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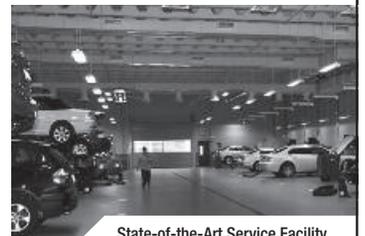
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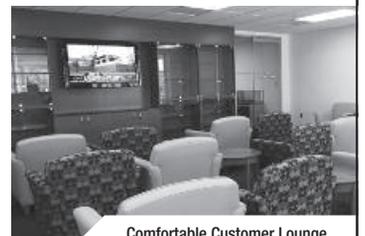
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Cover: Pitstop for the Auberlen & J. Müller M3 during the Baltimore Grand Prix. See story on page 10. Photo: Steve Tenney

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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National Capital Chapter BMW Car Club of America

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Wow, our last *dB* of the year. 2012 went by so fast! It's the time of year for holidays, and, of course, cold weather. While it is starting to get chilly, that doesn't mean our chapter is shutting its doors for the year. We still have a busy calendar for the fall and winter. Along with a few driving events, we'll continue our popular socials, most at brand new locations. For those who haven't attended, it's a great way to meet other chapter members. All we do is hang out, eat, and drink; strict requirements right? We get a nice cross-section of members that participate in various programs, from autocross to do-it-yourself sessions, so we always get some interesting conversation going and some great cars to drool over. I encourage everyone to come on out, we should have one fairly close to you.

One of the fun things I get to do as president is recruiting and meeting new members. We are very fortunate to live in an area where there are plenty of BMW enthusiasts. In fact, we are the world's largest CCA chapter and there are still plenty of BMW owners who do not even know we exist. We recently had two of the largest BMW events in our backyard, Bimmerfest and MPact. Enthusiasts from across the country converged in Maryland, many coming from several states away. With several thousand in attendance, you could see the passion people have for their BMWs. Both vintage and new models were everywhere, many modified with carbon fiber, colorful rims, and tons of go-fast parts. Seemed like no two cars were the same and it was great to see. We were also able to recruit more than 50 new members to CCA and with the current membership drive we have going on, someone could easily win a free ///M school weekend!

Let me also mention one of our most successful events we've ever put together, this year's Baltimore Grand Prix Car Corral. Needless to say, no one thought that the race itself was even going to happen. After last year's fantastic race weekend, we were anxious to pull together another car corral. And, after many unsuccessful attempts, we were finally given the OK to plan this year's party, even though we only had a few weeks to pull it off. The planning committee of Kelsy Hill-Polifka, Doug Verner, Gordon Kimpel, and Steve Lim, was able to outshine last year's highly acclaimed corral (you guys were outstanding!) While overcoming so many things in a short amount of time, this was perhaps the best event I've been a part of. We had a great tent setup, awesome catering, and established a great relationship with the Rahal Letterman Lanigan BMW team. They spent a significant amount of time talking to us, showing us their race cars/paddock, and signing autographs. For the second year in a row, Baltimore showed the biggest support for the BMW team, and the team appeared extremely grateful for it. Hopefully with stability in the new promoter, we will plan an even bigger event next year. Thank you to all those who bought tickets this year despite all the uncertainty, hopefully you had great fun. I certainly did, as the smiles from all our members made all the planning worth the effort.

Finally, let us all congratulate fellow NCC member, Raine Mantysalo, for being the Grand Prize winner in this year's CCA raffle. For those who may not know, Raine is our production manager, designing *der Bayerische* every other month and I can't think of anyone else more deserving of a brand new M5! Also, another NCC member, Justin Shirk, won one of the other main prizes, a new 335i; two winners from our chapter! Congrats to the both of you and hopefully we'll see those new cars sometime soon.

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



FromThe Editor

As somebody who enjoys driving for the simple pleasure of the act itself, I consider myself the polar opposite of those for whom a car is nothing more than a means to an end, an efficient way to get from point A to point B. I really don't understand people like that, but there's a lot of things I don't understand, so I'll just add this to the list. Now, within the community of folks like me – and I'm counting a fair amount of our readers as citizens of that community – I have recently been wondering something. Here in the land of daily tracking polls, in this the final days of an almost interminable election season, the last thing any of us wants is another survey. Instead I will ask purely rhetorical questions – points to ponder, perhaps, while the approaching winter season threatens to rob us, if only temporarily, of the

thrill of the curve. Has the pendulum of technology and driver-assistance gadgetry reached its apex? Is there a saturation point with respect to technological advancement? Will any auto maker in the 21st century ever embrace the maxim of less is more? Sadly, I feel the answer to each of those may be no. Fortunately, it is at this point I'm usually reminded that water seeks its own level. If demand is sufficient, supply is never far behind. In economic terms, it's the law. Fill a room, or a town, or a country with enough people clamoring for something and it won't be long until

somebody opens a door and says "here you go, is this what you've been looking for?" That's the



beauty of a free-market society. Meanwhile, as we who wanted nothing more than an actual 2002 in 2002 continue waiting for the water to level and the technology pendulum to swing back and reveal a new, affordable car that places function over form, a moment of clarity occurred. The car I really want is already here. It's been here for decades, and there's simply no reason to spend fifteen or twenty thousand dollars on a late model car I can't stand to look at, let alone drive. They may be

harder to come by, but for the price of a 2- or 3-year-old sedan of almost any make, I can buy a nicely restored, mechanically reliable car that practically begs to be driven. After nearly fifty years on this earth I have come to accept the fact that I am not a majority – that my beliefs, whatever the topic, are simply my beliefs. Not better, not worse – just mine. Look at these two cars. Each can be had for roughly the same amount of money, but only one of them will ever make me smile at the thought of simply going for a drive. And if I'm alone in feeling that, well that's just fine by me.

Jim

(Below) Pat Kikendall's 6-year-long restoration project, a 1973 2002tii. Photo by Raine Mantysalo.



2012 CALENDAR OF EVENTS

January

- 5 NCC NoVA Social - Velocity Five, Falls Church
- 8 NCC Winter 2011-2012 Karting Event #3
- 12 NCC Columbia Social - Greene Turtle, Hanover - NEW!!!
- 14 Holiday Party & Annual Meeting @ Maggiano's Little Italy
- 15 NCC Winter 2011-2012 Karting Event #4
- 29 NCC Winter 2011-2012 Karting Event #5

February

- 2 NCC NoVA Social - Velocity Five, Falls Church
- 5 Karting - 12th Annual Super Bowl Grand Prix
- 9 NCC Columbia Social - Greene Turtle, Hanover - NEW!!!
- 12 NCC Winter 2011-2012 Karting Event #6
- 19 NCC Winter 2011-2012 Karting Event #7

March

- 4 NCC Winter 2011-2012 Karting Event #8
- 11 NCC Winter 2011-2012 Karting Event #9
- 14 March Board Meeting / Social - Hamburger Hamlet, Bethesda, MD
- 17 DIY at Chapman Auto Werks
- 17 Auto X School at Bowie Baysox Stadium
- 24 Autocross at Regency Furniture Stadium, Waldorf, MD
- 25 NCC Winter 2011-2012 Karting Event #10

April

- 7 Street Survival, Dulles, VA - NEW DATE!
- 11 April Board Meeting / Social - Hamburger Hamlet, Bethesda, MD
- 15 13th Annual British and European Car Show *
- 21 Autocross at Bowie Baysox Stadium
- 21-22 Driving School at Summit Point (Shenandoah Circuit)
- 21 M Club Day...

May

- 3 May NoVa Social - Hard Times Café - Fairfax, VA
- 4-6 Spring Tour 2012, Nemaocolin Resort, Falling Water & Flight 93 Memorial
- 5 Auto X School at Regency Furniture Stadium, Waldorf, MD
- 6 Deutsche Marque Concours, Nottoway Park, Vienna VA.
- 9 May Board Meeting / Social - Hamburger Hamlet, Bethesda, MD
- 10 May Columbia Social - Frisco Taphouse & Brewery
- 12 5th Annual NCC Spring Golf Outing
- 12 DIY @ Leehigh Service Center
- 19 Bimmerworld Open House *
- 26 Autocross at Regency Furniture, Waldorf, MD

June

- 7 June NoVa Social - Hard Times Café
- 14 NCC Columbia Social - Greene Turtle, Hanover, MD - New location!
- 16 DIY @ Euro Tech
- 23 Summer Pie Run to Catocin Mountain Orchard
- 24 Central Maryland MINI Motorist Hanging on the Curves & Pickin' Cherries VI *

July

- 1 Karting @ Allsports Grand Prix
- 5 July NoVa Social - Norton's American Grill, Tysons Corner, new location!
- 11 July Board Meeting & Social, Hamburger Hamlet, Bethesda, MD
- 12 NCC Columbia Social - Greene Turtle, Hanover, MD
- 14 Autocross at Regency Furniture Stadium, Waldorf, MD
- 14 DIY @ Road Race Technologies, Dulles, VA
- 14 Central Maryland MINI Motorist North of the Border 3 *
- 28 Auto X School at Bowie Baysox Stadium
- 28 Social & Spectator @ Collector's Car Corral
- 29 Karting @ Allsports Grand Prix

August

- 2 August NoVa Social - Norton's American Grill, Tyson's Corner
- 4 DIY @ At Speed Motorsports
- 8 August Board Meeting & Social, Hamburger Hamlet, Bethesda, MD
- 9 NCC Columbia Social - Greene Turtle, Hanover, MD
- 18 Autocross at Bowie Baysox Stadium
- 25 Bimmerfest East 2012 *
- 26 Karting @ Allsports Grand Prix

September

- 6 NCC NoVa Social - Location TBD
- 8-9 HPDE at Summit Point (Jefferson Circuit)
- 12 September Board Meeting / Social - Hamburger Hamlet, Bethesda, MD
- 13 NCC Columbia Social - Greene Turtle, Hanover, MD
- 15 NCC Autocross at //MPACT East at M&T Bank Stadium, Baltimore, MD
- 17-23 43rd Annual BMW CCA Oktoberfest *
- 22 DIY @ Curry's Auto Service, Alexandria, VA
- 23 Karting @ Allsports Grand Prix
- 29 Solomons Saturday Social - Solomons Island, MD

October

- 4 NCC NoVa Social - Norton's American Grill, Tysons Corner
- 6 Saturday night at the drive-in
- 7 Karting @ Allsports Grand Prix
- 7 Antique Auto Assembly 55th Annual Show (*)
- 10 October Board Meeting/Social - Hamburger Hamlet Bethesda
- 11 NCC Columbia Social - Corner Stable, Columbia, MD - New Location!
- 13 Autocross @ Regency Furniture Stadium
- 13 //M Club Day @ BMW Performance Center
- 18 NCC MoCo Social - Branded 72 BBQ - New Location!
- 20 DIY @ Russel BMW
- 20 Rockville Antique & Car Class Show (*)
- 21 Karting @ Allsports Grand Prix
- 27 Street Survival, Dulles VA

November

- 1 NCC NoVa Social - Norton's American Grill, Tysons Corner
- 3-4 Fall Tour - Wisp
- 4 Karting @ Allsports Grand Prix
- 8 NCC Columbia Social - Corner Stable, Columbia, MD - New Location!
- 14 November Board Meeting/Social - Hamburger Hamlet Bethesda
- 15 NCC MoCo Social - Branded 72 BBQ - New Location!
- 17 Winter Detailing Seminar, Designo Motoring, Sterling VA
- 17-18 HPDE @ Summit Point Circuit
- 17-18 Bimmerworld BMW CCA Club Race School (Summit Point)

December

- 1 DIY @ BMW Excluservice
- 2 Karting @ Allsports Grand Prix
- 12 December Board Meeting/Social - Hamburger Hamlet Bethesda
- 13 NCC Columbia Social - Corner Stable, Columbia, MD - New Location!

February 2013

- 9 Annual Holiday Party (Potomac, MD)

May 2013

- 17-20 Spring Tour 2013 Tail of the Dragon / Asheville and Waterfalls

* Not a National Capital Chapter-sponsored event

November 2012

NCC NoVa Social

Thursday, November 1, 2012
Norton's American Grill
7943-B Tysons Corner Center
McLean, VA 22102
703.288.9363

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.

Fall Tour to Wisp Resort

Saturday – Sunday, November 3-4, 2012
296 Marsh Hill Road
McHenry, MD 21541
301.387.4000

The 2012 NCC BMW CCA Fall Tour will take us back through Virginia and West Virginia to Wisp Resort. On Saturday, we will be visiting historic Belle Grove Plantation followed by lunch at the Wayside Inn, both in Middleton, VA. The afternoon will take us a scenic route to Oakland, MD and on to Wisp. Sunday's activities are still in the planning stage but there will be plenty of things to do.

The Tour itself will cost approximately \$100/person and will include lunch, admission to Belle Grove, reception, and dinner. Accommodations are on your own and Wisp Resort has a block of rooms for us at the rate of \$89 (+ resort fee & tax).

More information and Registration details will be posted on line at www.nccbmwcca.org as they become available. If you have questions, please e-mail the Tourmeister, David Costanza, at david.p.costanza@gmail.com

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, November 4, 2012

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

NCC Columbia Social

Thursday, November 8, 2012
Corner Stable – New Location!
8630 Guilford Road
Columbia MD 21046
240.755.0188

Come join us for our new winter location, Corner Stable, located in the Kings Contrivance neighborhood of Columbia, MD. We have reserved a huge private area that should hold all

of us and they can handle however many people show up (a big problem for many other locations). There is also plenty of parking for us to hang out towards the back of the lot near the church.

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

November Board Meeting and Social

Wednesday, November 14, 2012
Hamburger Hamlet
10400 Old Georgetown Rd.
Bethesda, MD 20814
301.897.5350

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

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

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

NCC MoCo Social

Thursday, November 8, 2012
Branded 72 BBQ – New Location!
387 East Gude Drive
Rockville MD 20850
301.340.8596

In order to continue having future socials, the club will cover up to \$10/member (which includes food, drinks, tax, gratuity), so we'll collect cash \$\$ to help cover the remaining part of the bill (usually \$10-20/head). Those who have more drinks or order more expensive food items will need to chip in more than those who stay within the \$10/head limit. Please make sure to bring CASH \$\$ to help pay your portion of the check. Get there early to get a good spot; we'll hangout starting at 6 p.m. (weather permitting) and go inside by 7 p.m.

Winter Detailing Workshop

Saturday, November 17, 2012
Designo Motoring, Inc.
45891 Woodland Road #125
Sterling, VA 20166

With winter just around the corner, come on out and learn about getting your car prepared and protected from the mid-Atlantic winter elements. Brian Lewis, owner of Speed Freak Detailing, will present a detailing workshop at Designo Motoring in Sterling. The session will run from 10 a.m. to 2 p.m. and there is a \$10 fee to attend the workshop. Registration and payment will be done through MotorsportReg.com.

Brian plans to discuss the following topics at this seminar: A quick review of some basics, such as proper detailing materials and processes; paint maintenance strategies and

techniques with demonstrations (washing, waxing, and clay); as well as paint polishing and scratch removal strategies and techniques with demonstrations.

For more information please contact John McWilliams – john.mcwilliams@gmail.com

High-Performance Driving Event at Summit Point

Saturday – Sunday, November 17-18, 2012
Summit Point Motorsports Park
201 Motorsports Park Circle
PO Box 190
Summit Point, WV 25446

The National Capital Chapter (NCC) operates three High Performance Driving Events (HPDE) each year at Summit Point Raceway. The methods of instruction and the target audience for these schools share a common goal of giving you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities so that you will be prepared for any situation you may encounter on the highway.

Our schools are not racing schools. Our focus is on skills, not speed, and our overriding concern is with your safety and that of your car. We select our school instructors very carefully, not simply for their technical knowledge and accomplishments as drivers, but also for their abilities to impart that knowledge to their students in a clear, concise, and professional manner.

Your BMW is an amazingly capable car. At a National Capital Chapter HPDE, you will be able to realize your car's capabilities, learn the limits of those capabilities under controlled conditions and practice the skills needed to control your car safely within those limits.

High-Performance Driving Events

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 HPDE consists of driving 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.

No single drivers' school will ever convey all there is to learn about driving. In this sense, our HPDEs are part of a continuous learning environment, one that requires several years of attendance at dozens of schools before proficiency is attained. Even at that, there is always something more to learn, something additional on which to work. Acquiring driving skills is a process that is never completed.

**Bimmerworld BMW CCA Club Race School
(Summit Point)**

Saturday – Sunday, November 17-18, 2012
Summit Point Motorsports Park
201 Motorsports Park Circle
PO Box 190
Summit Point, WV 25446

The Bimmerworld BMW CCA Club Race School focuses on situations inherent to racing and open track lapping as the majority of the on track sessions are held with other cars next to, in front of, and behind you at all times. This introduces the students to traffic, passing, and driving lines that they do not see in the typical high performance driving school. Exercises include driving the entire track for multiple laps both two and three cars abreast to develop spatial awareness, setting up passes coming into corners at speed and passing while exiting corners. These exercises, plus practice race starts and open track sessions, are designed to develop off-line competency and confidence, and combine all aspects of the learned material.

The Bimmerworld BMW CCA Club Race School method of track instruction is unique in that instructors do not ride along with the students during the on track sessions. The instructors, who are primarily composed of seasoned racers, observe the students while driving their own cars. This allows the instructor to develop a greater sense of how a student is improving with respect to spatial and situation awareness, different lines, and traffic. The on track sessions are supported by 4+ hours of classroom time per day. While the classroom sessions support the on track experiences, car preparation, mental preparation, physical preparation, qualifying, the benefits of practice sessions, car setup topics, etc. are also presented to the students for discussion.

The school is designed as a learning experience and not a speed contest. The emphasis is on driver development, so race prepared cars are not required and neither are driving suits, racing seats or harnesses. The Bimmerworld BMW CCA Club Racing School is open to Advanced Driver School students and Instructors only.

December 2012

DIY @ Excluservice

Saturday, December 1, 2012
12224 Parklawn Drive
Rockville, MD 20852
301.231.5400

The 2012 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 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 a.m. and 9 a.m. and typically finish at 3 p.m. Lunch for the event is provided by the club.

Because of the expected interest in this event, registration is required through MotorsportReg.com

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, December 2, 2012

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See earlier entry for more details.

December Board Meeting and Social

Wednesday, October 12, 2012
Hamburger Hamlet
10400 Old Georgetown Rd.
Bethesda, MD 20814
301.897.5350

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

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

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

NCC Columbia Social

Thursday, December 13, 2012
Corner Stable – New Location!
8630 Guilford Road
Columbia MD 21046
240.755.0188

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

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

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Breaking a Few Eggs with NCC's Newest Members

By Jim LaFemina

With summer coming to a close – at least as far as the calendar was concerned – BMW of Silver Spring opened their doors in August to help the National Capital Chapter of the BMW Car Club of America warmly welcome its newest members.

A ballpark estimate of the crowd indicated somewhere between fifty and sixty folks enjoyed the casual come-as-you-are atmosphere of the morning's activities as new members mingled with the club's officers and various committee chairmen, swapping stories, trading business cards, or just making a friendly introduction.

For many in attendance, the first order of business included a visit to the fabulous, and complimentary, omelet bar and breakfast table set up along the far wall of the large room BMW of Silver Spring dedicated to the event. For those wanting something lighter, coffee,

juice, pastries and fruit were also available, free of charge.

Sharing the space with new members and club officials were a few stacks of new tires and wheels the dealership was offering, and

between them stood a brilliant black 2013 X1, which commanded a fair amount of interest from many in the room.

Chapter President Paul Seto opened the event by welcoming all

of the new members to the club, and telling them a little bit about himself and why he is a member. Paul's passion for the marque and his dedication to giving NCC members the best car club experience possible always comes through.

In addition to Paul, chapter Vice President Algie Livingston also introduced himself before addressing the group. Both took a moment to thank everyone for joining, welcomed them to the club and encouraged them to take advantage of their memberships by coming out to more events in the coming year and getting to know all that the club has to offer.

Concours chair John McWilliams told everyone about the events his committee organizes each year, including the popular Deutsche Marque Concours, held in coordination with local Mercedes, Porsche and Audi clubs every spring.

Other speakers included



(Above) Peter Van Sickler of Catonsville, MD rode away with the grand prize drawing at the club's new member party, sponsored by BMW of Silver Spring. (Below) Many in the crowd took advantage of the complimentary omelet bar before listening to the club's officers and committee chairs discuss the benefits of membership in the NCC.



NEW MEMBERS PARTY

Phillip Cummings, chairman of the Do-It-Yourself (DIY) committee, which organizes Saturday morning events all year long at local BMW shops and other automotive facilities that allow both new and experienced wrench-turners the time and space to work on their cars.

The chapter tourmeister also spoke and encouraged new members to sign up for a tour as a way to combine the benefits of club membership with a scenic, spirited drive through the beautiful and historic region the NCC calls home. Similar presentations were made by representatives from the club's driving school and autocross committees, highlighting the wide variety of programs and events available to all members throughout the year.

Attendees also heard from Liberty Mutual agent Rada Puri, who shared valuable information on a variety of insurance issues,

including the importance of using OEM replacement parts whenever possible, and the value of an umbrella policy, to protect owners from a wide range of liability.

The new member party concluded with drawings for a table full of door prizes, most of which were emblazoned with our beloved blue and white roundel. For the lucky holder of the final ticket pulled, Peter Van Sickler from Catonsville, MD, BMW of Silver Spring truly outdid themselves by giving away a new BMW bicycle, valued in the neighborhood of \$1,200.

Club President Paul Seto concluded the event by committing the club to future new member events throughout the year and by thanking everyone who helped make the morning a success, most notably the team at BMW of Silver Spring, who also welcomed all attendees to tour the facility after the new member party ended.



New members on hand at BMW of Silver Spring heard from a variety of speakers, talking about everything from the importance of using OEM parts when repairing your car, to a wide range of opportunities to drive your car, tour your car, repair your car and show your car. Sounds like a pretty great car club.





The Baltimore Grand Prix

By Steve Tenney

I think it is safe to say that the National Capital Chapter of the BMW CCA has established that it knows how to put on a race corral. Of course, we are there to support the team representing BMW and Rahal Letterman Lanigan (RLL) racing, but we are also there to

have a lot of fun in the process. When Bill Auberlen spoke to us he mentioned that his German co-driver Jörg Müller had asked him, "What's a corral?" Bill said he told him, "It's a place where they put animals."

Last year, Team RLL was

amazed at the size of our corral. When asked about the Baltimore ALMS race, Joey Hand noted, "We had the largest BMW CCA turn out I've ever seen at a race. The support from those BMW folks was great." I think they suggested that the corrals held in California at Mazda

Raceway Laguna Seca by the Golden Gate Chapter had been the largest in numbers for some time, but ours had gone beyond them. That's saying something, because the Golden Gate Chapter has been doing those races for many years. So there was a certain amazement



with a lot of satisfaction that we moved on from last year's race and pointed toward another in 2012. Despite our anticipation of a repeat event in 2012, first it appeared as though there wouldn't be a 2012 BGP. Then, when the race itself was

vendors who were present last year. People like Gordon Kimpel, Kelsy Polifka, Paul Seto, Steven Lim and Doug Verner pulled it off and succeeded in replicating last year's success yet again. I don't want to belittle the corrals at other races



Marc Caden

assured, the organizer wasn't so interested in a BMW corral. Even though we were telling them loud and clear that we could make it happen and BMW NA was willing to support us, they weren't interested. It took a serious effort from our people to continue to pressure them, even up to the eleventh hour, about to give up, when they finally gave in to us. This was literally less than a month before the race. It wasn't even clear to many of us that we could pull off the numbers and the range of activities that had been included last year. The people doing this for us just don't give up and they had in place the experience and the

(the races I've attended), but the NCC corral, with its Central Liquors sponsored open bar, catered lunch, BMW motorcycles and a huge collection of prizes was way ahead. This couldn't have been accomplished without continued support from the Radial Tire, sponsored by Toyo and BMW of Silver Spring. Our sincere thanks go out to these sponsors for helping us continue this special weekend.

Normally, at Sebring and Petit LeMans the club gets one visit to the BMW RLL paddock and at some races they don't even come to the corral for a presentation. At Sebring the group will get a race report from the team during the 12

hours. Our corral got two full visits from the drivers and a trip to the paddock to get a close look at the cars. The paddock visit was open to anyone who wanted to come along. They even spent time autographing the engine covers on some of our cars. Joey Hand and Bill Auberlen with Larry Koch gave us detailed presentations on the cars and answered questions. BMW MOTORSPORT USA tweeted a picture of the drivers in the NCC corral and described the crowd as "huge." The teams clearly enjoyed everything Baltimore has to offer and being able to walk out of their hotels directly to the paddock in the mornings.

This year, the cars actually got on track as scheduled, which was a big improvement over 2011. If you remember, there's a light rail that crosses Pratt Street that the racecars have to cross. Last year the organizers put a chicane in just before the tracks to slow the cars. Chicanes aren't the most desirable way to slow cars, but they do work. This year the organizers decided to leave out the chicane, but when the first Indy car crossed the tracks it

(Opposite page) Pitstop for the Auberlen & J. Müller M3 showing Jörg Müller getting getting out, handing off to Bill Auberlen. (Above) The cars are inspected by the crew after every practice. (Below) Both BMWs were good at the BGP, but unlucky to miss the podium.

2012

coming from the team at the size of our group. I've attended races from Sebring to Mid Ohio in recent years and no one comes close to accomplishing what our chapter has done.

The 2011 BGP appeared to all of us to be a success and it was





Marc Caden

launched itself, all four wheels fully two feet in the air. So, the chicane had to return and it would play a role in the Team RLL's weekend both in qualifying and the race on Saturday.

BMW RLL believes that Corvette is the car to beat. Performance adjustments have been granted to many of the GT cars, but not the BMW this year. This has been a point for discussion by the team, but they have kept the competition very close. Even Tommy Milner told me, "They've been doing lots of moaning over there, but we notice that they're right there in the end." Of course, that's a testament to the quality of the drivers and the engineering behind the team management. BMW Motorsport hasn't developed any upgrades for the M3s this year. The European focus has been on the Z4 GT3 car at the Nurburgring 24 Hours and as a customer car at various other races. I'll comment more on the Z4 later. The M3s are still very competitive and BMW RLL

is getting everything available from the package. Most of what the car has is the same as the car that finished 2011 as the GT champion. Practice went more or less as expected. The two Corvettes were fastest, followed by the two BMWs, followed by the Porsches. During qualifying, Bill Auberlen split the two Corvettes while Dirk Müller, feeling that he had a very fast lap in hand, pressed hard but that chicane jumped up and caused him to spin. That put the 55 car (Auberlen/J. Müller) on the grid in second and left the 56 car (Hand/D. Müller) in fifth. There seemed to be lots of potential here for a good race from both cars, but BMW RLL made the decision to replace the heavily flat spotted tires on the 56, so by rule they had to move to the back. This meant that while the 55 started second in GT in 15th position overall, the 56 had to start from the 29th overall position. It looked like there would be a lot of work to do to move toward the front.

With any race, the old adage

comes to mind; "To finish first, first you have to finish." At many races turn one is a major stumbling block. Everyone wants to get through turn one, and not cooperating with one another will usually cause a big pile-up. In this case, the pileup worked in the favor of BMW RLL. Jörg Müller, starting the 55, got through with minimal contact and Joey Hand got the opportunity to jump those mixed up in it and moved toward the front. Both cars got through with minimal damage and in a position to challenge for the win. Jörg Müller, driving very well in second place in GT, got past the Corvette into first place. After holding the lead in GT for a while Jörg approached that chicane again with two prototypes behind him and a GTC Porsche in front. He got clearly next to and



Marc Caden

tion. He could have slowed and allowed the GTC Porsche through the chicane first, but that might have gotten him over run by the two prototypes behind him. Race drivers don't think like that though and he established his position going into the chicane and left the

Joey Hand, driver No. 56 M3 GT –

"Baltimore is a great street race venue – second only to Long Beach. The track is tight but it's a street track and I love street tracks of any sort. They did a really great job last year in only the first year of the event. Everything is close. I loved the fact that we could walk from our Holiday Inn through the Orioles stadium and into our paddock. Also we had the largest BMW CCA turn out I've ever seen at a race. The support from those BMW folks was great."

ahead of the Porsche, but the Porsche turned into him, bounced off and hit the wall. Clearly the driver had not seen that the GT leader was there. I'm not sure what Jörg could have done in that situa-

Porsche to find its way in behind him. The stewards didn't see it that way though and issued a one-minute penalty for the 55. In the lap after the penalty was announced, Jörg touched the tires in the chicane and it was clear which event was the cause of the penalty. A one-minute penalty in a two-hour race on a street circuit is pretty much the end.

The BMW RLL Team also offered to take two groups of corral attendees on hot pit tours. A hot pit tour means visiting the pits while the race is in progress. To do that everyone needed to put on a Nomex fire proof suit because there is the



(Top left) Seats provided to NCC Corral attendees had a better view this year and even a large video screen to watch. (Top right) Joey Hand and Larry Koch explain the M3 GT2 car during the NCC Corral paddock visit. (Left) Brain trust for the Hand & D. Müller (right) #56 M3 during the race. Bobby Rahal (middle) is one of the best GT team strategists.

danger of fire with refueling going on during pit stops. This sort of access to the race and team is more than we could have expected. We got a tour of the car hauler and all its storage areas and spare parts bins, where the team meets to strategize and debrief after practice sessions and where the cars are stored when they are transported. I was fortunate enough to be able to take pictures of the first pit stop for the 55 car. We made our visit to the pits while the team was dealing with a bad call on the track and the one-

minute penalty for contact. They weren't very happy but they didn't show it to us.

Naturally, the team was upset with what was seen as an unjust penalty, but there was no recourse. Joey, starting the 56, was doing well after the first lap incident and moving up as quickly as possible. Starting from as far back as the 56 had it would be a long way to get anywhere close to the front. Handing over to Dirk Müller, the 56 car continued advancing to the front and finished just off the podium in fourth. In a repeat of 2011, the race was won by Wolf Henzler & Bryan Sellers in the 17 Falken Tire Porsche with the Oliver Gavin & Tommy Milner Corvette in second, Scott Sharp & Johannes van Overbeek in the 01 Patron Ferrari in third. The 55 BMW finished eighth in GT. Street races can be a bit of a roll the dice situation and in this case some of the street race details jumped up to get in the way of a successful race for BMW RLL.

An important question in many of our minds going into this weekend was what will BMW RLL be doing next year? There has been the feeling that this is the last year for the E92 M3 and it will be a year or two before there's a replacement. Jens Marquardt, head of BMW

Motorsport, has already made comments that BMW would like to bring the Z4 GT3 car to the ACO (Automobile Club de l'Oest) the organization that operates the 24 Hour LeMans race. This would mean the ALMS as well as the 24 Hours of LeMans. The Z4 is currently running in many of the endurance races in Europe and doing well. Powered by a 4.4 liter version of the M3 V8, it's quite a car. I asked Bill Auberlen and he said "we'll be back, I can't say in what car, but we'll be back. You can guess what we'll be in." Larry Koch wouldn't offer any opinions, saying the decision hadn't actually been made to retire the M3 yet.

If you haven't made it out to either of the first two Baltimore Grand Prix races, I hope you will consider coming out next year. We think they will be in a more secure position to return next year and we hope the NCC can get an earlier start on plans and tickets for next year. Clearly, the ALMS goal is to be extremely fan friendly and open to the public that supports them. You can get close to the cars in the paddock and meet the drivers. Everything is accessible, and I think it was a good time for all. See you in 2013.



(Above) Kelsy Polifka is very happy with Joey Hand's autograph on the engine cover of her M3 as Dirk Müller looks on. (Below) The drivers made two visits to the NCC Corral to talk about their progress and the coming race.



A BIG Thank You!

Putting on the Baltimore Grand Prix Corral requires a lot of planning and work. NCC is very fortunate to have so many members who step up to help put on a successful event. I want to thank the following people for putting in a lot of hours to make the Corral run so smoothly for three days (I'm sure I will miss a few): Adam Chlikowsky, Rob Clark, Billy Dixon, Joe Genego, Rob Hollister, Bob Hopkins, Jim Laws, Mark Lester, Gary Lin, Jason Schiavone, Kendra Seto, Bruce Smith, Steve Tenny, & Steve Weiss.

Doug Verner spent countless hours organizing the website registration. Ryan Keller, from BMW of Silver Spring, worked all three days keeping envious Non-NCC fans out of the Corral. Paul Seto, our President, organized the Corral to make sure everything was first class, including Central Liquor! Nice Paul! Steve Lim was able to secure sponsors and door prizes that made everyone smile. The biggest thanks go to Kelsy Hill Polifka, who was the backbone of the operation and spent months negotiating with a new organization that was managing the Baltimore Grand Prix with the food, tent, supplies, chairs, and tables. Kelsy, Ryan, Doug, Steve and Paul and all the other volunteers, we thank you so much for all the work you did.

*Looking forward to next year,
Gordon M. Kimpel*



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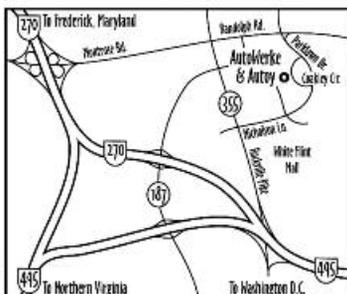
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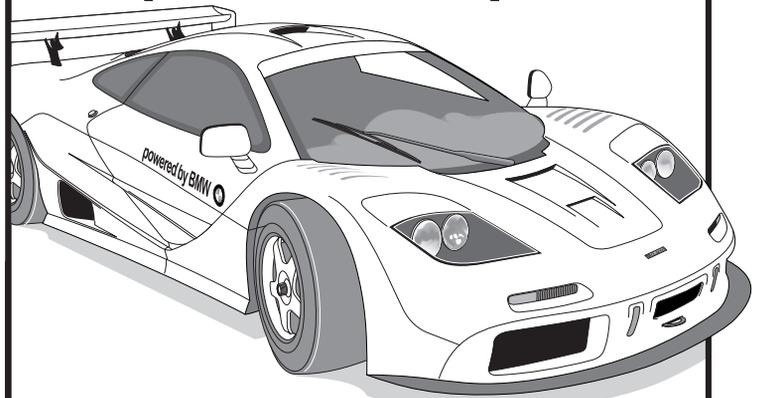
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The VIR 240

By Steve Tenney



Last January, as soon as I heard that there would be an American LeMans Series race at the Virginia International Raceway (VIR), I immediately arranged for accommodations. Many of us have experience at VIR with driving schools at the track or attending Grand Am races there. VIR first opened in 1957 and is one of those racetracks that is built into the terrain. With multiple configurations, it was determined the full course would be used for the ALMS race. The full course is 3.27 miles long and includes the climbing esses and of course the oak tree corner that is the signature of VIR. Known as the

VIR 240, this promised to be an excellent event.

After the Grand Prix street race in Baltimore (BGP), the contrast with the road circuit at VIR would be obvious.

VIR has an exceptional mix of low- and high-speed sections that showcase the variety of cars and drivers currently competing in the ALMS. The race was scheduled for Saturday, September 15, with practices beginning on Thursday afternoon. VIR is roughly five hours away, near Danville, VA, an easy drive down Route 29 through

Charlottesville to the North Carolina border. I drove down Thursday, arriving in time make the first test event of the weekend.

The VIR 240 would be the penultimate race of the season for the ALMS and would be critical for those teams competing for the championship, including the BMW Rahal Letterman Lanigan (RLL) Team, the reigning ALMS Champion from 2011. This season has been somewhat difficult for BMW RLL despite starting off at Sebring with a win and

being competitive with the Corvette Team. With difficult finishes at Road America and the BGP the leading #56 BMW had been losing ground to the #4 Corvette. VIR would also be a race where the team would miss Joey Hand, who was busy in Europe with BMW in the DTM (Deutsche Tourenwagen Meisterschaft). Jonathan Summerton would be in Joey's place with Dirk Müller in the #56 car. Jonathan had done very well in the car at Sebring, also drove at Road America and will replace Joey at Petit Lemans for the final race of the year, in October at Road Atlanta.

A M E R I C A N
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the cars in various conditions.

On track, the GT cars (BMW, Corvette, Ferrari, Porsche and Lotus) were very close in lap times. Qualifying showed that the top seven were all within .7 seconds of one another. Bill Auberlen in the #55

very impressive there. He was on the curbs at every corner and up on two wheels. He was really putting the car on edge. The #01 Patron Ferrari 458 was in the pole position driven by Johannes van Overbeek only another .3 or so seconds ahead. Our friend

be a four-hour race, more of an endurance race than the two-hour BGP that we experienced in Baltimore. There's time for strategy to influence the results.

Just as we saw in Baltimore, this race started with a turn-one pileup. Again both BMWs got through, but the #56 ended up losing more positions than the #55, while the #01 Ferrari and #4 Corvette came through in first and second in GT. This season hasn't been kind to BMW RLL with contact at Road America from the #4 car that cost the #56 many positions at the end and gave the #4 Corvette extra points. At the BGP changing flat spotted tires from qualifying meant a start from the back for the #56 and a difficult run through the field. With penalties for the #55 car while leading, it was an unfortunate scenario. All this placed BMW RLL in the position of trying to hang on to a points leading position. The BMWs have been very competitive and they would be at VIR. Luck plays a role in racing and we would see continued



BMW was unhappy with his seventh place qualifying position, but he was only a little more than .3 second behind his teammate Dirk Müller in the second position. Dirk really pushed hard in qualifying to put the car in the highest position possible. I was watching from the section called the roller coaster where the cars come downhill to the pit straight; Dirk was

Tommy Milner, with Oliver Gavin in the #4 Corvette was gridded just behind the #56 car. If the #4 Corvette could finish in front of the #56 BMW it could win the championship for them at this race. Tommy's words to me on the grid before the race were, "I just have to finish in front of that car (pointing at the #56 BMW), that's all I need to do today." This would also

(Opposite page and above) The E92 M3s and Team BMW RLL have been a force in the ALMS in 2012. Bill Auberlen, in the #55 M3, exits the classic Oak Tree Turn at VIR. (Below) Dirk Müller was impressive in the Roller Coaster and Hog Pen during qualifying. Here, he's on two wheels in Turn 28.

Moving from the BGP street circuit to the traditional road course at VIR, the cars are presented to the spectator in a very different way. At BGP one can be quite close to the cars as they go by, but it's hard to see them for very long. You are very close to the sound and the action, but one does not see the cars in a variety of angles and conditions. With VIR being a relatively long circuit with significant elevation changes it is a classic road course that presents the cars from prototype to GT in a very picturesque way. There are many nice viewing positions and angles to see the cars from and see the drivers work





bad luck for the BMWs at VIR.

As the race played out, the #56 BMW was driven well by Jonathan Summerton and Dirk Müller and as the issues from the start settled out, the car was in second place chasing the #4 Corvette. This would be the battle for the season. The #55 car was further back, perhaps on a more conservative plan, but also competitive, and also driven well by Jörg Müller and Bill Auberlen. As they cycled through their pit stops and into the runs of each stint, we could see that the #56 BMW seemed to be making up ground on the Corvette. If they could get a break they might get close enough to make the pass one way or another. This would not come to be however as an optimistic LMP2 car would misjudge his position in front of the #56 BMW, cutting in too early without space and clipping the front of the BMW, damaging suspension and sending it on a sliding ride across the grass. The frustration for Dirk Müller and team was extreme. They were in position, running well, but again taken out by a cruel strike of bad luck. After repairs they would finish the race in 9th position with the #55 in 4th. Finishing in first Oliver Gavin, Tommy Milner and the Corvette would win the championship for 2012. If anything the Corvette seemed to have better luck than the BMW this season.

BMW RLL have been asking for a little more top speed and the need for this could be seen at VIR, but the ALMS was not willing to make adjustments. Congratulations to Tommy Milner & Oliver Gavin. Championships aren't won without lots of hard work, good driving and some luck too.

If you read the report on the Baltimore GP, you might have noticed

some optimism with respect to the 2013 season from BMW RLL. Two weeks later there came an announcement that the ALMS will merge with Grand Am in 2014 and people aren't so sure what will happen in 2013. BMW has been very interested in bringing the Z4 GT3 car to the United States in one or both of these series. With the merger, announced a few days after the BGP, no one is sure what the classes will be like for the eventual single series. Regardless of what might happen in 2013. The ALMS GT cars are about as fast as the GA Daytona Prototypes. Some adjustments will be needed. The ALMS has told the GT teams that there will be a class for them to run. All of the GT cars in the ALMS are based on production cars. Porsche is the only manufacturer in the GA that runs a production-based car. The other GA GT cars are purpose-built, tube-framed cars with carbon fiber bodies. The GA GT cars are intended to look like the production versions. GA has told the DP teams that they will be able to run in the merged series. The Le Mans prototypes seem to be out. Certainly the LMP 1 cars

are not part of the plan. BMW RLL might come back in 2013 with the M3 GT car, but they aren't very happy with the way they've been treated this year by the ALMS. Where there was optimism and a more or less clear future at Baltimore, there was guarded concern at VIR. They don't really know what's next. Yes, the merger is a good thing for U.S. Sports Car Racing. As of this date, all that has really happened is that NASCAR has purchased Road Atlanta and Sebring. It doesn't sound like they are going to change anything for now. At the season-ending Petit LeMans in October, maybe there will be a clearer picture. Stay tuned...

I'd be remiss if I didn't offer sympathy to BMW RLL Team. On September 9, Scott Roembke COO of RLL lost a battle with declining health and passed away. Scott Roembke had been with RLL for many years and was held in the highest regard by many people from the ALMS to Indy Car Racing. He will be missed.



(Top) Ever wonder what it would be like to take the Climbing Esses flat out in a GT2 car? (Above) VIR is such an attractive setting for the cars against the local foliage.



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Go North and

As the winter weather of 2012 settles in around us, we need something to keep us warm and toasty. Yep, there are many things that could reasonably fill that bill, but car events are what we can discuss here. In 2013, here are a few BMW CCA regional events for your consideration, one south and a couple to the north.

The Vintage, now in its 10th year, will be held at a new venue and on a new date. In 2013, the Vintage will be at Virginia International Raceway (VIR) near Danville, Virginia. By scheduling a major event such as the Vintage at a major racecourse, Scott Sturdy, the Festmeister, needed to move the event to April 26-27, 2013. Scott has rented the 1.1 mile



sponsor the Euro Auto Show and the Saratoga Automobile Museum's 5th Annual Saratoga Invitational Concours. BMW is the honored marque and will be displayed around the reflecting pool at the Saratoga Spa State Park from May 17-19, 2013. This event benefits the children's programs at the museum and the Make-A-Wish Foundation of Northeast New York. The Invitational may include a new entry from Lothar Schuettler, who won the event in 2011.

Pfafflin at GoetzPfafflin@msn.com if interested in the Holiday events. In addition to BMW V&CCC holiday, the Vintage at Saratoga will be held.

The Vintage at Saratoga, usually held in July, will be October 12 and 13, 2012, on the lawn of the Saratoga Auto Museum. This non-judged show brings the finest classic and vintage BMWs from the northeast. Coupled with the usual attendance of 100 classic and vintage cars, the cars belonging to the BMW V&CCC will make this an event of unusual



On that weekend, the museum will open a new exhibit of BMW automobiles and motorcycles of historical significance in the main gallery. Famed automotive journalist Ken Gross is coordinating this event. According to Ken, the exhibit focuses on "BMW - The Ultimate Driving Machine." Historic BMW's on display will range from the sporty pre-war 328 roadster to the elegant post-war 507, the winged CSL of the 1970s, and noted BMW racecars. BMW Classic is expected to provide cars from the BMW museum in Munich and the BMWNA Collection. The BMW exhibition will open at the museum with an introductory program, narrated by Ken, guest curator and author of "The BMW Buyer's Guide."

significance. Organizer Frank Greppo and the Patroon Chapter plan a tour of the Saratoga countryside and a meet-and-greet dinner the night before the event.

Being centrally located between these events makes them options we can certainly consider for 2013. Sounds like a great way to open the car year and to close it in 2013. I hope to see many National Capital Chapter vintage owners and their cars at one or all of these events.

The exhibit closes soon after the BMW Vintage and Classic Car Club (V&CCC) begins its "Holiday" event on October 12, 2012. Registration for the Holiday closes November 1, 2012. Contact Goetz

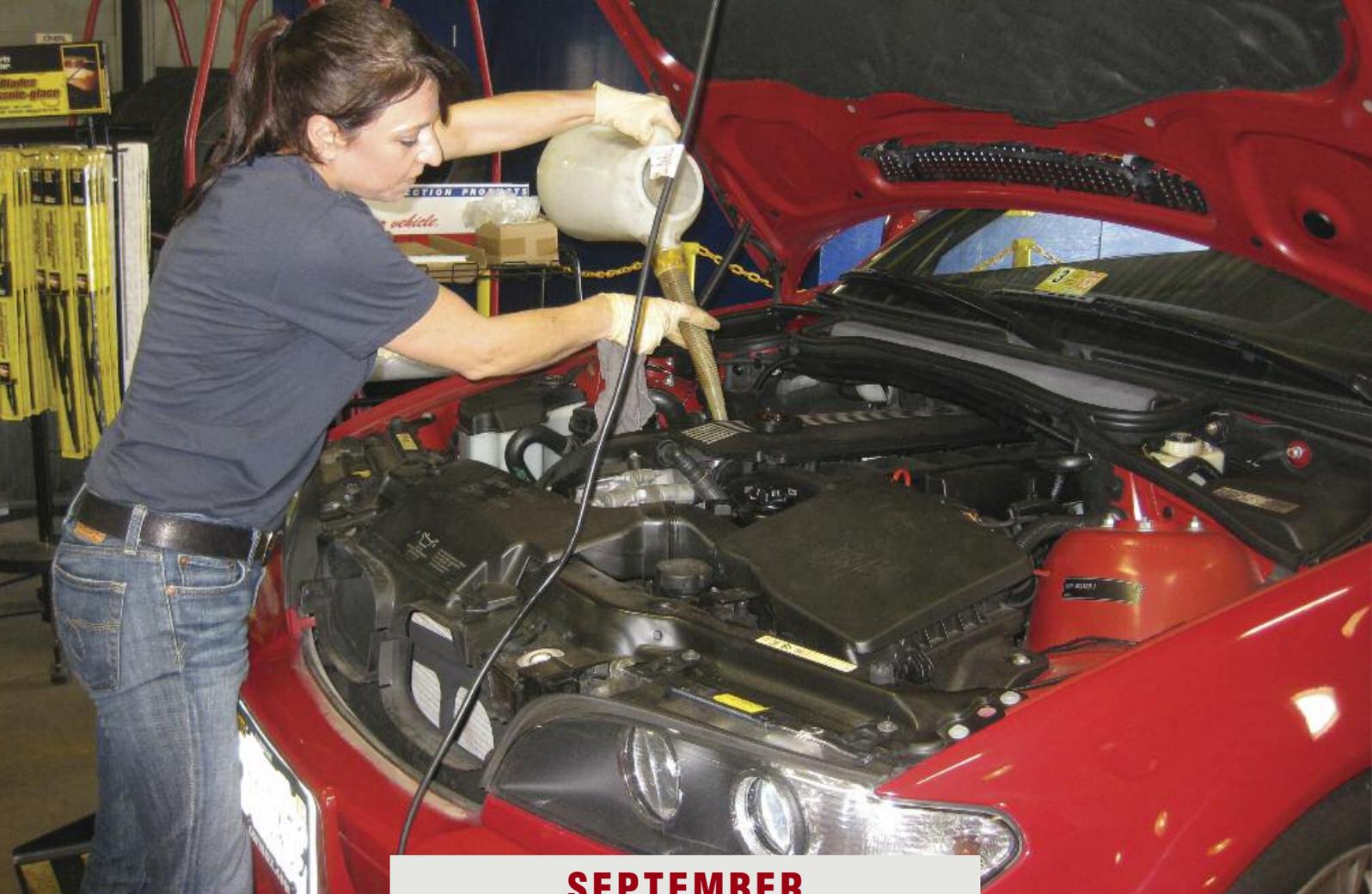
(Top left) Lonny Shirk admires Frank Greppo's 1975 2002 in front of the Saratoga Auto Museum, formally a bottling plant for the famous mineral water. (Lower left) Ed Lamby stands behind Brandon Salls', art director at the museum, BMW bike looking over the 100 cars at the Vintage at Saratoga. (Upper right) Lawrence Charlemagne's very custom 2002 never looked better.

South in 2013

Patriot course for event activities. Some of those activities include a Friday "Der Vintage Rallye" and 10th anniversary bash. On Saturday, you can keep yourself entertained with an autocross on parts of the Patriot course, parade laps on the full course with photo and video opportunities, a spa, karting on their kart course, exhibition laps by historic BMW

vintage race cars, along with a display of more than 300 vintage BMW cars and motorcycles. This event is a favorite among our club members and always adds to our collective trove of stories, lies and lore.

Saratoga Springs will be all about BMWs during the summer and fall of 2013. Beginning in May, the Saratoga Auto Museum will again



SEPTEMBER

DIY at Curry's in Alexandria

By Marc Caden

Curry's Auto Service, the host of September's DIY event, is a family owned business with nine locations in Virginia and Maryland and a new location opening in Leesburg at the end of the year. They are a general service shop that has all of the latest diagnostic machines to service your BMW. Curry's also offers a five percent club discount and provides a courtesy shuttle service to Metro or other locations in old town Alexandria.

Looking around at Curry's nice facility, I couldn't help but compare it to a recent outing I took to the Baltimore Grand Prix (BGP). As a first timer to the BGP, whenever there was any pre-race down time, I found myself wandering over to the BMW paddock to watch the crew prep the cars. It was no frills. With no lifts available and merely a canopy to provide shade, the crew performed most tasks the old fashioned way – string alignments, basic hand tools for repairs, precision measuring



(Top) Michele Russo changed the oil on her beautiful 2005 330ci ZHP
(Above) Charlie Kunda switched his track day pads back to street pads for the brakes on his 2008 M5.

devices, and a lot of elbow grease. I was amazed at how the RLL race team worked under roughly the same conditions as I do in my driveway or garage (of course, their tools weren't bought with coupons from Harbor Freight!) But these savvy mechanics prepped million-dollar cars for battle on the bare essentials. And if they can do that, I thought to myself, certainly we can do fluid changes and routine maintenance in the well-equipped and staffed garage at Curry's.

Indeed, with seven lifts and the most recent Hunter alignment machine on the premises, Curry's Auto Service in Alexandria offers a very nice work environment. Curry's General Manager, Tim Hoover, provided the club with access to four lifts and numerous technicians were available for assistance.

Many tasks were accomplished at this DIY event. Michelle Russo changed the oil and checked the battery voltage on her 2005 330ci



ZHP. Joe Concaugh flushed the power steering and brake fluids and then changed the oil on his 2003 330ci. The oldest car of the class, a 1985 E28 535i, was driven by one of the youngest participants, Bryon Sweeney. Bryon changed the transmission fluid and then spent the remainder of his time trying to diagnose a problem with his brakes pulling. Charlie Kunda decided the track pads on his 2008 BMW M5 were just too loud for everyday use and so he swapped them for street

pads. Rico Mills took on the most substantive task of the day, by changing the front control arms and their bushings on his 1998 328i. O'Neil Reid changed the oil on his wife's 2003 530i.

Thanks to DIY coordinator Phillip Cummings for setting up another great DIY event that also included a lunch break with pizza. Also, thanks goes out to Curry's for providing breakfast, free fluid touch ups, and graciously hosting this event.



(Top right) A technician from Curry's helps Joe Concaugh check suspension components on his 2003 330ci. (Second down) Bryon Sweeney draining the transmission fluid on his 1985 535i. (Third down) Rico Mills changed the front control arms and bushings on his 1998 328i. (Bottom right) Curry's General Manager Tim Hoover and DIY Coordinator Phillip Cummings give instructions to participants.

Test Your Metal, And Your Mettle, at A Driving School

By Patrick B. Pexton

Photos by Race Day Photo



If you're thinking of registering for your first high performance driving school, you're going to go through a thought process something like this: What am I thinking? I'm going to take my car out onto a freaking RACETRACK? I've never done anything like this before. I'll have so many stomach butterflies I may achieve liftoff. I'll be out there with a pack of other drivers I don't know from Joe, and a lot of them will be driving some very precious metal, maybe newer, nicer, and faster than my ride. I'll probably have some mean, two-ton M6 breathing down my butt the whole time. And what if I'm slow? More than anything please God, don't let me be slow. I want to be fast. But honestly, I don't actually know what the hell I'm doing when I drive fast. I don't want to go onto a RACETRACK and spin, or hit anybody, or hurt my car, or embarrass myself around all these other car guys (and girls). Can I really do this? Criminy, I'm not even a wrench

(Top and above) My stock 2004 330i ZHP on Summit Point Main track coming into turn 1. Look, brake, look, turn in, look, hit the apex, roll on the accelerator, look for track out. It's that simple. Well, sort of. By the way, my car is an automatic.

turner, I barely know how to change a flat tire. And, I've read about a turn's apex, but I'm not really sure what the heck it is or how to find one. And they say I have to buy, rent, or borrow a CRASH HELMET? Am I gonna die?

No. You're not going to die. At a BMW driving school, particularly at the National Capital Chapter,

you're going to learn about your car, about what it can do, and even more about what you can do. You'll be testing your metal, and your mettle. And you'll be doing it with some of the safest, smartest, best-trained BMW drivers in the 50 states, hands down.

So put your nervousness, trepidation, and uncertainty in the

glove box, pay your fee, and register for a high performance driving school. You'll have more fun than you can possibly imagine, you will go faster and be a better driver even after just one weekend on the track, and you'll be doing it with a far greater safety margin than you have now driving the Capital Beltway every day.

So here's what to expect and why you should do it.

First, it is exhilarating, and exhausting in a good way. You'll leave all your work, family and other troubles way behind. You won't have time or mental space for them. You won't be driving all day; you couldn't, you'd be utterly drained by the new challenges. No, the maximum time on the track in any one session is about 25 minutes. You'll do four of those spaced throughout each day. You'll be placed in a "run-group"—designated D, C, B, A—based on your experience level, from novice to advanced, and the horsepower of

your car. Don't worry; you won't be the slowest in your group, or the fastest. And if you are, just wait, that will change as you, and your colleagues, learn.

Between track sessions, your day is broken into organized periods of classroom instruction, skid pad instruction, and most important, rest periods. Those rest periods are built in for a reason; you'll be processing a lot of new information and experiences and you, and your car, need breathers, both mental and physical. You may need to top off the fluids in your car, and you'll certainly need to hydrate yourself. Bring some extra oil and brake fluid for the car, and a cooler with Gatorade, water, or juice for yourself. Fluids calm the nerves and keep your brain sharp.

In class, you'll cover a wide range of material, and yes, you'll finally learn what an apex is and why it's important. You'll learn about oversteer and understeer, about braking points, and tires, and the physics of what cars do when pushed to their limits. In addition, you'll learn that the most important input is not acceleration, braking, or steering – it's vision. Your eyes will guide you around the track to the

apexes, so bring some Windex and paper towels for your windows.

When you're out on the track, you'll have an instructor with you at all times with electronic two-way communicators. He or she will guide you and help keep you safe. Listen to them; do what they say. Ask them questions.

A driving school, although it begins with a green flag and ends with a checkered, is not a race, even though you're driving fast. You'll be taught strict passing rules at the morning meeting, which will be reinforced all day

long. Passing zones are limited and passing signals definitive. Obey them and you and your car will be fine. You will be passed, so don't worry about it, leave the ego at home. And you will do some passing yourself. It's a great feeling. You'll do one skid pad session each day. For me, it was the most fun and challenging part of the day. A skid pad is a big wide circle of blacktop, maybe an eighth of a mile in length, kept wet by sprinklers. It's slippery. You're probably going to spin there. Fine. But the goal is to learn how not to spin. On the skid pad you're going slowly, you may never leave 2nd gear. You're there to learn car

*And they say
I have to buy,
rent, or borrow a
CRASH HELMET?
Am I gonna die?*



(Above and Left) In the rain (left) Fitz Pollard in his yellow E36 M3 gains on me and passes on the next straight. On the skid pad (above) I practice countering large-angle oversteer. This time I didn't spin.

control—how to quickly counter understeer and oversteer, both of which occur faster on a wet surface, so the skills you learn here make you much better on dry pavement. But it's a slow learning process. Be patient, it will take you a while to get good. The more patient you are, the faster you'll learn.

Now, the most important ingredient in a driving school is you. Be good to yourself beforehand. Rest the night before your school, and don't drink alcohol. Give yourself plenty of time to get to the track by 7 a.m. Make it a relaxed drive there, not a hurried, nervous one. Enjoy the pre-dawn light, the cool morning air, the purr of the motor as you ascend the country roads to West Virginia. Feel the car. The car is the next priority. It must undergo a technical inspection by your mechanic before it will be let onto the track. Tires, brakes, suspension, cooling system and motor must all be in top working condition. Be sure to have the tech inspection form filled out properly. Once you get to the track there will be a brief, second technical inspection by club members. You must pass this too. Don't try to conceal anything, the inspectors will find the flaws.

When you arrive at the track, you'll see a bunch of BMWs like yours parked in the paddock unloading their gear. But you'll also see

some highly modified cars, quasi-race cars really, arriving on trailers. Don't be intimidated by this. Most of these belong to instructors or advanced students. You do not need to modify your car to come to a driving school. I've advanced through all the run groups and am now in the instructor academy, and my 2004 330i is still stock. A stock BMW (or Porsche, Audi, Mini Cooper, whatever) is one fine automobile, as built. The cars are better than you are.

Ladies, these schools are for you too. Some of the best instructors on the track are women. Will you be outnumbered? Sure, but we're not macho Neanderthals who either drool over, or ignore, you. If anything, as a woman, you'll be swamped by advice and helpfulness. This is a supportive group. If you like driving, and appreciate your car, you'll be great at this. So, the flag is green, the track is hot, you're belted in, your helmet is strapped, the instructor is ready in the seat next to you. It's time to test that ultimate driving machine—you.

Patrick B. Pexton is the ombudsman for The Washington Post.

BMW of Fairfax sponsors September HPDE dinner

Many thanks to Mark McCollum, General Manager and James Duerbeck, head sales professional at BMW of Fairfax for their generous sponsorship of the September HPDE.

Over 115 BMW enthusiasts enjoyed a sumptuous BBQ dinner from Dave's Famous BBQ, a great culmination to a day of high-performance driving.

Please call BMW of Fairfax and James for your new and previously owned BMW needs and I recommend Rich Eccard as the best BMW mechanic east of the Mississippi!

Thanks again,
Gordon M. Kimpel





Bimmerfest East Invades Aberdeen!!

By John McWilliams | Photos by Yusuf Ucar

Bimmerfest, the premier West Coast BMW event, came to the East Coast for the second year on August 25, 2012. Ripken Stadium in Aberdeen, Maryland was the site for this year's gathering, sponsored by Turner Motorsports.

More than 1,300 BMWs were in attendance along with more than 3,000 attendees and 30 vendors, offering the automotive shopper a wide variety from which

to choose. No doubt many who came got an early start on their holiday shopping or at least added a few things to their own wish list! Vendors offered every type of performance or styling enhancement known to exist! There was also quite a variety of cars for attendees to admire, from a stock 1970 2800CS to a 2013 ActiveHybrid 7 Series.

While this was more of a Bavarian cruise-in than concours

event, prizes were awarded in three classes for The Battle of the Bimmer. Local members Doug Dolan took first place in the Stock class with his Stratus Metallic 2002 Z8, while Bruce Carr captured third place in the Classic class with his Bristol 1969 2002. Navin Kumar's highly modified Atlantis Metallic 2000 323ci went home with the coveted Best in Show award.



C L A S S I F I E D S

CLASSIFIED AD REQUIREMENTS	
COST	Ads are free to current club members. Membership numbers must be included. Commercial ads are \$30 per issue. Personal, non-member ads are \$15 per issue.
HOW TO SUBMIT AN AD	Please see the chapter Web site at www.nccbmwcca.org and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the Web site on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).
IMPORTANT	Classified ads will not be accepted by e-mail.

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

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745ii
 VIN: WBAGN63413DR17850, black / black, asking \$17,500 obo, with 113,500
 4 Door, Automatic Transmission, Alloy Wheels, Air Conditioning, Cruise Control, Dual Climate Control, Heated Seats, Leather Seats, Power Door Locks, Power Mirrors, Power Seats, Power Steering, Power Windows, Rear Defrost, Tilt Steering, Tinted Windows, Alarm, AM/FM Radio, CD Player, Driver Air Bag, Passenger Air Bag, 20-inch staggered chrome rims, wood grain steering wheel, reclining, massaged, heated and ventilated back seats, soft close doors, rear spoiler, power read window shades, chrome mesh grille, park distance, paddle shifters, sports package. Call Booker at 301-385-3726

CARS FOR SALE

2000 M Roadster
 102k miles, fun, fun, fun! Red with black & red interior, priced at \$13,900...also have an 840ci for sale \$14, 500 black w/ gray interior, 131k miles smooth running. Serious calls only, 410-206-4481

2007 328xi Coupe
 Good condition, 82,400 miles. Dakota black leather interior, painted the trim body color, carbon fiber steering wheel, carbon fiber emblems, reflectors replaced to body color, car has been coded for custom settings, outfitted with an Escort Passport 9500ci system. Black 17" rims, LED lights for the license plates. Clean car with small scratches on driver door. Drives beautifully, oil changed every 3,000 miles, new tires, new spark plugs. Asking \$19,998, call 240.499.4081 for an appointment to see it!

1990 E30 325i Coupe
 Shiny Arctic Silver paint with gray cloth seats, 5-speed, limited slip diff, A/C, leather steering wheel, sunroof, Alpine stereo with original upgrade speakers. Bilstein shocks, M3 shift knob, 325iS alloys with Bridgestone Potenza 950s plus set of Blizzak winter tires on steel wheels. 205,000 miles, 2 owner car. All original body panels except hood which was replaced when shuttle van dinged original. One square inch rusty place at front of right rear wheel well and another small area under the rear bumper. Small dent in right rear wheel opening lip. Car is very presentable at first glance. Asking \$3,000, call Bill 703.622.8813, or email brillett@verizon.net

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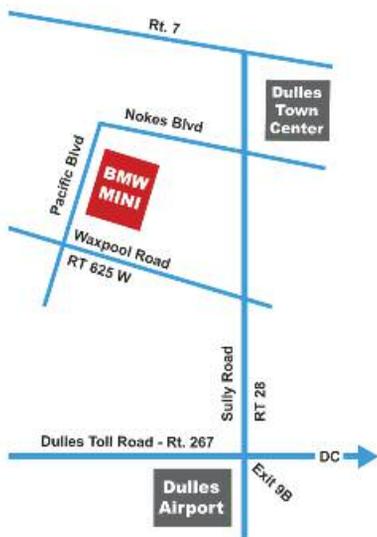
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