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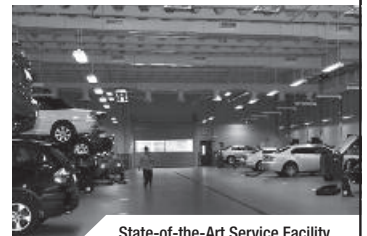
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Cover: The 2014 M235i being introduced at the World Premiere Detroit Auto Show. See article on page 22. Photo: James Chew

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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



President's Message

So as I write this, there's snow and salt all over the place, not to mention the single digit coldness due to something called a "Polar Vortex." This winter thing really is not conducive to a car enthusiast's psyche since it seems like it'll never warm up. But, there is hope! The circuit of auto shows is making its way around and plenty of shiny toys are being introduced, including the new M3/M4. While many of us may debate the weird naming convention, these new models look great on paper and in person. While I haven't driven any of them yet (and I'm eagerly anxious), this will be the true test to see how BMW continues its tradition of high-performance cars which are fun to drive. Maybe one of them will replace my current E92 M3 soon, but this may have some drawbacks. Will I miss the high-revving; great-sounding V8 or will the lighter weight and increased torque of the new twin-turbo monster compel me to make the swap?

I know many of our members went through something similar when thinking of 'upgrading'; E30 M3 vs. E36 M3 vs. E46 M3 vs. E9X M3, I've heard all the arguments. But this one is different to me, naturally aspirated vs forced induction. I've always had a true appreciation for both and know that turbos don't really fit in with the history of M cars. But, if the new M4 is as good as stated, I may never look back. When is that test drive?

Enough about my first world problems. What about the chapter, you ask? Well, we have some great events lined up for this year. For those who want to improve their driving skills, our HPDE and Autocross programs start very early this year, not waiting for the warm weather of Spring. Our Karting program practically runs year around now and we've selected new locations to host our monthly socials. There's something going on every week, so get active in the club. Come on out, meet other members, and have some fun. I'm very sure you'll have a great time!

Interested in Customized Maryland Club License Plates?



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, go to the club's website at <http://nccbmwcca.org> and fill out an application. You will receive an MVA form and instructions from Billy Dixon 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, call Billy Dixon at 410.802.0188 or send email to bmwnccmva@outlook.com with the info that is on the form plus your membership number.



I would like to pick up on the theme by Rob Hollister in this issue. We at the editorial staff can turn prose into poetry. We certainly can improve readability and the way articles look and sound. But we cannot produce them from thin air. We need all of the readership to send in experiences in the various events the club does, observations made,

and issues that are resolved. I am particularly pleased that we have extended ourselves to interesting maintenance issues. Examples are Zach's 300,000 miles and counting, and Stephane's article on blasting walnut shells. It is unlikely we will become a model of technical expertise as "Tech Talk" in *Roundel*, but I find these topics interesting.

About the middle of each month, I begin to worry if we will have enough material for the next issue. So I start sounding out the Board, and those who I know have been to events, on tours and so on. About the end of the week of the due date, we get a tidal wave of material and we fill the issue. On a number of occasions, we have pushed into

the next issue. This is particularly gratifying since the magazine has recently been expanded by four pages.

So, bring it on. Write early and often.

Clarification on the MB vs. M3 article

By James Chew

I am delighted to know that folks enjoy reading *der Bayerische* as much as I enjoy providing material. I'm quite humbled that some of you had some questions concerning my 2014 CLA45 AMG review. I hope this answers some of them:

1. The 2014 CA45 AMG is an all-wheel-drive vehicle, based on front-wheel-drive architecture. As with the attempt in 1987 when Dodge and Carroll Shelby launched the Shelby Lancer to compete with the new BMW M3, the CA45 AMG does drive quite nicely, but does not feel like a

rear-wheel-drive sports sedan nor the "toss ability" of an M3 (nor of my 135i M Sport convertible) because of the front weight bias.

2. The 2014 CLA45 AMG drivetrain is a multi-valve, turbo-intercooled 2.0 liter, four-cylinder engine, producing 355 horsepower, coupled with a 7-speed automatic transmission (with paddle shifters). In contrast, my 1987 Shelby Lancer's drivetrain was a turbo-intercooled 2.2 liter four-cylinder engine, producing 175 horsepower, coupled with a 4-speed automatic transmis-

sion. Just for chuckles, review the horsepower ratings of the M3 through the years!

3. The "base" price of the 2104 CLA45 AMG is \$48,375. The base price of the CLA 250 is \$30,825. Visiting a few Mercedes dealers, I have yet to find a CLA250 or CLA45 AMG that had an MSRP close to the base price.

4. The review was written to help condition the BMW faithful to the next generation of BMW sport sedans, which will include front-

wheel-drive models. Considering the "affordable" front-wheel-drive CLA has been such a sales success, propelling Mercedes past BMW as the luxury car sales leader, don't be surprised if we see front-wheel-drive BMWs sooner rather than later. There is nothing to fear about the future of BMW products but fear itself.

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CALENDAR OF EVENTS

August 2013

- 1 NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 3 6th Annual Spring Golf Outing @ Raspberry Falls Golf Club - NEW DATE
- 4 BMW Night at Camden Yards - Orioles vs. Mariners
- 8 Columbia Social - Champps. Columbia Mall (BMW Heritage Showcase)
- 10 NCC Autocross Points Event #5 @ Bowie Baysox Stadium
- 10 DIY @ Curry's Auto Service - Alexandria, VA
- 11 Karting @ Allsports Grand Prix
- 14 Aug Board Meeting/Social - Hamburger Hamlet Bethesda
- 15 MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 19-24 44th Annual BMW CCA Oktoberfest (Monterey, CA) (*)
- 25 Karting @ Allsports Grand Prix
- 30-1 Baltimore Grand Prix Corral

September

- 7 NCC Autocross Points Event #6 @ Regency Furniture Stadium
- 8 Karting @ Allsports Grand Prix
- 14 MPact (Camden Yards)
- 21 DIY @ Road Race Technologies
- 22 Karting @ Allsports Grand Prix
- 27-29 Driving Schools @ Jefferson Circuit
- 28 Simeone Museum & Cheesesteaks Tour Philadelphia, PA
- 28 Karting @ Summit Point Washington Circuit

October

- 3 NoVa Social - La Sandia, Tysons Corner - New Location!
- 4-5 ALMS @ VIR
- 5 Driving Schools @ BMW Performance Center
- 5 Street Survival - ADESA (Dulles, VA)
- 6 Karting @ Allsports Grand Prix
- 9 Board Meeting/Social - Hamburger Hamlet Bethesda

- 10 Columbia Social - Champps, Columbia Mall
- 12 NCC Autocross Points Event #7 @ Bowie Baysox Stadium
- 12 DIY @ Russel BMW
- 17 MoCo Social - Miller's Ale House, Rockville, MD
- 18-20 18th Annual Euro Auto Festival (BMW Manufacturing, SC) *
- 19 Oktoberfest at BMW Excluservice (*)
- 20 Karting @ Allsports Grand Prix
- 26 Solomons Saturday Social - Solomons Island, MD

November

- 1-3 Driving Schools @ Shenandoah Circuit
- 2 Karting @ Summit Point Washington Circuit
- 7 NoVa Social - La Sandia, Tysons Corner
- 9 Ladies DIY @ At Speed Motorsports
- 9 Street Survival (Sykesville, MD)
- 13 Board Meeting/Social - Hamburger Hamlet Bethesda
- 14 Columbia Social - Corner Stable, Columbia - New Location!
- 16-17 NCC FALL TOUR, Hershey PA
- 17 Karting @ Allsports Grand Prix
- 21 MoCo Social - Miller's Ale House, Rockville, MD
- 23 Pie Run XIV

December

- 1 Karting @ Allsports Grand Prix
- 5 NoVa Social - La Sandia, Tysons Corner - CANCELLED
- 7 DIY @ BMW Excluservice
- 8/ Karting @ Allsports Grand Prix
- 11 Board Meeting/Social - Hamburger Hamlet Bethesda
- 12 Columbia Social - Corner Stable, Columbia, MD
- 15 Karting @ Allsports Grand Prix
- 19 MoCo Social - Miller's Ale House, Rockville, MD

January 2014

- 2 NoVa Social - Norton's, Tysons Corner - CANCELLED
- 5 Karting @ Allsports Grand Prix
- 9 Columbia Social - Corner Stable, Columbia, MD
- 12 Karting @ Allsports Grand Prix
- 16 MoCo Social - Buffalo Wild Wings, Gaithersburg, MD
- 18 DIY @ G & C Tire and Auto Service
- 18 Annual Meeting @ Maggiano's Little Italy
- 26 Karting @ Allsports Grand Prix

February

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - La Sandia, Tysons Corner, VA
- 8 DIY @ Russel BMW
- 9 Karting @ Allsports Grand Prix
- 12 Board Meeting/Social - The Original Ambrosia Restaurant, Rockville, MD
- 13 Columbia Social - Corner Stable, Columbia, MD
- 16 Karting @ Allsports Grand Prix
- 20 MoCo Social - Buffalo Wild Wings, Gaithersburg, MD
- 22 NCC Chili Competition
- 28-2 HPDE @ Summit Point - Main

March

- 2 Karting @ Allsports Grand Prix
- 6 NoVa Social - La Sandia, Tysons Corner
- 8 NCC Autocross Test & Tune @ Regency Furniture Stadium
- 9 Karting @ Allsports Grand Prix
- 12 Board Meeting/Social - The Original Ambrosia Restaurant, Rockville, MD
- 13 Columbia Social - Corner Stable, Columbia, MD
- 15 DIY @ Northwest BMW
- 20 MoCo Social - Buffalo Wild Wings, Gaithersburg, MD

- 23 Karting @ Allsports Grand Prix
- 30 Karting @ Allsports Grand Prix

April

- 3 NoVa Social - La Sandia, Tysons Corner
- 9 Board Meeting/Social - The Original Ambrosia Restaurant, Rockville, MD
- 10 Columbia Social - Corner Stable, Columbia, MD
- 12 DIY @ BMW of Annapolis
- 17 MoCo Social - Pizza CS, Rockville, MD
- 19 Street Survival - ADESA (Dulles, VA)
- 26 NCC Autocross Points Event #1 - Bowie, MD

May

- 4 31th Annual Deutsche Marque Concours @ Nottoway Park
- 10 NCC Autocross Points Event #2 - Waldorf, MD
- 10 ///M Club Day Driving School @ the BMW Performance Center
- 15 MoCo Social - Pizza CS, Rockville, MD
- 17 DIY @ At Speed Motorsports
- 24 NCC Autocross Novice School #2 in Bowie, MD
- 30-1 HPDE - Summit Point Main Circuit
- 31 DIY @ Chapman Auto Werks

June

- 16-20 BMW CCA Oktoberfest 2014 (Beaver Creek, CO)
- 19 MoCo Social - Pizza CS, Rockville, MD
- 29 NCC Autocross Points Event #3 - Waldorf, MD

July

- 19 ///M Club Day Driving School @ the BMW Performance Center

(*) Not a chapter event.

NCC Chili Competition, Owings, MD

Saturday, February 22, 2014

In the dead of winter, what's better than a hot bowl of chili! We're starting our first ever NCC Chili Competition, so if you have a family-secret recipe or you're just dying to show off your impeccable cooking skills, make a batch and bring it out!

Our 1st Annual NCC Chili Competition will be a competition among club members for the ultimate bragging rights of who can make the best chili. Registration is required for all attendees and the location address will be sent out a few days prior to the event.

There will be two (2) categories: Traditional Red - classic red chili sauce, with or without meat but no beans; homestyle - anything goes! red/green/white chili, with or without meat or beans.

Judging criteria: Appearance, Smell, Consistency, Flavor, Creativity

Each chef will be required to complete the official competition template which will include the following: Name of chili, Heat level/spiciness, a listing of ALL ingredients to avoid allergies

HPDE @ Summit Point - Main

Friday, February 28 – Sunday March 2, 2014

The National Capital Chapter (NCC) operates three High-Performance Driving Events (HPDE) each year at Summit Point Raceway. Each HPDE consists of driving sessions on the track and at the skidpad, as well as classroom sessions. An in-car instructor will help you improve your driving mechanics. Braking, cornering and accelerating techniques are refined continuously during on-track sessions.

Our instructors come from two basic driving backgrounds: accomplished HPDE students and successful amateur (e.g., SCCA) racers.

The February/March 2014 Summit Point Main Circuit HPDE is only \$430 for both days!

Karting @ Allsports Grand Prix, Dulles, VA

NCC Winter Karting League at Allsports Grand Prix, 45915 Maries Rd., Dulles, VA 20166
Sunday, March 2, 2014

Member Rate - \$65/event, Non-Member Rate - \$70/event

Come join us for the most fun, competitive racing in the DC area in the NCC Winter Karting League at Allsports Grand Prix. Each race day will consist of a practice session, qualifying heat, and three races. Races will be scored based on finishing position; points will be accumulated within the weight classes and for the overall points total. At the end of the season each racer will be allowed to drop one event from the points total to keep his or her best nine events.

NoVa Social - La Sandia, Tysons Corner, McLean

Thursday, March 6, 2014

There are three social events each month. Northern Virginia is the first Thursday, Columbia, MD is the second Thursday, and The Montgomery County, MD event is on the third Thursday of the month.

Come join us at our great NoVA location, La Sandia, centrally located on the 1st floor of Tysons Corner and near Gordon Biersch. Get there early to get a good parking spot; we'll hang out starting at 6 pm (weather permitting) and go inside by 7 pm.

NCC Autocross Test & Tune Event at Regency Furniture Stadium

Saturday, March 8, 2014

Need to take your autocross skills to the next level? Want to dial in your car for the upcoming season? This is the event for you! We will have several advanced autocross instructors available to help those who just need a bit more to improve. There is no limit on runs! Just drive, drive, drive!

The event will begin at 8:30 am and run until 4:30 pm. Each person will be required to work two 45 minute sessions throughout the day. Please choose your work assignment. Six persons per work assignment so first come, first choice.

THIS IS NOT A NOVICE SCHOOL and is limited to a maximum of 30 participants!!

Karting @ Allsports Grand Prix

Sunday, March 9, 2014

NCC Board Meeting and Social - The Original Ambrosia Restaurant, Rockville, MD

Wednesday, March 12, 2014

Our next board meeting will be held Wednesday, March 12th at The Original Ambrosia Restaurant. It's located on Rockville Pike in the Montrose Crossing Shopping Center.

Social starts at 7 pm and meeting begins at 8 pm sharp.

Columbia Social - Corner Stable, Columbia, MD

Thursday, March 13, 2014

Come join us at our favorite Columbia location, Corner Stable, located in the Kings Contrivance neighborhood. We've had great turnouts over the past few months so come check out some of your fellow member's BMWs and grab some food.

DIY @ Northwest BMW

Saturday, March 15, 2014

The 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 can routinely completed within a two-and-one-half-hour time period.

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

MoCo Social - Buffalo Wild Wings, 668 Clopper Road, Gaithersburg, MD

Thursday, March 20, 2014

Come join us at our MoCo location, Buffalo Wild Wings in Gaithersburg. We hope this spot will bring out more area members so come check out some of your favorite BMWs, meet other members, and grab some wings!

Karting @ Allsports Grand Prix

Sunday, March 23, 2014

Karting @ Allsports Grand Prix

Sunday, March 30, 2014

NoVa Social - La Sandia, Tysons Corner, VA

Thursday, April 3, 2014

NCC Board Meeting and Social - The Original Ambrosia Restaurant, Rockville, MD

Wednesday, April 9, 2014

Columbia Social - Corner Stable, Columbia, MD

Thursday, April 10, 2014

DIY @ BMW of Annapolis

Saturday, April 12, 2014

MoCo Social - Pizza CS, 1596B Rockville Pike

Thursday, April 17, 2014

Come join us at our new Spring MoCo location, Pizza CS is in the heart of Rockville. Located across from Congressional Plaza next to Fuddrucker's on Rockville Pike, there is plenty of parking for a great car meet. Pizza CS is also one of the highest rated pizza places in the DC area, so how can you not join us?

NOTE: this is a new location

Tire Rack Street Survival, Adesa Car Auctions, Dulles, VA

Saturday, April 19, 2014

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations! We use participants' cars to teach handling limits and how to control the cars. 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 driving, they will make fewer unwise driving actions themselves. It will further understanding why seatbelts should always be worn, and why they should insist that their passengers wear seatbelts, too.

All Schools \$75

Registration closes: April 18, 2014 5:00 PM

NCC Autocross Points Event #1 - Bowie, MD

Saturday, April 26, 2014

Bowie Baysox (Prince Georges Stadium), 4101 Crain Highway, Bowie, MD 20716

Registration opens on Saturday, March 15th, 2014. Register online and get a \$5 discount. Online registration is highly encouraged. Walk-up registrations will be for pm session only! Registration closes 12:00 pm on Friday, April 25th, 2014.

BMW CCA is now requiring all NCC Autocross participants (for both events and schools) to be registered BMW CCA members.

All Day Session (Online Registration Only!): \$45.00.

Afternoon session: Online registration is \$30.00. Walk-up registration is \$35.00

We are offering season subscriptions for those who want to keep the same vehicle number for the entire season. This will cover all six points-events. Test & Tune and Schools are excluded. Registration will run March 15th until April 25th. If you would like to register for a season subscription before then please email us at info@nccautocross.com.

Subscription rates: \$150 For All Events (am or pm Session Only), \$225 For Two-Session Per Event Pass (am & pm Sessions) 7:45 am - Facility Opens, 3:30 pm - Course Closed (after pm Session)

31st Annual Deutsche Marque Concours

Nottoway Park, 9601 Courthouse Rd, Vienna, VA 22181
Sunday, May 4, 2014

An annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks the 31st time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. Once again, we have reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners.

Vehicles are judged by condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged), and Display class (not judged - winner selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, not the chassis.

Please note: Cars produced after 2010 will not be judged, but are welcome to be entered in the Display class.

Vehicles will be classified into the following categories: Classics, 2002s, Modern 1980s, Modern 1990s, Modern 2000s and current series up through 2009.

The entry fee for the concours is \$30 per car (\$40 after April 26th). There is no charge to attend as a spectator. In order to allow us to plan appropriately for the number of guests, please register in advance.

The event starts at 8:30 am and ends at 3:00 pm with the wine and cheese reception - Awards for all clubs will be presented at the Wine and Cheese Reception.

An Evening Dinner with a Hack

By Mills Spencer



Our annual meeting and holiday party has evolved to more than just eating and schmoozing. It is a time for reflection of the previous year's activities and re-connecting with fellow members and enthusiasts, some of whom we may not have seen since the last board meeting or pie-run; and, of course, welcoming the new officers of the Board of the NCC.

Our Masters of Ceremonies, James Laws and Zach Pullins, welcomed the attendees and provided an overview of the club's by-laws as we munched on warm bread. Our MCs also presented recognition items for our 2013 Annual Volunteers.



(Top) Overview of the banquet hall at Magiano's.
(Above) Table for the swag bags and raffle prizes.

While all of this was going on, I watched the waitstaff at Maggiano's Little Italy restaurant organize the dining area, and choreograph the placement of crisp, white linen tablecloths, and knew that something tasty was about to happen. Maggiano's teased us with a variety of salads, a calamari buffet, and loads of artichoke spinach dip.

While a few of us painfully counted By-Law ballots, The Hack Mechanic himself, Rob Siegel, entertained, educated, and delighted attendees with his car maintenance and repair anecdotes, life stories & lessons with which all enthusiasts alike could identify.

Mr. Siegel surprised us with an



actual "live" reading of a full chapter from his current book *Memoirs of a Hack Mechanic*. At the conclusion of the night's festivities, Mr. Siegel was gracious enough to spend additional time with attendees and sign copies of his book.

As our MCs and chapter President Paul Seto provided the ballot results and swearing-in and recognition of the 2014 Committee Chairs, attendees were inundated with delectable family-style offerings which included salmon, savory vegetables, and a variety of pasta dishes. Deep-dish portions of profiteroles and ice cream topped off our food extravaganza.

The infamous raffle is always welcome at our annual dinners. Raffle items included a BMW wheel tote, (2) \$100 Red Door Spa gift cards, multiple tumblers and hats, spiffy key chains (donated by BMW of Alexandria), pens, miniature BMW model cars, bottles of wine from Central Liquors and of course the "granddaddy" of all raffles: The BMW M School prize which was won by our own Stephane Grabina.

Mucho thanks go out to Angela Dzuro-Quick and Kendra Seto for organizing and putting on an unforgettable evening dinner with festivities. Angela was unable to attend because of illness, so we hope for a speedy recovery. Additional thanks and appreciation go out to Mark & Amanda Rosenberg for their tireless registration duties, to Zach & Cheryl Pullins and James Laws for supplying and distributing multiple raffle items, ballot counting, and Masters of Ceremonies duty.

The organizing committee was Angela Dzuro-Quick, Mills Spencer, Amanda and Mark Rosenberg, Cheryl and Zach Pullins, Kelsy Hill-Olifka, Kendra and Paul Seto, Doug Verner, Walter Jones and Stephane Grabina.

See you all in 2015!



(Clockwise from left) Special award to Doug Verner, given by Zach Pullins. Special award for the most active new member Marla Owczarek. The hosts Mill Spencer and Kendra Seto; Angela Durzo-Quick was unable to attend. new NCC Board being sworn in: Dave Millter, Gina Hector, Steve Lim and Paul Seto.



(Above) Rafael Garces, presenting the Street Survival School. (Left) Stephane Grabina (left), Winner of the M School prize. (Opposite page bottom left to right) Steve Lim, Bee Lim and Perlita Jones. Rob Siegel (left), the guest speaker and author of *The Hack Mechanic*.



i8

2014 Los Angeles Auto Show

Happy New Year

By James Chew

In the daily Los Angeles morning rush hour; the drivers make the most out of this time by listening to their favorite radio station, eating breakfast, putting on their makeup, shaving, getting dressed, and checking their smart phones. As I observed all these different activities, I found it odd that using a smart phone would be the only sure ticketed violation. But I had to stop daydreaming and pay attention – leaving more than an eighteen inch gap between cars was an invitation for a lane change!

Regardless, traffic wasn't going to foul up my mood. Being an alum of USC, I knew that I could exit the 110 freeway at Exposition Park; turn on to Figueroa, giving me straight shot to the location of the Los Angeles Auto Show. So, Happy New Year to all my fellow BMW CCA members and car enthusiasts!

BMW was the first manufacturer at the news conference for the event and delivered by showing seven new products for 2014. According to Dr. Ludwig Willisch, President of BMW North America, 2014 is to be a Happy New Year because they are building on a very Happy 2013. BMW US year-to-year sales are up 14%. The new 3 Series year-to-year sales are up 26%. And because

US accounts for 20% of BMW global sales, BMW's global year-to-year sales are up 7.3% for an annual sales volume of 1.6 million vehicles.

Dr. Willisch's optimism for 2014 was due to BMW's focus on product-driven growth. The seven new products introduced at the Los Angeles Auto Show reminded us that not all BMWs have four wheels. California accounts for most of the BMW motorcycle US sales, so it made sense for Dr. Willisch to introduce the new K1600 GTL. Now, I'm not a motorcycle guy, but I've read that the K1600 has earned a reputation as a premium smooth-riding touring motorcycle.

The much anticipated 4 Series convertible was also introduced. It's simply a stunning vehicle. The car carries on the tradition of a compact, performance-luxury convertible that seats four. There's no doubt that this convertible will be quite popular. To increase its appeal, BMW

added optional neck warmers to the driver and front passenger seats. Now that I'm living in an area where there are four seasons rather than the land of endless summer, I can fully appreciate this option!

But the 4 Series that caught my eye was the coupe. It had an honest-to-



i8

goodness six-speed manual transmission. What was once lost in our sacred BMWs has now been found. I had to sit in that 4 Series and go through the shifter just to have that familiar BMW feel. And there was a long line of fellow media members that had to do the same.

Victor Leieu, Product Manager for the BMW 3 Series and 4 Series, was gracious enough to spend some time chatting with us.

I'm a big fan of the new 3 Series. Yes, the "auto stop/start" (some call it auto stall) takes some getting used to, and I can't understand the "buff book" critical remarks of the three new 3 Series steering. I've also noticed that the buff book "comparison" of the new 3 Series to the competition seem to compare a base 3 Series to the top-of-the-line competitors. But after driving a new 320i with manual transmission, it's chicken soup for the BMW soul.

The new BMW 4 Series IS "The Ultimate Driving Machine." Well proportionate, the 4 Series is NOT a "mini 6 Series", which seemed to be the design goal of the previous 3 Series coupe and convertible.

Marketing 101 teaches you that more products mean more advertising support, which adds to margin pressure. With that fact, Victor and I



i8

(Opposite page) The 2015 BMW i8 is in the same league of Ferrari, Lamborghini, and Aston Martin. The i8's back end shows the body's aerodynamic fine tuning. (Above) The i8's doors operate like a proper exotic sports car. (Below) The 435i convertible – ready for fun in the sun!

discussed the rationale for the "3/4". It is a sound rationale – the all-new 4 Series and the current 3 Series have very few parts in common. When parked next to each other, the product differences are immediately obvious. Leieu also pointed out that the buyer demographics between the sedan and coupe/convertible are considerably different. BMW felt by separating the two products, it could send a more personalized message to the buying groups. Having seen the 3 and the 4 advertising and

marketing campaigns, it's clear that BMW has achieved the marketing and communication goal.

At the end of our discussion, I thanked him for bringing a manual-transmission 4 Series to the Los Angeles show. He smiled and said, "I insisted on it". Yes folks, Mr. Leiu "gets it".

The production i3 and i8 also made their North American debuts at the Los Angeles Auto Show. Sitting in the i3, it was clear that it would become a popular vehicle in the

upscale American suburbs as well as in affluent American cities. The compact exterior disguises the large interior. Not having a "B-pillar" makes entry and exit quite easy. The European i3 advanced sales have resulted in BMW having to increase production.

The production i8 is simply stunning. In my opinion, the i8 is the true 21st century successor to the BMW M1 – an exotic supercar featuring the latest in technology. Both the exterior and interior are futuristic and timeless. It's a 2+2 configuration, with the rear seating having 1 Series coupe room. The scissor doors are surprisingly easy to open and close. And because I hope to be evaluating one soon, I know that I'll need to take some yoga classes prior to driving the vehicle. The high and wide rocker panels reminded me of the first time I tested a Dodge Viper. I quickly learned how to contort my body not to touch the side exhaust pipes. One will need to be even more limber to gracefully enter and exit the i8.

I was able to chat with Jose Guerrero, the BMW i Series product manager. To some, it may seem that BMW made a sudden entry in to electric vehicles. However, this has been a multi-year process. BMW



435i





i3



i3

entered the electric-vehicle market in 2009 with the Mini-E. In 2012, BMW introduced the 1 Series electric. With these products, BMW learned what they needed to control and what they could contract out to suppliers. BMW NA and the BMW dealers learned the differences between selling and servicing internal combustion engine BMWs and electric vehicles. As an example, when buying or leasing a BMW electric vehicle, the dealer goes to your home to determine where to install the charger station – which you also need to buy or lease.

Guerrero informed me that BMW EV owners are known as “electronauts”; the most loyal and vocal ones working for Google in the Silicon Valley. BMW used the comments and suggestions from these EV advocates/extremists when developing the “360 electric/white glove” i Series buying and owner-

ship experience. BMW has done most everything to eliminate the hassle of buying and owning an electric and eliminated the dreaded “range anxiety.” BMW Assist will help an i-driver find a local charging station or alert a BMW dealer that an i-vehicle needs to be charged and is not close to a charging station. Gasoline powered BMWs are available to i-owners that want to take trips longer than the battery will allow.

Guerrero also noted that BMW has reserved the i2, i4, i5, i6, and i7 as potential new product names. If sales of the i3 and i8 exceed expectations, look for new i-products!

It was interesting to hear that the “360/white glove” experience is different in Europe, primarily due to the European dealer structure.

BMW CCA members should be proud to know that the i3 and i8 have considerable US content. The carbon fiber used for the bodies of these vehicles is produced in Moses Lake, Washington. BMW also assembles the i Series battery packs in-house, using supplier cells and a BMW designed battery management system.

The sole concept car was the “Concept X4”. I think I’ve broken the code for BMW “Concept” vehicles –

they’re the ones with the laser-diode headlights (Incidentally, I’m told that these headlights will soon be on production BMW vehicles). The X4 is a small X6, which, if priced right, will be popular with the younger buyers. To help keep track of the “X” series, you have the X1, X3, and X5 in the tradition of the “family” sports activity vehicle, and the X4 and X6 focusing on a “sportier” sports activity vehicle. To put this in perspective, in fifteen years BMW went from no Sports Activity Vehicles to selling five different series.

At the end of the formal BMW Los Angeles Auto Show presentation I made a point to see Dr. Willisich to thank him for his remarks on BMW’s technology edge. First, I was surprised that he remembered me from our conversation during the 2013 New York Auto Show. Second, he was glad to hear that someone picked up on those remarks. When I asked when the distinctive laser diode headlights that were featured on the BMW “Concept” vehicles, he gave a knowing smile and answered, “Soon”. Once those headlights are available, that may be when I replace both my wife’s X5 and my 135i convertible!

Other notable new production products in the BMW display were the new X5, the 5 Series diesel, the 3 Series GT, and the 3 Series Touring.

I’ve been an X5 fan since the



(Top and above) The size of the i3 is ideal for Suburban and City driving – small, distinctive exterior and practical, spacious interior.

product debuted in 1999. This all-new third generation X5 looks quite familiar, but has a higher level of design refinement. While the vehicle is bigger than the previous generation, it’s also lighter. There’s a little more room for the third-row passengers. The rear-seat entertainment system features two iPad-like screens. The dashboard screen is also iPad like – making us wonder when a docking station for an iPad will replace the screen. Because of the significantly increased fuel economy, the soon-to-be-launched X5 diesel sales may exceed expectation.

I will be following the sales of the new 535d to see if US performance-luxury sedan buyers will again



(Left) The 5 Series gets a new, graphic health monitoring system display.

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X5



4 Series



movie "Erin Brokovich"?) and in my opinion, it looks much better than chrome.

Many of us have noticed our BMW preferred centers undergoing major remodeling. Having to support three "sub brands", six new models, and a growing customer base, it's no wonder our preferred BMW centers are expanding. The rest of the major U.S. auto shows will no doubt have even more new products introduced for the BMW faithful to consider.

BMW's strong new product introductions in this first major show of the auto show season makes us wonder what BMW will introduce in Detroit, Chicago, and New York. No doubt, they will continue to offer BMWs for every driving enthusiast's purse and purpose.

(Top) The new X5 looks much more upscale and spacious than the previous model. (Left) Yes, BMW faithful – that's a MANUAL six-speed shifter in the 428i! (Below) Some BMWs have two wheels – the all-new K1600 GTL.

embrace diesels. I've noticed that CPO 3 Series diesels are selling quite well. If the 5 Series diesel catches on, there's no doubt in my mind that the new 7 Series will feature a diesel. One would hope that the BMW leadership has noticed the popularity of the A8L diesel!

The new 3 Series GT does indeed have the passenger room of a 7 Series, the cargo room of a 5 Series, and no doubt the driving dynamics of a 3 Series. We'll see how the market reacts to the design. One does not see many 5 Series GTs on the road or on the BMW dealer lots. Perhaps by offering both the 3 Series GT (which is eight inches longer than the a 3 Series sedan) and the 3 Series Touring, BMW will be able to determine which design the market prefers.

While admiring the production

i8, I ran in to Adrian van Hooydonk. I remarked that he must be very proud of the new range of BMW products, all bearing his design signature. I mentioned that while his predecessor, Chris Bangle, made his mark by designs that had a strong provocative presence, I noticed that van Hooydonk's designs tended to be much more flowing with a "natural" essence. Van Hooydonk stated that his goal was to give all BMW products a feeling of motion. Since BMWs are the "ultimate driving machines", he wanted BMW products to look as if they were moving even when standing still. He was especially proud of the curves on the i8. We discussed i8's rear ¾ panel, where a long, flowing air channel located above the wheel well but below the rear taillight, helped with the vehicle's aerodynamics and



added to the i8's feeling of motion.

We also discussed how BMW is increasing their use of natural materials. Van Hooydonk pointed out the large, natural wood panels in the i3's interior. We also noted how chrome seems to be disappearing from car design, being replaced by polished metals. This is better for the environment (remember the



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I received an e-mail today from a co-worker who had just viewed the Video of the NCC BMW CCA event held at Harbor East for the release of the new 4 Series. Recently I was given the chance to drive around in the car all day with my co-driver, Rob Ortel. The folks at *Road and Track* and *Car and Driver* were producing a video of us to showcase the new car. My co-worker, Dave Porzio, who lives down in Florida asked why I work as a low-level accounting clerk at a firm that does major engineering projects? After seeing the *Road and Track* "un4gettable drive" video his e-mail was as follows:

I see this - and wonder what you are doing at AECOM?

With your talents - why are you not working in the automotive or media industries? Just because you started as an accountant does not mean you have to stay an accountant. Go out and get a FUN career ~ LIVE!!!!!!

I replied that paying the bills is a function of going to work every day. On the other hand, being part of this club is a privilege. It occurred to me after the feedback I got from friends, relatives, coworkers and other associates on the "un4gettable drive" video that the pride that I take in my time with the club is due in large part to the volunteer nature of the organization. We have over 5,800 members in the NCC chapter and if you are reading this article in *der Bayerische (dB)*, it is important to remember that each of those individual members has an opportunity to volunteer, participate, contribute and then benefit both in tangible and non-tangible ways from commitments as simple as a helping hand at an event to running an entire weekend. The *dB* is far and away the best chapter newsletter in the nation. Why? A lot of it is because of the volunteer nature of the contributions to the publication. I don't take pictures but I enjoy putting words next to them. Oh wait, I have taken pictures. I do like taking pictures but I don't even own a camera. I borrow one from the office!

NO, seriously the one time I took pictures for a publication, I borrowed a digital camera from work. I even had to sign it out on clipboard system so it would not appear stolen. Steve Tenney, where are you when I need you? I am thankful for the many, many pictures that appear in our not-so-little bi-monthly club commentary. I still have the first one I received where they published my name and my ride on the back page as a welcome-to-the-club gesture! I wish we still did that. I felt included immediately.

the same commitment level as I have. A long time ago, my father and I went camping with a much bigger group of folks. During this trip he taught me a very important lesson in just a few moments of our time together. We, amongst 50 - 150 other campers, were being asked to participate in some kitchen work serving food to our fellow campers. My father grabbed me by the shirt, pulled me to the front of the group and said to me, "This is what we want to volunteer for." At the same time he was saying to the leader calling for support that,

understood to be owed some "sense of blind devotion." In addition it can also indicate a team or organization of people working together. I think this is an important.

BMW is one of the most recognizable brands on the planet today. Not only do they command market share but provide pronounced leadership in the automotive industry. Moreover, BMW has the attention of key demographic groups of consumers. OK, so what? All that being said however, they also have the biggest independent following of enthusiastic (critical at times) owners in the world as marked by BMW club membership across the continents (and even in Hawaii, yes, we have a Hawaii chapter... more on this shortly). The demand for their products is growing with ever more variety in the production line. In my youth I can only remember that there was the 3, 5, 7 and 8 Series. The six had fallen out of production (does that make me sound old?). It is clear that BMW has a presence in the world market. But does it engender a "sense of blind devotion?" I would argue, maybe, despite my previous description. Volunteerism within the club is, however, a demonstration of devotion. If there is no monetary benefit to volunteering time then why do people in the club do it? How does volunteerism manifest itself in club activities? Where does this surplus energy of members come from? Perhaps volunteer efforts are not energy at all but a form of emotion. Emotion is much harder to channel, measure and capture. Is the emotion behind volunteerism a manifestation of "blind devotion" to the juggernaut that is BMW? The answer is "no." Volunteer time, special club events, and the outputs of such club activities are more a function of "devotion" to fellow members and less to the BMW brand. The notion that BMW has a lock on the spirit of members is not supported directly but indirectly. BMW merely produces cars. But we have all experienced emotions linked to our cars. We may have a favorite

A 4orce of Many

By Rob Hollister



I think there is more to this feeling of inclusion. Why were the three years of the NCC Car Corral an ENORMOUS success? Three names come to mind: Kelsey Hill, Paul Seto, and oh, Kelsey Hill. Thanks to both of you for all you did for us each of the past three years at the BGP car corral. But wait a second! The Car Corral had many contributors. I contributed each of the three years, and it was an honor to do so. The feeling of inclusion and fulfillment that I got from being part of these events was irreplaceable and integral to my overall experience. I was so pumped just to be able to volunteer. Now some of you who know me may be saying, "Well, Hollister doesn't have anything else in his life; he's not married, he's got no children, no ties to weigh him down," and you would be correct. Being single is great! However, there are multitudes of fellow members who manage to make time to support these events in much

"Hey, we will do it!" I looked up at him and asked, "Why this?" He responded, "Because it would be better to volunteer to hand out food to hungry campers on clean plates than to be volunteered to clean the dirty dishes of the campers who have already eaten." I knew right then and there that volunteering was for me. I never forgot that moment and now more than 25 years later I am writing about my experience in the club, driving a brand new car, the 428i, for a commercial for a global publication company doing a video story on the new branding scheme of BMW. BMW is a juggernaut of a company. *Road and Track* is an international publication. The products BMW produces have all drawn us to this common association. Ok, so let's pause here because word choice is important. In looking up the word juggernaut, it seems that this word can, in some usages, suggest that whatever is being described can be

car, or a driving style that excites our senses. I believe that BMW provides a conduit for emotional experiences. The devotion that fellow members display with their volunteer efforts and the great results generated at events is this sort of "blind devotion" to members we probably have never met. There are more than 5,000 members in the National Capital Chapter and I can only claim to know 20 or 30 of them. But I know that I have met folks who know me, and remember me through my volunteer time. What I am saying is that we have a large foundation from which to build. Our ongoing success as a club is a direct result of our blind devotion not necessarily to the juggernaut that is BMW but really more truly to our fellow members. Dearest reader, you are a key component of the juggernaut that is the NCC BMW CCA. I want to cite an example on the Hawaii Chapter. While fact-checking

my article, I surfed, yes I said surfed, across the Hawaii Chapter website and the second item down on their website is a posting from 3/27/13 that reads:

"Help Wanted: YOU can help us to organize EVENTS that you would like the Chapter to host!! Contact John (club president) via email here. Your help is needed with events planned for March, April and May 2013!"

If this is the case, and volunteers are needed, I think the folks over in Hawaii need to drum up the membership. It would be true to the nature of the club heritage to hear more stories of folks coming out to support their fellow members. Hey, Hawaii Chapter, next time I visit, I expect to be volunteering to put something on over in your neck of the woods and I don't do failure or second-rate events! Whatever you need, count me in! Oh, and be prepared: I may

be bringing some of my fellow members. Anybody want to take a field trip over to Hawaii? We will be visiting with fellow chapter members and raiding the dealership to test drive some M cars on the "Road to Hana."

If you are a member of the NCC, you are in good company because we have great folks who volunteer through sheer blind devotion to fellow owners. This club is about passion. I recently was cited as being an enthusiast during my participation in the 4 series release video produced and featured on the *Road & Track* website. (Search: un4gettable drives). I know that I am not alone! Now, we don't all display it as loudly and prominently or even in the same ways but if you are a member, you know you have an amazing association at your fingertips and that you also have an opportunity each day to volunteer some time or some

ideas to express that BMW passion in whichever way you feel so compelled.

I consider myself lucky to be able to volunteer my time with the like-minded folks in the NCC chapter of the BMW CCA. It is the membership that ignites my enthusiasm and it just so happens that it is expressed in the vein of my passion for cars. Please consider this article as a call to action! If you have some ideas and you have some energy we want you to step forward and serve some food to some hungry campers and in doing so ensure the ongoing success of this juggernaut of a car club! Your devotion will not go unnoticed or unappreciated. Your participation will yield benefits that you can't possibly recreate otherwise. This club has nothing but an amazing future rooted in the devotion of its members to its membership.

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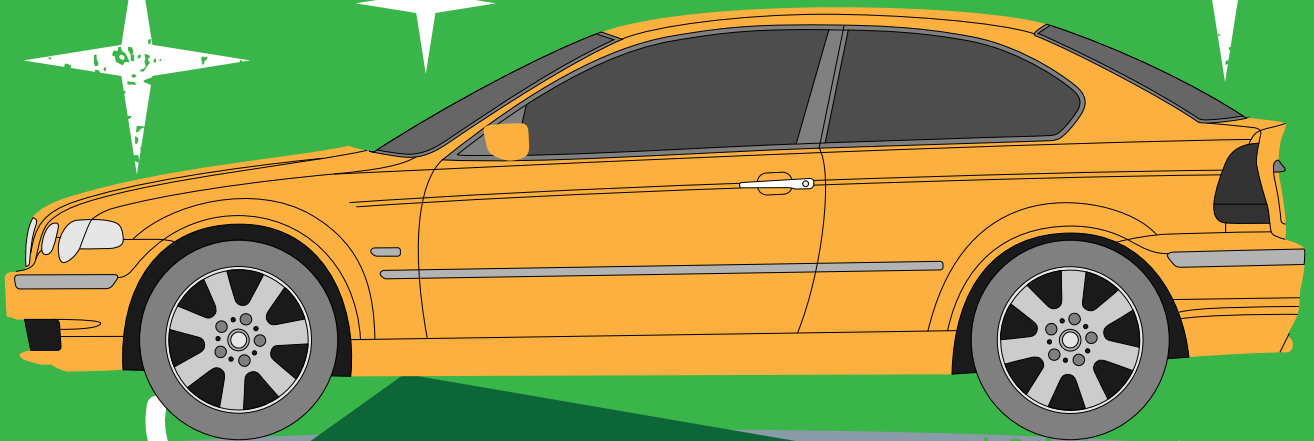
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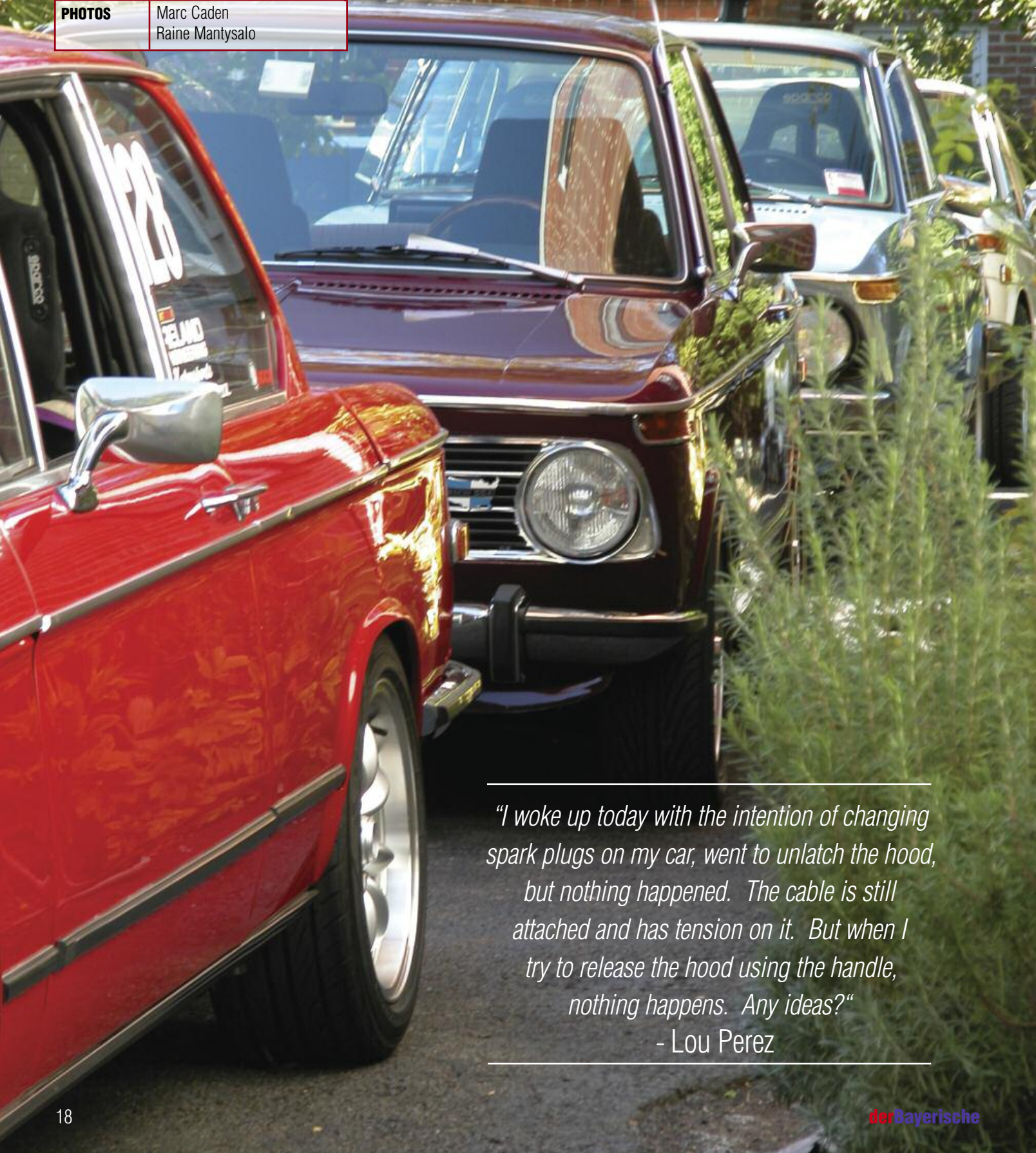
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Traditions

BY Bill Williams

PHOTOS Marc Caden
Raine Mantysalo

'02berfest 2013 and How to Fix A Stuck Hood Latch



"I woke up today with the intention of changing spark plugs on my car, went to unlatch the hood, but nothing happened. The cable is still attached and has tension on it. But when I try to release the hood using the handle, nothing happens. Any ideas?"

- Lou Perez

'02berfest (pronounced Oh-two-berfest) 2013, was held in Bethesda, Maryland this year at the home of Marc and Stephanie Caden. The event was the brainchild of Clay Weiland who had hosted it at his house for the past couple of years. It is intended to celebrate the Bavarian fair held annually in Munich known as "Oktoberfest" and to get the Ivy Street Red Car Gang (ISRCG) together. The only informal requirement to attend '02berfest was ownership, of either current or past 2002, either drivable or grounded. Thus, there were multiple E21s and E30s in attendance; as 02s are often grounded this time of year. Friends and family were included too.

Due to Clay and his wife Dana's impending birth, more Dana than Clay (welcome Lincoln Weiland born in late December) and their ongoing home renovations, Clay sent out a distress call to the ISRCG for an alternate party site for this year. Marc and



(Above) Lou Perez arrives in his Ceylon 2002 with a stuck hood latch and carburetor in need of tuning. (Below Left) Ruth Williams and Katie Cervi share some conversation away from all the cars and exhaust fumes. (Bottom right) Bill Williams shows off his man-size serving.

Stephanie Caden stepped up and took on the event.

This was Ruth's and my first time at an ISRCG '02berfest. We left in plenty of

time to find our way into historic Bethesda. Being first and early, real early, we were just sitting in the car waiting to go in. Ruth looked down, saw an old grease spot on my jeans

and asked, "Why did you wear your old jeans? Those look so tacky to wear to a picnic." In reply, I asked her if she ever knew of a gathering of '02s that the hoods did not fly open and





some repair work wasn't done? In fact, Marc had advertised his E30 needed some front suspension work done that day. That is not the response Ms. Ruth wanted to hear and almost made me take her back to the house. So I knew then, no grease would get on my hands that day.

Many others arrived in spotted jeans and enjoyed many flavors of German beer in an '02 style biergarten (okay – it was a Harbor Freight canopy tent, but it worked). Stephanie prepared and served a traditional German meal that included schnitzel, sauerkraut with apple/bacon, bratwurst, potato salad, traditional noodles, German pretzels, red cabbage, sachertorte cookies, apple strudel and other things good. Stephanie claims this was a first at preparing German cuisine, excelling at her first effort.

Not to be greasy this day, I was hanging in the kitchen when someone came in and said the boys are taking the hood off of your car. Looking puzzled, but not stunned, things like this do happen; I made my way to the street where P2 was



(Top) Dan Shor removed the front grills to reach in and unlatch the hood on Lou's 2002. (Left) After the latch was released, Dan and Marshall Lytle realigned the hood and ensured it was working properly.



parked. To my relief, the hood was in place and no crowd of spotted-jeaned '02 owners was circling over it. There are other things they could fix on P2, but the hood is not one of them. But, looking down the narrow Bethesda street, there they were, spotted-jeaned '02 owners surrounding and hovering over a submissive Ceylon '02.

Apparently, some of the spotted-jeaned '02 owners met Lou Perez, owner of the little Ceylon '02, at an Excluservice event in Rockville the weekend before and invited him to '02berfest. They assured him he would like the ISRCG. Lou, innocent of why everyone had on spotted jeans, mentioned within earshot of the crowd that his hood was stuck shut and he didn't know how to get it open. That is all it took! Like a covey of grouse flushing,



seemed like seconds. With the oh-too-familiar, "while we are in here" routine, the M10 also received a tune-up. Yes, Lou is convinced that hanging with the spotted-jeaned ISRCG is a good thing.

With daylight, beer and energy left, the flock of street side mechanics homed their way to the advertised E30 in need of suspension work. The E30 was already perched on jack stands, nicely quilted moving pads down and tools and parts staged. With a pair of knowledgeable mechanics on each side of the car and the rest



(Above Left) Marshall Lytle and Jim Gerock were able to compress the spring and remove the strut without having to remove the entire strut assembly from the car. (Above Right) Marshall and Jim (top) worked on removing one strut and spring on Marc Caden's 1987 325ic while Marc and John McWilliams (bottom) prepared the other side.

perched on the deck watching and bantering, they made relatively short work of the E30 spring and strut insert swap on Marc's car.

Marc commented, "The best part of the event is always the

people; however, I loved seeing all of the vintage BMWs parked in my driveway and lining the block. For a moment, it looked like I owned more vintage BMWs than Rob Siegel!"



there they went, almost racing each other to the poor little Ceylon car parked down the street. With chirped orders and opinions all around, work began rotating this, removing that and wiggling everything else, the hood was freed. You could almost hear the little Ceylon, and Lou, breathe again.

With the hood freed and repaired, it was reattached and aligned. Mere mortals take hours to realign the hood of an '02 but this bunch of '02 fanatics with chests ruffled, had it back on in what





M235

By James Chew

The 2014 Detroit Auto Show

2 AND M: FILLING THE GAP

“Hey you! You said you’d see us in Detroit! Happy New Year!”

That was the pleasant greeting I received from one of the BMW Product Specialists, who I met at the 2013 Los Angeles Auto Show. After chatting with her about our holidays and greeting a few more of the BMW Product Specialists who remembered me, I began to wander the BMW exhibit floor to get some pictures before the crowd arrived for the press conference.

Over the years, BMW has made their U.S. major auto show presence much more effective by focusing their exhibits toward the target market. As an example, the 2011, 2012, and 2013 Los Angeles show has a decidedly “green” theme. For Detroit, BMW focuses on their “M” brand, more in line with its traditional “Ultimate Driving Machine” roots. At last year’s Detroit show, BMW launched the M6 Gran Coupe. And as with last year, the i3 and the i8 were prominently displayed, though they were on the left side of the exhibit. At this year’s show, the new BMW K1600 motorcycle was also prominently displayed, as well as the new X5 diesel,



2 Series Sport

the 5 Series diesel, the 6 Gran Coupe X-Drive, and the X1.

But the stars of the 2014 Detroit Auto Show BMW exhibit were the new M4 coupe, the M3 sedan and the new 2 Series.

For all who are waiting with baited breath for the debut of the all new 2 Series, let me allay you of your one major fear— it’s a rear-wheel-drive vehicle. There are NO BMW branded front wheel drive vehicles — yet.

BMW had two 2 Series coupes on display, the M235 and a 228i “Sport”. As with all BMWs, the “28i” designation means the vehicle has the N20 2.0 liter turbocharged four-cylinder engine, while the “35i” designation means the vehicle has the N55 turbocharged in-line six-cylinder engine.

The first thing you notice when you approach the new 2 Series coupe are the near perfect proportions. It’s simple a beautiful vehicle that is all BMW. Much more so than the 1 Series; the 2 Series seems to have the proportions of the 2002. In fact, I would image the 1-series looks downright “stubby” next to the new 2 Series. Now, I own a 2012 135i M sport

convertible, which I love. In terms of driving performance, it's the closest "non-M" M-vehicle that BMW offers. But its small size does have some shortcomings, especially if you have more than one passenger. The new 2 Series addresses this major issue.

While only three inches longer, the interior seems much bigger than the 1 Series. The rear seat is quite roomy, while the trunk size is also noticeably larger than the 1 Series. In fact, it seems much larger than the E36 coupe, but a tad smaller than the E46 coupe.

The "Sport" designation on the 228i was a bit curious. I suspect that BMW is eliminating the previously used "M sport" designation, replacing it with "Sport" for the "28i" models and "MX35i" for the "35i" models. I am assuming that there is at least one person in Munich and one person in Woodcliff Hills that can explain the logic behind BMW's complicated model designations. My explanation is that BMW "model designator" executive is paid by the digit! It just so happens that my assertion could be correct – in 1977, there was only one model of the 3 Series. Today, if you include the 4 Series coupe and convertible, there are 21

variations of the 3 Series!

In addition to the engines, BMW went through some great pains to make the 228i "Sport" and

sion setup very close to an M-vehicle.

While a 2 Series convertible was not mentioned during the press

when the BMW 8 will return and if there will be a BMW 9!

Now, for the new M3 Sedan and the M4 Coupe:

We BMW faithful know the formula for M vehicles quite well. Created and engineered in a separate and distinct product development center and tuned at Nurburgring, the BMW M works have set the standard for "premium" performance luxury vehicles that inspired BMW AMG vehicles, Audi S-class vehicles, Cadillac V-series vehicles, and the new Lexus F-series vehicles. In short, BMW M works creates street legal racecars, sought after by the BMW faithful and global auto enthusiasts.

The M3 sedan and the M4 coupe are true to that formula. I was able to spend some time with Albert



2 Series Sport

M235i different. As with other models, the wheels on the M235i are larger than those on the 228i. The M235i does visually look a little more aggressive. In the interior, the only visible difference is the steering wheel. The M235i has the new "M" steering wheel while the 228i has the standard BMW "executive" steering wheel. The suspensions are also different, with the M235i having a suspen-

event, there is no doubt in my mind that one will be launched within the next twelve months.

With a handsome exterior and the larger size, I suspect the new 2 Series will have much more mass appeal than the 1 Series. The new 2 Series IS the affordable 4 Series, and I suspect the sales will show this to be true.

So now, there is a BMW 1, 2, 3, 4, 5, 6, and 7. One wonders

(Opposite page top) The all-new BMW M235 – filling the BMW product line gap! (Above and opposite page bottom) The entry-level 2 Series, the 228i Sport. (Below) The M235i interior is most appropriate for this all-new Ultimate Driving Machine. The 2 Series extra few inches over the 1 Series is apparent in the interior – and gives the 2 Series very pleasing proportions.



M235



M235



M4



M4



M3



M3



M3

Biermann, Vice President, BMW M Engineering Division. There were four things I took away from our discussion:

(1) He was delighted to have the famous in-line six-cylinder engine back in the M3 and in the M4. In fact, he spent quite a bit of

time talking about the engine when we inspected the M3 sedan, ending our engine discussion around the M3/M4 engine display. As an M "purist", I'm sure Mr. Biermann found placing a V-8 in the previous generation M3 a bit odd.

(2) He is delighted that the

M-division has influenced the entire BMW product line. He is supportive of the "MX35i" designation on the non-M vehicles. He feels this broadens the appeal of the "M" brand. But he was quick to point out that while the "M sport" BMWs are very nice, the "M"

vehicles are a totally different experience.

(3) Having their own source of carbon fiber gives the BMW M division greater flexibility in product development. The chassis stiffness of the new M3 sedan and M4 coupe allows carbon fiber roofs to be used. This keeps the vehicle weight and the roll center low. I was surprised to see a carbon fiber engine compartment brace in the M3 sedan. Distinct, attractive and functional, I suspect that this will be a popular modification for many "M" enthusiasts!

(4) Don't count on an "M" version of the N20 four-cylinder engine any time soon. Having recently driven a competitor's product that has a performance-tuned four-cylinder engine (I suspect it was the CLA AMG 45) Biermann was NOT impressed with the sound or the feel of that engine. As I said, he's an M purist!

Our friend Adrian van Hooydonk was quite busy around the BMW exhibit. As with the Los Angeles show, all the BMW production vehicles on display bore his stamp. The emotions displayed by Mr. van Hooydonk were quite interesting – at times he was acting as if he were a child on Christmas morning, at other times he acted like a proud parent.

A surprise to me was the relative low profile that Dr. Ludwig Willisch kept during the press event. We did have a few minutes together before he was whisked off to an interview. It was good to again see Dr. Ian Robertson, BMW's head of global sales and marketing, as well as Dr. Herbert Diess, BMW's head of global product develop-

(Middle and bottom) The M3 and M4 (Top) capture the original "M" spirit. The exteriors and interiors beg the car enthusiast to drive them to their limits. Note the all-new carbon fiber engine brace..

ment. In fact, it was quite a sight to see Dr. Robertson and Dr. Diess posing for the cameras by sitting on the nose of the new BMW M4. We know that Dr. Willisch pulled out all the stops to maintain BMW's U.S.

luxury sales crown. However, at the end, BMW was simply not willing to sacrifice profits for sales, allowing Mercedes to grab that crown by the smallest of margins. I would hope that Dr. Willisch's tactics were

commended by the BMW Management Board. I suspect that Mercedes can't keep giving away CLAs!

My next U.S. major auto show will be the New York show – the last

of the majors. Please don't shoot the messenger, but I think this will be the show where the first production front-wheel-drive BMW will be introduced – the Gran Tourer. I guess we'll have to wait and see!

Blasting with Walnuts

By Stephane Grabina



Before and after pictures of carbon deposit (“gunk”) in direct injection ports.



The first time I heard this term, I thought to myself: “what’s this snake oil they are talking about. I did not understand it until a customer with a ’07 535i (N54) came in one day and asked us to look at his car. He felt it just didn’t have the kick that it used to.

We took it for a test drive and confirmed his concern; the car felt like it was pulling an anchor. We ran the usual series of test and visual inspections, starting with the air filter (clean), spark plugs (almost new) and scanned the car’s computer for faults. Nothing obvious. I had heard that intake valve ports could sometime get clogged with “gunk.” Some people call it carbon deposits mixed in with oil. I prefer the term “gunk.”

We removed the throttle body and stuck a borescope down the intake to see if we could visually inspect the intake ports. What we saw next was pretty impressive. The intake ports appeared to be almost completely blocked by something. The next step was to get a better look by removing the intake manifold.

Once the intake manifold was removed, the problem was clear. The best way to describe it would be to compare it to a clogged artery.

How could this happen? The important issue is direct injection vs. port injection. Direct injection is when the fuel injector nozzle is directly inside the combustion chamber. Port injection is when the fuel injector sits in the intake port upstream of the intake valve. Port injection works great and has been working since the days of the ’72 BMW 2002tii.

So why start using direct injection? It allows the engine operate more efficiently by reducing cylinder temperatures and having the fuel atomized directly in the combustion chamber. Better fuel economy and more power.

On a port injection engine the fuel is sprayed into the intake manifold above the valves. All gas companies advertise additive packages: BP has the invigorate formula, Shell has nitrogen-enriched v-power, etc. Those help clean

anything the fuel comes into contact with, and in the case of port injection it cleans the intake valves and ports.

With direct injection, the fuel never comes into contact with the top side of the valves or the intake ports. Re-circulated oil vapors from the crankcase breather valve and oil leaks through the valve stem seals coat the valves. The heat from the combustion process hardens the oil into a “gunk.” Combine this with normal carbon buildup and there is now a smaller passage way for air to get into the combustion chamber. When the intake port is this restricted it causes the air to become turbulent and no longer flows smoothly into the combustion chamber.

How does one fix this? Remove it. I wish I could tell you that you could pour a can of something somewhere that would magically make it all go away (cue YouTube “Seafoam” video here).

The best course of action is to remove the intake manifold and clean each intake port and valve with a media blaster using walnut shells.

Walnut shells are used for this process because they are soft and will not damage the aluminum. To prevent the media from falling into the combustion chamber, all the ports that aren’t being cleaned have to be blocked: energize the starter manually to crank the engine over so the valves of the intake port not being cleaned are closed. Do this for each of the intake ports, re-install the intake manifold, throttle body, air filter housing, connections *etc.* and voila the job is done.

Is this going to be a problem for all direct injection engines? The Japanese have figured out how to resolve this issue with the Toyota/Subaru FRS/BRZ boxer engine. They have designed an engine with two injectors per cylinder, one directly in the combustion chamber and one in the intake port; there are other benefits to this set up but as far as “gunk” build-up that pretty much takes care of it, so it is just a matter of time before BMW does something similar.



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The New Season of Autocross

By Christina Lam

The 2014 NCC Autocross season starts off early this year with a Test and Tune at Regency Furniture Stadium in Waldorf, MD on March 8th. This lot is a favorite for NCC regulars and is the perfect opportunity to shake off some winter rust. It's a great bang for your buck as you get to test out the limits of your car for a full day.

For those who are looking to get some formal instruction, the first novice NCC Autocross School will be held on Saturday, March, 29th. This school is specifically for novice drivers who have attended no more than one autocross school or ten autocross events. Participants will learn all of the safety requirements for an autocross event. Drivers will be individually paired with an instructor for the entire morning. The driver and instructor will tackle some cone challenges together on a full autocross course such as the slaloms and hairpin turns. After lunch, a full autocross course will be set up and drivers will get to put their new knowledge to the test as they race against the clock!

If you would like more information on one of our schools or just want to inquire about our program, please contact us at info@nccautocross.com. We can also be found at nccautocross.com and at [facebook.com/NCCAautocross](https://www.facebook.com/NCCAautocross).

At some of the events last year we had Jamie Harris in his the V8 M3, Zwe Maung bringing his 135i out for the first time, Michael Vansickler racing in the rain and KC Milani in a 335is.

2014 NCC Autocross Event Schedule

Schools

- 3/8 Test & Tune at Regency Furniture Stadium – Waldorf, MD
- 3/29 Novice School #1 at Bowie Baysox Stadium – Bowie, MD
- 5/24 Novice School #2 at Bowie Baysox Stadium – Bowie, MD

Points Events

- 4/26 Event #1 at Bowie Baysox Stadium – Bowie, MD
- 5/10 Event #2 at Regency Furniture Stadium – Waldorf, MD
- 6/29 Event #3 at Regency Furniture Stadium – Waldorf, MD
- 8/2 Event #4 at Regency Furniture Stadium – Waldorf, MD
- 9/13 Event #5 at Regency Furniture Stadium – Waldorf, MD
- 10/11 Event #6 at Bowie Baysox Stadium – Bowie, MD



(From the top down) Jamie Harris lets the V8 M3 scream through the course. Zwe Maung is hooked after bringing his 135i out for the first time. Michael Vansickler racing in the rain. KC Milani records his best run in a tuned 335is.



NCC BMW CCA Fall Tour 2013

Traditional combustion engines generating 3500 hp. Electrics producing 8500 hp with all-wheel drive. Both motors attached to vehicles that handle like they are on rails. High tech cabins, shiny paint jobs, and ample storage capacity. Sounds like

heaven to BMW owners and classic car fans, no? The only catch is that these vehicles corner like they are on rails because they actually are on rails. And 3500 hp does not sound quite as powerful when the vehicle hosting it weighs 320,000 pounds and is tethered to nearly one hundred freight cars.

Such were some of the vehicles that participants in this year's NCC Fall Tour got to see and explore when they visited the Railroad Museum of Pennsylvania. In addition to visiting the museum, Fall Tourers drove through historic Ellicott City, past Harper's Ferry, and stopped by the C&O Canal Museum in Williamsport. The theme of this year's tour was "A Train Trip," and club members enjoyed a drive through Maryland, Virginia, West Virginia, and Pennsylvania, visiting historical train-related sites.

A Train Trip

By David Costanza – Fall Tourmeister

The 2013 Fall Tour started in Elkridge, MD on a grey, but not really raining Saturday morning. The distinction is important because your Fall Tourmeister has now a nine-year record of scheduling the Tour for terrific weather weekends and keeping the streak alive, even if just barely, is an important moral victory. The good weather was even more important for keeping Fall Tour bragging rights relative to the deluges that typically grace club President Paul Seto's golf outings. The fact that the starting point was just blocks from Paul's home was purely coincidental (really, I had no idea he lived nearby).

After a quick briefing, some refueling and coffee, the Tour departed for Ellicott City. Its home to the Baltimore & Ohio Railroad Museum and features the oldest surviving railroad station in America. This station, built in 1830, served as the terminus for the first thirteen miles of commercial railroad in the country. The station is located at the end of the Oliver Viaduct and featured a unique design whereby engines could be pulled into the

station on an upper level while they could be worked on from below. Eventually a turntable (now gone) and warehouse (now hosting a model train exhibit) were constructed. The B&O later continued westward and trains still use the viaduct today.

The next section of the route took the Tour toward Point of Rocks, MD including sections that paralleled the B&O rail lines (now used by MARC), before turning south into Virginia. A run through northwestern Virginia led us to Harper's Ferry where Tourers could see both current and ruined railroad bridges. The ruins are far more interesting – the B&O railroad bridge crossed the Potomac to Harper's Ferry and was first completed in the 1830s. In 1859, the abolitionist John Brown launched his raid across the bridge in an attempt to take over a U. S. Army. Later, during the Civil War, the bridge was destroyed and rebuilt at least nine times; four due to destruction by a retreating army and five more due to floods.

After blowing by Harper's Ferry, the Tour route turned towards the Potomac and then on to Shepherdstown, WV for lunch at the Bavarian Inn. A fine German lunch was enjoyed by all, as was the chance to get out and stretch our legs. Following lunch, the Tour offered the option of visiting Antietam Battlefield, which was part of the "Battlefields and BMWs" route from a few years ago or the C&O Canal Museum in Williamsport, MD. Having visited Antietam recently and in keeping with the train theme of the Tour, Robin (aka the Tourmistress) and I decided to check out Williamsport and the Canal Museum.

Williamsport was founded in 1740 at the confluence of the Conococheague Creek and the Potomac River. George Washington

actually considered Williamsport for the capital city of the United States, but rejected it because larger ships could not make it that far up the Potomac. Despite its near brush with greatness, Williamsport proved to be a commercially and militarily strategic location. The C&O canal passed through and the site is the location of one of the few remaining Bollman Iron Truss bridges. This bridge could be raised to allow canal boats to float underneath and then lowered allowing trains to pass by. The engineering feat is even more amazing when you consider it was completed in 1879. The museum also features a warehouse which doubles as a visitors' center, a turning basin, an aqueduct which carried the canal over Conococheague Creek (yes a water bridge carrying boats over water), locks, and several other historic buildings. The town and the waters of the Potomac also were key during the Civil War and the Confederate Army crossed the river



nearby after the Battle of Gettysburg.

The last leg of the Saturday portion of the tour headed north, through Michaux and Pine Grove Furnace State Parks in Pennsylvania. This thirty mile run was among the highlights of the day's driving with long stretches of twisty, two lane roads featuring elevation changes, esses, lovely scenery and most importantly, almost no other traffic. The speed limit was 35 mph and I am sure everyone stayed well within those limits.

The Tour overnighted at the Hershey Lodge. Saturday evening featured a reception followed by an excellent buffet dinner. Among the highlights were the Hershey's chocolate-themed dessert buffet and if that

wasn't enough chocolate, everyone received a Hershey bar upon check in and Hershey Kisses placed on pillows at turnout.

Sunday morning dawned gray and cloudy (but not raining). A slightly smaller group of Tourers headed south, through Amish country to the Railroad Museum of Pennsylvania (I understand a few of the other participants ended up, voluntarily or not, at the Lancaster Outlet Mall). The morning's route took us past the Mannheim Auto Auction facility. If you have not seen this place, it is amazing. It features 33 selling lanes and over 550 acres of cars. They sell more than 10,000 vehicles every week and claim the world's largest body shop with a



(Opposite page) A steam engine at the PA RR Museum. (Top) At the C&O Canal Museum. (Above) The Bollman Truss Bridge (Right) The PA RR GG1.



(Above) At The Bavarian Inn. One of these cars was on the Fall Tour and one was not.

whopping fourteen detailing lanes.

Another highlight of the morning drive was the run through the evocatively named State Game Lands Number 145 (aka Mt. Gretna Rd). This area encompasses state hunting lands as well as Mt. Gretna Lake and Beach Club; an old school resort nestled in

over one hundred locomotives and cars dating from the mid-1800s up until the present. There are locomotives, passenger cars, freight cars, memorabilia, period storefronts, and a fun, interactive kids' area (some of those "kids" looked more like they were re-living, rather than living, their youth).

The highlight of the museum, at least to the Tourmeister, was the famous Pennsylvania Railroad GG1 locomotive. This electric beauty, and possessor of the aforementioned 8500 hp, was introduced in the 1930s as part of the Pennsylvania Railroad's effort to electrify their service. Interesting fact about this beautiful engine: the designer, Raymond Loewy, also designed the Studebaker, TWA's twin globes logo, the Avanti, and the original Air Force One livery among many other famous logos and products.

The GG1 is among the most impressive locomotive designs ever and the Lionel Trains version was my dream Christmas present throughout my youth. Alas, its price tag kept the GG1 from under my tree (of course that several-hundred-dollar "toy" is now worth several thousand), but it was terrific to finally see the real thing. It was also terrific to spend another (nearly) beautiful Fall Tour weekend enjoying the roads, the scenery, the sites, and the company of our fellow Tourers.

For information on the sites visited see:

<http://www.borail.org/Ellicott-City-Station.aspx>

<http://www.nps.gov/choh/planyourvisit/williamsportvisitorcenter.htm>

<http://www.rmmuseumpa.org>

amongst the woods. While on our way to the area, I got a call from one of the drivers in front, reporting that there was a crash towards the end of Mt. Gretna Road. Fortunately, it was not one of the Tourers and no one was seriously hurt. It was sad to come across a car off the road, shiny side down. It was a Toyota Camry. The good news was that no one was hurt.

Avoiding the Camry's fate and several horse and buggies, we arrived at the Railroad Museum. Part of the Lancaster historic train complex, the museum is huge and contains a substantial collection of historic railroad artifacts. They have

The decision to sell my beloved '02 X5 4.4i aka "Blue" was very bitter-sweet. I unabashedly admit that I had an emotional connection with a SAV that was a part of my life for over a decade (nearly as long as my marriage). It was love at first sight when Blue was shipped from Texas to the local CarMax. Although the online picture stated a darker color,

Blue's unique grey green metallic color appealed to me immediately. As I figured then, I would rarely encounter seeing (three times to be exact) another SAV with the same color, which appealed to me even more since I'm not one to follow the crowd. Blue was nicknamed after Joseph "Blue" Pulaski, a character in the 2003 movie *Old School*. If you have seen this classic Will Ferrell comedy, you know that Blue was an 89-year-old man who joined a fraternity. This movie character is unexpected yet tough, something that I felt our newly purchased X5 was. Blue proved me right.

Blue was a great commuter vehicle. I can recall countless times waiting for over two hours on the Beltway parking lot when I had Northern Virginia aka "The Kingdom" as my assigned territory at work. *Sidebar - The DMV area traffic is ridiculous!* My recent work travels consisted of visiting surrounding Maryland aka "The Fiefdom" counties to address a building emergency, onsite meetings with contractors and neighbors, or heading towards a flooded building due to a busted pipe. In addition, Blue adeptly handled the tail end of Super Storm Sandy, potholed Baltimore city streets, and the aftermath of the 2010 Snowmageddon.

Blue was also a great family vehicle. Blue ensured that we made it to Ohio for Thanksgiving, the annual MS 50-mile Bike Tour on the Maryland Eastern Shore, wedding anniversary beach vacations in Delaware, and sibling vacation trips. It was great fitting three car seats in the back seat to showcase Blue's roominess and to win the argument of not renting a dreaded minivan. Yes, I'm too cool and bourgeoisie for a minivan! We even bought a protective backseat hammock for our dog, Kobi. She immensely enjoyed going for rides in Blue and hanging out one of the rear windows. Kobi literally had a doggie smile while she was in Blue. I can relate to the pure joy Blue provided. Blue looked good, drove well, and provided safety. Features I truly appreciated.

Unfortunately, Blue needed another transmission. We had just replaced the original three years ago and we weren't willing to replace another one. So, we sold Blue to a BMW mechanic, who was happy to repair Blue to be his commuter vehicle. As I transferred the title, keys, and my personal belongings; I said my farewell. I thanked Blue for the security, safety, and speed it provided me for the past ten years especially during a dry Pie Run with Algie, Marlon, Angela, and Milly. Nothing like riding in the middle of the backseat, asking what is that smell, and both Algie and Marlon informing me that I have good

brakes. As I walked away, I thought of Will Ferrell as Frank "The Tank" Ricard singing the song "Dust in the Wind" at Blue's funeral in *Old School*. He ended with shouting "You my boy Blue!" These are my thoughts exactly.



Goodbye Blue

By Kendra Seto



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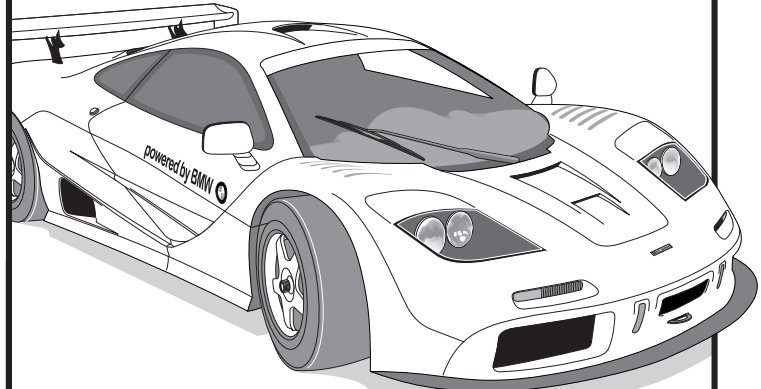
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