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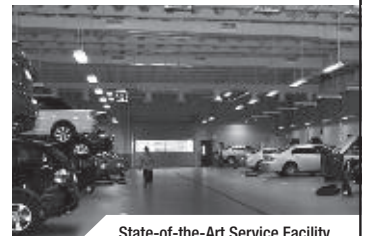
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Cover: Jonathan Thayer's Turbo M Coupé. Full article on pages 13-16. Photo: Randy Wells.

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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President's Message

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



Happy New Year!!!

Wow, what a year we had in 2011. Not only did we have a great time on the track, working on our cars at a DIY, or avoiding cones in autocross, we did some fun, new things too. You can now see our presence at various new meets such as Bimmerfest and Cars & Coffee, a live Tech Talk with *Roundel's* Mike Miller, and we took over downtown Baltimore during the inaugural Grand Prix. While we know that our love for all things BMW brings us together, we want to continue to bring value to our members with a wide variety of events. If you have any ideas of what you'd like to see us do, please send them along.

And speaking of new things, this issue represents the start of the second year of our color *der Bayerische*. Over the past few years serving on the board, I consistently get kudos from other chapters about our fantastic newsletter. We are very fortunate to have such a great staff to produce such a professional magazine, from those who produce/edit the document to all the volunteers who contribute articles. I look forward to each issue more so than *Roundel* because I know of all the hard work that goes into it. Hats off to fellow members, Raine Mantysalo, Jim LaFemina, and Steven Lim for your desire and contributions.

Since we're in the holiday season and giving thanks, all of our programs are brought to you by hard working volunteers who dedicate their time for the enjoyment of others. Unfortunately, this chapter does not run by itself, so let all the volunteers you meet know how much you appreciate their devotion. In addition, on behalf of the entire chapter, a special thanks to all of our sponsors. Without their involvement, most of our programs would suffer greatly; let's return the favor by supporting them as well. Whether it's buying OEM parts, replacing tires, or new racing gear, our expert sponsors are ready to assist (and many offer a BMW CCA discount!).

Finally, I'll close with a word about our upcoming Holiday Party and Annual Meeting. This is where we elect our Board members and celebrate another successful year. We're moving to a new format this year, so hopefully we'll see you there!

Paul



Holiday party 2011. Photo by Jim LaFemina.

FromThe Editor

Not long ago I turned my favorite calendar, the one I picked up at Lothar Schuettler's place when he opened his garage/museum to club members last year, to December. The end of 2011 was rapidly approaching, but as the old year once again made way for the new year I took comfort in the amusing images of a completely restored holiday-red 1959 Isetta 300. The pictures of that little car can't help but bring a smile, especially the one that shows it all decked out with period luggage – which looks more like an oversized picnic basket – strapped to its back. I enjoyed that calendar every month, some more than others, and it got me thinking. No, it got me dreaming is probably a more accurate description of my holiday state of mind. If money were no object – I



know, that's a mighty big IF, but that's what dreamers do – what are the twelve cars I

would choose to fill my own calendar of automotive excellence? Here's what I've decided, at least for now.

January was a no-brainer. The first month of the year deserves my first love; a 1965 Shelby GT350 Mustang in blazing white, with deep blue stripes. It also helps that my birthday falls in January, and it was in January 1979 when I was surprised by the gift of my actual first car – a 1965 Mustang. Though mine was battleship grey and wheezed more than it roared, I loved it, and that car is the reason I'm a car guy today.

February, with its St. Valentine's Day holiday, would feature a 1957 BMW 507 Series II roadster, black with a red leather interior. Elvis may have driven a white one, and quite possibly a red one, but for my money (a whole lot of my money) this car needs to be black over red. In my opinion this is the most beautiful car on my list – though looking ahead to March I'm a little on the fence about that – and an appropriate choice for February.



March means springtime, and hopefully a lot more time behind the wheel on the weekends. In March I would be looking at my 1967 Ferrari 275 GTB 4 Berlinetta, in brilliant yellow, of course. Ferraris were meant to be yellow. Rivaling any car on the planet for sheer beauty, this exquisite machine also packed a V12 punch that I would love to feel just once.

Turning the calendar to April would reveal my 1973 BMW 2002 Turbo. The 2002 is the car that drew me into the BMW family, though my first Bimmer was a 1982 320i. I've owned three 2002s – two for parts – and adding a 2002 Turbo to that list would be very satisfying. And even though I am partial to white, I think I'd want this car in Polaris. The range of vision these cars afford their drivers is remarkable, and I've always found the cornering and overall handling lived up to the legend that surrounds them.



In May I would be burning up the asphalt in my red 1969 Yenko 427 Nova. Visually, I also find this beast to be a stunning car, though it probably affirms the notion that beauty is in the eye of the beholder. In terms of scarcity, this may be the rarest car in my calendar as I believe only around thirty were ever built. It also reminds me of college when my roommate had a pea-green '72 Nova we drove along the edge of the Smoky Mountains one semester to see The Who in concert.



June marks the beginning of summer and that means topless driving. This would also be the bridge between my calendar and that which inspired this entire column, the collection of our good friend Lothar Schuettler. Here I would put my 1937 328 Roadster, the only difference being mine would be white, with black, circled numbers on the doors...

July would feature another convertible, this one being a 1959 Alfa Romeo Giulietta. Just as the BMW 507 has to be black for me, this car has to be red. I've seen it look good in white, but red just seems to be the natural color for cars carrying the Alfa Romeo badge.



With summer winding down, August would feature the understated, yet quite rare and very quick, 1964 BMW 1800 TiSa. This purpose-built racecar quickly amassed an impressive number of road-course victories including the 1965 Spa 24 Hours race. Only 200 were officially released by the factory, and just about 30 of those found their way to the United States.

In September, as summer gives way to fall, I cannot envision a happier time than gathering five or six good friends and piling into my blue and white 1963 21-window VW microbus and catching up with the good old Grateful Dead on tour. What?? The Dead aren't touring anymore? Jerry Garcia has bid this world farewell?? Say it ain't so...for me, these buses will always mean one thing – the thin line between the intoxicating freedom of youth and the sobering responsibilities of becoming an adult.



October's autumn colors provide a fitting canvas for my 10th car, a cream colored 1960 BMW 700 Luxus. This car, for reasons I don't quite understand, has



always seemed like BMW's red-headed step child when the company's history is being told. But considering the fairly big cars that dominated the company's post-World War II production (with the exception of two other models already mentioned here, the 507 and the Isetta), the 700 appears to be the bridge that led the company toward the promised land of the Neue Klasse by the mid 1960s.

Turning to November, the air might feel a little colder, but there's still weekend fun to be had in November and the Thanksgiving holiday has always felt like an outdoorsman's favorite time of year. And for all of those good times it doesn't get any cooler than the original SUV, the first model year 1969 Ford Bronco. And while this bad boy looks good in many colors, mine would be John Deere green.



Which brings us to the end of another year, and for the last entry of my personal wish list calendar, I would choose the one and only 1988 BMW M5. Dubbed the "Autobahn Bomber" by *Bimmer* magazine, this first generation M5 is scarce, beautiful, and fast. It's also the only car on my list I have actually owned. It was my third BMW, courtesy of the *Roundel* classifieds and a crazy bus trip to Atlantic City, NJ with \$14,000 cash in the breast pocket of my jacket.



Happy Holidays, everyone. And here's a toast to safe and happy motor-ing all through another New Year.

Jim



October's autumn colors provide a fitting canvas for my 10th car, a cream colored 1960 BMW 700 Luxus. This car, for reasons I don't quite understand, has



January 2012

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

February 2012

- 2 NCC NoVA Social – Velocity Five, Falls Church
- 4 Winter Detailing Workshop – D&V Autobody, Inc, Sterling, VA

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

March 2012

- 4 NCC Winter 2011-2012 Karting Event #8
- 11 NCC Winter 2011-2012 Karting Event #9
- 25 NCC Winter 2011-2012 Karting Event #10

Winter Detailing Workshop

With the spring concours season just around the corner, come on out and learn a thing or two about getting your car looking great again after another mid-Atlantic winter!

Brad Will, owner of Reflections Auto Salon, will present a detailing seminar Saturday, February 4, 2012, at D&V Autobody, Inc. in Sterling VA. The session will run from 10 a.m. to 2 p.m. and there is a \$10 fee to attend the workshop.

Brad plans to discuss the following topics at this winter detailing seminar: A quick review of some basics, such as proper detailing materials and

processes; Paint maintenance strategies and techniques with demonstrations (washing, waxing, and claying); Paint polishing and scratch removal strategies and techniques with demonstrations.

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

D&V Autobody, Inc.
23550 Overland Drive
Sterling, VA 20166
Telephone: 703.661.8545



Brad Will demonstrates the Cyclo orbital polisher.

Who Said School Can't Be Fun?
There's Plenty at a NCC High-Performance Driving School.



Photos by Victor Neumann/Red Sky Photography

Skidpad Session in Wet Conditions

Maybe your driving skills could use a little improvement. Each driving school event consists of sessions on the track and at the skidpad, as well as classroom sessions. The primary goal of these schools is to develop and hone your car-control skills. Expert in-car instructors 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 and oversteer. 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 discuss the techniques of advanced car control.

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



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

January 2012

NCC NoVa Social at Velocity Five

Thursday, January 5, 2012
8111 Lee Highway
Falls Church, VA 22042
703-207-9464

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

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

Karting at Allsports Grand Prix

Sunday, January 8, 2012
Winter Karting League Event #3
45915 Maries Rd.
Dulles, VA 20166

From the chapter website: Come join us for the most fun, competitive racing in the DC area in the NCC Winter Karting League at Allsports Grand Prix in Dulles, VA. 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 total. At the end of the season each racer will be allowed to drop one event from the total and keep his or her best nine events.

We will continue to accumulate points within weight classes and group our racers by their weight having everyone race in the 6.5HP Regular Karts. We expect to create three weight classes. We will evaluate weights of those participating by the third weekend and establish the exact weight ranges to be used for the season. Initially the weight classes will be as follows; 200 lbs. To provide a BMW flavor the classes will be known as the M-Coupe, M3 and M6. We will designate a new racer as Rookie of the Year. We will award first through third place Overall Points Champions.

We will award Weight Class Champion first through third places also. Those winning the overall first through third places will not be eligible for the Weight Class awards.

All Start times are 2:30 PM. That means be ready to drive AT 2:30! We ask that you SHOW UP 30 MINUTES PRIOR TO OUR STARTING TIME to register, get suited up, attend a drivers' meeting, and be ready to race at the appointed starting time.

Many of you have raced in past League events, and you know how it works. But you should not be intimidated if you have never before raced with us, or anywhere else. We see newcomers learn very quickly and do very well in the NCC League. More details about the track, the karts, and the facility are at www.allsportsgp.com. This event offers online registration and payment through MotorsportReg.com

NCC Columbia Social

Thursday, January 12, 2012
the Greene Turtle
7556 Teague Rd, Ste 100
Hanover, MD 21076
410-799-5001

Welcome back to a favorite location, the Greene Turtle in Hanover, across from Arundel Mills Mall (not to be confused with the Greene Turtle in Columbia).

We have reserved a huge private room 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 since they have both a covered garage and plenty of outside parking by the professional office space.

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

NCC Holiday Party and Annual Meeting

Saturday, January 14, 2012
Maggianno's Little Italy (Tysons Galleria)
2001 International Dr.
McLean, VA 22102

Price: \$60 day of event

The price includes a family style dinner, one drink ticket, and one raffle ticket. Walk-up attendees are highly discouraged. If space allows we will accommodate, but registration via Motorsportreg will still be required either on-site or in advance.

Because of contractual obligations with venue and the need to finalize numbers to determine final space needs, refunds cannot be given for any cancellations after December 31, 2011.

Join us for an evening of fun, food, door prizes, and BMWs as we return to Northern Virginia for our Annual Meeting and holiday celebration.

Each attendee will enjoy a three-course family-style meal and receive one drink ticket. Additional drinks can be purchased at a cash bar. All attendees will be entered to win some great door prizes at the end of the night. Remember, this is the meeting at which our board members will be announced for the 2012 term. Cocktails will be served starting at 6:30 p.m., and dinner will follow at 7:30 p.m. The annual meeting will commence at 8:30 p.m. and door prizes will be given away starting at 9 p.m.

This event offers online registration and payment through MotorsportReg.com.

Karting at Allsports Grand Prix

Winter Karting League Event #4
45915 Maries Rd.
Dulles, VA 20166
Sunday, January 15, 2012

See above entry for more details!

Karting at Allsports Grand Prix

Sunday, January 29, 2012
Winter Karting League Event #5
45915 Maries Rd.
Dulles, VA 20166

See above entry for more details!

February 2012

NCC NoVa Social at Velocity Five

Thursday, February 2, 2012
8111 Lee Highway
Falls Church, VA 22042
703-207-9464

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Karting at Allsports Grand Prix

Sunday, February 5, 2012
12th Annual Super Bowl Grand Prix
45915 Maries Rd.
Dulles, VA 20166

See above entry for more details!

NCC Columbia Social

Thursday, February 9, 2012
the Greene Turtle
7556 Teague Rd, Ste 100
Hanover, MD 21076
410-799-5001

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Karting at Allsports Grand Prix

Sunday, February 12, 2012
Winter Karting League Event #6
45915 Maries Rd.
Dulles, VA 20166

See above entry for more details!

Karting at Allsports Grand Prix

Sunday, February 19, 2012
Winter Karting League Event #7
45915 Maries Rd.
Dulles, VA 20166

See above entry for more details!

CANDIDACY STATEMENTS FOR NCC ELECTIVE OFFICES 2012

Below please see statements from those Club members seeking to serve as Chapter officers for the coming year. If there are other members interested in tossing their hats into the ring, by all means you are encouraged to do so. Please submit a candidacy statement letting your fellow members know why

you wish to be considered; we'll need those emailed to the editor by January 10th. Any additional candidacy statements received via email will be uploaded to the website, and voting is scheduled to take place January 14th at the annual holiday party.

For President – Paul Seto

As the current President, I want to continue leading this amazing chapter to grow/enhance the membership experience, motivate volunteers, and direct ourselves through tough economic times. Despite financial and other resource pressures, our volunteers continued to implement fantastic events, including new ones such as the Baltimore Grand Prix BMW car corral. BMW NA and Rahal Letterman Lanigan Racing acknowledged our outstanding support and our new alliance will bring more events for our chapter in coming years. In addition, as membership and revenue continue to decline for BMW CCA, partnering with certain sponsors has developed new income streams not seen in the past. Continuing to grow strategic partnerships will absolutely enhance member experiences as we showcase ourselves as the premier chapter in the world.

For Vice-President – Algie Livingston

It has been a joy serving as Chapter Vice-President for 2011. Over the next year the chapter will continue to bring you the great programs we have all come to enjoy. In order to accomplish this we will have to pursue alternate revenue streams as we continue to wade through the global economic downturn. As Vice-President, I would like to help continue working to increase our membership base, working with new members to help them find their niche within the chapter, growing attendance at chapter events and increasing our volunteer base.


For Secretary – Zachary Pullins, Sr.

Service before self has always been a driving factor in everything I do from 20 years of service to the United States military to devoting my time to worthy causes. In the past I have represented the National Capital Chapter BMW CCA as President in 2009 and Vice-President in 2008 & 2007. I represented the Florida Suncoast Chapter BMW CCA as the New Membership Chairman in 2010. I have spent a number of years involved in BMW CCA chapter programs including pioneering the National Capital Chapter DIY committee in 2006. I am currently campaigning for the office of National Capital Chapter secretary for 2012. If elected I promise to continue to foster teamwork, brinksmanship, open dialogue, effective administration and fiscal responsibility within the club leadership as well as the program chair persons. I would like to thank you in advance for your support and your vote. Together, we will continue to make this chapter the best chapter on the planet.

For Treasurer – Dave Miller

As the current Treasurer, I would like the opportunity to continue serving our chapter and the board's goals for chapter development and growth through management of our resources and the development of new revenue streams. Although we are still focused on bringing value to our members through investing in our programs, we have managed the club back into a break even position. We accomplished this even while adding new programs such as the Baltimore Grand Prix. I ask for your support and your vote to continue these initiatives and for the opportunity to continue serving the club.

THE OFFICIAL BALLOT



2012 Annual Elections

Please select one person for each position.
Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685,
Arlington, VA 22216. They must be received no later than January 10, 2012.

For President

Paul Seto
 Write-in _____(signature) _____

For Vice President

Algie Livingston
 Write-in _____(signature) _____

For Secretary

Zachary Pullins, Sr.
 Write-in _____(signature) _____

For Treasurer

Dave Miller
 Write-in _____(signature) _____

Your Name _____

Membership # _____

Introduction: Gordon Arnold has worked for more than twenty years at Bavarian Autosport in Portsmouth, New Hampshire. Bavarian Autosport began modestly in the 1970s as a small shop repairing and modifying BMWs. However, over time the company began keeping an inventory of parts, allowing BMW enthusiasts in the northeast to perform their own repairs and modifications. Fast forward to 2011, and Bavarian Autosport is the leading cataloger for aftermarket BMW and MINI parts in the world. In an effort to assist BMW enthusiasts with their own repairs, the company created "Bavarian Otto," a fictional German character who assists customers with repairs and maintenance to their cars. Bavarian Otto began by publishing Do-it-Yourself (DIY) articles in monthly newsletters, but with the rise of social networking Otto now has his own blog, a Facebook page, instructional videos, and even an email account (otto@bavauto.com). Of course the man behind the character "Otto" is neither Bavarian, nor is he named Otto, but Gordon Arnold is the consummate BMW enthusiast who has helped thousands of people properly complete repairs or maintenance on their cars.

dB: *You grew up in the "Motor City" – Detroit, Michigan – during its heyday. Was your first love American muscle cars and hot rods or did you always prefer the Euros?*

GA: In the '60s, '70s and '80s (and, of course, earlier), the Big Three were king, and if you were a teenage automotive enthusiast, you read *Car Craft* and *Hot Rod* and rode your bike to the local dealership to see which hot new muscle cars had arrived this week (Penske Chevrolet was our favorite). Once I reached driving age and a steady job came around, the serious shopping for a (well) used muscle car went into high-gear. My first car was an \$800 '68 Camaro with a 427 block and a Turbo-400



Meet the Man Behind "Bavarian Otto"

A Conversation with Gordon Arnold

automatic (it would nicely chirp the tires going into 2nd and roast them in a full-throttle shift). Cruising and racing on Woodward Ave was what Wednesday, Friday and Saturday nights were all about. I recall reading about BMWs in *Car and Driver*, in the '80s, and the writers made them sound kind of cool. However, I never touched nor considered owning one prior to my coming to Bavarian Autosport.

dB: *What is your current daily driver, and of the various BMWs you*

have owned, which has been your favorite?

GA: Well, in the past 20 years, I have owned 9 BMWs as daily drivers, ranging from the first E21 323i through various E30s, E28 & E34 M5s and the current E36 M3 and Z3. Add to that at least a dozen E21s, E30s and E28s for the kids and a couple dozen buy/sell and parts cars.

The M5s were great! I love the understated sedan that can surprise the unwary. Back when I had the E28 M5 (which was modified), I could

surprise attack the Camaros and Mustangs of the day. However, these cars are too expensive for me to use as daily drivers today and at under 20 mpg (with premium fuel), my 100-mile-per-day commute would be expensive.

This brings me to my current daily driver - the E36. Frankly, I never had any love for the E36. It just does not excite me from a pure visual and design standpoint. However, after my oldest son purchased a '93 325i and we prepped it for driver-school use (as well as daily driving) and shared the car for a track day, I came away with a different viewpoint. The car was comfortable and quiet enough for daily commuting and still handled very well on the track. It even had enough power to make you feel like you were accelerating out of the corners (at least a little). This got me thinking about the E36 M3s and how the pricing was quite reasonable for a mid-mileage example. Now on my second E36 M3, I find it both smooth and comfortable (and feeling more current than an E30) with great suspension and brakes and just enough power to feel peppy. All this and 25 to 28 MPG on my daily driving!

dB: *You are an active member and past-president of the BMW CCA's White Mountain Chapter. Does Bavarian Otto attend driving schools or compete in autocross events?*

GA: Being a complete gear-head, I am always doing something with vehicles and trying improve my talents. I started attending autocross events with the Boston chapter back in the mid-90s when they first began the program. Back then, the autocross events were frequently in the large parking lot of a horse racing track, and we were weaving in and out of the piers for the highway

(Above) Gordon Arnold dressed in lederhosen as Bavarian Otto at Bavarian Autosport's Fall Show and Shine.

entrance ramp running above the lot. I have also been doing the HPDE (High Performance Driver's Event) driving schools since 2001.

dB: *Whose idea was Bavarian Otto and did you have any inkling how popular his columns would become?*

GA: Well, we have been answering customers' tech questions ever since we started offering BMW parts. This, of course, was historically by phone or mail. Since computer technology has come into play, we have been answering thousands of emails every year. We always thought that it would be great to share this information with

Producing a quality video is labor intensive, but this really is the current trend in sharing technical information and our customers love it.

dB: *Given the downturn in the economy, do you see more enthusiasts turning to DIY projects as a way to save money on otherwise more costly repairs?*

GA: Absolutely! That is the whole idea behind the DIY videos and the *Fast Times* newsletter. We are trying to show the average BMW and MINI owner that there are inspections, maintenance, and repairs that they can accomplish for themselves,

Anyone who wants to graduate to the next level can purchase a floor jack and jack-stands (we talk about this, with cost conscious recommendations, in the Winter 2008/2009 and Spring and Summer 2009 issues of our *Fast Times* newsletter www.bavauto.com/newsletter) to allow for transmission and differential fluid changes and brake pad/rotor replacement (and, of course, a variety of other tasks). Doing your own brake job is far less intimidating than one may be led to believe. It is easy and straightforward and can save you big bucks. In fact, this is one of our most recent DIY videos <http://blog.bavauto.com/10012/bmw-brake-pad-and-rotor-change-brake-job-diy-video/>

dB: *BMW's current maintenance program advises that many of the fluids in newer models are lifetime fills and no longer require either draining or flushing (e.g., differential fluid, transmission fluid, coolant). What are your thoughts on this?*

GA: This has been debated ever since BMW introduced lifetime fluids. Most readers will have heard the tongue-in-cheek come back to this, "yes the fluid will certainly last the lifetime of the unit." It just depends on what you want that lifetime to be – just past the warranty period or hundreds of thousands of miles?

Our Ultimate Maintenance Schedule can help a BMW or MINI owner with scheduling these fluid (and other) services. Additionally, you can now download a PDF maintenance schedule for each BMW and MINI model, which will give you a place to note the dates and mileages of your services (kind of like the old BMW owner's manuals had in the back pages). <http://blog.bavauto.com/9906/bavarian-ottos-ultimate-maintenance-schedules/>

dB: *As vehicle systems become more advanced, even the most basic tasks are no longer possible*

for DIYers. For example, battery changes on certain late model BMWs now require the intervention of a dealer's programming. Do you foresee enthusiasts being able to accomplish less DIY tasks on their cars as newer models are introduced or do you think the advent of aftermarket tools and technology will step in to assist consumers?

GA: This area is difficult to forecast. As the vehicles become more and more electronic, the DIYer will certainly be limited in what can be done, or even diagnosed, at home. With this noted, there will still be the basic inspections and services that can be done on a DIY basis. While it is conceivable that manufacturers could make fluid and filter changes, tune-ups and brake jobs beyond the DIYer, I don't think we will see that soon, if ever.

dB: *It is often debated whether to buy OEM parts or consider aftermarket alternatives. In what instances do you recommend using OEM parts versus aftermarket parts?*

GA: Saying aftermarket should not induce a preconceived notion of lesser quality. A quality aftermarket part can be just as good, or even better, than the part from the original manufacturer (which may not be BMW). The perfect example is the original M50 6-cylinder water pump. The original part was problematic and the aftermarket parts addressed the faults in the original BMW parts. Some parts have no aftermarket alternatives and are only available from BMW or MINI. And finally, there are indeed inferior aftermarket parts. Bavarian Autosport tries to find high quality BMW and MINI replacement parts. If the aftermarket offers a replacement part at a substantial savings, while keeping comparable quality to the original part (or better), we will offer this to our customers as a viable alternative. In instances where all of the available aftermarket parts have proven to be inferior, we



(Above) Gordon Arnold and his E36 M3. Photo by Marc Caden.

all of our customers, as opposed to just the one person that posed the question. This is where Otto came into play as a "face" that people could look to for help, rather than just an email address or phone extension. Once Otto was solidly "at his desk," the next stage was to share his info with everyone, hence, the Bavauto Blog (www.blog.bavauto.com).

dB: *Bavarian Otto has modernized with the times (e.g., a blog, DIY videos, and an email account) -- are more advances planned for Otto?*

GA: Right now, we are working on perfecting the effectiveness and information content of the blog site, as well as producing more DIY videos.

rather than paying today's high labor prices for these tasks. This does not mean that every BMW or MINI owner will never have to take the vehicle to a professional shop, but we all would like to save a few bucks when we can.

dB: *What are some basic repairs or preventative maintenance that you would recommend for someone just starting out?*

GA: Start with inspections to get you familiar with the car. Spark plug and filter changes are easy on most models, and do not require special tools or even a jack. Hundreds of dollars can be saved here. Oil changes are also easy, but can require some specific tools.

will only stock the original part directly from BMW or MINI. In fact, a very high percentage of our in-house stock is directly from BMW/MINI.

dB: *What are your favorite tools/parts that you recommend to others?*

GA: Well, that is a tough one to just nail down to a few things! Obviously, a complete tool set that includes: combination wrenches, sockets, Allen tools, Torx tools, screwdrivers, pliers (channel-lock type), diagonal cutters, pry-bars, hammers ... on & on ...

- A good floor jack & jack stands
- A nice set of ramps
- Drain pans
- Task lighting (120 volt or rechargeable battery)
- Battery charger
- Air compressor (while not necessary, this tool can make your life easier)

Moving on to parts – how about anything to make it go faster! Well, really, each BMW or MINI owner will have different thoughts and goals and this will influence what parts may be interesting. With this noted, one part does come to mind. Late model BMWs and MINIs all use "fly-by-wire" throttles. There is no throttle cable. The pedal is an electric switch that tells the engine management what you wish to do. The engine management then operates the throttle via an electric motor. Common complaints with these systems range from a soggy feel to a non-linear feel. The Sprint-Booster is a device that plugs into the throttle pedal harness (1/2 hour install, or less) and modifies the signal from the throttle to the engine management computer. It really makes the car feel more like a direct cable throttle connection, smoother and more linear.

dB: *Many online merchants provide a user rating and review system similar to Amazon, so that consumers can give feedback on*

products. Has Bavarian Autosport considered offering such a system for its customers?

GA: Yes, we have had some discussion on this topic. We may see this implemented in the future, as we modify our operating systems.

dB: *I regularly hear Club members lament how BMW can sell a performance vehicle listed at \$50,000 or \$60,000 with a mostly plastic cooling system that often fails in some respect at around 50,000 or 60,000 miles. For example, a crack in the plastic expansion tank can sideline your car within minutes, and if you continue to drive without coolant, you just might lose an engine. How do you account for this and do you recommend that consumers upgrade their cooling systems with aftermarket alternatives like the Stewart water pump with stainless steel impellers?*

GA: The reliability of the late model BMW and MINI cooling systems are really something that BMW should be ashamed of. While I am not on the engineering or financial boards at BMW, I can only guess that cost and weight savings are driving factors in this area. The only thing an owner can do is to treat the cooling system as a regular preventative maintenance item. In other words, you not only replace the water pump periodically, to prevent road-side failures, but you also replace the radiator and expansion tank (and obviously, the thermostat and belts and pulleys).

This is another area where aftermarket parts are available that are far superior to the original parts. Your example of the Stewart water pump for the M50/52/54 and S50/52 engines is a perfect example of this. It is the part that BMW should have designed in the first place.

dB: *While Bavarian Autosport isn't affiliated with BMW of North America or Germany, how do you coordinate with BMW and your*



(Above) Gordon Arnold enjoying a track day in an E30. Photo courtesy of Gordon Arnold.

suppliers to ensure you have parts available for the newest models?

GA: One of our most time consuming tasks is to keep up with repair parts for the newest models, both in getting these models loaded into our systems and keeping track of the parts that are failing on these models. Consider the E46, E39 and E38 chassis – we needed window regulators for these models as soon as they were coming out of warranty. This was new to us, selling window regulators on a daily basis, for a still current model (let alone, fairly new).

dB: *What does Bavarian Otto do when he can't answer a question -- who do you turn for answers to challenging questions?*

GA: Otto has his ways! Really, though, we have contacts with other BMW enthusiasts and experts, as well as BMW dealer contacts that we share technical info with.

dB: *For those looking for performance modifications to their BMW -- what changes can a DIYer do that can give you the most bang for the buck?*

GA: Here are a few ideas that any DIY BMW or MINI owner can take on for a noticeable performance improvement:

- The Sprint Booster, that I mentioned before, is a great upgrade for any late

model BMW or MINI. While it does not actually add any power, it is one of the best seat-of-the-pants modifications that you can do.

- Brake pad upgrades can significantly change the way the brakes feel in both daily driving and performance driving. The Cool Carbon pads fill this spot.

- For engine performance, the power programmers, cold-air intake kits and performance ignition coils all add varying levels of performance and potential economy. The cold-air kits also add a nice performance engine sound when accelerating. All of these items are easily installed with standard tools (or no tools, for the programmer).



(Above) Gordon Arnold posing with his alter ego – Bavarian Otto. Photo courtesy of Bavarian Autosport.

Down in the Valley...

2011 SHENANDOAH VINEYARDS CONCOURS

Text and photos by John McWilliams

A sunny, nearly cloudless sky greeted the members who rolled into the valley for the 12th Concours d'Elegance at Shenandoah Vineyards in Edinburg, VA, September 10, 2011. The weather ensured a great turnout and the crowd included a mix of veteran exhibitors and newcomers, all heralding the return of a wonderful event on the NCC calendar following a two-year hiatus. John and Karen Estep were once again our hosts, providing a canopy and seating as well as a sumptuous luncheon buffet.

Held in conjunction with the vineyard's Fall Harvest Festival, there is much more to enjoy in addition to a great car show – live music, arts and crafts, food and drinks, pony rides, wine tastings and winery tours. If you have not attended this show in the past, please put it on your calendar for next year – you'll be glad you did.

John McWilliams took first place in the 2002 category with his 1974 2002tii. Doug Dolan's '72 M-powered 3.0CSi was even better

this year, winning top honors among the Classic Coupes.

The early 3 Series class was hard-fought, won by John Estep with his like-new 1986 325e. Mike Powers and his '86 325es barely edged out Mike & Peggy Balling's '79 320i for second place.

Maggie & Kyle Baca captured first place in the late 3 Series group with their 2007 328ix touring.

Second and third places were separated by a single point, with Alfred Lawrence's 2006 330i outpacing Jeff Latke's 2011 330Ci.

The 5 Series class had Pierre Duy on top with his 1980 E12 M535i replica, followed closely by the 2003 540i Sport of Rhonda Powers. Our host, John Estep, took third with his '01 X5 sporting a mere 217,000 miles!

We were thrilled to have Anita Patton display her much-lauded Alpina B9 3.5 in the Modern Coupe class. It took top honors, with Dan Howard's 1983 633CSi taking second place.

Top prize in the two-wheeled BMW category went to Nick Nikas with his '86 K100RT.

The People's Choice award went to a second ballot, with the black E30 of Mike Powers edging Doug Dolan's E9 by a single vote.

Best of Marque is awarded to the car garnering the most judging points. The '74 2002tii of John McWilliams took top honors.

Thanks go out to the hosts, sponsors, judges and registrants for the revival of this event, including E&E Service and Restorations in Broadway, VA; Shenandoah Vineyards, in Edinburg VA; E&M Auto and Paint Supply, in Harrisonburg VA; Mid Atlantic Motorwerks, in Harrisonburg VA; and the National Capital Chapter, BMW CCA. A recap of the scoring follows:



(Above) Anita Patton and Doug Dolan demonstrate their secrets to restoring black trim on Mike Powers' 325es.



2002 Class

1. John McWilliams 1974 2002tii

Early 3-series Class

1. John Estep Jr. 1986 325e
2. Mike Powers 1986 325es
3. Mike & Penny Balling 1979 320i

Late 3-series Class

1. Maggie & Kyle Baca 2007 328ix touring
2. Alfred Lawrence 2006 330i
3. Jeff Latke 2011 330Cic

5-series Class

1. Pierre Duy 1980 M535i replica
2. Rhonda Powers 2003 540i Sport
3. John Estep 2001 X5

Classic Coupes

1. Doug Dolan 1972 M3.0CSi

Modern Coupes

1. Anita Patton 1983 Alpina B9 3.5
2. Dan Howard 1983 633CSi

People's Choice

- Mike Powers 1986 325es

Best of Marque

- John McWilliams 1974 2002tii

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It's a Coupe Thing...

Text and photos by Jonathan Thayer

Every person has their vice, their secret pleasure. You could say mine isn't very secretive. I am enamored with the M Coupe. No, not the fancy new 1M or the Z4M, rather the only car that BMW simply called M. Designed with the intention of function over form, the M Coupe has escalated to a cult car, quite like the best (and original) M3. Hate it or love it, there's just nothing else quite like it.

My addiction started a little more than six years ago...and I mean addiction.

The story begins when the starter on my first BMW, a 1996 automatic transmission, Montreal Blue 328i, stopped working. Tired of tapping it with a hammer and without a work space to learn to do the job myself, I decided to have it replaced at Road Race Technologies in Sterling, VA. While waiting for the front desk attendant to finish a phone call, I started talking with an older gentleman in the lobby. He was talking about his sporty, red two-seat BMW called an



Photo by Randy Wells.

M Coupe – I knew of the Z3, but I had never heard of this. He mentioned that he took it to the race track all the time and that he recently had a "twin screw" installed – whatever that was. He then asked, "Have you ever driven one?" When I told him I had not, he did the unthinkable and handed me the

keys! Was this guy completely nuts? Did he have no regard for anything? Knowing that this man was at the very least mildly insane for letting me have the keys to his car, I had to take it for a test drive.

The deed was done and I was hooked.

Looking back, I'm sure he

(Above) The M Coupe's unique look inspires inquisitive looks by others on the road. Comments like "what is that thing?" are commonly heard at stoplights. Photo: Randy Wells (Below) When given the opportunity, the M Coupe is the perfect candidate for some slip-slide fun. The E30 rear suspension makes tail-wagging incredibly easy. Photo: Mark Scire II

knew exactly what I did. I drove down the street, just enough to get out of view, to an empty cul-de-sac. I promptly dumped the clutch from mid-range and did a few donuts and had some fun. About five minutes later I returned with the car having a grin on my face and lust in my heart.

Mind you, I'd never be writing about this unless I knew the owner now. That completely nuts, slightly insane gentleman was actually Neil Simon. You may know him – he's not only a big part of the BMW community but also has competed in countless One Lap of America events. And that "twin screw" thing? That was a positive displacement supercharger coupled on his S52 engine. He's the one I blame for my coupe addiction. I mean, someone needs to be blamed, right?

A few months later, the search began. I tried to let the lust die, but to no avail! Something was missing. And that something was an M Coupe, and even though all Z3s, and variants thereof, were produced in Spartanburg, SC, it



didn't make these cars any easier to locate. Only 2,870 stayed in North America, and it's very unclear on how many of these actually ended up in either Canada or Mexico. Simply stated, they are rare birds. For comparison, there are 3.67 Z3M roadsters for each M Coupe.

To me, the Z3M is best classified as a parts-bin car, with its antique E30 rear suspension, more modern E36 front suspension and coupled with either an S52 or S54 engine. I'm confident that the design team got drunk one night in the warehouse and decided to have a competition on who could piece together the fastest vehicle, and the result was the Z3M. It's the only logical explanation. And then the track nut saw this and bolted on a solid roof, making it the most rigid M car produced to date.

Please realize I knew none of this at the time; I just thought of it as a "cool" car.

This marks the start of my hunt. To see if I could afford it, I went to the *Kelley Blue Book* and saw that I'd be reasonably comfortable paying retail for one. Imagine my surprise when I learned that the book value for these cars was about half of the true market value. I later found out that *Kelley Blue Book* actually pairs the coupe and road-



(Above) Our chapter's autocross program is a great way to safely test the limits of any BMW. Cone punting optional! Photo: Katie Thayer.
(Below) Relaxing before heading home from the Solomons Island Social. The Titanium Silver M Coupe picture is owned by Mark Scire II. Photo: Jonathan Thayer.

ster pricing into one index, where the coupe carries a significant premium. More on this outrageous pricing later.

I looked day and night, to no avail. I remember thinking that these cars were simply impossible to find; a true needle in a haystack. Consider that in 2006 the Federal Highway Administration reported more than 190 million licensed drivers in the United States. By the numbers, and assuming an equal disbursement and that 80% of

North American M Coupes stayed in the U.S., only .0000012% of licensed drivers actually owned one. And, of course, that's assuming some (lucky) jerk didn't own two (or more) of them.

A few months of hopeless searching left me feeling dejected, out of energy, and still searching. Giving up, I started looking for E36 M3s instead. Having owned two E36 328s previously, I knew my way around the chassis pretty well, and decided that one of these

would have to suffice. I found a few clean examples and even test drove one. Then the impossible happened.

During a late night session of browsing Bimmerforums, I stumbled across a new post by an old, mostly inactive member. He was selling an M Coupe!!! I about hit the roof with excitement and immediately sent an email. I convinced myself this couldn't be true, especially considering he was semi-local, living in Richmond, VA. I'm not sure if I got any sleep that night – I'm confident that I checked my email once an hour all night long.

It had to be too good to be true, right? A seven-year-old car with only 22,000 miles on it? I was surely dreaming.

After a restless evening, I checked my inbox once again – and there it was. He responded! Simply unbelievable. After a quick email, I was able to get the owner's cell phone number. Of course I immediately called him and set up a test drive for that evening. I was running on no sleep and had to work a 10-hour shift, but that didn't distract me from driving the six hours round trip to test drive the car. I was going even if it meant living on a case of Red Bull!



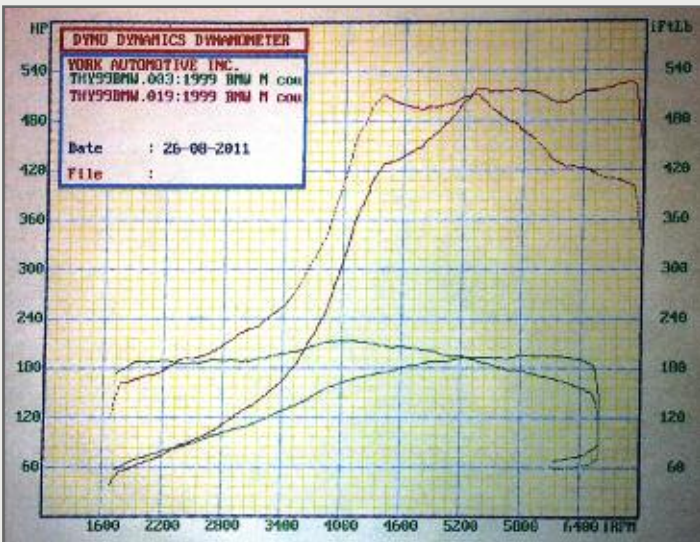


I mentioned just a moment ago about the possibility that "some jerk" may own more than one coupe. Well – surprise, surprise - he owned two M Coupes. One in Titanium Silver, the other in Imola Red, and both were absolutely awesome. I'm not sure a forklift

could have picked my jaw off the ground. Two, I thought, TWO, in one spot with one owner? Simply it couldn't be so.

After some quick BMW chatter, we decided it was time to take it for a test drive. More than anything, I don't think that he was

(Above) Grocery shopping is one way to utilize the M Coupe's 14 cubic feet of cargo space. It is also a sure way to get your frozen goods home quickly. Photo: Jonathan Thayer. (Below) Dyno graph from York Automotive, Mt. Airy, MD highlighting stock output (195whp/212wtq) vs. turbo output (531whp/511wtq). The small loss under 2500 RPM is due to the lowered 8.5:1 compression.



as concerned with the financial gain of selling the car but rather that I would be the right owner for the car. You could tell he was reluctant to sell, but I recall him stating he wanted to thin the fleet as he was putting money away for retirement.

We then proceeded to take the car for a test drive. He drove us out to the middle of nowhere and swapped seats. "Please be careful"

were his words of advice. After getting to know the car a bit and making sure it fit exactly what I wanted, we arrived back at his house. I didn't hesitate a moment when I pulled out my checkbook and wrote him a thousand dollar deposit check. The rest is history. Three very long days later, I hitched a ride to Richmond and brought the car home.

For most, acquiring the perfect car would be the end of the story. But this is just the beginning.

I instantly found that buying an M Coupe is like having a secret handshake to enter an underground club. Age, race, background, education - none of that mattered. The common passion of a ridiculous looking car was enough. Blood brothers are overrated; coupe brothers (and sisters) unite!

There's nothing necessarily well... excessive about an M Coupe. It has a rather understated interior. It consists primarily of two seats, a few analog gauges, and nothing excessively fancy. It's far from a BMW in regard to luxury. Some call it the most uncomfortable BMW ever made. I doubt that, I've seen pictures of the Isetta. Regardless, the driver instantly forgets about that. Once in, you become one with the car. It's a feeling that can't be

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(Above) For the occasional drag racer, 11.913 seconds at 124.55 MPH is notable. Pass was made at 17 PSI (roughly 450whp) on street tires. Improved results are expected in the spring with longer gears and better tires. (Below) After wrenching all day, it's good to sit back and admire. Photo: Jonathan Thayer.



gathered in most other cars. If you want to feel detached, this is not a car for you.

Car and Driver said it best back in December 2001. "The BMW M Coupe makes you do bad things. Oh, your descent into deviance starts innocently enough - you blip the throttle at stop lights just to feel the body shiver slightly under the engine's power. Then maybe you try the occasional faster-than-necessary freeway pass. Soon enough, though, you're clocking 110 mph at the end of every on-ramp, doing smoky burnouts in front of the Dairy Queen and donuts in the church parking lot. Delinquency. That's what this car is about: delinquency, prurience, and gratuitous displays of power. And we like it. This has been the M Coupe's character since its introduction in 1998 ..."

Those statements are equally true when applied to coupe owners. We didn't buy these because they just looked good; we bought these cars because they felt good. And I'm here to tell you, it's a feeling that never stops.

The M Coupe community, bound by this quirky passion, is stronger than I have observed anywhere else. Trending in the same path of the E30 M3, the M Coupe is bound to be a cult classic. We just about a "coupe cartel" price fixing each coupe sale to protect the remaining owners. It's only partially false as there is, by most accounts, a demand that easily outpaces the supply of these little gems.

It has been featured in every major automotive publication and a majority of online car enthusiast blogs and websites. Every few months we read another top-ten automotive wish list, and the M Coupe seems to creep onto more and more of them. I confidently say that there are only a handful of other cars I'd rather own. Talk to each owner, and they will tell you a similar tale. And I've yet to hear of

a prior owner that has not regretted selling his car, and there are many tales of selling an M Coupe, finding nothing similar afterwards, and simply buying another.

Most owners even go the extra mile by returning information back to the community trying to give back more than taken. I personally have written more DIY guides than I can count, purchased specific tools to lend them to fellow coupe members, and engineered small solutions to quirky problems. There are also individuals who have created an autotrader-like website just for M Coupes (www.mcoupebuyersguide.com), a way to look up all factory options and relative scarcity of each coupe by VIN (www.bmwdata.com) and a medium to feature a coupe-of-the-day, every day (www.coupeaday.com). This is not to mention the online message communities, with Bimmerforums Z3 section being the most widely used.

November 18, 2011, marked my five-year anniversary with the car. Five years, three engines and two separate forced induction setups later, I still haven't lost that original passion I had for the car. It's been an amazing journey this far, and I doubt it will stop anytime soon. My coupe, and the coupe community, has become a bigger part of my life than I ever would have guessed. Many of my best friends have evolved because of the common bond of BMWs and the M Coupe.

To close this article and to celebrate five years of ownership, I've decided to become a jerk myself. In addition to my Imola Red 1999 Coupe, I just purchased a 2000 Titanium Silver Coupe. It needs lots of love, and will keep me busy for years to come. I'm proud to have it as part of the fleet.

Happy motoring and I hope I see all of you at an NCC autocross event next year!

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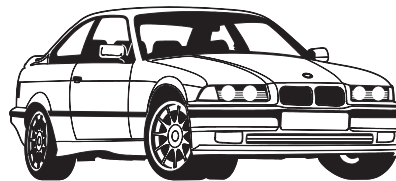
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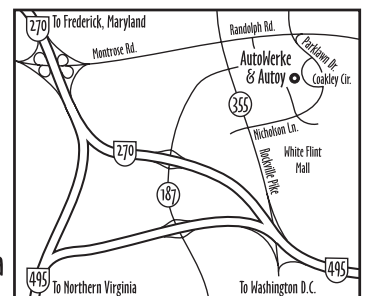
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“Live Tech Talk with Mike Miller”

Sat. Nov. 19, 2011

Text by Dr. Ron Costell | Photos by Jim LaFemina



Members of NCC were treated to more than three hours of lively informal and formal Q&A interaction with Mike Miller, technical editor for *Roundel* and *Bimmer* magazines. Mike drove his Dinan-modified E-46 coupe down from his Pennsylvania home. Our hosts, Bob and Gabriella Miller (no relations), owners of At Speed Motorsports in Hanover, MD, provided wonderful hospitality at their impressive facility, complete with both BMW

and Porsche race cars.

For those who have not had the pleasure of meeting him, Mike Miller is an extremely genial, straight talking fellow, befitting his experience as a Navy Chief Petty Officer specializing in communications, and as an attorney-educator. As with Mike's columns, topics of interest ran the gamut of M&M – maintenance and modification. We BMW owners seem fascinated with the potential benefits of various liquid potions for our vehicles.



(Top and above) Roundel Tech Editor Mike Miller spoke at length to nearly two dozen NCC members November 19, 2011 during a “Live Tech Talk” session hosted by At Speed Motorsports in Hanover. Bob and Gabriella Miller opened their spacious and well-appointed shop to enthusiasts who not only enjoyed an afternoon of lively Q&A, great food and some tasty German beers, but also got to see a very nice selection of BMW and Porsche race cars, including the E36 M3 LTW of NCC member Sumir Ghosal (left).



Mike obliged us with a wealth of observations on such products. Perhaps you didn't know there is an even better door and linkage lubricant than WD-40, or why certain high performance engine oils do not have API certification. Have you perhaps wondered about the rejuvenating potential of mouse milk? Mike covered this all, in a format which, unlike the static nature of his columns, allowed us

to follow-up with even more questions and related topics. As always, Mike reminded members of his very generous availability via email, for questions which may arise on an immediate basis.

Many thanks again to Mike Miller and At Speed for an event which will be long cherished and one we hope to have repeated in the not-too-distant future.



Earlier this year, our family went out to dinner in Chinatown and, as is customary after any Chinese meal, we took turns opening our fortune cookies. To my surprise and excitement, I received the following fortune: "Something on four wheels will soon be an investment for you!" Really? Are you serious? Please, oh great God of fortune cookies, let this fortune come true!

Notwithstanding the fact that in the upper right hand corner of the fortune said "FORM 4," I proceeded to spend the next several months scouring the classifieds until I fulfilled my prophecy. My four-

wheeled investment ended up being a well-cared-for E30; a 1987 BMW 325is from our club's classified ads. The seller, a long time club member and BMW enthusiast, was a stand-up guy. His kids, now young adults, loved the car and my kids – elementary school hooligans – also love the E30, which they have dubbed "Gretel." Investment or not, Gretel has quickly become a beloved member of our automotive family. In fact, my wife now prefers driving the E30 to our E46, having deemed the

latter "too complicated." But even a nicely cared for E30 requires maintenance, so I brought it to October's DIY at Russel BMW located in Baltimore.

Russel BMW has been a long-term sponsor of our club DIY program. They are a family owned business and offer a fifteen percent discount to all club members for both parts and service. It is a large facility with thirty-five service bays, offering free loaner cars to patrons.

October DIY at Russel BMW

Text and photos by Marc Caden

Having participated in many DIY events this year, I can say this event ranks among the best of them. Russel BMW's service manager, Jeff Sterry, provided the club with a large service bay containing seventeen lifts for the entire day. Having all day access to so many lifts makes Russel's event perfect for accomplishing more substantive tasks on your car.

In case you were wondering what kinds of projects people tackled, Mike Painter replaced his cracked fog light lenses and adjusted the parking brake on his E36 M3 convertible. DIY program coordinator Phillip Cummings replaced both valve cover gaskets on the 4.4 liter M62 engine in his 1997 540i. Raj Kanakamedala replaced the windshield washer fluid motor and changed the oil on his 2006 330i. Frank Kapitan installed a new power steering fluid reservoir on his 2005 X3 (a sport model with a 6-speed manual transmission). Our chapter president, Paul Seto, flushed the brake fluid and changed the oil on his 2000 M Roadster. Several other oil



(Left) Mike Painter showed us the best way to neatly store golf gloves in your trunk.

changes were accomplished by DIYers, including Clyde Arrington, Tim McNeish, and John Hewes. A huge "thank you" goes out to Mike Pack for attending this event as a "helper."

Mike's expertise was invaluable, and he was able to juggle working on several cars at once. My E30 "investment" received new brake pads and rotors all around and some

fresh brake fluid.

Now let's dish about the lunch. Our lunch consisted of some of the best deli food in the area from the locally renowned Attman's Delicatessen on Lombard Street. There were many greasy fingers eating corned beef at rather alarming rates. We all needed an intermezzo of Lipitor at this meal, but it was well worth it.



For your benefit, I have asked the editor to print extra copies of my fortune. Perhaps you can retrofit a copy of this fortune into your next cookie! In the meantime, wishing you a Happy New Year, full of good fortune, I hope you will be able to join us at one of the upcoming scheduled DIY events in 2012.

(Left) Paul Seto flushing the brake fluid on his 2000 M Roadster. (Above) Raj Kanakamedala working on his 2006 330i.

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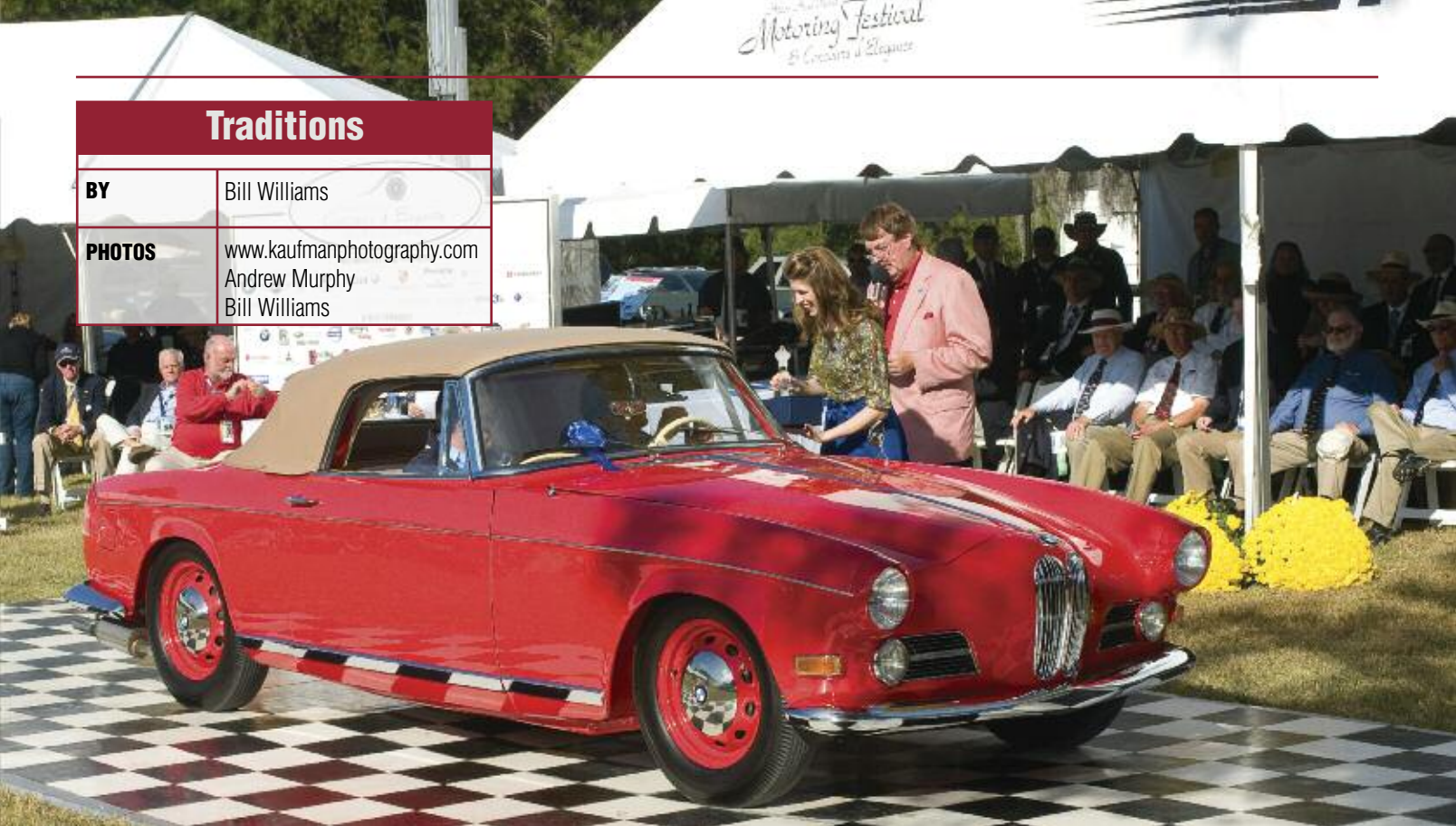
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Traditions

BY	Bill Williams
PHOTOS	www.kaufmanphotography.com Andrew Murphy Bill Williams



If You're a Car Guy/Gal...

Whenever I hear the phrase “if you're a car guy or gal,” it's usually followed by “then you'll really appreciate this.” It's a statement that's often used to describe a car that is incredibly fast, engineered to the highest standards, or designed with lines and features that amaze. Statements like that can lead us into a neighbor's garage, or simply to a fabled story. Sometimes

they lead us to a race, or the unveiling of a new model. And sometimes they lead us to Hilton Head, South Carolina.

Those words were heard time and again by Ruth and me when we participated in the 10th annual Hilton Head Island Motoring Festival and Concours d' Elegance last November. To set the stage, the Hilton Head event – with BMW as this year's fea-

tured marquee – began with the Savannah Speed Classic, a week of racing on the historic road course across the river in Savannah, Georgia. I did not make it to any of those races but those who attended the race and the car show said the race events were even more of a car guys' heaven than the concours.

BMW rolled out their vintage racecars and company-sponsored

drivers. Joey Hand, Boris Said, Bill Auberlen and others were there to beat the company's vintage cars around the track. So those who attended and enjoyed the event often began their recollections of the week with the words, “if you were a car guy,” while all the car guys within earshot nodded in agreement. This car guy missed it but I am happy for those that attended to see and smell the event. They report it was worth the week invested in Savannah. Maybe one day.

At the end of the week the organizers hosted a car club jamboree, the most nostalgic day of the festival, at the Coastal Discovery Museum. With car clubs traveling from throughout



(Above) Don Detlefsen's freshly restored 1956 503 earned first place in the post-war class. The 503 has an aluminum body with a 3.2 liter 8-cylinder motor. Not only is this 503 fast for its size, it is a rare car – only 139 cabriolets were made. (Left) The BMW Store owned by Tom Schwartz from Cincinnati, Ohio, showed his unrestored 1972 E9, 3.0 CS for the first time.



seldom, if ever, see anywhere else.

At the end of the day, Anita earned two awards, the Chairman's Parade, "in recognition of automotive excellence" and the Crescent Award, one of the top 25 cars voted on by the jamboree exhibitors. We are honored to have chapter members travel long distances to share their cars with others.

On the day of the jamboree, late in the afternoon, I realized a once-in-a-lifetime car guy opportunity and

fine shape is unheard of. Knowing there is a third lurking somewhere on the island to be shown in the concours on Sunday, is setting up the car guys' car guy moment. The third 1600 GT is a freshly restored 1967 Polaris model belonging to Wisconsin's Elliott Schnackenberg. As I get close to Dirk and Axel, I overhear their plans to gather the triplets for a very rare photo shoot at the transporter lot after the show. Dirk agrees to call me if and when it



saw two BMW 1600GTs at the same time. One was a Polaris 1967 belonging to Axel Coelln, and the other was a Midnight Blue 1968 car owned by longtime friend Dirk DeGroen. What makes seeing these fine examples of kluged BMW/Glas cars so special is that seeing one 1600 GT is rare and seeing two and in

happens. My phone rings around 5:00 p.m. letting me know the three will get together just before sunset. I head to the lot and just hang out to see this once in a US and maybe the world moment, three very nice 1600 GTs together. These are the things that make cars shows special.

Many of my best stories and fondest moments come from delivering amazing cars to events like this. After Friday dinner at the Skull House Boathouse, Ruth and I went to check on the little orange car still in the trailer. I uncover it and release the straps to get it ready for the Sunday concours. With that done, we were driving out of the transporter parking area when I spotted a 1938 328 roadster being driven off an open

(Above) Annie and Steve Norman from Edmonds, Washington, brought their 1938 327/28 cabriolet and earned first place in the pre-war class. (Right) 1937 BMW 328 Mille Miglia Roadster owned by Oscar Davis from Elizabeth, New Jersey, was one of the fine examples of BMWs valued well into the millions. Photo by Bill Williams.

the United States, an eclectic mix of more than 150 cars, including muscle cars, hot rods and European sports cars came together to form a diverse patchwork of motorsports history, with enough stories and memories for aficionados of every stripe. Since BMW was the honored marque, the event organizers accepted 20 BMWs from the BMW CCA to display on Saturday. -The other clubs were only afforded 10 display spots.

With the weather being unseasonably cold, rainy and wet, it was a challenge for those displaying to clean their cars on Friday in anticipation of the Saturday event. All were up to the challenge and the field was spiffed to the nines as everyone hoped for better weather on Saturday. The rain let up, but very cool air and

gale force winds persisted. It was a real day for car guys and gals. BMW was well-represented, as was the National Capital Chapter, with some of the finest cars on the east coast. Doug Dolan displayed his award-winning, modified 1972 coupe (Tundra 3.0CS with an 1988 M5 engine) and Anita Patton displayed her rare and pristine B10 Alpina Bi-Turbo. Both cars consistently had car people hovering over them as both Doug and Anita fielded questions, received praise, and listened to countless stories. With the coupe's tasteful and professional modifications and the rareness of the Bi-Turbo, those in attendance were treated to cars many had never seen before. And that is the magic of an event like this – to see cars you will



(Left) A few of the pre-war cars. Richard Martorell's 1938 238, Rachelle and Henry Grady's 1954 EMW 327/3 (Built in GDR) and BMW's 1934 BMW 319.



Bill Williams photo.

(Above) Lane Museum's 1929 Dixi 3/15 re-bodied with a Gerbruder Ihle Karosserie 600 body. (Right) Anita Patton collects another well earned award with her 193 mph 1990 Alpina B10 Bi-Turbo. (Below) The very Best in Show was earned by our own Lothar Schuettler and Gretchen in their well-traveled 1937 328 cabriolet.



trailer. One I had not seen before, yet similar to Lothar's 1937 328 roadster. I turn left toward the 328. Ruth, still not quite buying into this car gal thing, asks me where I am going and tells me to leave the man alone. Nope, I told her, car guys just don't do that. I walked over to the owner and driver, Richard Martorell from Tampa, Florida. I asked, and he told me proudly, but not boastfully, about his car. A typical car guy type of exchange don't you think? We both

smile and go our own ways, having made a new friend. That is just how some of these things work.

Around the host hotel that evening, wonderful and rare cars keep rolling through – some to drop off passengers, some to show off their cars and I mean show off in a good way. It is a car show for goodness sake.

Show day arrives, and the gates for invited exhibitors open at 7:30, with the call for rags down coming

precisely at 9:00 a.m. As the invitees roll onto the museum grounds along the dusty crushed shell road it is evident that the 10th anniversary show attracted some of the finest BMWs. Helped by encouragement from the BMW CCA national office and BMW NA, Bobby Rahal was there with BMW's fleet of vintage race cars, from the little ti to the McLaren, still sporting dust and debris from the race in Savannah. Oscar Davis brought a few of his rare cars down.

The 1937 328 Mille Miglia Roadster and the 1938 328 race-car. The Werks Shop in Libertyville, Illinois, debuted their five-year restoration of the 1956 503 in eye-catching red. Lothar Schuettler, owner of BMW Excluservice, brought his perfect 1937 black 328 roadster to display. Other cars we rarely see came out of Lance White's ever increasing collection – his 1965 1800 Ti/SA and his M1 Group 5 car. Lance had to cancel his trip at the last minute but being



the kind car guy he is, sent his caretaker, Soffit, ahead with the cars so others could enjoy them. There were also two 700s that were incredible. The little white 1961 700 RS was a bit cranky in the cool weather but when it fired, it echoed all over the show field. An incredible sound coming out of such a small motor.

And as concours go, there must be a winner. To no one's surprise, our own Lothar Schuettler earned the prize, the big prize – best of show and also the pre-war class. However, they passed the pre-war prize to another car. You can only win one prize at this show. Don Detlefsen's 1956 503 earned the post war class prize.

Warmer weather came as we packed up and headed north. Reflecting on the show and having been there several years ago, the organizers are making steady improvements to the concours. And while there is always room for improvement, this festival of speed and concours – just 11 hours away – is a bona fide



Andrew Murphy photo.

car guy/gal event— especially when BMW is the featured marque.

If you are looking for more local car guy and car gal event this year, the Rockville Antique and Classic Car Show on the grounds of the Glenview Mansion in Rockville, Maryland, is that kind of event. With more than 500 cars from Packards to Ferraris, the goal of the show committee is to attract motor vehicles of the highest standard of preservation and restoration and to continue to be recognized as the premier non-judged motor vehicle show in the region. The show is usually the third Saturday in October, so mark the date and maybe I will see you there.

(Top) Doug Dolan's 1972 Tundra 3.0 "M" with its new integrated spoiler represented the NCC in the car corral on Saturday. (Left) Bill and Ruth's touring made its second showing at the concours scoring a 98 out of 100 as judged by Mr. Ludwig Willisch, President & CEO of BMW NA. (Below) Dirk and Alexandra de Groen of Coral Gables, Florida, brought two cars; this one is their newest. They found this 1968 1600 GT in Midnight Blue in the Netherlands.

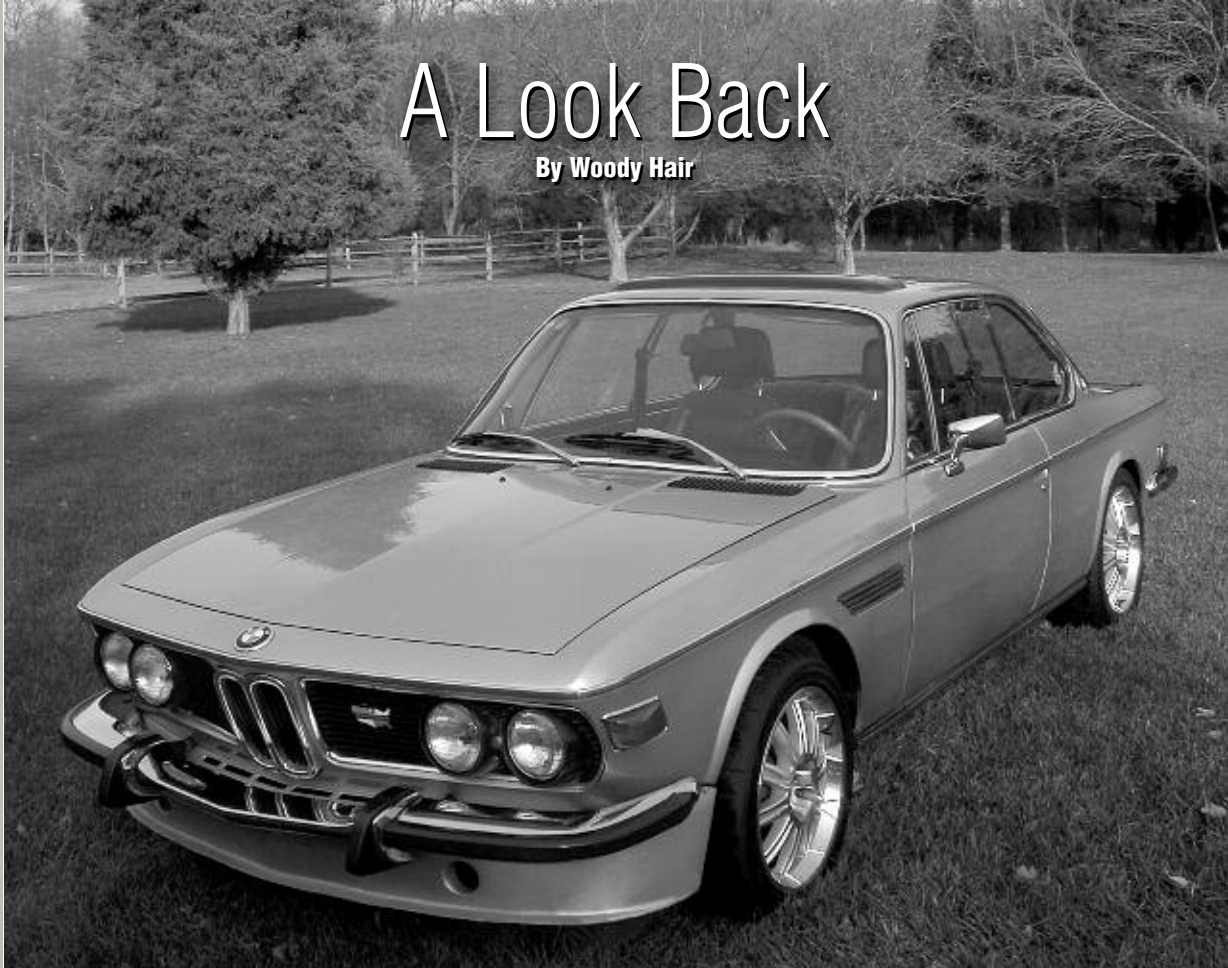


Andrew Murphy photo.



A Look Back

By Woody Hair



40 years ago – Jan. '72: The chapter was now one year old and had 85 active and family members. President Chris Romine announced that the location for our monthly meetings will move from the New Carrollton City Hall to the Schnitzelbank Restaurant in Wheaton. The owner promised \$1 prices on beer and mixed drinks on the evening of our meetings. Mike Leeper replaced Jim Miner as the Chapter's rally chairman. Autocross Chairman George DeSocio reported that the average participation in the 12 Metropolitan Washington Council of Sports Car Clubs championship events was 160 drivers. In total the Council recognized 30 autocrosses in 1971, with no two occurring on the same Sunday. Vice President Ric Cavallero wrote an article disputing the argument that BMWs are becoming overpriced. He pointed out that only two foreign cars costing less than \$4,500, the Datsun 240Z and Ford Capri 2600, could out-perform the BMW 2002. The Chapter's first anniversary party was held at the home of Chris Romine, who provided several kegs of beer.

Feb. '72: VP Cavallero expressed disappointment that only 50 people showed up at our January meeting. *If 60% of our membership showed up for a meeting today that would mean 3,300 attendees.* Members expressed disappointment in the service and entrée prices (average \$4) at the Schnitzelbank, and the owner promised to provide a larger wait staff in February. Mel Morganstein contributed a tech article recommending the replacement of the rather weak OE shocks on 1600/2002s with heavy duty Ford Falcon units. They cost about \$5.70 each. Autocross Chair George DeSocio wrote about various ways to lower your suspension for improved autocross performance.

30 years ago – Jan/Feb '82: Chapter President Bill Loftin expressed his great disappointment in the lack of participation by members at our recent events. Drivers in our May driving school at Summit Point had to pay \$60 for

either Saturday or Sunday. The fee for both days was \$100. Each driver was required to have "seat belts and a crash helmet." Newsletter editor Ira Winthrop wrote the following which many feel is still applicable today, "Nobody appears to be impressed with the new BMW 528e model. BMW is apparently relying on their new found reputation of being an expensive, well-made luxury car, and forsaking the attributes that made BMW a success: performance, reliability, style, and price." Bill Via's Rambling Ruminations column took *Road & Track* magazine to task for their 10 Best Cars for the 80s article. Bill argued against R&T's emphasis on front-wheel-drive and turbocharged cars. Tech Tips addressed several issues including preventing rust from forming under the chrome and rubber rub strips, and winterizing your doors and side windows. A December 1981 *Travel and Leisure* magazine article about the BMW Museum in Munich was reprinted.

25 years ago – Jan/Feb '87: Our annual election dinner was held at the Mustache Café in Alexandria. New Chapter officers and chairpersons were, President – Cory Laws, Vice-President – Terry Forrest, Treasurer – Woody Hair, Secretary – John Hartge, dB editors – Les Adams and Dave Sossamon, Driver Schools – Max Rodriguez, Chief Instructor – Bob Gammache, Autocross – Gary Toyama and Raine Mantysalo, Concours – Joe Schiavone. Bob and Max were fierce competitors in SCCA ITA competition with their 2002tiis at the same time they were working together in our driving schools. Our membership now topped 1,600 making us the largest of 50 BMWCCA chapters. In October Lothar Schuettler's Excluservice hosted their second annual Bavarian Day. One of the cars on display was a one-of-a-kind widebody M635CSi Cabrio. Fastest BMW at our Landover Mall autocross was Raine Mantysalo's 2002. Buffy Bimmer, a.k.a. Kay Heatherley, wrote a report on our Hot Shoe Driving School at Summit Point. The fastest BMW in the event's time trial was Gordon Kimpel's



(Opposite page) The cover story of the **Jan/Feb '07 dB** featured Todd Pantezzi's beautiful 1973 3.0CS. Photo by Raine Mantysalo. (Above) John Hartge reviewed the new 6-cylinder Z3 2.8. **Jan/Feb '97 dB**. Photo by John Hartge.

M635CSi (1:35.98), followed by Dave Bryan's turbocharged 320i. Don Miller, Service Manager at Brooks BMW in Baltimore, conducted a Tech Session concerning BMW's engine program and the associated issues of the lean-burn technology. The Chapter held its first MWCSCC championship autocross in more than 10 years at the Capital Center in Landover. More than 70 drivers participated. Mark Yaworski reported on our annual winery tour, this time to the Byrd Vineyard in Myersville, Maryland, and our annual Wine and Cheese Party was held at the Mount Vernon College on Foxhall Road. There was a recall of 1985 and 86 BMW E30 3 Series because of a possible separation of steering column components which might result in loss of control.

20 years ago – Jan/Feb '92: The cover photo illustrated the story of a “romantic rendezvous” between Glen Stewart and Kate Barrett, with their BMWs of course, at the Center Bridge Inn in New Hope, Pennsylvania. In his first President's Message, Jack Kenworthy said his number one priority was for all of us to have fun. Our Winter Tour was to take us to the Tom Milner Racing shop in Winchester, Virginia. Tom was entering a team of Chevrolet-powered Intrepids in the IMSA GTP series. *One of the drivers was going to be current Rolex Grand-Am team owner Wayne Taylor.* Tom and Na Sarver offered a humorous article about Bonnie Butler's Tour and Fun Rally to the Chaddsford Winery in Lancaster County, Pennsylvania. Our corral at the Summit Point vintage sports car races featured a roasted pig and kegs of light and dark Dortmund beer. Jack Kenworthy, who had arranged the festivities, said it made the adjacent English sports car club “British Racing Green with envy.” Driving School co-coordinator David Roach reported on our successful 1991 season and the help he received from Chris Leeper (co-coordinator) and Bob Gammache (chief instructor). David's favorite line for the year happened at the end of our first event where one instructor rolled his car, another lost his steering wheel resulting in an off-track excursion, and a third instructor dumped a trail of anti-freeze halfway around the track. On the school evaluation form, one student wrote the best way to improve the school was to keep the instructors off the track. Woody Hair wrote about the trek five chapter members made to a Peachtree Chapter driving school at the intimidating Road Atlanta. Fastest time at our October Landover Mall autocross was turned by Barry Miles in a Dodge-Omni based Shelby GLH. This day saw Klaus Hirtes drive his 528i at a Porsche Club event early in the morning, our event late morning, and a Mercedes Club event in the afternoon. Olympic Imported Auto Parts and BMW of Fairfax were reviewed as vendor and dealer of the month. Vic Lucariello of the New Jersey Chapter penned an article on the replacement of a 2002 heater-

defroster blower motor, and Harvey Rogers of the Northern Ohio Chapter offered winter storage tips.

15 years ago – Jan/Feb '97: John Hartge reviewed, with pictures, the new 6-cylinder Z3 2.8. Gary Allen wrote a long story about driving someone else's BMW into the mother of all potholes – so deep the rear wheels were suspended in the air. Jennifer Nazarko contributed a great article about her steep slope from a woman whose interests were cooking, gardening and reading to someone who changes her own wheels and brake pads in preparation for track events – all because she and her husband had bought a pair of bright red BMWs. Competition Corner offered a primer for the beginner autocrosser. The minutes of our December board meeting showed membership was up to 2,591 and a decision on our holding another club race would be postponed for the time being.

10 years ago – Jan/Feb '02: Thanks to strong demand for our driving schools, the admissions priority system was revised to distribute the available spaces with more fairness among chapter members. There were two articles recalling our Road to Chincoteague overnight fall tour planned and coordinated by Steven and Florence Schlossman. Andrej Dolenc reviewed our autocross #8 and the 2001 season, and this issue included a pictorial review of the Chapter's 2001 year. The February Car of the Month was Mike Meseke's nicely modified 1975 530i. The ACO declined to recognize the BMW M3 GTR with the flat-crank 4-liter V8 for the ALMS GT class competition. Ron Katona ('95 M3) took fastest BMW at three consecutive MWCSCC championship autocrosses.

5 years ago – Jan/Feb '07: The cover story featured Todd Pantezzi's beautiful 1973 3.0CS. Todd was a regular participant in local SCCA autocrosses with the silver E9 coupe, sporting a 3.5-liter engine from a '90 735i and three Weber 45 DCOE carburetors. Bob Stern wrote about the group of BMW cabrios and roadsters he gathered to participate in Baltimore's Columbus Day parade. Bob also covered our summer tour to various sights in southeast Pennsylvania. Lesley Flaime reported on the European Delivery of her 325i along with some tips for those planning ED in the future. Our November driving school on the Jefferson Circuit was highlighted by the Saturday evening barbeque dinner sponsored by TireVan. Roy Morris provided a recap of the 2006 driving school season. It was a success in every way but the finances.



(Above) In the **Jan/Feb '07 dB** Lesley Flaime reported on the European Delivery of her 325i along with some tips for those planning ED in the future. Photo by Lesley Flaime.

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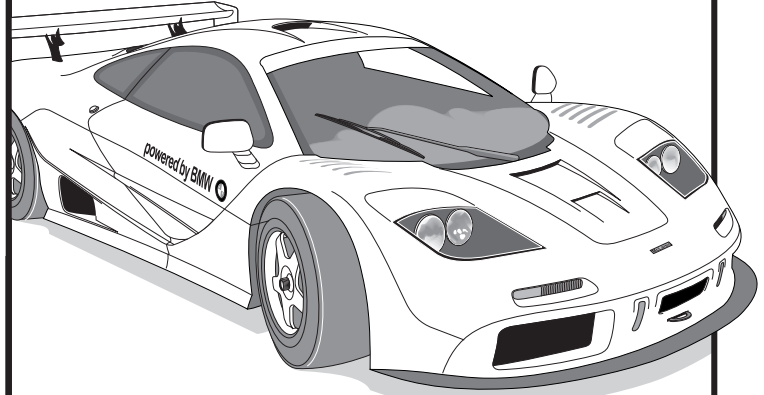
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COST	Ads are free to current club members. Membership numbers must be included. Commercial ads are \$30 per issue. Personal, non-member ads are \$15 per issue.
HOW TO SUBMIT AN AD	Please see the chapter Web site at www.nccbmwcca.org and click on "Classifieds"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

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

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Original E36 M3 Lightweight
I have several articles that state there were only 125 original lightweight E36 M3 cars produced. I have 100% of the original components from the dealership, including the window sticker that will come with the car. All original GT parts have been installed: aluminum doors, GT front and rear adjustable spoilers, high volume oil pump, oil pan baffle, cloth seats. In addition, the car comes with 16.6lb 17x9" rims, stainless steel brake lines, Supersprint header, euro resonator, Borla cat back, Turner short shift kit, VAC cold air intake, top-of-the-line-JVC, JL, MB Quartz, Precision Power stereo system, Sparco steering wheel, euro ellipsoid headlights, clear markers, triple gauge cluster. The interior is flawless! Never smoked in and has rarely seen a back seat passenger. It has been the most reliable and fun car I have ever owned. It now has approximately 74,000 miles. I hate to sell it, don't want to sell it, and will not likely consider unreasonable offers, thanks. 410-746-6226

2002 530i w/Sport Package
This 530i Black on Black beauty is an always garaged, accident-free, non-smoker with the automatic/Steptronic transmission has only 43,000 miles! It has both the desired premium and sport packages. Other extras are Steptronic transmission, xenon headlights, heated seats, Michelin Pilot Sport A/S plus tires (4k on tires), 6 CD changer and in-dash CD player. All-weather and standard BMW mats will also be included. PA state inspection good through July 2012. Asking \$16,500. Email pghpenns@hotmail.com for more details or pictures. Car is located in the Pittsburgh area.

OTHER MISCELLANEOUS

Eisenmann Race Exhaust E60 535i
Eisenmann's BMW E60 535i exhaust system features 2 x 83mm round tips, and Eisenmann's trademark tone for a deep sound at low RPM, and a true performance car scream at high RPM. I paid \$2100 for this system in August 2011 only has 5000 miles on it. Only reason that I am selling is because I traded the car for an M3. This is a slip-on system clamp with included. There is a little bit of cosmetic damage at the flange. I had the system tack welded in place, dealer did the best to remove the welds. This will not affect the performance or installation of system. The tips are clean and have no scratches on them. You will not be disappointed! Also fits E60 550i, I Prefer local pick up in MD/DC/VA but will ship in the United States. Asking \$1,100, email Dwayne.dcherry525@hotmail.com

E30 325i 318i 323i Fog lights - early rectangular style
Pair of OEM BMW E30 3 Series fog lights that came with a 635CSi I bought. I thought they were for the 6er, but after lots of research on-line it turns out these are for the early E30 3 Series up through 8/87 or so. Included are the Hella lenses (part number 1NB 960 501-00), H3 bulbs, wire harnesses and black housing. They are not cracked, but are somewhat frosted from stones, asking \$53. Also I have a pair of rear shocks / struts that fit BMW 5 Series and 6 Series from the 1980's. These are new, genuine, high quality Bilstein touring shocks #BNE-2017. Here's the BMW part number and fitment: Part 33521125802 (Shock absorber, rear) was found on the following vehicles: E24 633CSi Coupe, E24 635CSi Coupe, E28 524td Sedan, E28 528e Sedan, and E28 533i Sedan. Asking \$186. Feel free to make offers, and if you don't want to drive to Germantown I'm willing to negotiate shipping, too. You can email me directly at gregorykrea@gmail.com

WHEELS AND TIRES FOR SALE

Toyo All Season Tires
Set of 4 Toyo Versado LX 235/45 R17, less than 1,000 miles. New \$165, selling for \$100 each, full set only. Came off an E39. Call David 410-212-90412 cell or d.baechtold@comcast.net Located in Annapolis.

Four (4) 205/55 R16" OEM Wheels and Conti Winter Tires
Wheels are straight and in good condition, used two seasons and are spun balanced on wheels. Wheels located in Vienna, VA. Contact Bill at 703-506-4404.



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increase and we will be able to provide both logos as you, the members take advantage of the current inventory. Look for the new store on our website.



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