

Magazine of the National Capital Chapter BMW Car Club of America

May/June 2013

# *der Bayerische*





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**Cover:** Lothar Schuettler's long-awaited dream was fulfilled with the purchase of a green and yellow Z1 Roadster. Read story on page 20. Photo: Raine Mantysalo

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



## President's Message

It's show time! Spring couldn't get here quickly enough and now it's time to get those cars out to have some fun. Our calendar is always full of things to do and we intend to keep it that way. Our first concours of the year, the Deutsche Marque, is celebrating its 30th anniversary and you won't find a better collection of German cars anywhere. Both autocross and track seasons are currently in full swing. Some folks are heading down to North Carolina to take on the Tail of the Dragon. And this is just a small sample of things to do – all of them in the month of May.

As a group, we strive to put on programs that our members enjoy and we have a great time doing it. In a recent survey to members, the overwhelming feedback was that we needed more one-day driving tours. So, we have added quite a few to the calendar. Many of you have participated in our famous (or infamous) Pie Runs, so we will definitely continue those throughout the year. We also have a few one day events that combine fun driving, great food, and something for the entire family to enjoy too. For example, we've planned a great Family Picnic in June at Summit Point Kart which will give those not familiar with karting a chance to get instruction from seasoned veterans (with a focus on coaching women and all teenagers). Please check the calendar to get the most up-to-date information, as we're looking to add a possible fun run out to Summit Point too.

Shifting gears a little, while we encourage all of our members to participate in the club's activities, we know that less than 20% of you actually will. So what about the remaining 80%? Are there other events that you'd like to see us offer? What other interests do you have? Your membership dues fund the majority of our operating budget, so we hope you're getting good value out of your CCA membership. The board would love to hear from you and always has an open ear to listen to your suggestions. We're here to serve our members, so you get to call the shots. What would you want if we made you king or queen for the day?

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## FromThe Editor

Some of you may have seen the terrible news story a month or so ago about a 21-year-old Leesburg man killed in a one-car accident in Arlington, VA. Crossing the Key Bridge into Arlington, he lost control of the car, flipped it four or five times and was pronounced dead at the scene. Two passengers thankfully survived. He was driving a 2008 BMW and his estimated speed at impact was 80-90 m.p.h.

As father to both a 20-year-old boy and an 18-year-old girl, these are the stories that scare the hell out of me. Both of my kids have been in minor accidents and even those were terrifying when the call first came in. Crosby, Stills, Nash and Young told to teach our children well. As car club members and driving enthusiasts, we owe it to

them, and to anyone they might meet along the way, to ensure that education includes safe and responsible driving skills. I want my kids to love driving as much as I do, but I also want them to know what to do if things start to go wrong out there. That's where our support for driving schools like Street Survival are among the best things we, as parents, can do for them.

Shifting gears, I have enjoyed serving as editor of *der Bayerische* for the last three years. While it may not be right or suitable for everyone, it can be a very enjoyable and rewarding experience. In our world, three years means 18 issues. To go from zero to published involves a good bit of work, but speaking as editor, I am proud of

the magazine and the issues we put out these last three years. Most of the credit for that goes to the folks who write for us, and to our production and design one-man-show – Raine Mantysalo. Thanks Raine, it's been great working with you.

Beginning with the July/August 2013 issue, faithful readers of this magazine will see a pair of new names in the masthead as Lisa Haynes and Walter Jones take the editorial baton and carry it a little further down the track. I wish them both well and I encourage anyone interested in contributing an article or two to the cause to please do so. We always need and welcome your input. It's your club, and this is your newsletter.

As for me, in addition to the

1978 Champagne Edition pop-top Westfalia camper, I recently added a 1973 standard Beetle to the garage, sold my E36 M3, and have joined the Vintage Volkswagen Owners club. As my wife of 23 years will attest, I seldom do things half way.

That's about it. Thanks for the opportunity. I really enjoyed it.

Jim



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# 2013 CALENDAR OF EVENTS

## January

- 3 NCC NoVa Social - Velocity Five, Falls Church - New Location!
- 6 Karting @ Allsports Grand Prix
- 9 January Board Meeting/Social - Hamburger Hamlet Bethesda
- 10 NCC Columbia Social - Corner Stable, Columbia, MD
- 13 Karting @ Allsports Grand Prix
- 27 Karting @ Allsports Grand Prix

## February

- 3 Karting @ Allsports Grand Prix
- 7 NCC NoVa Social - Velocity Five, Falls Church
- 9 Annual Meeting & Holiday Party (Potomac, MD)
- 10 Karting @ Allsports Grand Prix
- 17 Karting @ Allsports Grand Prix
- 21 NCC Columbia Social - Corner Stable, Columbia, MD

## March

- 2 Iconic Drives Annual Bus Trip to the Classic Car and Memorabilia Show
- 7 March NoVa Social - Norton's American Grill, Tysons Corner
- 9 DIY @ At Speed Motorsports
- 10 Karting @ Allsports Grand Prix
- 13 Karting @ Allsports Grand Prix
- 13 March Board Meeting/Social - Hamburger Hamlet Bethesda
- 14 NCC Columbia Social - Corner Stable, Columbia, MD
- 21 March MoCo Social - Miller's Ale House, Rockville - New Location!
- 24 Karting @ Allsports Grand Prix
- 30 NCC Autocross School @ Bowie Baysox Stadium

## April

- 4 April NoVa Social - Norton's American Grill, Tysons Corner
- 6 Autocross @ Regency Furniture Stadium
- 10 April Board Meeting/Social - Hamburger Hamlet Bethesda
- 11 NCC Columbia Social - Corner Stable, Columbia, MD
- 13 Street Survival, Dulles VA
- 18 April MoCo Social - Miller's Ale House, Rockville

## May

- 2 May NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 4 Driving Schools @ BMW Performance Center
- 4 Ladies DIY @ BMW Excluservice
- 5 30th Annual Deutsche Marque Concours @ Nottoway Park
- 8 May Board Meeting/Social - Hamburger Hamlet Bethesda
- 9 May Columbia Social - Corner Stable (BMW Heritage Showcase)
- 10-12 Driving Schools @ Summit Point Circuit
- 11 NCC Autocross School #2 @ Regency Furniture Stadium
- 11 Road Race Technologies Open House (\*)
- 11-12 Bimmerworld BMW CCA Club Race School
- 16-20 Spring Tour 2013 Tail of the Dragon/Asheville and Waterfalls
- 18 NCC Autocross Points Event #2 @ Bowie Baysox Stadium
- 23 May MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 24-25 The Vintage at Westbend Vineyards (\*)

## June

- 1 Tech Session/Track Prep @ Autothority
- 6 June NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 8 Tire Rack Street Survival Teen Driver School @ Sykesville, MD
- 8 6th Annual Spring Golf Outing @ South Riding Golf Course
- 12 June Board Meeting/Social - Hamburger Hamlet Bethesda
- 13 June Columbia Social - Corner Stable (BMW Heritage Showcase)
- 15 NCC Autocross Points Event #3 @ Bowie Baysox Stadium
- 20 June MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 22 Ladies DIY @ Northwest BMW
- 22 Drive-In Tour II - The Family Drive-In' Stephens City, Va

## July

- 6 NCC Autocross School #3 @ Bowie Baysox Stadium
- 20-21 Pittsburgh Vintage Grand Prix \*
- 20 Bimmerfest 2013 (Ripken Stadium in Aberdeen, MD)
- 27 Autocross @ Regency Furniture Stadium

## August

- 10 DIY @ Curry's Auto Service - Alexandria
- 10 Autocross @ Bowie Baysox Stadium
- 19-24 44th Annual BMW CCA Oktoberfest (Monterey, CA) \*
- 30-1 Baltimore Grand Prix 2013

## September

- 7 Autocross @ Regency Furniture Stadium
- 14 MPACT East & NCC Autocross
- 21 DIY @ Road Race Technologies
- 27-29 Driving School Jefferson Circuit

## October

- 2-5 ALMS @ VIR (\*)
- 5 Driving Schools @ BMW Performance Center
- 12 NCC Autocross Points Event #7 @ Bowie Baysox Stadium
- 12 DIY @ Russel BMW
- 18-20 18th Annual Euro Auto Festival (BMW Manufacturing, SC) \*

## November

- 1-3 Driving School Shenandoah Circuit

## December

- 1 DIY @ BMW Excluservice

\* Not an NCC-sponsored event.

# COMING EVENTS

## May

### NCC NoVa Social

Thursday, May 2, 2013  
Norton's American Grill  
7943-B Tysons Corner Center  
McLean, Virginia, 22102

Come join us at our favorite Northern Virginia location, Norton's

American Grill. Centrally located in Tysons Corner, we'll hangout on the main level of the Terrace C parking garage. Parking instructions: Once on Route 7 Leesburg Pike, turn onto Fashion Blvd (Bloomingdales entrance). Proceed straight and once the road bears right, there's a parking garage on your left where the bus stops are. Enter the Terrace C garage and immediately park along the far wall, furthest away from the mall entrance. First person there hopefully can save spaces for others.

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 bring cash to cover your portion. Thanks.

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.

## Driving Schools @ BMW Performance Center

Saturday, May 4, 2013  
1155 S Carolina 101, Greer, SC 29651  
(888) 345-4269

The National Capital and Tarheel Chapters are headed back to South Carolina on May 4th for our first ///M Club Day driving event of 2013 at the BMW Performance Center. As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day. Just show up ready to drive! The school's focus is to improve your driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

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

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

Our event hotel is the Greenville Marriott. The special BMW rate includes the breakfast buffet for up to two people plus Internet service. Register at: [www.marriott.com/GSPAP](http://www.marriott.com/GSPAP) and enter BMW as the Corporate code. The Marriott has a great lobby bar for getting together after the driving and dinner events. Remember, no food service is available for breakfast on Saturday morning at the Performance Center.

Please see the Chapter website for more details

## Ladies DIY @ BMW Excluservice

Saturday, May 4, 2013  
12224 Parklawn Dr, Rockville, MD 20852  
(301) 231-5400

The 2013 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 2.5 hour time period.

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

This event offers online registration and payment through [MotorsportReg.com](http://MotorsportReg.com).

## 30th Annual Deutsche Marque Concours d'Elegance

Sunday, May 5, 2013 (Rain Date: Sunday, May 19, 2013)  
Nottoway Park  
9601 Courthouse Rd  
Vienna, VA 22181

Registration will be through [Motorsportreg.com](http://Motorsportreg.com). See [nccbmwcca.org](http://nccbmwcca.org) for details and updates.

One of the highlights of our event schedule, and an annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks the 30th 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 so that you

cannot miss it.

We have some changes planned for this year's event. A "corral" will be positioned along the entrance to the park to display special cars not being judged. Space will be limited. More vendors are anticipated. The judged entrants from the three marques will be interspersed, allowing visitors the opportunity to see more of the fabulous cars assembled.

It's hard to believe it has been thirty years since I helped my friend, Pat Doyle, prepare his new Hennessey 1984 325e for this event. I am hoping for a great turnout of the models that were new at the time of this first concours, so I challenge members with E23s, E24s, E28s, and E30s to dust them off and bring them out!

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged - consisting of first-place category winners from the 2012 concours), and Anfänger class (not judged - for newcomers to the concours experience; 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, but not the chassis. Street class cars are generally divided into several groups based upon NCC rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the "People's Choice" award, and this is a terrific way for newcomers to become acclimated to a concours event.

Vehicles will be classified into the following categories: 2002s, Classics, Modern 80s, Modern 90s, Current, Meister, and Anfänger.

The entry fee for the concours is \$30 per car (\$40 after April 27th or on-site).

Registration includes one wine and cheese reception ticket and a commemorative dash plaque for the first 40 registrants. Additional wine and cheese reception tickets are available at \$10 each. There is no charge to attend the concours as a spectator. In order to allow us to plan appropriately for the number of guests, please register in advance and use the registration form that may be accessed from the NCC website at a later date.

Contact John McWilliams at [john.mcwilliams@gmail.com](mailto:john.mcwilliams@gmail.com) if you have any questions.

If you have questions on Sunday/day of show please call me at 540-687-0166. I will be at Nottoway Park at approx. 8 a.m.

As in past years, we would greatly appreciate any assistance on the day of the event, especially with judging.

### Event Schedule:

8:30 a.m. Field opens to show participants for placement onto the field.

9:00 a.m. General admission begins.

10:00 a.m. All cars whose owners wish them to be judged must be registered, and cars placed on the field. If you would like to be judged, PLEASE have your car on the field by 10:00 a.m. We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!

10:30 a.m. Judging begins.

2:30 - 3:00 p.m. After the judging is completed, scores are tallied, and winners determined, we will announce winners at the wine and cheese reception.

3:00 p.m. Wine and Cheese Reception - Awards for all clubs will be presented at the Wine and Cheese Reception.

## May Board Meeting and Social

Wednesday, May 8, 2013  
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, May 9, 2013  
Corner Stable  
8630 Guilford Road  
Columbia MD 21046  
(240) 755-0188

Come join again at 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.

## Driving Schools @ Summit Point

Friday - Sunday, May 10-12, 2013  
Summit Point, West Virginia

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 HPDEs are not racing schools. (In 2013 we have a separate race school for interested members.) 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.

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.

Our instructors come from two basic driving backgrounds:

accomplished HPDE students and successful amateur (e.g., SCCA) racers. Regardless of their backgrounds, our instructors conform to a uniformly high standard of competence, professionalism and enthusiasm for teaching.

Candidates selected from our student roster have a documented record of achievement. Candidates applying from a racing background must have comparable skills and experience. We note that the requirements for a successful racer and those for a successful instructor are not necessarily the same, as the sole ability to drive fast is about the most minor qualification we seek in an instructor. Therefore, as part of the qualification process, we apply a series of student instruction simulations (using our instructors as the "students") to ensure that the candidate understands not only how to drive, but how to teach as well. We also ensure that candidates display impeccable attitude and driving etiquette and are successful in making the transition from "race-mode" to "school-mode."

Our current instructors' driving experience ranges from five years to twenty-five years. Our "average" instructor has been driving on the track for 11.5 years and has been instructing for 6 years. We draw our instructors from twelve BMW CCA chapters, the SCCA, PCA, and other marque clubs. We select our instructors very carefully to ensure that every student receives the best possible instruction from the safest, most professional and most knowledgeable people we can find. We are very proud of our instructor corps and we trust that you will share that pride.

## **NCC Autocross School #2**

Saturday, May 11, 2013  
Regency Furniture Stadium  
11765 St Linus Drive  
Waldorf, MD 20602

Registration opens: 4/2/2013 @ 8 a.m.  
Registration closes 5/10/2013 @ 12 p.m. (or when full)  
Maximum registration: 20 participants  
Cost: \$80.00

Autocross is a safe, low-speed motorsport where competitors drive against the clock to turn in the best times as they navigate a driving course defined by orange parking cones in a large, open lot. Our NCC Autocross school is the best way for new and budding autocross participants to learn more about autocross and improve their driving performance through in-car instruction by some of the best instructors in the Washington DC area. Come join us for a fun and educational day filled with safe but adrenaline raising motorsport.

Sessions will include a variety of topics to help novice participants better understand what goes on in a day of autocross, and what they will likely be seeing and hearing around them as they participate in the motorsport. Instruction on how to prepare both the car and driver for autocross, how to register, tech inspect, work a course, and safety topics will get you up to speed with the day-of operations for participating in autocross. Then, drivers will learn how to make the most of their runs by examining techniques like walking the course to determine good run lines, throttle modulation (your gas pedal is not an on-off switch!), and when to brake. Discussions will also cover basic handling conditions such as oversteer and understeer you may have heard of, and how to correct them, and try to prevent these issues to give you your best runs.

It's time to put all of your newfound knowledge to work. Get ready to buckle up and drive, as you will get run after run to put your training and skills to the test with a series of handling and stopping challenges as you gear up to run a full autocross course. With one of our excellent instructors at your side, you will continue to receive guidance to improve your performance and lower your lap times. As you learn how to pick your turn-in points, choose your braking zones and work the throttle wisely, you will notice a consistent improvement in how your car handles confidently and smartly through the sea of cones.

There is no better way to get started in autocross than with the NCC Autocross school. Whether you've done a few events in the past, or if you've never been out to a course before, you'll find

the program educational and the skills you learn useful not just on the autocross course, but for all of the driving you do. Our staff is ready to answer any questions you will have and will ensure you get personalized attention and instruction to overcome any concerns or issues. We are ready to introduce you to the fast and fun world of autocross, are you ready to join? Register now as space in our schools are limited to ensure small class groups and personalized instruction.

## **Bimmerworld BMW CCA Club Race School**

Saturday – Sunday, May 11-12, 2013

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 presented material.

The Bimmerworld BMW CCA Club Race School 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 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, driving suits, racing seats or harnesses are not required.

Special Info: The Bimmerworld BMW CCA Club Race School is open to Advanced Driver School students and Instructors only. Acceptance to the club race school is at the discretion of the event chair and Club Race School Chief Instructor, and is not guaranteed. Therefore, you must provide a short summary of your high performance driving experience (number of schools and locations), and the name of a Chief Instructor, or in-car instructor who can vouch for your experience and provide a favorable recommendation on your Race School application. Please note that completion of the Bimmerworld BMW CCA Club Racing School does not automatically qualify you for a BMW CCA Club Racing license. However, if you meet the experience requirements, and successfully complete this school, you will be eligible for your rookie license and the opportunity to join the ranks of BMW CCA Club Racing.

Race School vehicles must conform to NCC Driver School requirements with the exception of a required passenger seat and harness. Vehicles must also comply with all Technical Inspection requirements. Please Note: NCC BMW CCA does not allow convertibles of any kind nor SAV/SUVs at our on-track events. Participants must be at least 18 years old and possess a valid driver's license. Registration is restricted to BMW CCA members. Please include your BMW CCA membership number in your profile.

The cost of the Bimmerworld BMW CCA Race School is \$495. Please make checks out to National Capital Chapter, and mail them, along with your application and credentials, to Dennis Pippy, 1320 Barbour Lane, Berryville, VA 22611. Full refunds will be honored for cancellation requests made before May 1, 2013. Any cancellation requests received on or after May 1st will be charged a \$50 processing fee.

The registrar and point of contact for this event is Dennis Pippy and can be reached at: [dlpippy2012@gmail.com](mailto:dlpippy2012@gmail.com).

## **NCC Spring Tour**

Thursday – Monday, May 16-20, 2013  
Asheville, NC

This year's National Capital Chapter of the BMW Car Club Spring Tour will be May 16 – 20, 2013 to Asheville, NC. We will tour and lunch at the Biltmore Estate, drive some great back roads as we tour a few waterfalls and lastly we will drive the Tail of the Dragon a time or two (or three or four).

Take the time to visit the Asheville visitor site for other activities: <http://www.exploreasheville.com/>

Book a spa treatment at The Grove Park Inn, visit the many microbreweries, or take in Asheville's bohemian downtown. There is plenty to do.

If you have never heard about or driven the Dragon, then Google is your friend.

This tour will follow our usual format of a drivers' meet at the start and the dispersal of a packet with turn-by-turn directions and other important information.

Please see the chapter website for more details!

## **NCC Autocross Points Event #2**

Saturday, May 18, 2013  
Bowie Baysox Stadium (Prince George's Stadium)  
4101 Crain Highway  
Bowie, MD 20716

Registration opens: 4/20/2013 @ 8 a.m.  
Registration closes 5/17/2013 @ 12 p.m. (or when full)

Autocross is a safe, low-speed motorsport where competitors drive against the clock to turn in the best times as they navigate a driving course defined by orange parking cones in a large, open lot. Our NCC Autocross school is the best way for new and budding autocross participants to learn more about autocross and improve their driving performance through in-car instruction by some of the best instructors in the Washington DC area. Come join us for a fun and educational day filled with safe but adrenaline raising motorsport.

Please see website for more details!

## **MoCo Social**

Thursday, May 23, 2013  
Miller's Ale House  
1471 Rockville Pike  
Rockville MD 20852  
(301) 770-8535

Come join us at our new Spring MoCo location, Miller's Ale House, in the Congressional Plaza on Rockville Pike. We have reserved the patio area that should hold all of us and there is also plenty of parking for us to hang out.

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.

## **The Vintage**

Saturday – Sunday, May 24-25, 2013  
Westbend Vineyards  
5394 Williams Road  
Lewisville, NC

This year marks the 10th Anniversary of one of the finest events celebrating the marque all year. If you're a fan of vintage roundels (and who among us is not?), make your plans to be in North Carolina's wine country over Memorial Day weekend.

For more detailed information, including registration, go to <http://atthetvintage.com/>



## June

### Tech Session / Track Prep

Saturday, June 1, 2013  
 Autothority Pitstop  
 5358 Pleasant Valley Rd #125  
 Chantilly, Virginia 20152  
 (703) 327-9919

The National Capital Chapter's, DIY Committee is pleased to announce an upcoming Tech Session! We hope you will be able to join us at Autothority Pitstop in Chantilly, VA. The event runs from 9:00 a.m. to 2:30 p.m. Man-ny Agosto manages the facility, and together with his staff they have many years working with BMWs and with the BMW CCA. Since 1975, Autothority Performance Engineering has been producing cutting edge performance products for the world's most exciting cars. They helped pioneer the E-PROM industry in the mid eighties, and have spent the last 20-plus years expanding and refining their trade. Their products have proven themselves at the 24 Hours of Daytona, the 12 Hours of Sebring, countless SCCA and club races, many quarter mile races, and tens of thousands of morning commutes, in more than 40 countries around the world.

By attending this event you will get the opportunity to have your car given a Tech inspection in order to get ready for the next track or auto cross event. Manny will provide some nice food at the Tech Session. He'll also be giving away door prizes. And he'll have a couple of BMWs for us to see as he gives a short seminar on track preparations.

### NCC NoVa Social

Thursday, June 6, 2013  
 Norton's American Grill  
 7943-B Tysons Corner Center  
 McLean, Virginia, 22102

Come join us at our favorite Northern Virginia location, Norton's American Grill. Centrally located in Tysons Corner, we'll hangout on the main level of the Terrace C parking garage. Parking instructions: Once on Route 7 Leesburg Pike, turn onto Fashion Blvd (Bloomingdales entrance). Proceed straight and once the road bears right, there's a parking garage on your left where the bus stops are. Enter the Terrace C garage and immediately park along the far wall, furthest away from the mall entrance. First person there hopefully can save spaces for others.

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 bring cash to cover your portion. Thanks.

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.

All members are welcome at our socials.

### Tire Rack Street Survival Teen Driver School

Saturday, June 8, 2013  
 Maryland Police and Correctional Training Commission (MPCTC) Driver Training Facility  
 7310 Slacks Rd.  
 Sykesville, MD 21784

The primary emphasis of the Tire Rack Street Survival® program is to provide our young drivers (ages 16 to 21) with "hands-on" driving experience in real-world situations. We use your car to teach you about its handling limits and how you can control them. The students will become more observant of the traffic situation they encounter, and will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that

their passengers always wear them too. It's about more than driving – it's about LIVING!

Registration is now open at <http://streetsurvival.org/school-schedule-registration/>

For more information about Street Survival, visit <http://www.nccbmwcca.org/content.php?124-street-survival> or <http://streetsurvival.org>

### 6th Annual Spring Golf Outing

Saturday, June 8, 2013  
 South Riding Golf Course  
 43237 Golf View Drive  
 South Riding, VA 20152

We will hold our 6th Annual Spring NCC Golf Outing on Saturday, June 8th @ 12pm, at South Riding golf course in South Riding, VA. We've had an excellent turnout and outstanding time the past few years, and thanks to South Riding PGA Pro and fellow NCC member, Willy Lutz, this year definitely won't disappoint.

Format: Stroke Play

Cost: CCA members \$50, Non-members \$60

Registration for the golf outing includes green fees, cart w/ GPS, practice balls, dinner, and dedicated parking area. We'll also hang out with the cars after golf/food too, so bring your cameras!

This will NOT be a handicapped event; it'll be no pressure, stroke play. It's just a leisurely afternoon playing a great game in a non-competitive environment. It's all about having fun and hanging out with fellow BMW owners!

This event will be first come, first serve, with a maximum of 32 players. Our event has always sold-out so signup ASAP. In case of a rain out, we will re-schedule for another weekend.

For more details, please see the chapter website!

### June Board Meeting and Social

Wednesday, June 12, 2013  
 Hamburger Hamlet  
 10400 Old Georgetown Rd.  
 Bethesda, MD 20814  
 (301) 897-5350

For more information see our previous Board Meeting and Social events.

### NCC Columbia Social

Thursday, June 13, 2013  
 Corner Stable  
 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.

### Autocross at Bowie Baysox Stadium

Saturday, June 15, 2013  
 4101 Crain Highway  
 Bowie, MD 20602

Come on out for the third autocross points event for 2013!!

We have lots of exciting changes for the 2013 season including a MINI only class and a new PAX classing system for

non-BMW drivers.

Registration opens 8:00 a.m. May 20, 2013. You can register online, ahead of time, and get a \$5 discount. Online registration is highly encouraged and save you from waiting in line! Or, if it's a last minute decision, you can still walk-up. Walk-up registrations will be for PM session only & credit/debit card only! Registration closes the night before the event, June 15, 2013.

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

We realize that not all past event attendees have been members. To help offset the cost of membership new BMW CCA memberships are entitled to one free NCC Autocross points event!

BMW CCA membership is \$48.

### MoCo Social

Thursday, June 20, 2013  
 Miller's Ale House  
 1471 Rockville Pike  
 Rockville MD 20852  
 (301) 770-8535

Come join us at our new Spring MoCo location, Miller's Ale House, in the Congressional Plaza on Rockville Pike. We have reserved the patio area that should hold all of us and there is also plenty of parking for us to hang out.

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.

### Ladies DIY @ Northwest BMW

Saturday, June 22, 2013  
 9702 Reisterstown Road  
 Owings Mills, MD

For more information see previous DIY events.

### Drive-In Tour II

Saturday, June 22, 2013  
 The Family Drive-In  
 Stephens City, VA

Few details were available at press-time; please check the chapter website for more details. Tentative itinerary calls for driving some great back roads to the drive-in movie theater Stephens City, VA (near Winchester). We will stop for an early dinner and continue on to the show. This event will not conflict with Ladies' DIY at Northwest BMW.

### NCC Family Picnic

Saturday, June 29, 2013  
 Summit Point Karting  
 54 Washington Circuit Road  
 Summit Point, WV 25446

We are pleased to announce that our 1st Annual NCC Family Picnic will take place this year at Summit Point Kart. This is a exciting opportunity to mingle with other club members and their families and enjoy a fun day of karting and BBQ.

No karting experience is necessary as we'll have coaching sessions for those new to the motorsport including those under 16. We'll also have some friendly competition for others at various levels of skill, from those just starting to kart to the true kart racer.

More details will follow shortly as we work through the details, so check back later for registration information.

Save the Date!!



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# Spring Cleaning

By James Chew



Something about my CPO 2008 135i convertible didn't feel right. The doors weren't flush with the body when they were shut. The front fascia looked a little off. And the ride was a little rougher than expected when taking a curve. Despite what I thought was a careful inspection during the purchasing process and a clean CarFax report, I obviously overlooked these subtle flaws because I was distracted by a Black Sapphire metallic 135i convertible with a six-speed manual transmission and a red leather interior. What can I say – as a guy I can sometimes be shallow. A quick inspection by the regional BMW NA manager confirmed that the chassis had experienced some “movement.” Working with BMW NA, the BMW dealer where I purchased this vehicle (BMW of Monrovia) stepped up and got me into a 2012 LeMans Blue 135i convertible with the DCT, black leather interior, technology package, and M Sport package. And yes, I was quite happy. This again proved why the BMW Certified Pre-Owned program is the best in the business AND that BMW dealers do have to meet higher standards than the competition.

It was surprising to notice the number of positive changes from my 2008 135i to the 2012 model. While I thought I preferred the six-speed manual transmission, the seven-speed DCT is really, really nice. The new headlight



(Above) In Spring, a BMW enthusiast's fancy turns to topless driving.

design gives the 1 Series a more upscale look. The active steering, iDrive, and the integrated center armrest iPhone holder are very, very nice. And the lack of brake dust on the wheels, even after a day of spirited driving, is much appreciated!

My new 135i convertible had been on the dealer lot for some time. And even though it was cleaned frequently, it wasn't up to the anal BMW enthusiast standard. So after enjoying driving the vehicle in the mild Southern California winter (hey guys, it DID rain a fair amount) I used some elbow grease and the latest Mothers products to get it up to Bimmerfest West standard.

Bimmerfest West will be held May 18th at the famous Pasadena Rose Bowl. But I'm the type of person that likes to get a lot of the heavy-duty detailing done early, and then perform weekly cleaning and detailing maintenance until the event. That way, I'm not up until the wee hours of the morning getting my car ready. My experience is that if you give your vehicle a good detailing once a quarter, it's much easier to maintain a clean vehicle year round.

Living in the neighborhood of the “Real Housewives of Orange County,” you quickly find that those who wash and detail their vehicles by themselves are an anomaly. Big end car wash/detail centers as well as mobile wash/detailing services are big business out here. And I must do a fairly decent job on my vehicles – I've had several neighbors offer me dinner and alcohol if I do the same for their vehicles!





and Back-to-Black Trim Care. In addition, I used Mothers LeatherTech Moisture Infusion Gel Cream, LeatherTech Foaming Wash, California Gold Clay Bar system, and their Back-to-Black Tire Renew (this is a tire cleaner, not a dressing; leaves a new look). I'll use their new California Gold Spray wax for weekly touch-ups, as needed.

I'm always amazed at the amount of dirt and grime the clay bar and cleaner wax removes from even a well maintained paint finish. The amount of material removed by both

the clay bar and the cleaner wax was eye opening — even more so considering that this car was recently delivered by my BMW dealer. Also, I find these Mothers products are much easier to use than their famous 3-step exterior finish products and the results are just as good. Using these products on your vehicle after a winter immediately debunks the myth of so-called lifetime paint finish treatments. My 135i looks better than showroom new — more like auto show car new — after these treatments.

I may even be more anal than

The answer is always the same — no, unless you have a BMW.

I've always used Mothers car care products on my vehicles. Founded by a guy in Huntington Beach, who started by developing a proprietary polish for high-end wheels, Mothers is still a family owned business and a true American success story.

I became a Mothers enthusiast when I worked with them on SEMA show vehicles when I was working for Exide batteries. Starting with a mag wheel and aluminum polish in the 1970s by a Southern California car enthusiast, Mothers has grown to become a globally known company with more than 70 car-care products. Mothers has developed products that help car enthusiasts maintain the show quality shine to their vehicles.

The pure California Gold Carnauba Wax, the clay bar, their power ball polisher, and their headlight restoration kit (that includes a mini power ball) are quite popular with car enthusiasts. I can vouch for all of these products, having used them on all my vehicles. In fact, I've used the clay bar and headlight restoration kit on my daughter's 2001 325i and the clay bar on my wife's 2007 X5. While they may exist, I have yet to find a BMW that uses the much more expensive Zymol products that looks better than my Mothers vehicles.

To get my 2012 BMW 135i ready for Bimmerfest West, I used the following Mothers products: California Gold Brazilian Cleaner Wax (comes in paste and liquid), Foaming Wheel & Tire Cleaner, Polished Aluminum Wheel Cleaner,



(Top) The twin-turbo 300 horsepower inline six is in BMW's lightest chassis. (Above) The new 1 features a little more legroom and a handy center tray. (Below) With the M Sport package, the 135i convertible looks fast even when standing still.





the typical BMW enthusiast in that I wash my wheels daily. I simply can't stand the black dust build up. BMW must have changed the material used on their new products because my 2012 135i does not have the same brake dust as on my older BMWs. The braking performance is just as good – so perhaps the BMW

found that the simple application immediately restored the wheels to the factory shine.

BMW's Nevada leather on the new products seems to be following an industry trend of processing leather car upholstery to within an inch of vinyl. It's to the point where it's nearly impossible to tell the

And I'm proud to say that all three vehicles look showroom new. Because my daughter's car is parked outside, I'm trying the Mothers California Gold Synthetic Wax to see if the shine will last longer than their carnauba wax.

Another benefit from using Mothers products is that they are available at the popular auto parts chains. That being said, I would encourage you to visit to Mothers web site to review some of their online-only products.

By the way, while the focus of this article is on detailing, I did not neglect the mechanical inspection on my three BMWs. The Winter 2013 issue of Bavarian Autosport's "Fast Times" features an outstanding Spring mechanical inspection for any BMW. As a BMW enthusiast and a car guy, I worry that BMW's free maintenance, use of so-called lifetime fluids (seriously?) and computer-based vehicle monitoring system is creating a generation of BMW enthusiasts who have no clue how to open the hood of their BMWs. A big part of the joy of owning an Ultimate Driving Machine is understanding how your vehicles works and performing some of the basic maintenance inspections to prevent major problem from occurring. It helps one know their vehicle's behavior and builds an instinctive relationship between the owner and the vehicle. These people can feel the condition of their vehicle – when it needs maintenance and when it needs repairs. It will be up to the regional BMW Car Club of America chapters to continue to conduct regular DIY clinics to educate the new BMW owner – transforming them from BMW owners to BMW enthusiasts.

We'll report on the Bimmerfest West in an upcoming issue. Maybe we'll even have a chance to have an extended chat with Dr. Ludwig Willisch, BMW NA's president and CEO, assuming that he again attends.



(Above) Weekend luggage for two fits nicely in the trunk. (Below) The driver's seating area is all ultimate driving machine.

engineers have finally heeded the complaints from generations of BMW owners! The Mothers tire and wheel products are most effective on wheels that have some amount of brake dust build up. On a friend's BMW, we

difference between Nevada leather and the BMW leatherette. BMW does benchmark Mercedes products when designing new products, but trying to offer MB Tex upholstery for the interiors seems to be a bad direction. That being said, the Mothers leather products were quite effective, especially in removing dirt from the steering wheel. An added bonus is the lack of the sticky finish that's typical after using Lexal conditioner.

By they way, all these products were used on my wife's 2007 X5 and my daughter's 2001 325i. The headlight restoration kit is quite effective (heed the instructions about using a cordless drill and the Mothers Powerball to apply the headlight restoration lotion. You won't believe the mess created when using a corded drill and buffing wheel).



(From the Top) A little elbow grease and the right car care products will make your BMW look its best. I use Mother's Car Care products – American-owned and made! The headlight restoration kit is a must for cleaning the headlights of older BMWs.

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# The Sebring 12 Hour 2013 Debuts the Z4 GTE

By Steve Tenney

The 2013 American LeMans Series (ALMS) will be the last of ALMS as a stand-alone racing series. If we go back to last September, just after the Baltimore race, it was announced that ALMS will join Grand American (GrandAm) to become one race series. During the week at Sebring, it was announced that the new series will be called United SportsCar Racing. The biggest change is that the LMP1 cars will no longer have a place in the series. The GT class in the ALMS remains one of the best in the world. In 2014 the GrandAm GT cars will run as a separate class along side the ALMS GT class. We will have to see how this all goes together with the Daytona Prototypes and the LMP2s leading the way.



(Above and Below) On the grid with the 55 car and moving up early in the race.

For 2013 the ALMS remains intact and should be another great show. Corvette, of course, returns and Aston Martin joins while Viper is in for a full season. Porsche cuts back a bit. And Risi Ferrari returns with the usual strong car. Last September we wondered what BMW Team RLL (Rahal Letterman Lanigan) would be coming back with in 2013. They wouldn't tell us much then but the groundwork was being laid to bring about changes to the Z4 GT3 to allow it to be homologated by the Automobile Club de l'Ouest (ACO). The Z4 GT3 has been run in Europe for a few years, so it would be a natural choice to make it fit ALMS and LeMans. BMW Motorsport has sold the Z4 GT3 as a kit for a few years. There are multiple teams from the UK to Japan who have been racing the Z4. Uwe Alzen put a Z4 GT3 on the pole at the





Nurburgring 24 hours in 2012, but the team ran into difficulties and finished off the podium.

The big news for BMW Team RLL is that for 2013 they will run a slightly different version of the Z4 GT3 known as Z4 GTE. While GT3 cars are not homologated by the ACO for LeMans, the Z4 GTE will be on the list of eligible cars for 2013, though I don't know of any teams with plans to go. With the M3 going out of production, it was time for a new platform and the Z4 GT3 was the natural choice as a start for BMW. The Z4 will run a 4.4L version of the production engine from the M3 the S65B44. The GTE car has less downforce than the GT3 version and the driver aides (anti-lock, traction control) have been removed. The drivers acknowledge that it has less performance.

For those of us who are BMW fans, 2013 will be very interesting with a completely new car. The Z4 GT3 car has always made a great sound. The M3 had what's known as a flat crankshaft or a 180-degree crank. The flat crank allows some of the details of the engine tuning (intake & exhaust) to be more fully optimized, but it creates a lot of vibration. The standard practice is to implement a 90-degree crank; this damps the vibrations and makes the nice V8



*(Above) The RLL crew was getting used to new cars and working in new parts throughout the weekend. (Below) Driver changes will be more difficult with the Z4 because access to the driver's seat is more restricted.*

sound we are used to. The car was debuted in a mid-February ceremony at Daytona and immediately taken to Sebring for testing. A full 12-hour simulation was conducted at Sebring where the car did very well. BMW Motorsport in Europe was also conducting testing. The second car was shipped to the United States in early March. Regardless of how well this goes, Team RLL hasn't gotten sufficient testing to fully exploit the car. The team commented that they have gotten a steady stream of update parts for the cars from BMW Motorsport, but hadn't been able to do much with them. If you look at the

Z4 GTE it appears as though it would make a smaller hole in the air and would thus have less drag and higher top speed. It is lower than the M3, but it's also wider. I was told that despite

the hopeful possibilities for less drag, the Z4 GTE looks essentially the same as the M3 in the wind tunnel. It seems that the handling and the brakes are an upgrade, but top speed is not. A balance of performance to level the field governs the ALMS GT class. From Porsche to Viper there are engines from a flat six to a V10. In order to attempt to level performance, each car has set adjustments to balance the field. To start the 2013 season, the Z4 will start with the same engine adjustments as the M3. If a new car wasn't enough of a challenge, Team RLL is changing its tire provider. After four years with Dunlop, the Z4 will run Michelin tires and there will be work to do to begin to get the most out of a new tire supplier. No doubt, Michelin is one of the best, but they haven't been on a BMW in some time so there's not any familiarity with them. The number 56 Z4 is recogniz-







(Above) Joey Hand addresses the BMW CCA Corral Group. Drivers are: Joey, Jon Edwards & Dirk Mueller (56), Bill Auberlen, Jorg Mueller & Max Martin (55).



(Above) Bill Auberlen, Jon Edwards and Max Martin discuss qualifying results.

able in the traditional white color scheme we've seen from BMW. The number 55 car is unique in that it's the first time BMW has raced a car in frozen black.

The drivers for this year will be familiar to anyone who's recently watched BMW sports car racing. Joey Hand will be a DTM commuter and race in both the DTM and as many ALMS races as possible. Dirk Müller returns to be Joey's teammate in the 56 with Jonathan Edwards taking Joey's place when needed and participating in the longer races. Jonathan comes from GrandAm where he's raced a Mazda 3 and a

Camaro. In the 55, Bill Auberlen continues to be one of the best. The regular driver with Bill will be Belgian Maxime Martin with Jörg Müller participating in the longer races. Max brings experience with the Z4 GT3 driving for the Marc VDS team. He was very impressive in the Blancpain Endurance series in 2012. Max is now a factory BMW driver and will be the official test driver for DTM program. It's a very strong group, to say the least.

The Florida Suncoast Chapter of the BMW CCA traditionally holds a corral during the Sebring 12 Hours. It's a no frills corral, but it's a very

welcome and familiar place for the BMW family to gather. As with other corrals, there's a visit to the paddock for a presentation by the team and drivers. Mike Renner attended and gave away an M-School trip to the BMW Performance Center. Steve Maguire from United BMW in Roswell, GA, brought a selection of BMW accessories to raffle to the audience. Of particular interest at Sebring are the parade laps on Friday evening. It's always great fun to get a few laps on the famous track with the BMW group.

The Florida weather was great all week, with no concerns for rain.

On occasion, the first session of the day had to deal with cooler temperatures. Listening to Team RLL, they were experiencing a lack of grip during these colder sessions. The race would start at 10:30 a.m., so the conditions might be on the cool side. Here's where the tires are somewhat of an unknown to them.

Practice leading up to the Sebring 12 Hour showed the potential of the Z4, but it was not at the top of the time sheet. Practice times are hard to evaluate because it's difficult to know what each team is working on during the session. The Z4 improved each practice, but other teams also







(Above) The Z4s qualified 8 & 9 and were very close in performance. (Below) A close-up look at the cars and drivers on the grid before the race has been traditional for the ALMS. (Bottom) The 17 Falken Porsche finished in third, but the Z4s passed them numerous times before encountering problems.



year. The Vipers have improved a lot from the small number of races they participated in last year. With an 8.4L V10 there's lots of potential there. I was told that the Viper has its engine limited to 4,000 RPM for balance of performance reasons. The Aston Vantage V8 is a competent automobile, well driven with a 4.7L V8. Given the many pit stops, driver changes and other strategy, qualifying isn't really critical in a 12-hour race.

Saturday looked to be a perfect race day; not as cold as some of the earlier mornings and one the Chamber of Commerce would certainly endorse. The race started without much drama. The first event of significance was a 60-second

penalty for the 3 Corvette for avoidable contact. They were never really a factor after that. The two Z4s do well from the start and begin to move up. At the two-hour mark Joey Hand is in third in the 56 and then at three hours Joey is first in GT. Both cars are in the top five and with pit stops there are a variety of leaders. The 4 Corvette pits and smoke is seen coming from the dash. The race is really open for many to win. There was concern for the pace of the Z4. If they weren't fast enough, would they simply be left behind? It was obvious early on that was not going to happen. Instead, the Z4s were in the top five and competitive. There was a 20-second penalty for the 56 for handing a drink bottle to

the driver, but a safety car erased that deficit and left the cars both well positioned at roughly the 8-hour mark. They seemed to be in second and third after the safety car, when the 56 entered turn 7 slowly allowing the 55 to pass. Apparently the 56 had a left front strut problem and it needed to be replaced dropping to ninth. Not long after the 55 had power steering failure and I heard on the radio "...get ready for a workout." The 55 drivers put on a great drive without power steering to finish in fourth and despite mechanical difficulties the 56 finished in seventh. It was a great race with many lead changes in GT. We've got new cars in the mix. The Viper was competitive finishing in fifth and will be a factor. The Aston qualified well but faded a bit in the race. They were fast though. Porsche lacks some speed but hung in there to finish in third. The Z4s were good up to about 8 hours and then their race fell apart. They'll do better next time. The 4 Corvette with Tom Milner on board took the win from the 62 Ferrari and the 17 Porsche. After all the ups and downs of the 4 Corvette, they were there at the end. This was a very good Sebring 12 Hour race. For anyone considering it, I highly recommend the trip. The new season shows signs of being very interesting as sports car racing in the United States progresses toward the unification of United SportsCar Racing in 2014.

improved. When qualifying begins the times should stabilize and the true gaps will be seen. The BMWs would end up qualifying in 8th & 9th place. Their times improved again, but not enough. It was a bit of a disappointment for them, but we've already listed the new items the team has to deal with. The field was very tight. There was about a second between the first ten places. The first ten were: 62 Ferrari, 4 Corvette, 97 Aston Martin, 007 Aston Martin, 3 Corvette, 93 Viper, 48 Porsche, 55 BMW, 56 BMW, and 91 Viper. The field is stronger than last year. We didn't have the Vipers or the Astons at Sebring last







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## Traditions

**BY**

Raine Mantysalo  
Gretchen Carroll

**PHOTOS**

Raine Mantysalo  
Gretchen Carroll

# This is Z1 for Me

Gretchen Carroll clearly remembers when Lothar Schuettler got his BMW Z1, and how she made \$100.

“Lothar,” she recalls. “The man who has no idea how to use a computer, right? Unless, I found

out, he wants something badly enough — which is what happened with the Z1.

Lothar had been watching the prices on Z1s for some time and decided it was now or never. It was winter — a perfect time to buy a convertible — and every indication was that prices were about to

go up dramatically. So for several weeks in late 2011 Lothar had me search the internet for a reasonably priced Z1 in fair-to-good condition, preferably located in Europe. Three of them caught my eye — they

were bright yellow, purple and red — colors as outlandish as the car itself. But I had no luck finding one in any color at the right price and in the right condition.

Then it's January and Lothar's birthday and we're sitting at the bar in Ri Ra's Irish Pub in Bethesda and he says





'Guess what I did today?' You guessed it — he went on the internet and bought himself a Z1! In Europe! And the color, you ask? The one I had told him I really didn't like — forest green with a yellow interior. And that's how I made \$100: Lothar pulled a hundred dollar bill out of his pocket and told me to buy a pair of glasses that would make the car look whatever color I wanted!

But really, it's beautiful (no, I'm not giving the \$100 back) and for Lothar it was the must-have color combination — the very combination that was on the Z1 he saw at the Frankfurt Auto Show in

1987. The one he had dreamed about since he first saw it.

I thought I might feel terribly vulnerable riding in a car with no top and no sides — like I was going to fall out when we went around a turn. But not at all. And boy did we test it. Last summer we did a rally through Croatia in the Z1 with the BMW Veteranen Club in Germany and the very first day we crossed the Vrsic Pass in the Julian Alps, a drive that included 50 hair-pin turns, climbing 1,611 meters, many at an 18% grade, eleven km up and nine back

down. The Z1 loved it! And so did I."

But Lothar has his own story. He had wired a deposit and later completed the transaction. But the car was in Germany and he needed a good friend over there to go pick it up for him.

In his office Lothar received a call from his friend who was seemingly upset while describing the car to him. It was nowhere near a match to what had been advertised. The friend claimed that the pictures online probably weren't even of the same car. Lothar was going to get physically ill. The friend was very apologetic and said that, in his opinion, Lothar basically had thrown his money away.

There was a long pause after which the tone of his voice changed and he congratulated Lothar on the purchase. He had just picked up the car AND it was gorgeous. "Oh, what are friends for," he said.

So what is a BMW Z1? The Z stood for Zukunft which

in German means future. The striking BMW Z1 roadster was first officially shown at the Frankfurt Auto Show in 1987. It was afterwards shown at numerous auto shows where the company cleverly judged the public reaction. They did not officially confirm that there were ever plans actually to build the model. Some speculators had said they would never build it.

The entire production was only 8,000 cars. Production started in January 1989 with more than half of them built in the 1990 model year.

All the Z1s were left-hand drive except the last one that was hand-built. Most were sold in the home market and none were officially imported to the U.S. A few have been imported, either having gone through an expensive federalization process or imported as show and display vehicles. Due to lack of

*(Left) From above Gretchen's and Lothar's balcony in Pfronten. (Below) Seaside stop along the Croatia trip.*







(Clockwise from top) Pictures from various stops during the Croatia rally. (Above) Limited space under the leather-covered dashboard did not provide room for both heater and air conditioning. On a cold day with the doors down the heater does come handy. All the gauges still read in kilometers.







space under the dash for both the heater and air conditioning, none came equipped with factory air.

"Oh look, no doors!" It was a common observation especially if someone caught you climbing in or out of the car. The doors of the Z1 retract vertically down into the car's body, providing ease of access for open-topped and open-sided motoring. But, since they don't swing open, you enter the car by grabbing the top of the windshield – which is reinforced and also serves as a roll bar – and use it for support when you put one foot in first and then sit down. Getting out of the car works in reverse. The inspiration for the doors came from traditional roadsters which often featured removable doors.

The windows may be operated independently of the doors, but they also retract automatically if the door is lowered.

Though the car shares the E30 325i's mechanicals, the chassis was specially designed for the Z1. The entire vehicle was designed with aerodynamics in mind. The car has a rather unique, completely flat, composite-fiber floor pan, weighing only 33 lbs and adding 10% to the monocoque's torsional stiffness and creating a smooth and aerodynamic underside. The rear silencer is transversely located under the tail but is actually 'wing-shaped' to work as an airfoil and cut down lift.

There is a complete absence of cowl shake and the car handles amazingly well. The body parts were made of injection-cast thermoplastic and all non-load-bearing body panels can be removed for ease of repair. According to BMW, customers could buy an additional set of body panels changing the color of the car occasionally.

The rear suspension, called the Z-axle, was specially designed for the Z1. It was one of first BMWs to feature a multi-link design, and later to be used in the

E36 3 Series cars.

The performance of the Z1 comes from the 168 hp 2.5 liter inline six used in the E30 325i. The car's weight is just 2,755 pounds and the length is 154.4 inches. In comparison, the 2007 Z4 3.0 roadster measures 161.1 inches and weighs 3,020 pounds.

The car was offered only in six exterior colors and four interior colors. The vast majority were red, black or green with a dark grey interior. I prefer the lighter interior in a green car.

### Technical Specifications

#### Z1 Roadster Specifications (1989-91)

Engine: SOHC 2.5 l inline 6-cylinder M20B26  
 Displacement: 2,494 cc  
 Compression: 8.8:1  
 Horsepower: 168 hp @ 5,800 rpm  
 Torque: 161 lb-ft @ 4,300 rpm  
 Transmission: Getrag 5-speed manual  
 Weight: 2,800 lbs  
 Length: 154.5 in  
 Wheelbase: 96 in  
 0-100 kmh (62mph): 7.9 sec  
 Max. Speed: 137 mph  
 Tires: 225/45ZR16  
 Production: 8,000 – none for the United States  
 Price: €42,000-45,500 in 1990 (\$54,600-59,150)

*(Above Left to Right) The 2.5 liter engine is the same as in the E30 325i. The well-contoured seats provide excellent support. (Below) Some of the car's elegant design has been carried over to the 8 Series cars. Especially the fascia and the rear quarter panels show similar treatments. Lothars' car is a 1990 model and originally sold in Italy.*





# The 2013 New York Auto Show

## Saving the Best For Last

By James Chew



“I appreciate your comments on my column, and thank you for buying a BMW.”

That was Ludwig Willisch's response to my comments on his recent *Roundel* guest column, and when I informed him that I recently purchased a 135i convertible. Wow – a senior auto executive who understands and appreciates the value of customers. Quite fitting that it was BMW NA's president and CEO who had the good sense and collegiality to respond in that fashion. By the way, Mr. Willisch had the same warm presence as when I met him at the Los Angeles Auto Show. For the BMW enthusiast, he is the real deal.



(Top) The new 328d, more economical than a Prius and drives like a BMW. (Above) The new 2.0 liter twin-turbo diesel – the building block of BMW's North American diesel strategy.

If you read Mr. Willisch's column, you could think it's the reason why the BMW display at the 2013 New York Auto Show prominently displayed its timeless tag line, "The Ultimate Driving Machine" rather than have any mentioned of the very silly new one.

But I wasn't there to meet with Mr. Willisch. I wanted to see the new 335d. Having reviewed Dr. Norbert Reithofer's (chairman of the board of management for BMW AG) annual meeting transcript and presentation, diesel engines have a large role in BMW's global environmental strategy. He presented a chart that showed 35 models that emit 120g/km CO2 or less. All of them



were diesel products and none of them are offered for sale in the United States.

Oliver Ganser, product strategy and market intelligence manager with BMW NA, was happy to discuss BMW NA's approach to introducing a new generation of BMW diesel products to the United States. It was good to learn of the patient, disciplined, and logical approach BMW executed for the new 335d as well as the new upcoming X5d.

Their aggressive North American diesel product strategy is based on the lessons learned from past diesel products. Many of us know of both the previous generation 335d as well as the current generation X5d. Some BMW enthusiasts may remember that BMW first introduced diesel products to North America in the 1980s with the 524d. But it was the two recent diesel products that BMW used to gauge market pricing sensitivity and to shape the market to the different



type of premium performance one can expect from premium diesel products. BMW also gained valuable real-world data on the durability and performance of these diesel products.

Having reviewed both the previous generation 335d and the current generation X5d, I was impressed with the performance,

fuel economy, and execution. I was a bit surprised with what seemed to be a steep price premium. I suspect that there was some equipment and some minor price adjustment, as BMW has sold more than 35,000 of the previous generation 335d and more than 10,000 of the current generation X5ds. Globally, more than 25% of the X5s sold are diesel,

and their share of the global passenger vehicle diesel market has increased by 600%. BMW now understands the price premium their target market will tolerate. And they learned how to package those products to appeal to that target market.

The BMW North American diesel product strategy is based on their tried and true 2.0-liter twin-turbo engine. While the 3 Series is the first product to offer this engine, BMW is focusing on increasing diesel sales volume in North America. Based on the gasoline engines offered in the current 3 and 5 Series, it would not surprise us to see a 528d launched at the 2014 Los Angeles Auto Show, with 1 Series, X1, and X3 twin-turbo diesels following shortly.

*(Above) Signage ensures that others know BMW's soul. (Below) The all new BMW M6 Gran Coupe – Mr. Willisch's favorite.*





American diesel strategies. Audi proudly displayed their entire product line (with the exception of the A3), which featured their 3.0 liter six-cylinder diesel. Mercedes introduced the 2.0 liter diesel GLK and CLK.

Dr. Reithofer also discussed the new 3 Series Gran Turismo in his annual presentation, which was introduced at the New York Auto Show. And the product looks quite nice. This attractive product should sell quite well in the United States. It seems as if the X6 and 5 Gran Turismos were the grand experiments for this uniquely BMW hatchback vehicle design. With the right proportions and attractive appeal from every angle, the 3 Gran Turismo clearly hits the mark.

The other vehicle I wanted to see was the debut of the Active Touring Concept – the first front wheel drive BMW. This was a study to determine the maximum amount of interior room achievable in a front wheel drive architecture, while maintaining the dynamic exterior design expected from BMWs as well as its famous driving characteristics. I can't vouch for the driving characteristics, but the vehicle definitely looks like a BMW. And the interior space rivals that of crossover SUVs and minivans. For those BMW purists who think a front-wheel-drive BMW is nonsense, please reserve judgment until after you drive one. Remember, BMW designed and engineered the current Mini product line, which are front wheel drive and they do drive like BMWs.

Mr. Willisch stated that he's again attending the 2013 Bimmerfest West. Maybe I'll have a chance to show my LeMans Blue 135i convertible to him...but then again, any more contact and he may get the feeling I am stalking him!

The New York Auto Show is the last of the annual big shows. For this year, BMW launched the i Series at the Los Angeles Auto Show, the new 4 Series and the M6 Gran Turismo at the Detroit Auto Show,



*(Top) The first front-wheel-drive BMW. (Above Left) The room on a small Crossover SUV. (Left) The semiconductor laser diode headlights look production ready. (Above) Form any angle, there's no doubt that it's a BMW!*

The same diesel product lessons learned are being applied to their 3.0 six-cylinder twin-turbo diesel. In his remarks on the 328d launch, Mr. Willisch stated that there would be a new X5d. It would not surprise us to see that engine offered

in the 5, 6, and 7 Series products.

Even the BMW hybrid powertrain strategy involves diesels. So for the U.S. BMW diesel fans, your time has come!

Audi and Mercedes-Benz are also pursuing aggressive North





(Above) The BMW 3 GT – they finally got the hatchback styling right!  
(Left) The BMW 6 Gran Coupe looks ready to cruise Park Avenue and Fifth Avenue.



and now the 335d, 3 Gran Turismo, and the front-wheel-drive Active Touring Concept at the New York Auto Show. It would be safe to say that while all the new BMWs launched during annual auto shows are outstanding, in terms of environmental impact, future products, and current products, I believe BMW saved the best for last.



(Right) The new 3 Series wagon completes the new 3 Series line up.

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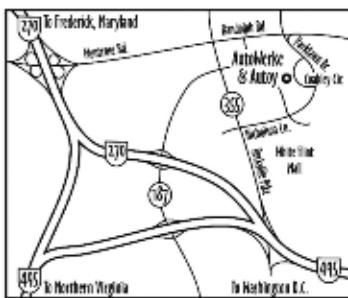
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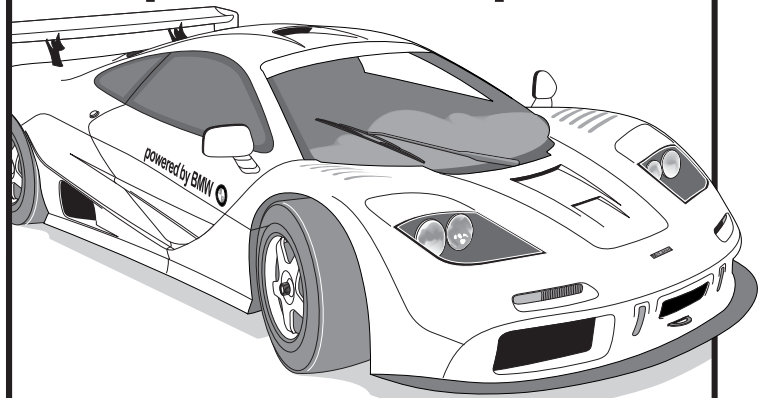
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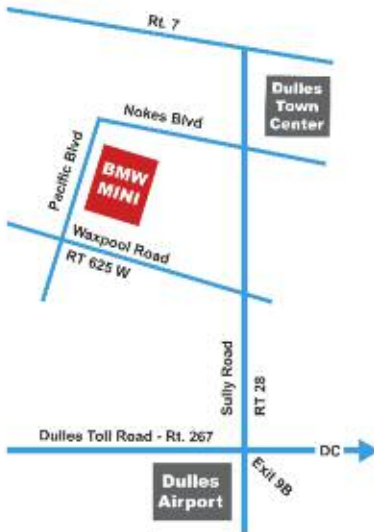


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