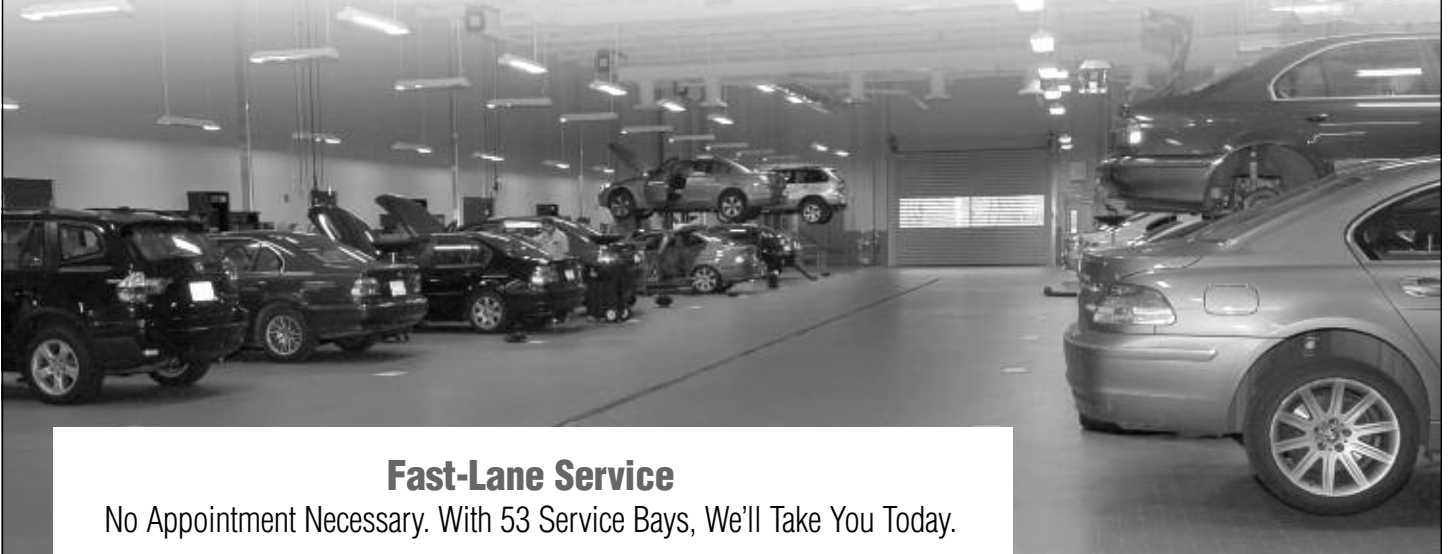


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Cover: Neil Simon and Woody Hair after properly delivering Neil's 1 M Coupe. See the article on page 10. Photo: Raine Mantysalo

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische

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



President's Message

Let's start off by welcoming the many new members that joined BMW CCA over the past few months. I met quite a few of them at ///MPact in June and their enthusiasm was infectious. Not only were they eager to join the fun, but their knowledge of BMW and its enthusiast culture was striking. That made me think of when I bought my first BMW, a fully loaded 1999 Titanium Silver E46 328i sedan. I was new to BMW after spending a few years in an Acura Integra and all I knew was that I had a cool car – it looked sporty, had classic lines, and best of all it handled like nothing else I owned before. I spent countless hours on BMW Internet forums learning as much as I could about my new car and my new lifestyle as an enthusiast. Well, more than a decade has passed and my love for everything roundel has continued to grow exponentially. My wife and I now have three BMWs in the garage and we can't imagine any other brand replacing them. In addition, we spend a lot of time going to various chapter functions and have made friendships that we know will last a lifetime.

As the Labor Day holiday gets closer, our chapter is ready to host one of the biggest events in years, our BMW Car Corral for the Baltimore Grand Prix. 200 BMWs and 400 people will make the trek to Inner Harbor for an exciting race weekend. As I write this, we will also be supported by various sponsors who helped put the corral on. Please take some time to get to know our many sponsors and what they offer. They are just as eager to provide products and services to our members and have a love for BMWs equal to our own.

Speaking of chapter events, we have already completed two driving schools at Summit Point, with one more scheduled for October. For those who haven't experienced the thrill of getting your BMW onto the track, this is your warning. It's very addictive!! I hear so much praise about our instructors and how they thoroughly explain to new students the intricacies of how to quickly maneuver around the track. Our Driving Schools are very popular, so sign up and you'll see how much fun it will be. And with members getting the best pricing in town, it's great fun at a bargain price!

In my other role as our chapter's social chairman, I get many suggestions on what we should do and where we should go. Thus, we will return to Solomon's Island again this year on a Fall weekend. Last year, more than 80 people made the drive and dine to Solomon's despite the oppressive heat, so check our website calendar on the date and details.

Lastly, I hope that you've had a good experience as a BMW CCA member and appreciate the way we always welcome new enthusiasts to our family. If you know of someone who loves BMWs but is not a member, our 2011 membership drive offers some real good incentives: an ///M school weekend at the BMW Performance Center! For every person you refer, you get one chance to win this dream prize. The more people you refer, the more chances you get. Simple, right? Well, to help win them over, new members coming in also get a chance to win an ///M School weekend in a separate drawing. Sounds like a no-brainer to me, and experiences like those are what make our family so exciting!

Paul Seto

You've got to wonder – what needs to happen before the American motoring public truly embraces anything other than a gasoline-powered car? We've already seen the price at the pump rise to more than four dollars a gallon and we didn't seem to blink. We invented the term "staycation," while Big Oil grew obese, gorging themselves on record earnings. How a company like British Petroleum can lose nearly 5 MILLION barrels of crude oil as a result of the Deepwater Horizon accident and NOT be out of business indicates the truly ridiculous level of profit these guys are making. For me – I think I may be ready. Unfortunately, I don't think I've come to the party early enough to make a difference, but I think it's still worth trying. The reason I want all of you to follow me is simple – It's TOO @#!%&* HOT!! I've been told July 2011 was the third hottest July ever. How we ever lived through two Julys even hotter than that, I have no idea, but I know darn well I don't want to go through another one. As far as making a difference, globally, the question becomes: Has that ship already sailed? Are we condemned to

live out the rest of our lives in a world that has no chance of giving us the warm, sweet summers of our youth? Will we all need to move to Canada to enjoy a livable summer, when daytime temperatures do not rival those recorded on the surface of the sun? I have no idea. Smarter people than me cannot seem to get together on that matter, and I'm not here to push anyone's agenda. We can each come to our own conclusion exactly why the Mason-Dixon Line feels more like the equator every year. But wait – it seems there may finally be another reason to consider a car that doesn't add another nickel to the already bulging pockets of ExxonMobil, Sunoco, or Shell Oil. The other reason I think I may be ready to kick my addiction to crude oil is that BMW has begun field-testing the 100% electric ActiveE, a good looking, environmentally responsible car that the company says is worthy of boldly carrying the Ultimate Driving Machine badge nimbly into the future. You can read all about it



at www.bmwusa.com, download a brochure, give the tires a virtual kick and come to your own conclusions about the utility of such a vehicle. For right now, the only folks driving the car are part of BMW's test market who only have the cars for a limited time, on loan, through some sort of modified leasing program. As a result I've been unable to find any estimates on what an ActiveE will cost when they are available to own. A fully charged ActiveE is estimated

to travel somewhere near 100 miles and the vehicle is being marketed more toward urban commuters than interstate cruisers. Still, if the pricing is anything approaching reasonable and the car delivers BMW performance, how could I resist? The idea of never buying another gallon of gas just might make even the hottest summer scorcher a little bit cooler.

Jim

The BMW ActiveE



2011 CALENDAR OF EVENTS

January

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

February

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

March

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

April

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

May

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

June

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

July

- 2-3 Tarheel Chapter @ VIR North Course (*)
- 7 NCC NoVa Social – Velocity Five, Falls Church, VA
- 9 Autocross at Regency Furniture
- 10 Karting @ Allsports Grand Prix
- 13 July Board Meeting / Social – Union Jack's, Bethesda, MD
- 14 NCC Columbia Social – Union Jack's
- 16 Summer Tour Pie Run
- 20 NCC MoCo Social – Red Rock Café
- 21-24 Pittsburgh Vintage Grand Prix
- 24 Karting @ Allsports Grand Prix
- 30 Bimmerworld Open House
- 30 NCC Autocross @ Prince George's Stadium, Bowie, MD

August

- 4 NCC NoVa Social – Velocity Five, Falls Church, VA
- 6-7 NCC Driving School (Summit Point, Main Track)
- 6 Bimmerfest Comes to the East Coast (*)
- 10 August Board Meeting & Social – Union Jack's, Bethesda, MD
- 11 NCC Columbia Social – Union Jack's
- 17 NCC MoCo Social – Red Rock Café
- 21 Karting @ Allsports Grand Prix
- 27 Autocross @ Regency Furniture
- 27-28 Tarheel Chapter @ VIR (*full course*)

September

- 1 NCC NoVa Social – Velocity Five, Falls Church
- 2-4 Baltimore Grand Prix – the NCC Car Corral is ON! (*)
- 8 NCC Columbia Social – Champps – New Location!
- 10 Shenandoah Vineyards Concours, Edinburg VA (*)
- 14 September Board Meeting / Social – location TBD
- 17 Autocross @ Old Dominion Speedway
- 17 Autoy & AutoWerke's 34th Annual Oktoberfest, Rockville, MD (*)
- 17-18 27th Annual Classics on the Green, New Kent, VA (*)
- 18 Karting @ Allsports Grand Prix
- 24 Solomon's Saturday Social – Solomon's Island, MD

October

- 1-2 NCC Driving School (Summit Point, Jefferson Circuit)
- 1-2 Tarheel Chapter @ VIR Full Course (*)
- 1 Autocross @ Regency Furniture
- 10-16 42nd Annual Oktoberfest – Birmingham, AL (*)
- 12 October Board Meeting / Social – location TBD
- 13 NCC Columbia Social – Champps – New Location!
- 15 Street Survival, Sykesville, MD
- 16 Karting @ Allsports Grand Prix
- 22 DIY @ Russel BMW, Baltimore, MD
- 22 Driving School @ BMW Performance Center, Greenville, SC *NEW DATE**
- 29 Autocross @ Old Dominion Speedway
- 30 Karting @ Allsports Grand Prix

November

- 5-6 Fall Tour, TBD
- 10 NCC Columbia Social – Champps
- 13 Karting @ Allsports Grand Prix
- 19 DIY @ Fairfax Service Center, Fairfax, VA
- 27 Karting @ Allsports Grand Prix

December

- 3 DIY @ Excluservice, Rockville, MD

(*) not a National Capital Chapter event

September 2011

NCC NoVa Social at Velocity Five

Thursday, September 1, 2011
8111 Lee Highway
Falls Church, VA 22042
703-207-9464

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

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

Baltimore Grand Prix *

Friday – Sunday September 2-4, 2011
Inner Harbor & Camden Yards
Baltimore, MD

- See more detailed information about the inaugural Baltimore Grand Prix in this issue and the club website.

NCC Columbia Social

Thursday, September 8, 2011
Champps Columbia
10300 Little Patuxent Parkway
Columbia, MD 21044
443-367-0333

We are back to an old favorite - Champps at Columbia Mall. Our Columbia meet has always our biggest and best social, and we packed the house every time!

We'll park on the top floor of the parking garage directly behind Champps; near the AMC movie theatre, Cheesecake Factory, and Nordstrom's.

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

Shenandoah Vineyards Concours (Edinburg, VA) *

Saturday, September 10, 2011
3659 South Ox Road
Edinburg, Va. 22824

The show will be on Saturday, September 10th, in conjunction with the vineyard's harvest festival. Participants need to be on grounds by 10:30. Rags down/judging will begin at 12:00. Food will be served, as well as wine. \$30 entry fee includes wine tour and glass. Each additional person in the car is \$10.00. Children are free! There will be a great band and of course trophies. Let's make this a good one!

<http://www.shentel.net/shenvine/events.htm>

NCC July Board Meeting and Social

Wednesday September 14, 2011
Hamburger Hamlet, Bethesda
10400 Old Georgetown Rd.
Bethesda, MD 20814
301-897-5350

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

Autocross at Old Dominion Speedway

Saturday, September 17, 2011
10611 Dumfries Road
Manassas, VA 20112

Located 2 miles south of Manassas on Rt. 234, across from Prince William County Fairgrounds

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

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

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

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

Auto & AutoWerke's 34th Annual Oktoberfest *

Saturday, September 17, 2011
11800 Coakley Circle
Rockville, MD
Info @ 301-770-0700

This event features a large car show, a grand cookout and a New Orleans style jazz band.

From David Toy, "as a member and supporter of the NCC since 1973, we welcome our many friends and customers to this annual tradition."

Event begins at 1 p.m. - show cars need to be in place at noon, please.

Classics on the Green *

Saturday – Sunday, September 17 - 18, 2011
New Kent Winery
8400 Old Church Road
New Kent, VA

The show and wine festival will be held on Sunday, September 18, 2011, again this year at the New Kent Winery, 8400 Old

Church Road - just off Route I-64, Exit 211 - in New Kent, Virginia. The event opens to the public at 11:00 AM and will continue until 4:00 PM (rain or shine). The fun begins on Saturday, September 17th, with a golf tournament at the Club at Viniterra (a Rees Jones championship course), driving tours, sightseeing and shopping, and a Bar-B-Q and Celebration of Vintage Wines and Wheels on Saturday evening at the New Kent Party Tent.

The featured marque for 2011 will be Austin-Healey, along with other unique Designs of Donald Healey, and a special display of Vintage Racing Cars. Joining the Healeys will be such extraordinary nameplates as: Rolls Royce, Aston Martin, Bentley, AC Bristol, MG, Ferrari, Jaguar, Lotus, Porsche, Triumph, Mini, Morris Minor, BMW, Mercedes-Benz, Saab, Volvo, Alfa Romeo, Lamborghini, Pantera, TVR and many more.

Please join us with your family and friends for the 27th Annual Classics on the Green. Advance purchase admission to the car show and wine festival is \$25.00 (advance purchase available through the COTG website). Admission for the car show only is \$10.00 for adults (children 12 and under are free). A portion of the proceeds will be donated to charity - our beneficiary again this year is the Fisher House at the McGuire Veterans Medical Center.

Karting at Allsports Grand Prix

Sunday, September 18, 2011

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

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

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

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

Solomons Saturday Social

Saturday, September 24, 2011
Solomons Island, MD

Mark your calendars! We're heading down to Solomons Island again this year for a weekend social. For those who can't make Thursday evenings, this is for you!

Please keep checking the website for more details, but we'll set up a caravan somewhere local and head down to Solomons for lunch on the water.

October 2011

Tarheel Chapter @ VIR Full Course *

Saturday & Sunday, October 1-2, 2011
Virginia International Raceway
4071 Pointer Rd (State Rt. 693)
Alton, VA 24520

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

NCC Driving School – Summit Point (Jefferson Circuit)

Saturday & Sunday, October 1-2, 2011
2026 Summit Point Rd
Summit Pt, WV 25446
304-725-8444

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come with improving skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible.

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

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

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

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

Autocross at Regency Furniture

Saturday, October 1, 2011
7900 Cedarville Rd.
Brandywine, MD 20613 (Waldorf)

Please see prior entries for details on our autocross events.

NCC NoVa Social at Velocity Five

Thursday, October 6, 2011
8111 Lee Highway
Falls Church, VA 22042
703-207-9464

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

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

42nd Annual Oktoberfest *

Monday – Sunday, October 10-16, 2011
Barber Motorsports Park
Birmingham, AL

Oktoberfest continues to be one of the premier BMW CCAs events of the year. For more information about this year's event, please visit the website at <http://www.bmwccafest.org/>

October Board Meeting and Social

Wednesday, October 12, 2011
Hamburger Hamlet, Bethesda
10400 Old Georgetown Rd.
Bethesda, MD 20814
301-897-5350

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

NCC Columbia Social

Thursday, October 13, 2011
Champps Columbia
10300 Little Patuxent Parkway
Columbia, MD 21044
443-367-0333

We are back to an old favorite - Champps at Columbia Mall. Our Columbia meet has always our biggest and best social, and we packed the house every time!

We'll park on the top floor of the parking garage directly behind Champps; near the AMC movie theatre, Cheesecake Factory, and Nordstrom's.

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

Street Survival

Saturday, October 15, 2011
Maryland DPSCS Driver Training Facility
Sykesville, MD
7:30 a.m. - 4:00 p.m.

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations. We use your own car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too. It's about more than driving - it's about living!

All Schools \$75.

See the FAQ page at: www.streetsurvival.org/frequently-asked-questions

Karting at Allsports Grand Prix

Sunday, October 16, 2011

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

DIY @ Russel BMW

Saturday, October 22, 2011
6700 Baltimore National Pike
Baltimore, MD 21228
410-744-2000

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

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 am and 9 am and typically finish at 3 pm. Lunch for the event is provided by the club.

Registration is through MotorsportReg.com

Driving School @ BMW Performance Center

New Date *

Saturday, October 22, 2011

The National Capital and Tarheel Chapters are headed back to South Carolina on October 22nd for our second 2011 ///M Club Day driving school at the BMW Performance Center.

As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day. Just show up ready to drive! The school's focus is to improve your driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

This school is a special program designed by the Performance Center staff specifically for BMW CCA chapters. It will be similar to previous ///M Club Day events, which have included instruction on proper driving position, vehicle dynamics, car-control skills, weight-transfer, oversteer/understeer and improved vision. The day is divided into morning and afternoon sessions which mix skill exercises and competitive events, including skid pad wet/dry courses, braking and handling practice, autocross and more.

We will be driving current model BMW ///M Cars for this event. Please note that the Performance Center staff continually makes changes to this program, so session contents and the cars available may vary from one school to the next.

Please see the chapter website for more details, including a schedule and convoy information!

Autocross at Old Dominion Speedway

Saturday, October 29, 2011
10611 Dumfries Road
Manassas, VA 20112

Located 2 miles south of Manassas on Rt. 234, across from Prince William County Fairgrounds

See more information about autocrosses on the previous page.

Karting at Allsports Grand Prix

Sunday, October 30, 2011

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

*** Not a National Capital Chapter event.**

Calendar of Vintage Events By Bill Williams

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



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September 2-4, 2011

The Baltimore Grand Prix Preview

By Woody Hair | Photos by John Hartge



Many of you will be attending your first professional auto races at the Baltimore Grand Prix this Labor Day weekend and hopefully this information will get to you prior to the event. As of this writing in early August, the exact line up of support races and the schedule of events has not been announced. It is known that the feature race on Saturday is a two-hour sprint for the American Le Mans Series. Sunday's race features the IZOD IndyCar Series. Both races will run rain or shine, so be prepared for anything.

The American Le Mans Series (ALMS) closely, but not exactly, follows the rules set by the organizers of the famous 24-hour French classic. The race is expected to begin at 4:30 p.m. on Saturday, so plan to be there well into the evening. There will be practice and qualifying sessions on Friday and Saturday morning. The race will be televised on a delayed basis by ABC. That is currently scheduled for 4:00 p.m. on Sunday, September 4, 2011.

The ALMS race will include five different classes. An international lineup of drivers will be there. The size of ALMS fields has shrunk dramatically since the series was founded in the late 90s. Two "spec" classes were added last year in



(Above) LMP1 cars similar to this Audi will participate in the BGP race.

an effort to increase interest. Here is a brief description of the five classes.

Le Mans Prototype 1 (LMP1) features low-slung race chassis, both open and enclosed cockpits with race engines. Race tires from any manufacturer can be used. Unfortunately, the factory teams from Peugeot and Audi only show

up for the two ALMS premier events, the March Sebring 12-Hour and the October Petit Le Mans 1,000 mile race at Road Atlanta. We could see only four cars this weekend, one powered by an Aston Martin engine and a couple

with Mazda power. Minimum weight is a hefty 1,985 pounds and the engines are limited to a maximum 575 horsepower.

Le Mans Prototype 2 (LMP2) cars are very similar to LMP1 in looks and performance, but are limited to 500hp. There were no LMP2 cars entered at the July Mosport race.

Le Mans Prototype Challenge (LMPC) is a spec class with identical ORECA Courage cars running Michelin race tires. Horsepower is about 430.

Grand Touring (GT) cars closely resemble their production counterparts, but the technology that goes into a GT car is far above what the general public could buy from the showroom. This is the largest class and typically generates the greatest amount of spectator interest. The cars weigh a minimum of 2,480 lbs and engines put out about 430 hp, which is less than the production cars in many cases, particularly the Corvettes and Ferraris. First there are the two BMW M3GTs entered by Rahal Letterman Langian Motorsports (RLL). Joey Hand and Dirk Mueller drive the #56 M3, and Bill Auberlen and Dirk Werner pilot the #55. Two bright yellow Corvette ZR1s, four Porsche 911 RSRs, four Ferrari 458 Italias, two Ford GTs, and two Jaguar XKR make up the rest of the GT field. The organizers make adjustments to horsepower and weight to equalize performance.

Tommy Milner, who grew up in Northern Virginia was one of the BMW drivers last year. When he was dropped from the team for the 2011 season he was quickly signed by the factory Corvette team.

GT Challenge (GTC) is for identical Porsche 911 GT3 Cup cars. They all run on a spec Yokohama race tire. There may be a separate Porsche GT3 Cup race and the cars are almost identical, but the ALMS GTC cars must run with a spec factory supplied damper.

The IZOD IndyCar Series is our country's premier open-wheel racing series. The famous Indianapolis 500 is part of this series and the field of drivers comes from all over the world. Some past IndyCar champions have moved into Formula 1, and conversely, some F1 drivers shifted over to IndyCars. The series runs on high-speed banked ovals such as Texas Motor Speedway, natural terrain road courses such as Mid-Ohio Sports Car Course, and temporary street circuits like the kind we will see in Baltimore.

The cars use identical Dallara chassis that are built in Italy, identical naturally aspirated Honda



V8 engines producing 650 hp, and Firestone racing tires. Firestone will provide tires in two rubber compounds and each car must run part of the race with each tire. The softer, stickier and quicker wearing alternate tire is designated with a red sidewall. Teams decide their own strategy on when to use which tire. The minimum weight of the car without driver is 1,600 lbs.

Qualifying for the Baltimore race will be carried on Versus at 6:00 p.m. Saturday, which happens to be during the ALMS race.

Sunday's IndyCar race is live on Versus at 2:00 p.m.

The better known teams and drivers include Penske Racing with Helio Castroneves, Will Power, and Ryan Briscoe; Target Chip Ganassi Racing with Scott Dixon and Dario Franchitti; Andretti Autosport with Marco Andretti, Mike Conway, Ryan Hunter-Reay, and perhaps the only household name in the series, Danica Patrick. There are three other women in the series – Ana Beatrice from Brazil, Simona de Silvestro from Switzerland, and

England's Pippa Mann, who drives for Bobby Rahal's RLL team in a part-time role. Rahal's son Graham drives for a junior Ganassi team.

You can read a lot more about the ALMS at americanlemons.com, and the IZOD IndyCars at indycar.com.

*(Opposite page top and below)
The GT class winner #90, Rahal Letterman M3, battling in the 2010 ALMS Race at Road America.*



Text and photos by Woody Hair



A 1 Series M Coupe Gets Delivered Properly



In late July, I had the opportunity to fly to Atlanta with Neil Simon for the delivery of his new 1 Series M Coupe, more commonly known as the 1 M. For those of you that have

been living under a rock the last year, this car is a significant upgrade of the already great 135i. The suspension, brakes, limited-slip differential, and 19-inch wheels come from the

Competition Package E90 M3. The engine is the 335-horsepower version of the N54 3-liter, twin-turbo six cylinder. It's a real torque monster with 332 lb-ft at only 1,500 rpm and

a short-term overboost feature that reaches 370 lb-ft. The 1 M's body features some aggressive-looking fender flares, and a number of vents in the front air dam and rear fenders. There are only three color choices: black, white and a metallic Valencia Orange.

Washington, D.C. area dealers had more orders than allocations when Neil decided to take the plunge. This model will only be produced



during the 2011 calendar year and in very limited numbers. Estimates of total US deliveries range from 800 to 1,000. A dealer in California was asking a \$40,000 mark up on a 1 M. The base price is \$47,000. Neil was able to find a dealer near Atlanta that could provide a summer delivery. He ordered his in white with minimal options – Sirius radio, heated seats, and USB/iPod adapter. In addition to being lighter, the standard seats with manual adjustments can be positioned significantly lower.

Neil completed all of the paperwork via FedEx before our trip. The sales rep picked us up at the airport. After we declined his offer of lunch, an aquarium visit, and a tour of the Coca Cola Museum, we realized he made these suggestions in jest, knowing Neil was anxious to see his new baby. The actual delivery was quick and smooth, so we were on the road back north shortly after noon.

I had first seen a live 1 M at the Daytona 24-Hour where it served as the pace-car all weekend. In early July the BMW Performance Center provided a 1 M and one of their



(Above) Neil with Customer Advisor Steve Maguire. Funny story by Woody: Steve said to Neil, "I'll show you how to connect your iPod." Neil turned to me and whispered loudly so Steve to see and hear, "I don't own an iPod." I loudly whispered back, "Neither do I." (Below) The car uses premium fuel and averaged just over 20 mpg on the trip.

instructors to give demo rides at the Tarheel Chapter's driving school at VIR. I was lucky enough to get a fast ride for three laps. When Neil turned the key, or whatever they call that big plastic thing, over to me after a lunch stop, it was my first opportunity to drive the 1 M. Neil had never driven a 1 Series of any variety as a matter of fact. I remember him saying back when this car was just a rumor that this could be his first new car purchase in 27 years.

The car comes with a thick 1 Series owner's manual and a thin 1 M supplement. The supplement says normal oil temperatures can range from 210 to (gulp) 300 degrees Fahrenheit! There is a small section about track driving, with two recommendations before such activity: (1) take a BMW performance driving course, and (2) have the car checked by a BMW dealer. It is comforting to know BMW acknowledges the owners of this car will be taking them to the track. Mitsubishi owners should take heed. It does say that the 1 M was not designed for competition events. The supplement has several instances where the translator failed to change the German articles *der* and *die* to the English *the*. And the sales rep told us there is one place where the manual refers to the

1 M as having a V8 engine.

We knew we wanted to shun the Interstates on our way home. Scott Meyer of the Tarheel Chapter recommended a route that took us north on South Carolina route 11. Even though the road was fairly straight, we were into some significant mountains. As soon as our route turned north on US 276 we started a 2,000 ft climb up Cedar Mountain. Using 2nd and 3rd gears, I thought I was maintaining a good pace. I had to make a couple of illegal passes to get past some slow moving tourists. Neil started chiding me for going too slow. Near Caesar's Head State Park I reluctantly stopped so Neil could take over. Going down the other side of Cedar Mountain he had me using the faux brake pedal in the passenger foot well on more than one occasion. But we survived and were now in North Carolina. Our first town of any size was Brevard, Scott's residence. He did not answer the phone, so we kept going. The town itself was lovely, even at speed. It seemed to be a cultural and recreation center with some beautiful old houses.

Leaving Brevard, we climbed 2,500 feet north on 276 to the Blue Ridge Parkway. This was another terrific section of road through the Pisgah National Forest. We were

traveling alongside a large stream that contained Looking Glass Falls with a wide 60-ft. drop. I have since read that another falls near the road, Sliding Rock, provides a long natural slide for swimmers and the Forest Service actually provides life-guards during the summer months. When we reached the Blue Ridge Parkway we were up more than 5,000 ft. and could see nearby peaks that easily topped 6,000. As we headed north toward Asheville on the BRP, the road went through ten or so tunnels. Unfortunately, a recent storm left heavy clouds and reduced our visibility of the surrounding mountains.

On a friend's tip, we stopped in downtown Asheville for pizza and beers at Barley's Tap Room. It had about 30 taps with a big variety of good beers. Some IPAs, even from Colorado, were a bargain at just \$3.25. Downtown Asheville was cool, reminding me of Clarendon about 10 years ago. We left there about 8 p.m. and took I-26 north to Johnson City, Tennessee. Yes, it was an Interstate, but it ran through some wild looking mountains. We got a room near Johnson City hoping to catch the replay of the last mountain stage of the Tour de France, but their 75-channel system did not include Versus.

A fairly early start on Saturday had us on US 421 in the Cherokee

National Forest, east of Bristol. A website says we negotiated 489 curves and switchbacks, while crossing three mountains on the way to Mountain City. It is another outstanding road. A country store near the mid-point crossroad of Shady Valley promotes this road as "The Snake." YouTube has lots of videos, most involving motorcycles. Thankfully we were on it early enough to avoid Saturday crowds. From Mountain City we went north on Route 91 to Damascus, Virginia. It was yet another driving enthusiasts' road. Damascus caters to bicyclists and hikers with half a dozen outfitters. Shuttle service to the 34-mile long Virginia Creeper rail-to-trail is extremely popular on weekends. US 58 east from Damascus twists and turns for 59 miles to Independence. We continued on to a farm near Willis, Virginia in Floyd County where friends fed us lunch and showed us the progress on a 2002 restoration project. From Willis we took Route 750 (Alum Ridge Road) west to where it connects with Route 8. Normally I consider this 20-miler the highlight of my 300-mile drive to the farm. At Christiansburg we headed north on I-81 for 91 scenic, but comparatively boring, miles. Exit 205 east put us on Route 56 at Steele's Tavern. The climb is only 1,300 feet but the many twists and





(Above) Woody and Neil enjoying views of the countryside...and the 1 M.

turns on the way to the Tye River Gap make it seem like more than that. The descent down the east side of the Blue Ridge goes past Crabtree Falls (at 1,380 feet in several cascades) is the highest east of the Mississippi.

We made a final stop at the Devils Backbone Brewery on Route 151 near Wintergreen for a beer and some crab chowder. Both are excellent, and the facility resembles a large Rocky Mountain ski lodge. Near Crozet we picked up Route 810 north to Standardsville. Not only does this bypass the many traffic lights north of Charlottesville, but is a wonderful driving road in its own right.

During the entire 800-mile drive from Atlanta we made every effort to vary our speed, keep rpms below 5,500, and avoid full throttle. The twisty mountain roads were

perfect for 2nd and 3rd gears. I thought the handling was very neutral in almost all situations, and the ride was perfect for someone familiar with all manner of roads. We ran with the M Dynamic Mode engaged most of the time. Overheating was never an issue. There is no water temperature gauge on the dash, but the oil temps barely budged above 250 F on the aggressive hill climbs. I had driven an E92 M3 for ten days on the One Lap of America. The roads this weekend were totally different, but the gobbs of torque available at low rpms make this the car of choice for mountain driving. High speed cruising? I'd take the M3. BMW's ad writers and the enthusiast magazines have compared the 1 M to the E30 M3. I drove that M3 for 12 years, and in my opinion the 1 M is without question better in every way.

Thanks for this opportunity Neil. It was a blast.



1 M Driving Impressions

The 1 M will be replacing both my track-oriented but street-legal 1999 M Coupe (currently for sale) and my somewhat worn 1998 318ti daily driver (sold). The first 1,200 miles suggest that it has the versatility to perform its dual-purpose role very well.

The suspension is firm but not harsh and provides a good compromise for a street car that will be driven at HPDEs and time trials. A little understeer here and a little oversteer there – altogether pretty neutral and very tossable. It has a ton of grip, loads of torque and can be easily steered with the throttle. Fortunately, the 1 M has good steering feel and terrific brakes.

It needs only some track pads and upgraded brake fluid to be ready for the track. And, without a doubt, it would be an absolute beast with just a bit of suspension work, a track alignment, a set of R-compound tires, and a track seat with proper harnesses.

The estimable Woody Hair and I celebrated completion of its 1,200

break-in period by co-driving it in the National Road Autosports "Speed Week" autocross in Cumberland, Maryland. The car had an auspicious maiden outing as it finished first in A Stock! Of course, since it was the only car entered in the class, it also finished in both the top and bottom-most two places.

Gripes? Only a few and none of them significant. It has a clutch delay valve, which can be easily removed, the exhaust note is nothing special, and it has neither an oil pressure or water temperature gauge. The autocross revealed that it also has a bit of understeer, but I suspect it can be dialed-out with a bit more camber in front. And while the owner's manual doesn't include critical information like oil capacity, it does reference the car's "high-performance V8." Perhaps that's how "inline-6" translates from German. Stay tuned as Woody and I will be driving it in next year's Cannonball One Lap of America. Can't wait!

– Neil



BMW's That You Can Get in Europe, But Not Here (Yet)

Text and photos by James Chew

Our esteemed *Roundel* editor should rename the Letters section of the *Fall Roundel* issues to "Have Some Cheese with These Whines." It seems that the letters section are dominated by whining letters from BMW CCA members that were in Europe during the summer and saw a number of BMWs that were available in Europe, but not the United States. They then proceed to berate BMW NA leadership for not bringing over products that would be "sure winners."

Having followed and been part of the North American auto industry for more than 20 years, my observation is that BMW NA leadership is among the savviest in the auto industry. From "Never nervous Tom Purves" to Jim O'Donnell, the BMW NA leadership

has managed to balance the need to develop products that appeal to North Americans in an environment where German arrogance can lead to market disasters. The brief

Daimler ownership of Chrysler showed how quickly German arrogance can destroy a thriving car company. Rather, Purves and O'Donnell are presiding over the



(Top and Above) With its oversized doors and large cargo area, the low-slung X1, built on the 1 Series chassis, has been such a hot seller in Europe that its introduction here had to be delayed.

benchmark North American performance luxury brand. The fact that Mr. O'Donnell acknowledges that both the 550 GT and the X6 were mistakes speaks volumes for his honesty and frankness. And while the 1 Series is the true re-incarnation of the 2002, the monthly sales figures show that the market the 2002 created has passed it by.

But, as a BMW enthusiast, it's always fun to see new and non-North American BMWs carving up their native continent. Our family was on a Disney Mediterranean cruise this summer, with stops in Barcelona, Malta, Palermo, Florence, Naples, Rome, Corsica, Villefranche, and Nice. We saw a number of "Europe only" BMWs that I thought would be of interest to our readers. So here goes...

Right-Hand Drive BMWs

Outside of a movie set, these vehicles will never make it to the U.S. It was fun to see them on Malta, which was once a British colony. This particular 5 Series was owned by a local shopkeeper who surprised me by remotely opening his vehicle while I was photographing it. Chatting with him, he informed me that he is a retired CIA field agent and was now working in his son's shop in Malta. He told me how much he loved his 5 Series and while he was a "little too old" for much spirited driving, he loved driving his vehicle around the island roads. I was surprised to see how integrated the right-hand drive interior looked. In fact, for most North American BMW enthusiasts, it would take some time to realize that there was something different with the right-hand drive BMWs.

The 1 Series Five-Door Hatchback

When I first saw this vehicle four years ago, I wondered why BMW

wanted to pursue the VW GTI market. It is an attractive vehicle and we saw a number of them throughout the European cities we visited. For Europe, its size makes it an ideal city car, its chassis



makes it an ideal autobahn cruiser, and its design and refinement make it a true BMW.

Some of my fellow BMW CCA members point to Audi's A3 as proof that BMW should bring over the 1 Series hatchback. However,

they neglected the fact that the price point of the A4 and A6 have significantly increased, giving them room to offer the A3. In addition, Audi is on a mission to beat BMW in terms of sales, so

they'll throw anything at our market if they think it will help them gain incremental sales and achieve their goal.

That fact that BMW has not brought the 1 Series hatchback over to the United States proves

that they learned their lesson from the ill-fated 318ti. With short-term 3 Series lease offers ranging from \$199 to \$328 a month, it's hard to imagine how a 1 Series hatchback could be competitively priced in the U.S. market without damaging the BMW brand equity. There is no doubt that the 1 Series five-door hatchback is a BMW – it's just not the type of BMW that has mass appeal in the U.S. market.

Diesel-Powered BMW Cars

Back when premium gasoline was approaching \$5.00 a gallon, I was surprised that BMW didn't decide to offer diesel versions of all their vehicles. The fuel economy virtues of diesel are well known and the

(Left) Yes, a BMW taxi. It is very common to see a BMW and Mercedes-Benz cab. They seem to last forever. (Below) A perfect fit for the narrow streets of many European cities, don't expect the 1 Series five-door hatchback to find a comfortable home in North America.





BMW diesels are among the cleanest on the market. Our past reviews of the 335d as well as the X5d left us quite impressed with these vehicles.

However, our past reviews also

revealed the reasons why the diesel-powered BMW have not had the appeal in the market that BMW had hoped. First, the price premium for a BMW diesel-powered vehicle is steep. We kept

our low mileage 2007 X5 after it came off lease rather than lease a new BMW X5 diesel simply because we didn't think the value was there. Second, diesel fuel is actually priced HIGHER

(Above) Faced with the comfort of a nicely appointed 5 Series, does it really matter where you put the steering wheel? (Below) An E-class Mercedes is showing some 5 Series design clues.





on the West coast that premium octane unleaded gasoline, significantly reducing the appeal for most BMW owners.

But in Europe, the diesel-powered BMWs make a lot of sense. I suspect that we'll see the North American diesel versions of the 3 Series and the X5 fade out when the new i-series is launched. If you want one, you should start looking at the CPO lots in two years!

The X1

When I was chatting with my friends at BMW NA about the "Europe only" BMWs I saw during my trip, I stated that the X1 really made a lot of sense for the North American market. About the same size as the Volvo XC60, the X1 makes perfect sense as an American suburban vehicle.

Lower and smaller than the past and current X3, the X1 proportions are very pleasing to

the eye. The four large doors make it the perfect carpool vehicle while the large cargo area makes it much handier for the weekly Costco and occasional Home Depot/Lowes runs. I suspected that women will favor the X1 over men – and I observed the same while I was in Europe.

The interior does not have the "designed by IKEA" look that decreased the appeal of the original X3; rather it has the refined, upscale

design featured in the X5 and current X3. If positioned and priced correctly the X1 would have mass appeal in the North American market. And we'll have a chance to see if I'm correct – the X1 will be available in the North America early in 2012. This may be our next BMW!

Other Observations

It's always fun to see the European brand vehicles in their native market. While positioned as performance luxury brands in North America, they are the "Fords, Chevys and Dodges" of the European market. I can say that BMW is still the design leader – having photographed a new 5 Series next to a new E-class shows that Mercedes is poaching some BMW designers to increase the appeal of their products. Perhaps when we return to Europe in a few years, we'll have a chance to see how well the i-series is doing over there!



(Top) The E46 diesels never made it here, nor did the X3 with its two available diesel engines. (Left) A selection of both gasoline and diesel engines in various sizes is available to meet your basic vehicle size and comfort requirements.

Traditions

BY Jim Miner

PHOTOS Jim Miner

Reconnecting with an Old Friend

The phone call

Just after the first of the year, a call came into my phone from a name I didn't recognize. Normally, I just let those go to voice mail, but since it seemed to be a local number, I picked up and was very glad I did. The caller wanted to know if I had ever owned a 2002 tii.

After answering in the affirmative, I asked what this was about. The caller, Mark Bryant, said that he had Googled the VIN number of the car he just bought and found my name and phone number. More specifically, what he found in the Google search results was the 10-year-old classified ad I had placed in *dB* when I was trying to sell the car!

Mark told me that the person who sold him the car was

really trying to sell a 2002, and giving away a tii he was using as a parts car. Mark wasn't interested in buying the 2002, but negotiated to buy the parts car for \$750. When I asked about the condition, he warned me that I would not be happy if I saw the car. I had surmised as much, given that it sold for \$5,500 just ten years earlier. Apparently it had been sitting out in a field in Stafford County,

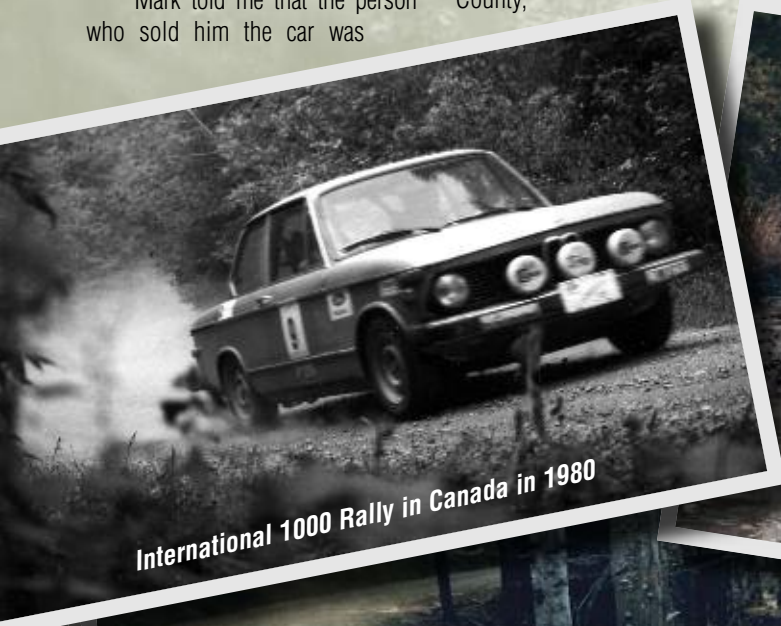
Virginia, rusting away (not that it was totally rust-free when I sold it!) for some unknown number of years.

Mark asked if I would be interested in a visit and of course I jumped at the chance to see my old car again. I had been hoping over the last few years that I would run into the car at some local event. Of the many BMWs I've owned, it was always my favorite. It turned out that Mark lived in Pasadena,

Maryland, only about 20 minutes away. We planned it for the following weekend when he said some team members would be there. Team members, I wondered? Oh yes, the reason for the purchase, and particularly for the low price, was that my old Tii was about to become a LeMons race car!

Some history

I bought the car new in 1974 from East-West Lincoln Mercury, who for some strange



International 1000 Rally in Canada in 1980



At a rally in the NJ Pine Barrens



International 1000 Rally in NY in the late 80s

reason decided to try establishing themselves as a BMW dealership. When I bought it, they apologized for only being able to take \$1,000 off the sticker price (other dealers weren't taking anything off sticker). I guess they were just so used to taking off large amounts from the prices of the American cars. They just never understood BMWs and after one visit to their service depart-

ment, I never went back. They were out of the BMW business in a couple of years. Within two weeks, while finishing up the “break-in” period, I was headed up to New York to run the International 1000 Rally, consisting of two days in New York and three days in Canada, mostly on dirt roads. The tii and I never looked back!

I took the car on more than a dozen International 1000 Rallies, at least 20 Bob Ridges Memorial rallies (two-day events in the hills and valleys of West Virginia and Virginia) as a rally master and checker, and approximately 30 events in the Northeast Performance Rally Series. That car just loved to go fast on dirt! There were also hundreds of regional and national Time/Speed/Distance (TSD) rallies on the back roads in the Washington/Baltimore area as well as up and down the east coast. Then in 1979, I decided that since performance rallying was so much fun, I’d try Pro Rallying, which is essentially racing on closed forest roads that you’ve never seen before, at night. I put a roll bar in the car, some competition belts and convinced a couple of friends to serve as crew and off we went to the forests of Pennsylvania to race. The tii and I both loved it. But it was also my daily driver and when SCCA made the jump from roll bars to roll cages, I decided that was a little more of a conversion than I wanted to undertake. It was about that time that I discovered BMW driving schools. I even showed up at a Summit Point Sunday school with a skid plate and three monster Cibies still on the car after completing a day/evening performance rally in PA on Saturday. The tii performed well but I noted the handling was quite different with the skid plate attached, acting sort of like a low mounted stress bar. I continued to use the car for driving schools until shortly before it was sold. I never got into autocrossing with the car, except for the occasional Oktoberfest event at various locations in the Northeast.

The visit

On a cold Saturday in January, I found my way up to Mark’s garage in Pasadena (and quite a garage it is, with lots of space and far more tools than I would be capable of using). Shortly after arriving, two of Mark’s LeMons team members, Grice

were already gone, including a nice set of Panasport-style wheels, the Recaro seats (replaced by an ugly set of original blue seats), an upgraded steering wheel and even the roll bar (which toward the end of its life wasn’t really functional). But I had to laugh at a couple of things

said that he assumed that it really was 171K and the group was quite surprised when I revealed that it was actually 371K!

I had brought along 60 or so photos showing the history of the car in various events over the 27 years I had owned it. We sat around Mark’s kitchen table and went through the pictures and, of course, each had an associated story. I think they came away with a sense that maybe this was a car that should be kept going.

Where to now?

They had a long road ahead of them in trying to get the car ready for a LeMons race sometime in the spring. I think they quickly abandoned hope of getting the car to NJ in April and started planning for Summit Point in June. They seemed dedicated to doing a thorough job of tearing the car apart, examining every piece, and fixing/reconditioning/improving what needed to be fixed. This will not just be a one-shot race vehicle. The story of what they are finding as they work on the car is a fascinating one and I hope they detail it for a future issue. It’s great to see them enjoying the process of bring the car back to a winning condition. And I’m thrilled that my old tii is going to have another – hopefully long – life!

Continued on page 22.



(Above) The reconstructed tii at Summit Point this June. (Below) The car just prior to its sale in 2001.

Mulligan and Jay Swift drove up. Mark had left the tii outside so I could see it in full daylight and he was right, it was a sad sight. The first thing that jumped out at me was that all horizontal paint surfaces were shot, which I guess you would expect from almost 10 years of no wax and being left out in the elements. Then as I got closer, I started to see why it was called a parts car – many of the good parts

that still remained – my BMWCCA/SCCA/WRC stickers were all right there on the rear side window (and were somehow used as a selling point for the car) as was my very faded “This End Up” label, attached to the rain gutter. Everything in the engine compartment appeared as I remembered it. Mark asked about the odometer reading which was showing 71K miles (remember back then there were only 5 digits). He



Is it the Destination or the Journey?

By Bill Williams

Is it the destination or the journey? We often have fun debating that question. The answer will typically depend on who you ask and the particulars of both their journey and their destination. Well, this destination – The Vintage in Old Town Salem, North Carolina over Memorial Day weekend – was one of the top destinations for BMW vintage car owners. And getting there – the journey – while uneventful, ho-hum, mundane, or just plain normal for some, was a much different story for others. One did not make it, one almost did not make it, another made it in dramatic form, and one made it there with a necessary adjustment to enjoy the Vintage.

Clay Weiland

Clay followed the Ivy Street Red Car Gang time-honored tradition of endeavoring to perform a major drive train modification right before a major event and replacing the road-testing and shakedown runs with a really long road trip. The drive train modification planned for completion before Vintage 2011 began as an M42 engine and transmission swap and crept to include a full rebuild of the front suspension, steering and the replacement of the entire rear suspension as well. With a lot of help from Dudley Williams, Clay predictably, finished the swap and had the 1600 running on the eve of the road trip to Vintage. Not to worry, right?

Setting out the next morning, Clay was reasonably sure he would make The Vintage, or so he told his fiancée, Dana, who was along for the ride. After about thirty miles, the temperature gauge began to creep up the dial. After several stops to cool the little beast, the 1600 found itself in a parking lot in Warrenton, Virginia, only forty miles from the starting point too hot to continue. But oh it tried! The nasty culprit turned out to be a combination of a bad thermostat, a broken water pump and unfamiliarity with the bleeding procedure for the E30 engine. Steve Peterson of www.blunttech.com saved the weekend from total disaster by shipping the new parts to the hotel

in Warrenton overnight so the little beast could return home with stories and memories for Clay and Dana.

Overall, Clay wasn't too upset he wasn't able to make it to Vintage 2011; the previous year, Dudley, Jay, Dan, Grice and many more all selflessly helped Clay throw his 1600 together so that he could make it to Vintage 2010 in grand style. This year, they all made it to the Vintage to see for themselves what a great event it is.

Marc Caden

Marc and Stephanie Caden agreed to celebrate their anniversary with a trip to The Vintage in their trusty "Horst." As they were passing through Rocky

*On a road to The 2011 Vintage.
Photo by John Hartge.*

Mount, Virginia, the scene turned surreal. Not long before they reached Rocky Mount, a tornado passed through, devastating trees, utilities and homes. As they were taking in the damage, Horst just quit. Able to get the car off to the side of the road and into a very narrow strip of break down lane, Marc opened the hood as another raging downpour began. Tractor-trailers began honking their horns at him and the car shook each time one roared by. His poor wife, Stephanie was in the car patiently waiting and concerned that Marc would set out the appropriate safety triangles. This is not quite the way she thought their wedding anniversary trip would begin.

Realizing the car was not getting fuel; he called some friends that had already arrived at the Vintage in Old Town Salem for suggestions to fix ailing Horst. Having already replaced the fuel filter he listened to the many suggestions flying into him over his cell phone as the other cell phone was passed from expert to expert. Borrowing a gas can and gas from a nearby neighbor, he poured some gas into the carburetor. Marc was able to get the car to fire and run. He stopped at the next town that had power and bought his own gas can and a bit of gas. Good thing. Three more times in the remaining two hour drive, Marc had to coax the car back to life by adding fuel to the carburetor.

Suspecting a faulty fuel pump, the experts at the Hawthorne Inn, the host hotel for the Vintage, had no fewer than three pumps ready for Marc to install. Picking his favorite, Marc installed a new pump and thought all was well as Horst started without issue. But when all others were leaving the show on Saturday in Old Town Salem, Horst just thought he would stay a while longer. Marc called the experts, Stephanie walked to the hotel.

The experts arrived in force at stranded Horst; Stephanie arrived at the hotel by the scenic route. Horst

was parked right in front of the home of one of the trustees who was instrumental in approving the event to be held in Old Town. This was the town's first car event. In the conversation of broken cars and thanking him for allowing the event to be held, Mr. Trustee revealed the issue the town struggled with most before approving the event. How would the women be dressed? He and the other trustees had visions how women would be dressed or better stated, undressed, like at some of the tuner shows. Trustees for Old Town Salem, North Carolina, familiar with scantily clad women at tuner shows? That makes one wonder what they read behind those gated walls and in those trellised gardens. But that's another story for another time – back to Horst. Now the hoard of experts were laying hands on Horst's carburetor, return bypass valves and fuel lines in the trunk. The scene resembled an operating room during open-heart surgery. But whatever was done in the trunk to aged fuel connections and to the bypass/return valve fixed the issue. Horst fired again. This time, he performed as his old

dependable self all the way home.

Grice Mulligan

In early January, Grice used Google Maps and Google Earth to plot a very twisty route from Arlington, Virginia, to Winston-Salem, North Carolina, with a plan to take his 2002 on a 500+ mile joy ride en route to the Vintage. When he plotted the course, he noted that two sections of the route seemed a bit sketchy, consisting of what appeared to be tertiary roads of unknown quality. But these sections, which were each about 30 miles in length, were too temptingly twisty, and if he could successfully traverse them, he would arrive at a secondary road that featured an amazing succession of switchbacks and mountain passes. Jay Swift agreed to accompany Grice on the trip, and they took turns driving and navigating, using their phones' navigation applications to keep them on course.

Scientist and philosopher Alfred Korzybski posited that "A map is not the territory it represents, but if correct, it has a similar structure to the territory, which accounts for its

usefulness." The validity of this statement was made abundantly clear to Jay and Grice as they twisted their way through West Virginia. A road that appeared a bit sketchy on Google Maps turned out to be a heavily crowned, single lane tarmac road, which turned into a rutted-out logging road, and eventually led to a coal mining road. This was not the best territory for a lowered 2002 with absurdly stiff springs, but it was certainly entertaining, and Jay and Grice did their best to maintain a brisk pace. Alas, their pace turned out to be a bit too much for the passenger's inner tie rod end, which died when Grice took them over a railroad crossing in what could be viewed as a failed attempt to recreate the flying Ferrari

(Below) Not many "adjustments" have this many people around to assist. Bill Riblett, Daniel Shor, Frank Greppo and Robert Cruz help Marshall Lytle and Jim Gerock replace a missing alternator bolt during the TSD fun run at the Vintage. The high-tech laptop on the roof helped determine the correct bolt size.



scene in “Ferris Bueller’s Day Off.” The steering was suddenly erratic and clunky, and Grice parked the car so they could assess the situation. As soon as they discerned the damage was limited to the tie rod end, Grice called Steve Petersen at Blunt Tech Industries in Minnesota to order a replacement, explaining to Steve that he needed the part to arrive at our hotel the next morning so that Jay and Grice could participate in the Vintage rally event. They weren’t certain how they were going to get to the hotel, but they were certain they would need a tie rod end when they got there. They eventually cut some safety wire from the front suspension, used it to “pit-fix” the tie rod end, and nursed the car the remaining 150 miles to Winston-Salem at a subdued 80 mph.

By 9:30 the next morning, Jay and Grice had rented a ball joint tool from the local Auto Zone and

prepped the car for the swap in the hotel parking lot. The replacement part arrived while they were removing the broken part, and the swap was complete 15 minutes later, leaving them about five minutes to change out of their pit crew clothes prior to their scheduled departure time. Thanks to Blunt, and to an amazing amount of encouragement from the other attendees at the Vintage, they not only succeeded in entering the rally event, they earned an honorable mention for being the only team to arrive early at every stage of the rally.

Admiral Marshall Lytle

After six months of work, the trip to the Vintage was the shakedown trip for the Admiral’s “M2.” The Admiral actually didn’t finish the installation of the S14 engine, swapped from an 88 M3, into his 1975 2002 until the day before heading to North

Carolina. Everything worked – for 350 miles that is. Instead of entering the official TSD rally designed and lorded over by David Roach and Mike Leeper, Marshall, Jim Gerock, Bill Williams, Bill Riblett, Frank Greppo and Robert Cruz took their own tour through the back roads on Friday on the way to the rally lunch. After a spirited drive through some twisties, the S14 started making some mighty nasty banging noises. Uh oh. The entourage pulled into the driveway of a southern mansion to diagnose the issue. After some burned hands, heads bumping into each other, as everyone had to take a look, it turned out the bolt holding the alternator bracket to the engine block had ejected itself. Not to worry, Bill Williams and Jim Gerock had some spare bolts, tools appeared from several cars, connections were made to Steve Peterson of Blunt Tech for

parts and REALOEM.com for bolt size. The mansion’s hound even came down to supervise the effort. Forty-five minutes later, we were back on the road for some wonderful driving. There is safety traveling in packs!

The trip home proved uneventful, though hot. The newfound power was impressive and as a bonus, Marshall’s car turned in the “best of convoy” 31 MPG. Who would have thought an M2 would be an economy car?

So for those who had an uneventful journey, we rely on the destination to provide memories. And those whose journey was storied, memories of a lifetime and fodder for next year’s parking lot are well in hand. After all, what’s life without at least a few of those stories and all the memories they produce?

Continued from page 19.

Reconnecting with an Old Friend: Part 2

By Grice Mulligan



(Left) Mark Bryant checking the view from the inside of the grill of his LeMons race car.

Follow-up from the Ivy Street Red Car Gang

As Jim noted above, the tii was in pretty bad shape when Mark bought it. The team spent nearly six months getting the car ready for the 24 Hours of LeMons race at Summit Point. In all, roughly 1,500 hours went into the

effort: researching solutions to issues that were found with the car (e.g., how does a Kugelfischer mechanical fuel injection pump work, and how would one get it working after nearly 10 years of disuse?); buying and trading for used parts on the BMW2002FAQ.com forum; getting

help from local tii gurus including Bill Williams, K.C. Donahue and Jim Gerock; numerous visits to local junkyards to scavenge a radiator from a late 80’s Camaro, 320i hubs and brakes, and a supercharger from a mid-engine minivan (don’t ask, don’t tell applies to their plan to integrate it with the Kugelfischer); several thousand miles of commuting back and forth between Arlington, Virginia, Washington, D.C. and Glen Burnie, Maryland; cleaning, restoring, rehabbing, fabricating, and painting every part of the car. The efforts consumed nearly every weekend from early January to mid June, including every night until 3 a.m. or later for the final two weeks leading up to the race at Summit Point. Last you think that the efforts weren’t worthwhile, the team won a trophy in its first race! Well, perhaps “race” isn’t the most appropriate term, given that less than four minutes

were spent on the track and zero laps were “officially” turned, but the team did earn the coveted “I got screwed” trophy, which the LeMons organizers award to the team that expends the most effort at the track while achieving the least results. The trophy now sits perched high on the wall in Mark’s garage, overseeing the team’s continued efforts to keep Jim’s old friend alive. With a bit of suspension tweaking and some adjustments to the electrical system and brakes, the car should be a serious contender at the team’s next event: the 24 Hours of LeMons at Charlotte Motor Speedway on September 24-25.

Hilton Head Island 10th Motoring Festival and Concours d'Elegance



BMW SELECTED AS THE FEATURED MARQUE FOR THE 10th HILTON HEAD ISLAND MOTORING FESTIVAL & CONCOURS D'ELEGANCE

Beginning with The Savannah Speed Classic, October 28 – 30 at the Grand Prize of America Track at the Westin Savannah Harbor Resort, BMW will participate in the event's Inaugural Car Club Challenge. Up to 60 spaces are available for BMW Car Club of America racers to compete against the likes of Porsche and Ferrari. Participants must meet eligibility requirements as determined by the Motoring Festival's race partner, Historic Sports car Racing (HSR), Ltd.

Additionally, the BMW Performance Center and other manufacturers will feature hot laps in street cars as well as race cars. Hot laps are available for purchase on-site at the event.

Featuring German marques this year, the Car Club Jamboree will have 15 of the finest BMW representatives from the BMW Car Club of America on display at the Coastal Discovery Museum at Honey Horn on Hilton Head Island, Saturday, November 5.

Celebrating the design and engineering of BMW, the Concours d'Elegance at the Coastal Discovery Museum at Honey Horn on Hilton Head Island, Sunday, November 6, will feature four distinct classes: BMW Pre-WWII; BMW Post-WWII; BMW Race Cars and BMW Motorcycles. Four cars from the National Capital Chapter have been invited to participate. Lothar Schuettler will display his 1937 328 Roadster in the pre-war class and his 1956 502 Cabriolet in the post-war class. Also in the post-war class is Larry Bell's 1958 Isetta 300 along with Bill and Ruth Williams' 1972 2000ti.

Running concurrently with the Car Club Jamboree and the Concours d'Elegance, the Motoring Midway at the Coastal Discovery Museum at Honey Horn on Hilton Head Island, Saturday and Sunday, November 5 & 6, will feature several rare and exciting BMW displays including the R7, the Art Bike in addition to the following.

Nettesheim Museum: Peter Nettesheim, museum founder, is scheduled to display a selection from his personal collection of vintage BMW motorcycles and memorabilia. The exhibit will feature his 1923 Model BMW R32, BMW's first motorcycle. This particular bike, the oldest known BMW vehicle in existence, will lead a lineup of milestone BMW motorcycles.

Life in the Fast Lane: As part of this year's *Life* exhibit, a new tradition at the Hilton Head Island Motoring Festival, a special display of manufacturer-based tuned specialty vehicles, including BMW representatives such as a 323 Schnitzer Turbo.

The BMW Group, a founding sponsor of the Festival, will also participate and feature all of the BMW Group brands, including BMW, MINI, Rolls-Royce Motor Cars as well as BMW Motorrad. As part of their involvement, the BMW Group will exhibit 'BMW Legacy Cars' at the event's front entrance on Hilton Head Island with a combination of museum and personally owned vehicles to include a BMW 507, BMW M1 and BMW 2002 ti. Other BMW Group activities will include new vehicle displays, customer ride and drive opportunities and a celebration of BMW's rich motorsports history with a display of vintage race vehicles.



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A Look Back

By Woody Hair



40 years ago – Sep '71: Hoffman Motors, the sole U.S. BMW importer, had begun to import a turbocharger kit for the 2002. It was fully warranted and cost less than \$900. The National Oktoberfest, to be held at the Sheraton-Lanham, would have a Friday night cocktail party in the National President's hotel room, registration and a Concours d'Elegance Saturday morning, a rally Saturday afternoon, a beer and barbeque bash Saturday evening, a tech session Sunday morning, an autocross that afternoon, and the awards banquet Sunday evening. *Wow!* A Tech Tip suggested avoiding the expensive original equipment muffler, at \$30, or much more expensive Ansa for \$90 by choosing instead a \$15 Thrush Gaspac. The guest speaker at the August meeting was John Foster from the Federal Highway Safety Administration. One of his topics concerned a national standard for braking distances. Lobbying efforts by Detroit's big three killed this plan. An addendum at the end of this issue

announced that the turbo kit mentioned above would not be sold by Hoffman or BMW dealers since it voided the smog emissions requirements. *I guess the use of an addendum was easier than re-typing the first page on the old Royal.*



(Top) A rare BMW 507, with an Isetta lurking in the background, graced the cover of the **September/October 2001 dB**. It was taken at our Deutsche Marque Concours d'Elegance. Photo by Dwight Derr. (Above) Ron Katona wrote about his participation in a Pro-Solo autocross in Petersburg, Virginia. **September/October 2001 dB**. Photo by Ron Katona.

35 years ago – Sep '76: *Playboy's* Playmate of the Year was awarded a BMW 530i and a nude photo of her on the hood appeared in the magazine (*guess which one*). Ron Davis, a BMW Isetta owner, was driving his 300cc car from California to Washington for our Oktoberfest event in October. Living on a shoestring, Mr. Davis requested the chapter pay his \$30 entry fee. The chapter Board decided the treasury could not afford such a donation, but some old obsolete rally and autocross trophies were auctioned off to raise the \$30. There was no mention of how the Isetta owner would get to his new home in Georgia or Alabama. A couple of articles discussed the purchase of C.B. radios. A thunderstorm turned dirt roads to mud, but our championship rally put on by

Mike Leeper was deemed a success. The winners amassed more than 700 penalty points. **Oct '76:** A number of service reports on VOB, Heishman and several independents appeared. Volunteer workers were still needed for our big Oktoberfest event.

30 years ago – Sep/Oct '81: Gordon Kimpel reported on the Oktoberfest event in Milwaukee. The driving school was held on the Milwaukee Miracle Mile oval. His highlight was getting a ride with David Hobbs. Gordon also attended the IMSA races the following weekend at Road America. Our tech session at VOB featured a demonstration of the Siemans diagnostic computer. According to a survey by BMW NA, the average 320i owner earned \$39,000 per year, and by comparison the average 733i owner earned \$95,000 per year. Bill Via's Rambling Ruminations discussed the pros and cons of turbocharging your BMW engine. Editor Ira Winthrop wrote a recommendation of Tom Baruch's London Auto Service in Merrifield. The Boston Chapter's Beth Forte wrote about cooling system maintenance.

25 years ago – Sep/Oct '86: The cover featured a photo of the BMW GTP at the IMSA Watkins Glen race. Events reviewed included an open house at J&F Motors, an El Cheapo driving school at Summit Point, and an autocross at Landover Mall where Chuck Branscomb took fastest time with his nicely modified, and well driven, Bavaria. Other chapter events reviewed were the vintage sports car races at Summit Point, a tech session at Coachworks in Baltimore, and our tailgating party at the Potomac Polo Club matches. An article by President Les Adams on how to corner safely began with the admonition "NEVER EVER, EVER brake in the corner." *I am sure Les now knows that is not entirely true.* William Meredith Hayes provided an article on using various types of gasoline including leaded, and aviation fuel. Our \$60 driving school scheduled for September was limited to experienced drivers in BMWs.

20 years ago – Sep/Oct '91: President Dwight Derr wrote about some pleasant and some not so pleasant moments as one of our driving school instructors. Charles Denton wrote an article about his attendance at a Watkins Glen driving school hosted by the Genesee Valley Chapter and Jim Hutton wrote a humorous report on his first driving school – our Maifest event at Summit Point. Our June autocross at Landover Mall had the following class winners: Modified, Gary Toyoma (528i); Superstock, Woody Hair (325is); Stock, Klaus Hirtes (528i); X-Cars, Greg Weldy (Mustang 5.0 LX). ODs were Gary Toyama and David Ford. There was a long report on the Oktoberfest event hosted by the Connecticut Valley Chapter. More than two-dozen NCC members attended. Lime Rock Park was the driving school venue. In a new *dB* column, J&F Motors was profiled as the featured advertiser. The continuation of a long article about brake problems was also in this issue. The classified ads included a '73 3.0 CSL coupe with a racing history. Also an '88 M3 in excellent condition was offered for \$15,000. *The price would likely be higher today.*

15 years ago – Sep/Oct '96: The cover featured a photo of Phil Ackley's 2002ti competing in our Oktoberfest rally. Our Father's Day autocross at the Northern Virginia Community College in Manassas saw Dwight Derr take Fastest BMW with his 633i. There were several tech tips on maintaining the relatively new E36 BMW. The remainder of this issue was devoted to a review of the big Oktoberfest event held at the Tysons Corner Sheraton-Premier and Summit Point. Many O'fest veterans from across the country proclaimed this to be one of the best. In addition to the usual driving school, autocross, gymkhana, TSD and fun rallies, and Concours d'Elegance, we hosted a Club Race at Summit Point, a banquet at the Corcoran Gallery of Art in Washington, and provided a micro-brewed ale with the O'fest logo on the label at \$2.50 a bottle.

10 years ago – Sep/Oct '01: A rare BMW 507, with an Isetta lurking in the background, graced the cover. It was taken at our Deutsche Marque Concours d'Elegance. Our spring tour planned by Steven Schlossman took us to the Steppingstone Museum and Scottish Highland Festival in Havre de Grace.



(Above) There was a long article in the **September/October '06 dB** about a couple of members' participation in the One Lap of America. Photo by Woody Hair.

Secretary Kristine Shipman wrote about the many benefits of membership in the BMW club. She added that volunteering to serve on the Board and/or work at events provides even more pleasures. Our July autocross at Rosecroft Raceway had an outsider, Vern Anderson from Pittsburgh, take fastest time of the day with his E36 M3. Fastest non-BMW was Eric Wong in a C5 Corvette. Ron Katona wrote about his participation in a Pro-Solo autocross in Petersburg, Virginia.

5 years ago – Sep/Oct '06: President Roy Morris announced that our website would soon have PDFs of *der Bayerische* past issues. There was a long article about a couple of members' participation in the One Lap of America. Editor Rob Williams had a review and test drive of the BMW 645Ci provided by Convenience Car Care of Manassas. Quoting Ferris Bueller, Rob said, "If you have the means, I highly recommend you pick one up." There was a nice pictorial review of our Hooters Charity Car Wash to benefit breast cancer research. Chase Donnelly wrote about the priming and painting aftermarket body parts service provided by Euro Pro in Gaithersburg. Roy Morris covered the New Member Party hosted by Walid Achi's Funktion Auto in Dulles. The September Car of the Month was Navin Kumar's E46 323i. The classified ads included two examples of the Mini Cooper S.



(Above) In the **September/October '06 dB** there was a nice pictorial review of our Hooters Charity Car Wash to benefit breast cancer research. Photo by Vic Naumann/Red Sky Photography.

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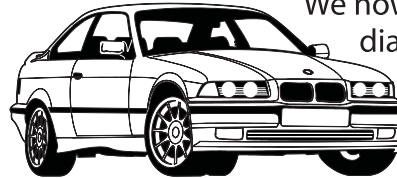
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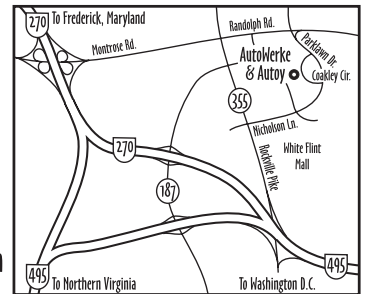
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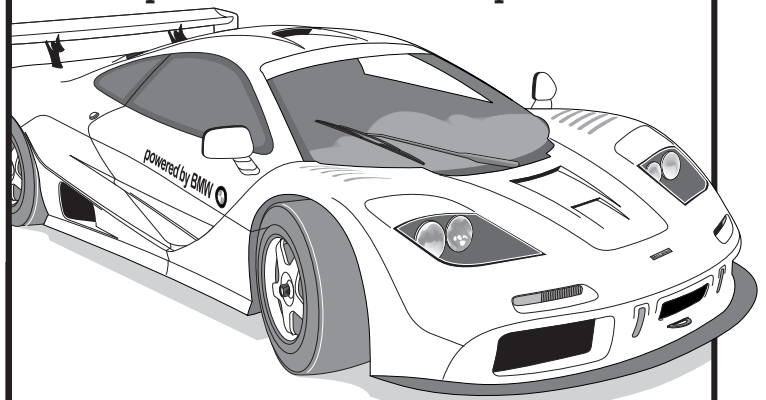
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HOW TO SUBMIT AN AD	Please see the chapter Web site at www.nccbmwcca.org and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the Web site on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).
IMPORTANT	Classified ads will not be accepted by e-mail.

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

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4.4 L V8 AWD 6-speed Automatic 97,000 miles, Sapphire Black Metallic exterior with Brown Truffle leather interior and walnut trim. Sport and Premium BMW packages. Power everything, bluetooth and the Panorama moonroof. Front and rear side airbags as well. Vehicle does NOT look or run like the miles or year would suggest. Asking \$22,500 Call Taylor at 443-248-4731

1971 2002

Chamonix/navy 68K, 4-speed, excellent condition. A must-see, in Annapolis, asking \$11,000. Call 410-266-6531 or email maubrey178@aol.com

2003 525 Touring

5-speed manual, Cold Weather, Sport and Premium Packages. Titanium Silver with Black Leather interior. 135K one-owner miles. Recent services include cooling system, brakes and tires. Asking \$9,900 OBO. Contact 2003525it5m@hotmail.com for further information and pictures.

1972 3.0Cs

Sahara with a tan leather interior, 4-speed manual transmission, 181,000 miles, and some surface rust. Garage kept. Contact Phil at 410-461-1494 or fiverdrv@verizon.net with any questions.

2003 M3 Coupe

Titanium silver with grey leather, just 63K miles, SMG, PDC, premium & cold weather packages, 19" wheels, Xenons, alum. trim, no accidents, Zymol, garage kept, original owner. Asking \$20,000 obo Please call Terry at 410-592-3213 or send an email to maskols@comcast.net

1998 318i 4-door

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

WHEELS AND TIRES FOR SALE

Two (2) E46 M3 18" Wheels and Goodyear Tires

Velocity Motoring CSL Reps from a 2003 M3 convertible. Complete with two 245/40/ZR18 Goodyear Eagle F1 GS-D3 tires with at least 50 percent tread. Wheels are in good condition with no curb rash. \$200 or make an offer - I'd like these gone. Local pickup/delivery only, please. I'm in Silver Spring, MD, call Ray 301-254-5245.

OEM E36 wheels

Set of 4 OEM E36 wheels. BMW part number 36111180069, 7JX15 ET:47. Wheels are straight and in good condition. Michelin tires included and have about 5/32 in. of tread left. Asking \$200/obo. Wheels are located in Frederick, MD. Contact Stew at stewartaylor46@gmail.com.

4 17x8 style 96 OEM BMW wheels with Michelin Blizzaks

The wheels are the original wheels from the car. They have about 52k miles on them. The tires only have about 1000 miles on them. The wheels and tires are cleaned and ready for pickup. Be ready for the snow this season. Call Stuart at 703-303-9611.

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Application for Customized Maryland Club License Plates

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

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

(Even better – save time and money; use the convenient form on our website listed under Club Store.) You will receive an MVA form and instructions from Bob to take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application).

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

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



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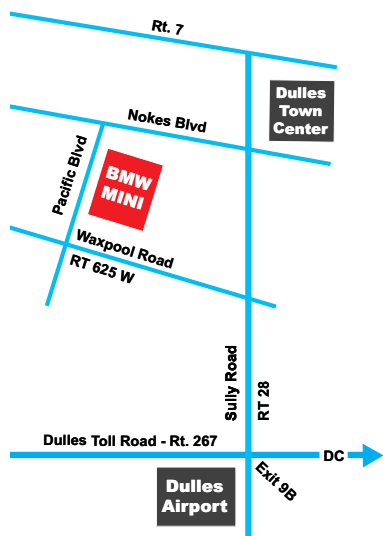


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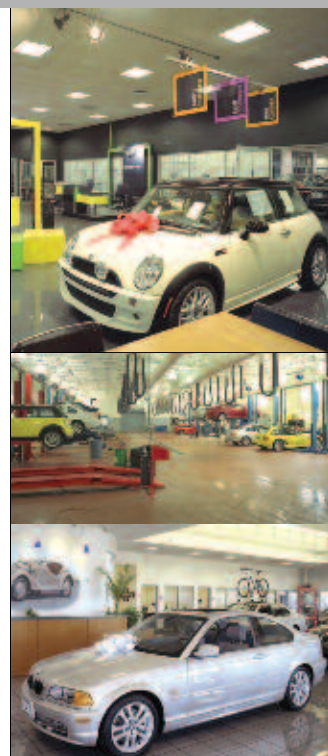
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