's a four-door sedan.



(Above) The X1 transverse-mounted drivetrains shows its Mini lineage.

Manufacturers' brand "statement" vehicles are their largest SUVs. Luxury is no longer defined solely by size, but by design and technology; hence the segment is now referred to as "premium". And as odd as it sounds, there seems to be a "premium" SUV for every purse and purpose.

Decades ago, the BMW X1 and the Cadillac XT4 would have been categorized as "entry-level premium" SUVs, based solely on their size. But there is nothing "entry level" about either these vehicles or their typical buyers. It would be fair to say that these vehicles are aimed

(Below) The X1's exterior design has proven to be as timeless as the E39 5 Series.



at younger buyers - the modern equivalent of the “yuppie”. Anecdotally, we’ve noticed that the BMW X1 buyer is either “yuppie” or an empty nester. This, most likely, is the same buyer demographic as for the XT4.

Launched in 2015, the second-generation X1 immediately became one of our favorite vehicles. In my opinion, the BMW X1 is the benchmark in the now crowded small performance luxury SUV segment. The attractive, smooth, contemporary exterior design captures the aura of the E39 design. After five model years, the X1 exterior design has proven to be timeless. To remain competitive, the X1 is due for a “refresh”. For 2020, the X1 design has been “freshened” to incorporate the larger “3D” grill.

The Cadillac XT4 exterior is the latest iteration of the famous Kip Wasenko “Art and Science” design. The crisp lines are accentuated with a “large than life” grill, which evokes images of Cadillac’s 1960s and 1970s “largeness”.

The X1’s interior design exudes a Zen-like aura of confidence. The BMW interior designers

seem to have finally cracked the Audi code. The X1 driver’s area is simply wonderful; in my opinion the best of any current BMW. The area fits like a well-tailored suit and is as comfortable as your favorite pair of jeans. The emphasis on ergonomics is obvious as you notice that all the instruments, gauges, and infotainment screen are within your natural sight lines. Your hands instinctively find the shifter, the iDrive controls, the turn signal stalk,

the wiper stalk, the power window switches, the door handle (this semi-embedded design alone stands out), moon roof and BMW assist buttons, mirror controls, and power seat controls. And the pedals (two of them) are in the “right place”. The older BMW enthusiast will think the interior channels the “vibe” of the E36 and E46. The younger enthusiast will wonder why Mercedes, Audi, and Lexus don’t “get it”.

Cadillac took a distinctly American angle with the XT4 interior design. This design evokes “bigness”. The dashboard and instrument panel feel big and wide.



(Above) The XT4 shares the Chevrolet Malibu chassis and transverse mounted drivetrain design.

(Below) The XT4 exterior design has a bold, American look.



There's a spacious feeling throughout the interior; no occupant will feel cramped. This expansive feeling is combined with some of the best ergonomic designs that we've seen in a Cadillac product. There's something nice about not having to "hunt" for something. This does not mean that the placement of the XT4's controls are in exactly the same place as a BMW, Mercedes, or Audi. It means that the placement and operation of these controls are instinctive. The latest iteration of the "Cue" infotainment system addresses most of the shortcomings of the previous versions.



(Above) The smooth, flowing X1 side profile was admired by all.

As with the other X-series models, the power rear lift-gate opens high and wide to reveal a large, cube-like cargo space. Large enough for the weekend warehouse shopping runs, weekend dance team luggage, and business trip luggage for four, the cargo space was such that we never had to use the dual folding rear seats.

The Cadillac XT4 cargo area also featured a handy power lift-gate, as well as dual individual folding rear seats. We're not sure if it was because of the interior colors, but the XT4 cargo area appeared not to be as long as the X1. This was a deception; the XT4 cargo area is as roomy and handy as anything in its class.

The X1's rear seating area is also deceptively large, delighting the occupants with supportive, comfortable seats, lots of leg, knee, and shoulder room, and outstanding vision. We proved that two full-size American adults or three school-aged children would be quite comfortable for long distance drives. All the rear seat passengers loved the new folded center console design. Their only complaint was the lack of rear seat heaters.

The XT4's rear seating looks big because it IS big. The XT4 boasts the most rear seat leg room of any vehicle in its class.

Therefore, adult passengers just expect that they'll fit and be comfortable. None of our adult rear seat passengers were disappointed. By the way, the XT4 can be equipped with rear seat heaters.

The secret behind the X1's outstanding driving dynamics and improved occupant and cargo room is BMW's all new front-wheel drive architecture. Using the MINI products to gain the design experience to develop benchmark front-wheel drive vehicles, the BMW chassis and drivetrain engineers have the confidence to use this architecture on BMW products. The X1 shares the same chassis as the all-new MINI Cooper Clubman (this chassis

(Below from Left) While large, the XT4's cargo area looks deceptively shallow. Note how the XT4 evokes the tail fins design from past classic Cadillacs.



is also used in the BMW 2 Series Active Tourer, a vehicle that I doubt we'll ever see in the US). After spending a week enthusiastically driving both vehicles, even the most experienced driver would have a hard time believing that these two distinct vehicles share the same chassis.

Once you open the X1's hood (the mark of any true car enthusiast), you'll notice the front-wheel drive architecture. The proven and familiar TwinPower Turbo four-cylinder engine is transversely mounted. An 8-speed automatic transmission is connected to both front wheels and to a longitudinal driveshaft.

The driveshaft is connected to a rear differential that has an electronic clutch to engage the rear wheels when demanded. But in most driving conditions, the front wheels are doing most of the work.

The Cadillac XT4 driving characteristics seem to reflect its brand heritage. The XT4 shares the same chassis as the Chevrolet Malibu, which is an outstanding front-wheel drive chassis. Confident is the best word to describe the XT4's driving characteristics. The programmed shifting from XT4's nine-speed automatic transmission results in the vehicle feeling much more at ease as a freeway cruiser than as a backroads carver.

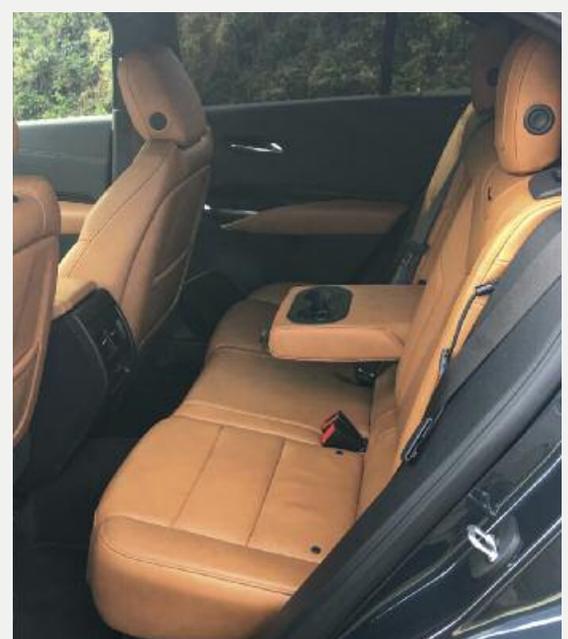


(Above) The XT4 side profile has a sturdy look.

When one opens the hood of the XT4, it is immediately obvious that this is a front-wheel drive vehicle. The silky smooth, transversely mounted, turbocharged four-cylinder engine produces 237 horsepower and 258 foot pounds of torque. The XT4's Twin-Clutch AWD system produce torque vectoring, with a front disconnect utilized to improve fuel economy when the Tour (FWD only) mode is selected. As with the BMW AWD system, in normal operation the XT4's front wheels are doing most of the work. Power is sent to the rear wheels "as needed".

I'm certain that many BMW CCA members received a mailed invitation from Cadillac to test drive the XT4 at a local Cadillac dealer. If you again receive such an invitation, please find the time to do so. These are special events meant to allow the participants to drive these vehicles without having the pressure to buy. While there may not be many "conquest" sales, all will leave very impressed with this "small" Cadillac SUV.

(Below from Left) The XT4 instrument panel has a unique integrated look. XT4 rear passengers will enjoy the room and the supportive rear seating



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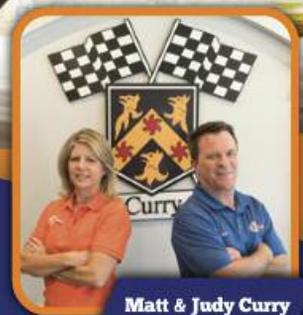
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Modified class, first place: Brian Shipman

Autocross Season Wrap-Up

By Jack Raymond | Photos by Jaclyn Heck

National Capital Chapter held its final event of the season on October 5, 2019 at Ripken Stadium in Aberdeen, MD. The morning started out a bit cold but warmed up continually throughout the day. After a fine lunch served by our event sponsor, Tier Car Care, the weather was quite nice!

Using Ripken Stadium's lot provided an opportunity to create a course that was quite different from our usual venue, Regency Furniture Stadium. Many thanks go to the creativity of our course designer, AJ Aviles, for creating a course that combined tight, technical sections along with some fast sweepers and twisties. Also a big hand for another successful season to our committee chairs, Jeremiah

Anderson (and his right-hand, Cecilia Ripley Anderson), Fraser Dachille, Chuck Pompei, and the rest of our stalwart staff: Sarah Abernathy, AJ Aviles, Kamran Bakhtian, Jerry Byrd, Jr., Andrew Caden, Adam Chelikowsky, Okas Elam, Bob Esser, Alicia Gordon, Jaclyn Heck, Cedric Hope, Joey Hutchinson, James King, Seth Koch, John Lattanzio, Jeff Noyes, Jack Raymond, Collin Smith, Phil "Flip" Yates, Jr. (and his right-hand, Jodi Delaney-Yates), and Lewis Zehmer. These events wouldn't take place without your dedicated efforts. Thanks also to our perennial sponsors, Dulles Car Concierge and RRT Racing. We appreciate your support.



PAX class, first place: Pat Gaffney



ProPax class, first place: AJ Aviles



S1 first place: Jeff Noyes



S2 first place: Rafael Garces

Congratulations to our season class trophy winners!

S1 first place: Jeff Noyes
 S2 first place: Rafael Garces
 S2 second place: Robert Hopkins
 S2 third place: David Rembold
 T1 first place: Fraser Dachille

T1 second place: Christopher Moody
 T1 third place: Alicia Gordon
 T3 first place: Collin Smith
 T3 second place: Chuck Pompei
 Modified class, first place: Brian Shipman

Modified class, second place: Jeremiah Anderson
 Modified class, third place: Joey Hutchinson
 Modified class, fourth place: Bob Hausmann
 MINI Cooper class, first place: Jack Raymond
 MINI Cooper class, second place: Jake Brown



MINI Cooper class, first place: Jack Raymond



Novice class, first place: Geoff Renaldo



T1 first place: Fraser Dachille

Novice class, first place: Geoff Renaldo
 Novice class, second place: Dave Sossamon
 Novice class, third place: Bradford Yeakle
 Novice class, fourth place: Glen Firby
 PAX class, first place: Pat Gaffney
 PAX class, second place: Mark Canerkeratne

PAX class, third place: Zachary Hancock
 PAX class, fourth place: Dean Moheet
 PAX class, fifth place: Justin Rogers
 PAX class, sixth place: Eric Core
 ProPax class, first place: AJ Aviles
 ProPax class, second place: Danny Kao

ProPax class, third place: Chris Higgins
 ProPax class, fourth place: Ricardo de Leon
 ProPax class, fifth place: Mike McKee

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The National Capital Chapter of the BMW CCA now has 4,731 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 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 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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Kevin Edwards

Scott Elmore

John-Paul Gilson

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Stephen Hunt

Rahul Kalathiya

Mark Katz

Michael Keehn

David Keene

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Help Wanted

--The National Capital Chapter is in need of a volunteer to take on its marketing responsibilities. This position provides the opportunity to interact with some of the leading businesses in the automotive sales, repair, accessory, and support industry.

Previous marketing and/or business development experience is necessary, a strong desire to interact with sponsors, and a belief in the benefits offered by the BMW Car Club of America and the National Capital Chapter in particular are a plus.

Briefly the **Chief Marketing Officer** is responsible for the following:

- Develop overall marketing, sponsorship, and communications strategies
- Identify and secure new advertisers for the chapter's newsletter, website, email, and social media outlets
- Ensure that current advertisers are properly invoiced and collected
- Work with the *der Bayerische (dB)* newsletter staff to ensure that ads are correct, timely, and current
- Marketing/sponsorship communications for all social media and membership growth activities

This position will report directly to the NCC Board of Directors and has the flexibility to build a team immediately.

If this position appeals to you and you feel that you have the skills necessary to meet the position requirements, please send your resume to Paul Seto, mail to: Paul.Seto@nccbmwcca.org, immediately to schedule an interview.

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