

Magazine of the National Capital Chapter BMW Car Club of America

July/August 2012

der Bayerische



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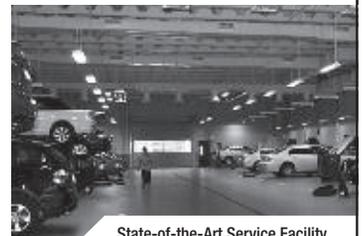
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Cover: Doug Dolan's 2002 Z8, a first-place winner at the Deutsche Marque Concours d'Elegance, shown here in Darnestown, MD. See story on page 20. Photo: Raine Mantysalo

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



We have some good times coming! Now that the warm weather is in full swing, our calendar is filled with a wide variety of events – there really is something for everyone. Registration is now open for our September High-Performance Driving Event (HPDE) at the Jefferson Circuit at Summit Point. Our world-class instructors will develop and improve your driving skills and prepare you for many situations you may encounter on our wonderful area roads. I'm not talking about just going fast, anyone can mash the accelerator and pass everyone on a straightaway. Come learn how to properly maneuver corners and understand the true capabilities of your Ultimate Driving Machine!

Can't make our HPDE? Then one of our most popular events is coming up, the June Pie Run! We pick some of the best driving roads in the area and top it off with fun stops along the way. We start at Catoctin Mountain Orchard in Thurmont, MD where the best pies in the world just happen to be made! Walking out with 6-8 pies is common. Then we're off to Wilson's Farm Meat Company to pick up a box of prime aged beef. Between the pies and steaks, my freezer stays packed until the next Pie Run. This is a great event for any new members, as well as seasoned veterans, since we have plenty of great tales from previous runs.

While we have a great time during our driving events, the biggest BMW enthusiast's event is coming back to Maryland in August. Bimmerfest East! Held at Ripken Stadium in Aberdeen, MD, this annual meet brings people from all over the country. Originally strictly a California, west coast event begun more than 13 years ago, it has grown and spread east and we will be there again to support it. Come see the hottest BMWs and the best tuners in the world at the biggest BMW car show this year!

Finally, please join me in welcoming BMW of Silver Spring (formerly Tischer BMW) as our first official website sponsor. They have supported our chapter throughout the years in many ways and their finger is always on the pulse of the enthusiast community. BMW of Silver Spring has donated thousands of dollars of merchandise to many of our social events and other programs and as many of you already know, their parts discount is second to none. I hope you can visit them soon.

Paul

P.S. - Please visit our website for the most current update about our car corral for the Baltimore Grand Prix.



Bimmerfest East 2011. Frank Quintanilla

FromThe Editor

Over the course of the last two years, I think I've mentioned on more than one occasion that my current daily driver is the E36 M3, in my case it's a 1995 model. While I really do prefer buying from fellow club members – the benefit that comes with knowing a car has been properly maintained has real value – my car was found in nearby Lebanon, Pennsylvania, and was advertised only on the cars.com website, for sale by owner.

It was early spring, with plenty of un-melted snow still on the ground. I had sold my E28 M5 a few years earlier and while I still had a reasonably fun, somewhat tired 1976 2002, my daily driver was a Monte Carlo, and I was a pretty eager buyer. On the other side of the fence, my seller was a young man about 20 years my junior who liked fast cars. Many of his friends were driving hyper-tuned Japanese imports so the fact that he brought an M3 to the party made him instantly likeable.

We settled on a price, I added Toyo Proxes all around and drove it home.

For the most part, it has been a very satisfying two years. It's an E36 M3 after all. Recently, however, I'm beginning to see that what I originally assumed was a very-well-cared-for original paint job (arctic silver metallic) is actually just a pretty decent re-spray. Careful examination revealed a few slight imperfections or wavers along the creases and, more recently, the car's clear coat covering has begun to peel, first a little bit at the base of the rear passenger window, then a little bit along the C pillar near the rear window, and now more than a little bit right there on the hood. How am I supposed to ignore that? Obviously, the answer is I can't.

So while I'm in the process of selling blood (*kidding...*) and saving the money I will need for a top-of-the-line paint job, I began to think, and dream, in color. Remember

way back in 2010 when our little magazine arrived in your mailboxes wearing nothing but the subtle tones of black and white? Quaint? Absolutely. Classic? I can't argue with you. Alluring? Not so much. For the cover of our first color *dB*, we chose that stunning 2002tii for a reason.

Once I had convinced myself it was okay to leave originality behind and change colors, I began debating which of the E36 M3 available colors would look good over top my car's dove leather interior. Estoril Blue came quickly to mind, as did the less common Daytona Violet and more subdued Dakar Yellow. But the color I really want was not available on the E36 M3, debuting, I believe, with the next generation E46 model. It's BMW paint code 448, also known

as Laguna Seca Blue. I'm sure there are those who will think I am crazy, or foolish, for covering my car with a paint it was never meant to wear. But every time I start to wonder if maybe those folks are right, I hear that line from Ricky Nelson's classic ode to individuality "*Garden Party*," when he good-naturedly reminded all of us that "if you can't please everyone, then you've got to please yourself..."

Jim



2012 CALENDAR OF EVENTS

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

- 8-9 HPDE at Summit Point (Jefferson Circuit)
- 15 NCC Autocross at ///MPACT East at M&T Bank Stadium, Baltimore, MD
- 17-23 43rd Annual BMW CCA Oktoberfest *
- 22 DIY @ Curry's Auto Service, Alexandria, VA
- 23 Karting @ Allsports Grand Prix

October

- 7 Karting @ Allsports Grand Prix
- 13 Autocross at Regency Furniture Stadium, Waldorf, MD
- 13 ///M Club Day @ BMW Performance Center
- 20 DIY @ Russel BMW
- 21 Karting @ Allsports Grand Prix

November

- 3 Overnight Fall Tour - details to follow...
- 3-4 Fall Tour Wisp Resort, Western MD
- 4 Karting @ Allsports Grand Prix
- 17-18 HPDE at Summit Point (Main Circuit)

December

- 1 DIY @ BMW Excluservice
- 2 Karting @ Allsports Grand Prix

* Not a National Capital Chapter-sponsored event

NCC HIGH-PERFORMANCE DRIVING EVENT



Jefferson Circuit Summit Point, WV

Sept. 8 - 9 (\$190/day or \$380/weekend)

The Jefferson Circuit is a seven-turn, 1.12 mile (1.80 km) road course that was designed and built by Bill Scott as a dedicated course for high-performance, accident avoidance and emergency operation driver training. Opened in 1996, the Jefferson Circuit is a course that demands constant attentiveness and smooth inputs from drivers.

July 2012

Karting at Allsports Grand Prix

Sunday, July 1, 2012
45915 Maries Rd.
Dulles, VA 20166

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

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

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

We will start at 2:30 p.m. and ask that you arrive 30 minutes prior register, get suited up, attend a drivers' meeting, and be ready to race.

This summer we plan to experiment with several concepts in attempt to increase passing. Based on attendance, we may randomize or invert starting grids and varying race lengths. We will continue to race on modified course layouts ranging from tight technical to flowing open, high-speed configurations.

If you've never done this before, you should not be intimidated even if you have never before raced with us, or anywhere else. We see newcomers learn very quickly and come up to speed during the Roundel season to prepare for the Winter League. More details about the track, the karts, and the facility are at www.allsportsgp.com.

NCC NoVa Social at Norton's American Grill

Thursday, July 5, 2012
7943-B Tysons Corner Center
McLean, VA 22102

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.

Come join us at our new NoVA location, Norton's American Grill. Centrally located in Tysons Corner, we'll hangout on the lower level of the parking garage.

July Board Meeting and Social

Wednesday, July 11, 2012
Hamburger Hamlet
10400 Old Georgetown Rd.
Bethesda, MD 20814
(301) 897-5350

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

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

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

NCC Columbia Social

Thursday, July 12, 2012
Greene Turtle, Hanover
7556 Teague Rd.
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.

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.

NCC Autocross at Regency Furniture Stadium

Saturday, July 14, 2012
11765 St. Linus Drive
Waldorf, MD 20602
(301) 638-9788

Join us for the fourth points event of the year, July 14, 2012. Registration opens 8:00 a.m. Saturday, June 16th, 2012. 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 the afternoon session only & credit/debit card only! Registration closes 12:00 p.m. Friday, July 13th, 2012.

DIY @ Road Race Technologies

Saturday, July 14, 2012
23700 Overland Drive,
Dulles, VA 20166
(703) 661-4222

The 2012 Do It Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a two-and-one-half-hour time period.

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

Central Maryland MINI Motorist North of the Border 3 *

Saturday, July 14, 2012
Yia Yia's Bakery
9415 Philadelphia Rd.
Baltimore, MD 21237

Meet-up at 9 a.m. for a spirited drive north along the scenic roads of Central Pennsylvania's Lancaster and York counties. Word on the street is many covered bridges will be crossed. MINI owners are a great bunch of people and this is one of the many ways to interact with people just as passionate about their cars as BMW owners are about theirs.

NCC Autocross School at Bowie Baysox Stadium

Saturday, July 28, 2012
4101 Crain Highway
Bowie, MD 20716

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.

Social & Spectator @ Collector's Car Corral

Saturday, July 28, 2012
Owings Mills, MD

The Collector's Car Corral will host an open house for our chapter on the 28th of July 2012.

The Collector's Car Corral (<http://www.collectorscar-corral.com>) was created and designed to provide an environment in which the automotive and motorcycle enthusiast has a safe and secure facility to enjoy their passion for the car hobby.

This facility is located in Owings Mills Maryland. It is a 30,000 square foot state-of-the-art-climate controlled and totally secure automotive and motorcycle storage facility. The Collector's Car Corral offers vehicle storage, detailing, and a variety of membership related offerings in a unique automotive country club environment.

The National Capital Chapter of the BMW Car Club of America will be treated to a description and tour of the facility by owner and automobile enthusiast Randy Moss, after which participants will be able to take advantage of refreshments and the amenities of the corral until the event ends. The open

house will run from 10 a.m. until 2 p.m. There is no cost for this event but participants will need to register on MotorsportReg.com in order for the club to have an accurate headcount.

A caravan to the Collector's Car Corral event is planned and details will be available on the club website (www.nccbmwcca.org) and the chapter's monthly email distribution at a later date.

Karting at Allsports Grand Prix

Sunday, July 29, 2012
45915 Maries Rd.
Dulles, VA 20166

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See earlier entry for more details.

August 2012

NCC NoVa Social at Norton's American Grill

Thursday, August 2, 2012
7943-B Tysons Corner Center
McLean, VA 22102

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.

DIY @ At Speed Motorsports

Saturday, August 4, 2012
7410 Coca Cola Drive #110,
Hanover, MD 21076
(410) 712-4290

The 2012 Do It Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY sponsor.

The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a two-and-one-half-hour time period.

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Bethesda, MD 20814
(301) 897-5350

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

NCC Columbia Social

Thursday, August 9, 2012
Greene Turtle – Hanover
7556 Teague Rd
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.

NCC Autocross at Bowie Baysox Stadium

Saturday, August 18, 2012
4101 Crain Highway
Bowie, MD 20716

Join us for the fifth points event of the year, August 18, 2012. Registration opens 8:00 a.m. Saturday, July 21st, 2012. 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 the afternoon session only & credit/debit card only! Registration closes 12:00 p.m. Friday, August 17th, 2012.

Bimmerfest East 2012 *

Saturday, August 25, 2012
Ripken Stadium
873 Long Drive
Aberdeen, MD 21001

From the Chapter website: Bimmerfest is the largest BMW car show in North America. This will be the 2nd annual show held on the east coast and we are looking to a MUCH bigger year in 2012! Come check out the hottest BMWs and the best BMW tuners at Bimmerfest East 2012! When: Saturday, August 25th, 2012 Entry Fee: \$20 per BMW to park in the show – \$10 per person to walk in – kids 12 and under are free

Karting at Allsports Grand Prix

Sunday, August 26, 2012
45915 Maries Rd.
Dulles, VA 20166

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

See earlier entry for more details.

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

The Club Store is Back!

We have a new online store with quality items for our members.

It is the perfect place to get Chapter gear. **Caps for \$12.00, Jackets from \$74.00, T-shirts and Polos in select colors and styles starting at \$19.00**, for ladies and gentlemen. Since the store is online you can order, purchase and have the merchandise delivered to your home. There is also a new item, a **chapter umbrella**. The prices on these items are very reasonable considering the quality of clothing. The variety of merchandise will

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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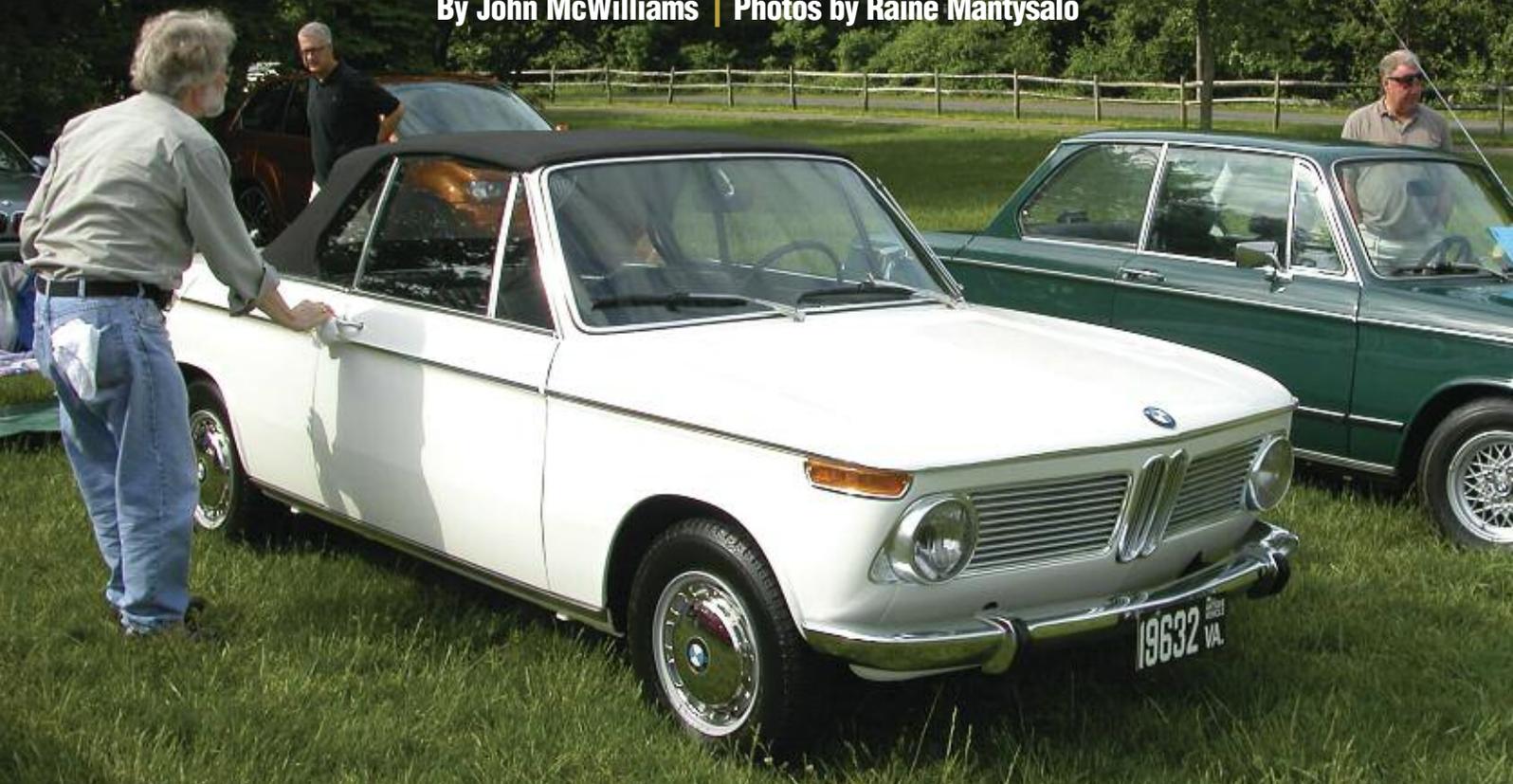
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Something in the Air

2012 Deutsche Marque Concours d'Elegance

By John McWilliams | Photos by Raine Mantysalo



The 29th Deutsche Marque Concours d'Elegance took place Sunday, May 6, at Nottoway Park in Vienna, Virginia. The day began as so many of our recent concours days have, with dense fog and scattered showers. Calls came in from as far as Baltimore and the Shenandoah Valley, inquiring as to whether the show would be held as planned. All were told, the show must go on! It has been only recently that we have even scheduled a rain date, as it is difficult to get club members from the three marques together at the same time. Unless there is a tropical storm or some other weather anomaly, the DMC is held. As a competitor, I sometimes hoped for unsettled weather, figuring that if

the supercars' owners were afraid of a little rain that I might have a better chance to place!

There were many familiar

faces and cars present, but also a great showing by new members and their newer models. The entries ranged from Bob Warren's tremen-

dous 1968 1600 vollcabriolet to Penny Balling's 2012 135i with fewer than two thousand miles. Andrew Shanbrom brought the car that had the 2002 owners drooling – the limited production 2011 1M.

The cars were classed by production date. This year we also had a Meister Class, comprising of the top winners in last year's categories. First place in the Vintage group went to Bob Warren and his 1968 1600 vollcabriolet. The car also won the Judges' Choice as a remarkable example from BMW. A single point separated first and



(Top) The vintage group winner: Bob Warren's white 1968 1600 vollcabriolet. (Left) A total of eight 850Cs coupes gathered at the event.



clinically clean 2004 330i, owned by Jon Estrella, while Mike Powers' black beauty, the 1986 325es, finished third.

People's Choice was determined by votes cast by the spectators and other entrants. In another year of close balloting, the award went home with John Mohandesi and his red 1974 2002.

The coveted Best in Marque award is presented to the BMW amassing the most total points in the judged components and additional age and mileage points. We were fortunate to have a rare model with regards to production numbers, as well as being delivered for the Japanese market, in Anita Patton's 1987 M6. This is just one of the special examples in Anita's collection.

I cannot thank enough the members who not only prepared their cars for the show, but also took time from a day of camaraderie to serve as judges for the event. The judging teams enabled us to have consistency in the

(Right) David Lewis's 2003 M5 – in the rain for the first time!



second in the 2002 group, with Marc Caden's 1973 2002 edging Bob Samuelson's 1973 2002tii. The Modern 80s class top award went to Anita Patton's Japanese-market 1987 M6. Dieter Willkomm took home first in the Modern 90s category in his 1997 840ci. The Current Models category, consisting of cars from 2000 forward, had a tremendous showing this year. Less than two points separated first from third, with the first-place trophy going to Doug Dolan's 2002 Z8.

Meister Class, pitting last year's winners that were present in the 2002, Modern 80s, and Current Models categories, was narrowly won by the 1976 2002 of Raine Mantysalo. Second place went to a



evaluations, and allowed us to complete the work in timely fashion. Members of the teams were David Dolan, Doug Dolan, Alfred Lawrence, James Laws, Timothy McNeish and Anita Patton

Many thanks also go to the sponsors of this year's concours. Members enjoyed speaking to the representatives on hand with regards to the services offered. This year's sponsors included Dent Masters paintless dent repair (dentmasters.com 1-877-8-UNDENT), Eric Grondin from Farmers Insurance in Reston, VA, Odds & Ends Detailing in Sterling, VA and Porsche of Tysons in Vienna, VA.

(Right) Anita Patton's Japanese-market 1987 M6. (Below) Andrew Shanbrom's 2011 1M. (Far right) A few class winners receiving their awards from John McWilliams.







At Speed Motorsports Hosts April DIY Session

By Marc Caden

Spring is the perfect time of the year for a drive. There is a breeze in the air, your summer tires are back on, and in some cases you may not have had a chance to drive your car during the harsh winter months. Such was the case for me and my E30 that a neighbor of mine kindly agreed to store in his garage this winter. However, upon

waking my sleeping beauty in March, I immediately noticed an unfamiliar whining noise from underneath the driver's side frame rail. It was my fuel pump and apparently it wasn't happy. A review of roughly twenty-five years of repair receipts revealed that it had likely never been replaced, and I quickly concluded that its time had come.

Fortunately, the April DIY was scheduled for At Speed Motorsports and it was only a couple of weeks away.

Bob Miller is the affable owner of At Speed Motorsports located in Hanover, Maryland, and for many years he was also a highly regarded driver in the World Challenge GT Series. At Speed specializes in supplying service to both race and street car customers, with a current focus on the street car side of the industry. The same technician who might rebuild a factory race engine is the same person who will change the oil on your BMW.

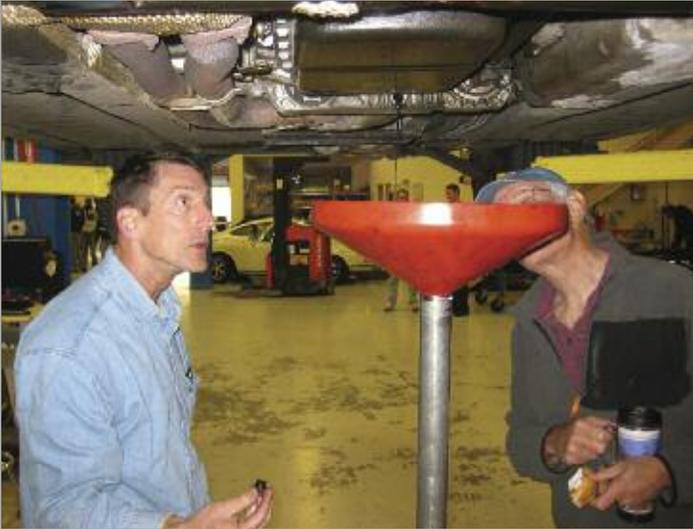
At Speed is the fifth largest Dinan dealer in the world and offers the appealing promise to beat the price of other Dinan dealers. In addition to providing routine maintenance, At Speed offers some unique services such as revalving and rebuilding shocks/struts and they have a shock dyno machine. At Speed can also rebuild an engine, transmission, or differential.



(Left) Rob Hollister and his friend Zane flushing the brake fluid on his 2005 E46 M3. In the background on a lift lurks a 2009 Lamborghini Gallardo. (Above) Tim McNeish draining the radiator fluid on his 1999 M Roadster.



Additionally, they have an in-house wheel alignment machine and will beat the Tire Rack's prices on new tires.



(Above left) Kevin Johnson changing the transfer case oil on his 2002 325xi. (Above right) John Morrison bleeding the brakes on his 2005 X5 3.0.

At this event, most folks focused on routine fluid changes, a perfect springtime task. Bleeding your brake fluid is recommended every other year, and both John Morrison and Sang Kim took care of that on their cars. Tim McNeish flushed the differential, transmission, and radiator fluids on his 1999 M roadster. Chris Wooton changed the manual transmission fluid on his 2002 M coupe. Rob Hollister drained all the fluids; oil, radiator, differential, transmission, brake on his 2005 E46 M3.

Because my E30's fuel pump is externally mounted under the car, it only took a few minutes to swap it out for a new one. In fact, little more is involved than changing a fuel filter. For later model E30's, the fuel pump is located under the rear seat in the gas tank adding a couple of more steps.

Donuts, bagels, and coffee helped everyone wake up early. Much thanks to Bob Miller and the technicians at At Speed Motorsports for hosting this great event.



(Above) Sang Kim flushed the brake fluid on his 2000 323it. (Below) Each attendee had access to a lift for two hours.



Members Gather for Annual NCC Spring Golf Outing

By Paul Seto

Every spring I am lucky enough to combine my two passions: golf and BMWs. I got involved with both around the same time, about 14 years ago when I bought a brand new silver E46 and a few years after Tiger Woods announced, "Hello world." While Tiger has had some tough times lately, my love for the Roundel gets even stronger. A few years ago, a fellow club member, Willy Lutz, offered to host our event at South Riding golf course, where he serves as General Manager and PGA professional. We've been great friends ever since. We both share the same passion, and Willy is lucky enough to be something I've only dreamed about. And when he brings his pristine red E30 M3 out to the course, we all just stare at the beauty.

I'm also lucky to have a wife, Kendra Seto, who puts up with my hobbies and also helps out when needed. She volunteered for our



Spring Golf Outing and even recruited fellow member, Gina Hector, to assist with registration and picture taking. Thanks ladies for all your help.

The event itself is always a lot of fun. It's not about shooting a

good score; in fact, it's just about hanging out with our cars and playing a great game. Players come with handicaps ranging from beginners to pros, and there are prizes for longest drive and closest to the pin. With the beautiful weather, the course was in great shape and playing a little fast, meaning firm fairways and quick greens. And some of those pins were tucked in crazy places! South Riding is a fun course to play with a lot of challenging holes. Most of the par 3 holes are 180+ yards and having some local knowledge is very helpful on many shots. The short 17th hole provides the greatest risk/reward, and quite a few people try to drive the green by hitting a high draw over a bunch of trees. Being the wimp I am, I decide to play it safe and hit 3 wood off the tee. Bad decision since my tee shot faded into the weeds on the dogleg left hole. Then luckily, after laying

up on the 300 yard hole, I proceed to chip it in from 50 yards, the only true golf highlight of my day.

After a long day of playing 18 holes, dinner awaited us when we returned to the clubhouse. Once again this year, both Golf Galaxy and BMW of Silver Spring, donated more than a thousand dollars worth of prizes, ranging from golf balls and gift certificates, to BMW polo shirts and die cast models. One of our biggest winners, Walter Jones, won a BMW golf bag for longest drive and a 1 Series die cast model. What a lucky guy!

Thanks again to all the members who came out to play, and we'll get together again next spring.



(Above) All 30 Spring Golf Outing participants outside the South Riding clubhouse.



(Top, from left to right) Wendell Rawlings, Ryan Mosel, Willy Lutz, and Paul Seto get ready to tee off on the 8th hole. (Above) Walter Jones was a big winner: a BMW golf bag courtesy of BMW of Silver Spring.

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The Ultimate Driving Machine for the Mature BMW Enthusiast

By James Chew





(Left) Even with a pseudo matte finish, the 2013 BMW 6 Series Gran Coupe attracted the target market at Bimmerfest West. Retailing for less than \$75,000, the Gran Coupe is a strong competitor in this premium performance luxury sedan market.

(Top and above) Unfortunately, the display vehicle was locked, but the driver and front passenger interior design seems exactly like the outstanding new 6 Series convertible. The rear seat interior design drew a lot of looks from the target market. In keeping with the outstanding driver/front passenger design, the Gran Coupe's rear seating area design will expand the appeal of the 6 Series. BMW finally has a strong competitor against the Porsche Panamera and Mercedes SLK.

The 2012 West Cost Bimmerfest was a great event. Using this as an excuse to drive my "Year One of the 1" 135i convertible, I took all the great Southern California driving roads to arrive at the famous Pasadena Rose Bowl. Held at one of the massive Rose Bowl grass-covered parking lots, it was quite a sight to see all those BMWs in the Southern California sunshine.

I volunteered to work the BMW CCA booth at Bimmerfest, finally meeting some of the BMW CCA leadership while signing up some new BMW CAA members. It was great to see how BMW NA and the Southern California BMW dealers supported that event – BMW NA having an outstanding BMW Motorsports display as well as having an M5, M6 convertible, and M6 coupe on display. BMW NA also displayed the 6 Series Gran Coupe. The types of BMW enthusiasts crowded around that vehicle indicate that BMW may have hit the desired mark.

After meeting the new generation of BMW enthusiast, which included a strong tuner following, I felt quite old. I'm sure that there are

many in the BMW CCA that love driving their "weekend" BMW, but don't feel that it's appropriate to drive to work. While the dirty looks from the Mercedes S-class drivers are welcome, the 7 Series really doesn't have the same presence as the Porsche Panamera, Maserati Quattroporte, Jaguar XJ, Mercedes CLS, Audi A7, Ferrari FF or Jaguar XF. BMW has attempted to increase the "ultimate driving machine" experience by offering BMWs for every premium purse and purpose as well as offering M versions of the 5, 6, X5 and X6. However, these vehicles are still a little in-your-face for the executive garage or the country club. And frankly, they are a little hard on the body after one passes 50.

No BMW sedan since the 2000 7 Series has the presence of the new Gran Coupe. While not too keen with what appeared to be a pseudo-matte finish, the sleek exterior drew long, appreciative looks from the crowd. But the Bimmerfest participants most interested in the Gran Coupe were BMW's intended market – the mature BMW enthusiast.

The interior is in keeping with

the outstanding interior of the current 6 Series. This is one of the few interiors where Audi could learn some lessons, especially in terms of color contrast and refinement. Based on what we saw (unfortunately, the displayed vehicle was locked), the Gran Coupe will be one of those vehicles parking valets will fight to drive.

While we know that "BMW builds BMWs," even the most stalwart BMW enthusiasts feels that the current 5 Series may have gone a little "too Lexus" in its driving

dynamics. When we have a chance to drive one, we have high hopes that the Gran Coupe's driving dynamics will be more along the lines of the Porsche Panamera and Ferrari FF, rather than the Mercedes CLS.

The bottom line is that for the BMW enthusiast who wanted a 6 Series with decent rear passenger room, your car has arrived. Let's hope that the 6 Series Gran Coupe will not leave any BMW enthusiast dreading the continued passage of time.

New 135is Continues Tradition of Special “is” Models.



BMW NA Press Release

In the long-standing tradition of high-performance BMW “is” models, BMW recently announced an enhanced performance version of the 1 Series Coupe and Convertible called the BMW 135is. The 2013 135is Coupe and Convertible focus the qualities that made the 135i such a success amongst driving enthusiasts – with more performance, enhanced sound and dynamic design details. Both models are equipped with BMW’s award-winning TwinPower Turbo 3.0-liter inline-6 engine (N55) featuring Valvetronic throttle-less intake technology, direct injection and a single twin-scroll turbo-charger. For the 135is, the engine has been tuned to increase peak horsepower to 320 hp and 317 lb-ft of torque while maintaining the same emissions level and MPG ratings of the 135i.

A performance exhaust system complements the increased engine performance and provides a sporty

exhaust tone. The engine cooling system has been upgraded to match the additional performance output by adding a larger and more powerful radiator fan and an auxiliary radiator. Both BMW 135is models will be offered with either a standard 6-Speed manual transmission or an optional 7-Speed Double Clutch Transmission. The 135is is equipped with sport suspension incorporating an aluminum double-pivot front suspension and a five-link fully independent rear suspension in lightweight steel.

BMW’s Dynamic Stability Control (DSC) also includes a Dynamic Traction Control (DTC) function that provides electronic intervention to prevent loss of vehicle control, but at a higher threshold before activation. This allows the driver to experience more spirited driving on dry roads and offers more flexibility when driving in more chal-



lenging conditions such as in snow. If the driver desires, both DSC and DTC can be disabled entirely. In addition to its duties as a safety system, the DSC system on the 135is is programmed specifically to enhance performance-oriented driving. The differential in the 135is comes from a new generation of final drives optimized for running smoothness and fuel efficiency. Featuring double-helical ball bearings, the differential runs at an even lower operating temperature reached more quickly than before thanks to the reduction of fluid required in the differential. Electronic rear brake management is used to simulate a differential lock for stronger acceleration in turns and low-traction conditions.

The exterior of the new 135is

Coupe/Convertible will be clearly identified by exclusive 18” wheels, unique high-gloss black kidney grill, black mirror caps and special exterior badges in addition to the standard M Sport Package components. Interior highlights include stainless steel pedals, special interior badges and optional black leather seats with blue stitching for the standard sport seats. The BMW 135is Coupe and Convertible are available to order now and are scheduled to arrive in BMW Center showrooms this fall.

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Traditions

BY Bill Williams
Goetz Pfafflin

PHOTOS Raine Mantysalo

NCC's Lothar Schuettler Awarded Professor Dr. Gerhard Knoechlein BMW Classic Award



If we were to create a list of attributes it takes to earn the Professor Dr. Gerhard Knoechlein BMW Classic Award, that list would certainly include characteristics such as skill, love, opportunity, initiative, drive and knowledge. But if that list could contain but a single word, one all encompassing attribute, it would have to be passion.

That very passion was on display and formally recognized one beautiful spring afternoon in Darnestown, Maryland. Goetz Pfafflin, president of the BMW Vintage and Classic Car Club surprised us all and bestowed on Lothar Schuettler the Professor Dr. Gerhard Knoechlein BMW Classic Award.

Lothar and his partner, Gretchen Carroll, often extend their



(Above and below) Nearly 300 friends and customers enjoyed Lothar's hospitality at his home in Darnestown, Maryland. The garage/museum was designed and built with the hands of Lothar. (Below left) Alpine horns usually echo through the mountains and valleys of Bavaria, but this day, one echoed through the hills of Montgomery County.



and distinguished collectors of BMWs walking about. A few of the 2002 owners enjoying the brats and beer, were heard pondering why the likes of Goetz Pfafflin from Boulder, Colorado, Frank Patek, executive director of the BMW CCA, Elliott Schnackenberg from Wisconsin, Dirk DeGroen from Coral Gables, Florida, Cincinnati's Mike and Peg Valentine and Jean M. Hoffman,

A wealthy fellow in New York had wanted to buy Lothar's 328S. Lothar told the man he didn't have what it takes to own one. Not money, but patience.

board member of the Saratoga Automobile Museum and chair of the Invitational at Saratoga had come to this garage party in the Maryland suburbs. Before too long, we all found out. After plenty of oompa songs from the band, tours of Lothar's garage/museum, brats and beer, Gretchen called the crowd to attention thanking all who came. Handing the microphone to

hospitality and appreciation to friends and their customers of BMW Excluservice, at a garage party at their Darnestown home. It was at the most recent garage party that the air felt especially charged thanks to all the dignitaries

(Left) Lothar Schuettler, along with his longtime partner, Gretchen Carroll, accepts the Professor Dr. Gerhard Knoechlein BMW Classic Award from Goetz Pfafflin president of the BMW Vintage and Classic Car Club and Frank Patek, executive director of the BMW CCA.





(Above and right) Those who ventured to the lower level garage, saw the progress from just two years ago on Lothar's most recent project, a 1958 502.

Goetz, it became apparent why they had come from near and far.

Goetz, being the kind man he is, gave all his thanks to Gretchen for hosting this event. Her story is that Lothar did not want to have the garage party this year because of a very busy schedule of refreshing their home and travel plans. But Gretchen, one of very few who knew exactly how special day this would be, in her own way, "convinced" Lothar to let her host the party. Then Goetz started to reveal the real reason so



many had come so far this day. In his remarks, he explained that BMW Germany has a system to honor persons who make an outstanding contribution to promoting BMW

tradition by optimal care of their historic BMWs and making them accessible to the public by active participation in events. BMW's top award in this context is the "Professor Dr. Gerhard Knochlein BMW Classic Award," which was established in 2002 in honor of the

long-standing and formative commitment of Prof. Dr. Gerhard Knochlein for BMW clubs at the international level.

The award is presented in commemoration of his person, his committed enthusiasm for historic BMW vehicles and his work for the

(Below) The Bavaria-style home and the gray-stone, brick-lined (hand laid by Lothar) driveway is a natural backdrop for BMWs owned by customers and friends.





(Above left and below) To have friends that drive cars like those that lined the driveway to the party. (Above right) The Heimat Echo band made a repeat appearance to the garage party.

global community of BMW clubs. Incidentally, Dr. Knoechlein founded the German BMW Vintage Club (BMW Veteranen Club Deutschland) in 1976. According to the website of the International Council of BMW Clubs, which administers these awards, following very strict rules, there have been – worldwide – just 15 Knoechlein awards since the inception of this program in 2002. Of the 15 awarded, two have gone to car-collector members of our little BMW Vintage & Classic Car Club of

America, the first to Jim Smith in Sonoma, California, in 2004, and the second to the late Bill Young in Colorado, who recently passed away. Two other Knoechlein awards went to BMW V&CCCA members, recognized for their magnificent motorcycle collections, Peter Nettesheim in New York in 2004 and David Percival in Maine in 2006.

After Goetz's comments, Lothar received a certificate and a lapel ribbon to identify him as being one of a very elite and distinguished group.

Lothar's comments bubbled with emotion while Gretchen beamed, unable to hold back a few tears. Lothar, mostly speechless, expressed his thanks and went on to say he was fortunate to be able to have a vocation that so closely paralleled his hobby.

For those who were able to witness the event and share in Lothar's passion, it was an experience. To those who know Lothar and have experienced his passion, you understand the worthiness of

the award.

To those whose stable is home to just one old BMW, who only travel to events close to home, with skills and or resources that are limited, where workshops may be little more than sheds, we appreciate what Lothar has accomplished, accumulated and, thankfully, shares with all of us. More than anything, it's Lothar's passion. What do you know? There's that word again.



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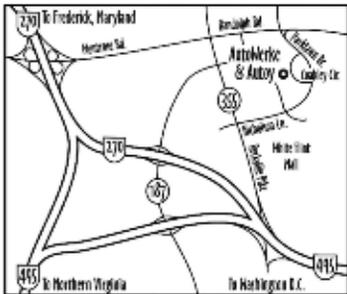
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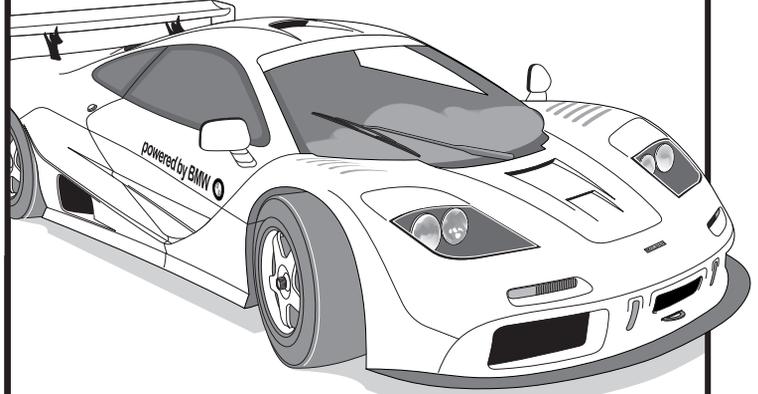
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Beautiful 335i maneuvers through a turn at Regency Stadium in Waldorf during the May 5 Autocross School.



Autocross 2012 Midseason Update – Dispatches from the Cone Zone

By Manuel De Pena

By now the NCC autocross season is well underway and you have either participated in several events or are ready to jump into the mix.

Those of you who have already started the journey are wondering how to improve your times and your technique. This, in and of itself, is a can of worms. There are many approaches and points of view on how to get better. Some deal with the car, while others address driving methodology, car handling, braking, turning, speed, instructional assistance and many more. We will discuss a few to get you thinking about what will work best for you. Remember that this is an evolution and you will need to change your thinking on some things and learn completely new approaches on others. Be flexible and open-minded, and you will have fun.

If you are interested in approaching your progress in a more methodical way, you might want to

consider getting an Autocross logbook. You can find several examples available through the internet, or you can create your own using a simple spreadsheet. A logbook can help you track everything from general information like the weather and temperature conditions to the tire pressure and temperature of each tire after each run.

If you frequent the same venues, you can note irregularities in the lot, like pavement differences, gravelly or patchy areas, as well as changes in elevation that can throw you off camber in a turn. You get the idea. Talk to other, more experienced autocrossers and ask them what factors they consider important.

One of the most essential things that anyone, experienced or not, can do is walk the course several times. It's easy to do with a friend, but you end up chatting the whole time you're walking. I suggest you walk it on your own and/or take the novice walk. Most of the time, the person doing

the novice walk either designed the day's course or helped to set it up and they will know the why's and what's of the various sections of the course. Don't hesitate to ask how they would approach a turn or slalom.

As you walk the course, think about how the pavement is laid out and how you might approach it. Are you in first or second gear, where are your RPM's, will you have enough power to pull out of the turn effectively, will you take it wide and where might you brake, if at all. If it's available, ask to see the course layout and observe the flow of the course.

Use your initial run to warm up the tires, get a feel for the course and find out how your car is going to react to this particular configuration. Make mental notes of the tire adhesion at turns, were you're going too fast, too wide or too jerky. Make adjustments one at a time so that you can tell where they are having a positive impact.

When you're driving and you

make a mistake, note it, but keep driving. Don't let one mistake ruin the rest of the course for you. Too many times you see someone make a mistake and they give up. You still have the rest of the course to enjoy and learn from. Before your next run, think about what you did and mentally correct it so that you can avoid doing it again.

Another important practice and one that many of us forget or take for granted, is to look ahead. You have to know where you're headed in order to properly position the car. If there is a slalom following a turn, how you make and exit the turn will determine how well and smoothly you enter the slalom.

As you plan your next move, remember to stay smooth. Transform your turns into arcs and don't jerk the wheel in too many directions. What that does is change the dynamics of traction and weight distribution. When the car is reacting to physics it makes it harder to control. The

smoother you drive the faster you will be.

Smoothness also applies to how to use the throttle and squeeze the brakes. If you apply the throttle too forcefully you might get more traction in the back, but you unbalance the car and have less weight in the front to help you steer. The same goes for brakes, but you need to squeeze them hard. Don't stomp on them or drag them out. Once you've decided to scrub some speed, do it quickly. If you find you've slowed down too much, then adjust and brake later on the next run. What you don't want to do is ride the brakes going into a turn or brake where you don't need to. You'd be surprised how much speed you can take into a slalom or turn, depending on your car of course, but this is where you get to test it without any major consequences. Learn what your car can do. Talk to people with similar cars and ask them where they're being challenged as well as where they are doing well.

What is an off-camber turn? An off-camber turn slopes toward the



(Above) Course layout for the May 26 NCC Autocross event in Waldorf, MD.
 (Below) Jonathan Thayer prepares to give the go ahead to a nicely modified 1M Coupe.

outside of the turn and your car will want to slide toward the opposite direction of the turn. The best way to negotiate an off-camber turn is to tighten your turn to maintain your line. If you go too wide, you will be fighting centrifugal forces and you will slow down.

Use the time you are waiting in line for your next run to see what other drivers are doing. Invest in a good tire pressure gauge and check your tire pressure. You may be surprised to see how much heat can affect tire pressure. It's very easy to bleed air out. The key to tire adhesion is good contact across the tire patch. Too much pressure and you have less contact, too little pressure and your tires don't have enough sidewall rigidity to help you make smooth turns.

Also, don't be shy to ask the more experienced drivers how they are approaching a particular turn, ask them where they are braking. Don't be afraid to experiment with your car. You have all summer and then some to try out different things.

If your car has traction control



and you can toggle it on-and-off, try running in both settings. Eventually, you will want to turn it off altogether to get the best feel for the car. At first, don't be afraid or embarrassed to run with it on. If it helps you learn better car control, take advantage of it and learn where it kicks in. When you turn it off, you'll begin to learn where the limits are.

One of the first things you'll learn about driving your car aggressively, especially BMWs, is that they are designed to understeer. Understeering helps to keep the car straight and as we all know, braking in a straight line is more effective. But understeer can also be very frustrating if you're trying to turn with too much speed. On the other hand, oversteer can cause your rear-end to swing around and the result is some-

times a spin out. Neither is ideal, but learning how to control understeer with proper braking, smoother, arcing turns and good throttle use will improve your times. Learning proper throttle control allows you to brake less and become more fluid.

There are a myriad of things you can physically do to your car to help improve your times, but at the end of the day, if you don't focus on your driving skills even a Bimmerworld car will not make a difference. Most of the experienced drivers that I have spoken with tinker with the suspension before they touch the engine.

If your autocross car is also your daily driver, then some tweaks are easier and better than others. Also, keep in mind that drivability on the street should not be overlooked. Some suspension modifications will

be great for autocross, but will wear you out on the way to work. One of the easiest and most cost effective things you can do to improve your car's overall driving performance is an alignment. An alignment will help to improve car control and find any bushings or shocks that need replacing. The other consideration is tires.

I am not suggesting you start looking at R-Comps or racing tires, but if your car currently has run-flats or all-seasons it might be a good idea to consider moving to a performance tire that is still a good street tire. I will point out Hankooks as a good starting point, but the fact is that most, if not all, manufacturers have good options on the performance tire front. Some are more aggressive than others. Some

perform better on dry than wet pavement – important to consider in a daily driver tire, but a website like Ttirerack.com has all sorts of good data and user feedback on a variety of tire choices. Check them out.

The final suggestion that I will make is to look at sport shocks or struts. They are not as soft as most stock or OEM versions and they still comply rather well on the street. These will help to reduce body roll on turning and the less your car is rolling to the sides, the better the weight is distributed to the tires for better traction and control.

These are just some of the many options and suggestions to consider. It's all about having fun and learning new skills. Surprisingly, the more you participate in autocross the more you'll think about these things.



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2007 BMW 335i Coupe
75 K miles, space gray over black leather interior and brushed aluminum trim, Steptronic transmission with paddle shifters. Dinan Stage 2 Engine Software upgrade, fully loaded with all packages except cold weather package and rear sunshade. Clean title, single owner. Always garaged and very clean interior. All maintenance performed based on enthusiast intervals and not manufacturer's timeline. Located in Columbia, MD, easily accessible between DC and Baltimore. Please email president@nccbmwcca.org or call 301-908-1928 with any questions. \$24K OBO

1986 BMW 635CSI
Black, with tan leather interior, 156,500 miles. Mechanically, I would rate it a 9 out of 10. Cosmetically, outside I would give it a 9 and interior is very clean, I would give it an 8. I have owned this car for about 2 years now and have lovingly fixed/restored it. There are no issues with it and it doesn't need anything fixed or repaired. The engine sounds/ runs smooth. The automatic transmission shifts smoothly. The car has the sport seats, and the dash has the usual cracks. The wheels are updated with original 16 inch BMW wheels. The tires are good. Exhaust is good. Recent oil change/service completed. Air conditioner has been converted to R134a and blows

CARS FOR SALE

cold. Everything works inside. Includes upgraded JVC stereo with new speakers. I have the original TRX wheels and tires and another set of 5-spoke 15-inch wheels and tires if you want them. I have a ton of pictures for the serious buyer. Please email me for pictures and a list of work done on the car. Asking \$6,500. Email: mazi_c@yahoo.com

2006 X5 4.4
Mileage 112,000, black sapphire metallic over brown leather, 300 hp, Automatic, six-speed Steptronic with adaptive transmission control. Sport Package, Premium package, 19" Alloy wheels, shadow line trim, black chrome exhaust tips, Power glass panoramic moonroof, auto dimming mirrors and adjustable rear seat back. Premium sound system with 6-disc CD changer and iPod connection. Many other features too numerous to mention. Asking \$14,500, contact Taylor at 443-248-4731.

2006 Z4 coupe 3.0si
This garage queen has every option true drivers require. With less than 26,000 miles on the clock she is one of the best examples of limited production car (only 12,819 from 2006-2008). The engine is the N52 255hp inline 6 paired to a 6-speed manual transmission. In addition to the Sport and Premium Packages it also has the M seats and extended leather trim. Hard trim is in light walnut while the leather is Imola Red. Exterior is Black Sapphire Metallic. Vehicle is priced with the original BMW wheels, or with the Bayern Mesh wheels for an additional cost. Serious inquiries only, \$25,000. Call Taylor at 443-248-4731.

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Application for Customized Maryland Club License Plates

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

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

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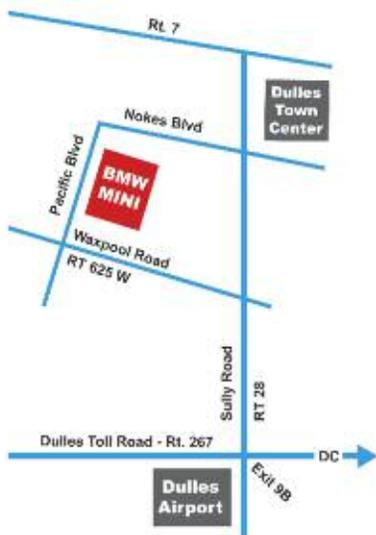
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