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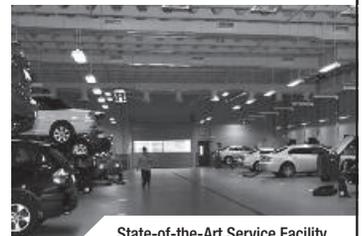
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Cover: Duo of BMW Z4 GTEs at the 2013 Baltimore Grand Prix. Complete coverage of the event and the NCC corral starting on page 16. Photo: Steve Tenney

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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



President's Message

As we wind down towards the end of the year and head into the holiday season, I keep asking myself, "Wasn't it just summer?" I could have sworn I just wrote this column about how exciting it was to finally get warm weather. Looking back, we've had so much going on that time flies by too fast.

One of this chapter's biggest events for 2013 was the car corral at the Baltimore Grand Prix over the Labor Day weekend. We spent countless hours in the off-season planning all the fun, and what makes the effort so rewarding is watching members having such a good time. Thanks to all the volunteers who helped make it run smoothly as it turned out to be one of the best events this chapter has ever put on. Unfortunately, not long after BGP, it was announced that the race would not be coming back due to scheduling problems. I am grateful that we were involved with such a great event the past three years, and we hope that you'll join us in future years as we travel down to VIR to cheer on Team RLL and the Z4s.

The temperature may be dropping, but that doesn't mean that we stop having fun. We still have plenty of events throughout the colder months. The Fall Tour to Hershey and our Annual Member meeting in January are two examples. We have some great surprises in store for our yearly get-together, so stay tuned! We also still meet several times a month for our weekly socials. These meets are a great way to mingle with other members, especially those new to the car club or even longtime members who don't get a chance to go to many events. I've noticed throughout the years of hosting events that we do a great job of eating, drinking, and talking about our cars, so if you ever need repair advice, have questions about tracking your car, or just want to get more acquainted with our BMW heritage, we'll show you the way. Our newly revised Calendar of Events and chapter website will provide all the details you'll need to join us.

I'd like to recognize our volunteers and thank our members. It takes a special group of people to give up their time so that others have fun. All the planning and intricate details mean nothing if members don't continue to show up at events and enjoy themselves. To all the program heads and coordinators, your dedication is very much appreciated, and your enthusiasm is truly infectious. Thanks for all you do.

We will continue to serve the membership and put on events that you want. All we ask is that you take full advantage of your membership. The discounts are great, but the main reason our club exists is to enhance the BMW experience through camaraderie, education, and social responsibility. We encourage you to come out to events, meet fellow members, and get involved. Even if it means trying something different, we can help you get acquainted. You'll also find that while we all love our cars, we have some dynamic people in our chapter. And it's those people you get to know that will keep you coming back for more.

The Annual Meeting is January 18, 2014. We will be voting for the new Board, the revised by-laws, and having a really good time.

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FromThe Editors

As we've reached the last *der Bayerische* for 2013, we want to thank everyone for their contributions, photos, time and suggestions. We also send a special acknowledgement to all of our advertisers. It takes a team to pull it together and your efforts have not gone unnoticed. Our members have submitted anecdotal tidbits, personal recommendations and best of all; they've shared with us all their experiences while participating in the NCC CCA events. To recap, editor's choice goes to a few of the most entertaining and informative

articles submitted over the past twelve months. We hope you enjoyed them as well.

New Members Feted
The Cars Are the Stars
Georgetown University Art Car Project
The 2013 New York Auto Show
Bimmers, Asheville, and the Tail of the Dragon
I Will Never

Our goals for 2014 are continuing to bring you the latest and best eye-witness coverage of the NCC CCA events throughout the chapter. We enjoy

featuring stories about your prized Bimmers, so keep them and the photos coming! In closing, we love to hear from our members, so please feel free to contact the Editors with your comments, concerns or questions.

'Tis the season! Enjoy the upcoming holidays, and drive safely!

We'll see you next year!

Announcement and Reminder

The Annual Meeting of the National Capital Chapter of the BMW Car Club of America will be held on January 18, 2014.

Save the date to join us for an evening of merriment 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. All attendees will be entered to win

some great door prizes at the end of the night. Last year's grand prize was a free M school!

The venue is Maggiano's Little Italy in Tyson's Corner, VA (2001 International Dr., McLean, VA 22102-4605).

Cocktails will be served starting at 6:30 pm.

Dinner will follow at 7:30 pm.

The annual meeting will commence at 8:30 pm.

This is the meeting at which our Board members are elected for the following year. Also, this year we will vote on the proposed by-law changes to the NCC articles of incorporation.

Registration will open in late October.



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CALENDAR OF EVENTS

April 2013

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

May

- 2 May NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 4 Driving Schools @ BMW Performance Center
- 4 Ladies DIY @ BMW Excluservice
- 5 30th Annual Deutsche Marque Concours @ Nottoway Park
- 8 May Board Meeting/Social - Hamburger Hamlet Bethesda
- 9 May Columbia Social - Corner Stable (BMW Heritage Showcase)
- 10-12 Driving Schools @ Summit Point Circuit
- 11 NCC Autocross School #2 @ Regency Furniture Stadium
- 11 Road Race Technologies Open House (*)
- 11-12 Bimmerworld BMW CCA Club Race School
- 16 05/20/2013 Spring Tour 2013 Tail of the Dragon/Asheville and Waterfalls
- 18 NCC Autocross Points Event #2 @ Bowie Baysox Stadium
- 23 May MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 24-25 Vintage at Westbend Vineyards (*)

June

- 1 Driving Schools @ Summit Point - Main
- 2 Karting @ Allsports Grand Prix
- 6 June NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 8 Street Survival (Sykesville MD)
- 13 June Columbia Social - Corner Stable (BMW Heritage Showcase)
- 15 NCC Autocross Points Event #3 @ Bowie Baysox Stadium
- 15 Swap Meet (Bowie Baysox Stadium)
- 16 Karting @ Allsports Grand Prix
- 19 June Board Meeting/Social - Hamburger Hamlet Bethesda - New Date
- 20 June MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 22 Ladies DIY @ Northwest BMW
- 22 Drive-In Tour II -The Family Drive-In' Stephens City, Va
- 29 Karting @ Summit Point Washington Circuit

July

- 4 July NoVa Social - Norton's, Tysons Corner - CANCELLED
- 6 NCC Autocross School #3 @ Bowie Baysox Stadium
- 10 July Board Meeting/Social - Hamburger Hamlet Bethesda
- 11 July Columbia Social - Champps, Columbia Mall (BMW Heritage Showcase)
- 13 Movie Night at Bengies Drive-In, Baltimore, MD
- 14 Karting @ Allsports Grand Prix
- 18 July MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 20 Bimmerfest East (Aberdeen, MD)
- 20-21 Pittsburgh Vintage Grand Prix (*)
- 27 NCC Autocross Points Event #4 @ Regency Furniture Stadium
- 27 Karting @ Summit Point Washington Circuit

August

- 1 Aug NoVa Social - Norton's, Tysons Corner (BMW Heritage Showcase)
- 3 6th Annual Spring Golf Outing @ Rasperry Falls Golf Club - NEW DATE
- 4 BMW Night at Camden Yards - Orioles vs. Mariners
- 8 Aug Columbia Social - Champps, Columbia Mall (BMW Heritage Showcase)
- 10 NCC Autocross Points Event #5 @ Bowie Baysox Stadium

January 2014

- 5 Karting @ Allsports Grand Prix
- 9 Jan Columbia Social - Corner Stable, Columbia
- 12 Karting @ Allsports Grand Prix
- 18 Annual Meeting and holiday party
- 26 Karting @ Allsports Grand Prix

February

- 2 Karting @ Allsports Grand Prix
- 9 Karting @ Allsports Grand Prix

- 10 DIY @ Curry's Auto Service - Alexandria
- 11 Karting @ Allsports Grand Prix
- 14 Aug Board Meeting/Social - Hamburger Hamlet Bethesda
- 15 Aug MoCo Social - Miller's Ale House, Rockville (BMW Heritage Showcase)
- 19-24 44th Annual BMW CCA Oktoberfest (Monterey, CA) (*)
- 25 Karting @ Allsports Grand Prix
- 30-1 Baltimore Grand Prix Corral

September

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

October

- 3 Oct NoVa Social - La Sandia, Tysons Corner - New Location!
- 4-5 ALMS @ VIR
- 5 Driving Schools @ BMW Performance Center
- 5 Street Survival - ADESA (Dulles, VA)
- 6 Karting @ Allsports Grand Prix
- 9 Oct Board Meeting/Social - Hamburger Hamlet Bethesda
- 10 Oct Columbia Social - Champps, Columbia Mall
- 12 NCC Autocross Points Event #7 @ Bowie Baysox Stadium
- 12 DIY @ Russel BMW
- 17 Oct MoCo Social - Miller's Ale House, Rockville
- 18-20 18th Annual Euro Auto Festival (BMW Manufacturing, SC) *
- 19 Oktoberfest at BMW Excluservice (*)
- 20 Karting @ Allsports Grand Prix
- 26 Solomons Saturday Social - Solomons Island, MD

November

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

December

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

- 13 Feb Columbia Social - Corner Stable, Columbia
- 16 Karting @ Allsports Grand Prix

March

- 2 Karting @ Allsports Grand Prix
- 9 Karting @ Allsports Grand Prix
- 23 Karting @ Allsports Grand Prix

(*) Not a chapter event.

High-Performance Driving School, Summit Point Raceway @ Shenandoah circuit

Friday, November 1 through Sunday, November 3, 2013

The National Capital Chapter (NCC) operates three High-Performance Driving Events (HPDE) each year at Summit Point Raceway.

The primary goal of these schools is to develop and hone car-control skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible.

Each HPDE consists of driving sessions on the track, on the skidpad, and in classroom instruction. During on-track sessions, you will be driving the full track at progressively higher speeds throughout the school. An in-car instructor will work with you to help you improve your driving mechanics. Braking, cornering and accelerating techniques are refined continuously during your on-track sessions. Classroom sessions present the underlying mechanics of your car's behavior. We present basic driving theory, the physics of car behavior (i.e., the "why it works" of driving) and discussions of the techniques of advanced car control.

New Students - Get a \$25 discount for each day you drive in 2013. Current Students - Bring a friend, get \$25 towards your next school.

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

Karting at Summit Point Kart, Summit Point Motorsports Park

November 2, 2013, Summit Point Motorsports Park, Summit Point, WV 25446

Please see the description of Karting in the September 8, 2013 event

This will be a 5 session event

Session 1: Qualifying Race 1, Kart Choice by Lotto. First Kart Choice Grid Last

Session 2: Qualifying Race 2, Inverted Kart Choice, Inverted Grid

Session 3: Qualifying Race 3, Inverted Kart Choice, Inverted Grid

Session 4: Race 1, Forward Grid, Inverted Kart Choice

Session 5: Race 2, Inverted Grid, Inverted Kart Choice

Note: If you decide that three races is enough, you may call it a day and only be charged for 3 sessions.

START TIME: We will start promptly at 3:00PM and we ask that you ARRIVE 30 MINUTES PRIOR TO OUR STARTING TIME to register, get suited up, attend a drivers' meeting, and be ready to race.

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

Ladies DIY @ At Speed Motorsports

Saturday, November 9, 2013

The 2013-2014 Do-It-Yourself 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 (2.5 hour) time period.

The LDIV events are geared to introduce our female members to the DIY experience. We will have a ladies introduction overview which will give you an opportunity to hear about DIY events from ladies that have participated in the past. It also allows you to see an event in progress and the jobs that can be performed. Ladies should also check with our Ladies' DIY Coordinator Kendra Seto for additional items of interest throughout 2010.

Street Survival, Sykesville, MD

Saturday, November 9, 2013

The primary emphasis of the Tire Rack Street Survival® is a "hands-on" driving experience in real-world situations for young drivers! We use your own car to teach you about its handling limits and how you can control them.

More information is available at <http://www.nccbmwcca.org/content.php?124-street-survival> or <http://Streetsurvival.org/>

NCC Fall Tour, A Train Trip to Hershey, Pennsylvania

Saturday, November 16 through Sunday, November 17, 2013

This year's Fall Tour will start near Baltimore and follow the B&O Railroad (more or less) to Shepherdstown, WV. We'll lunch at the Bavarian Inn, stop by the C&O Canal Museum, and then continue on to the Hershey Lodge for dinner and overnight. On Sunday, we'll head to Lancaster and the Railroad Museum of Pennsylvania.

For those interested in the Civil War Anniversaries, we'll also be driving through (or near) the Antietam and Gettysburg Battlefields.

Cost for the tour is \$105, and this fee includes lunch at the Bavarian Inn, admission to the Lancaster Train Museum, and the evening's reception and dinner at the Hershey Lodge.

For additional information about hotels, food and activities at the Hershey lodge, please see the NCC website.

RESERVE AND PAY FOR YOU ROOM(S) DIRECTLY WITH HERSHEY LODGE OR WHEREVER YOU END UP STAYING.

If you have questions, please e-mail the Tourmeister, David Costanza, at david.p.costanza@gmail.com.

Registration is through Motorsportreg.com

Karting @ Allsports Grand Prix, 45915 Maries Rd, Dulles, VA 20166

Sunday, November 17, 2013

These races are for fun rather than as a competition for points. Attendance is 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.

Cost - \$70/event, Qualifying: 15 laps, Micro GP: 4 x 20-lap races
START TIMES: We will start at 2:30PM and we ask that you ARRIVE 30 MINUTES PRIOR TO OUR STARTING TIME to register, get suited up, attend a drivers' meeting, and be ready to race.

NEWCOMERS WELCOME: If you have never done this before, you should not be intimidated. Newcomers learn very quickly and come up to speed during the season to prepare for the Winter League. More details about the track, the karts, and the facility are at www.allsportsgp.com.

Pie Run XIV (14 to those who don't speak Latin)

Saturday, November 23, 2013

Back to the original pie place. What a treat. From Catoctin Mountain Orchard to Wilson Farm Meats to the Bavarian Chef in Madison, Va. Wilson Farm is not to be missed.

Registration at Motorsportreg.com

NCC Roundel Karting 2013 at Allsports Grand Prix, 45915 Maries Rd., Dulles, VA 20166

Sunday, December 1, 2013

This is Karting for sport. No points. Every other Sunday. See the entry for November 17, 2013 for more details.

DIY at Excluservice

Saturday, December 7, 2013

To get an idea as to how Stephane treats the NCC members, read the article in the current (Sep/Oct) issue of *der Bayerische*, Excluservice Indeed. Work on your car and experience excellent customer relations.

NCC Winter 2013-2014 Karting League at Allsports Grand Prix, 45915 Maries Rd., Dulles, VA 20166

Sunday, December 8, 2013

See the entry for Karting on November 17, 2013.

This event uses a different race configuration. Racing in Three Weight Classes (subject to further refinement): Under 169 lbs, 170 - 199 lbs, Over 200 lbs

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Trophy for Lady Racer of the Year (Sabine Schmitz Award!)
Trophy for Rookie of the Year!
14th Annual Superbowl Grand Prix - Team Races
End of Season Awards Banquet!

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

NCC Winter 2013-2014 Karting League at Allsports Grand Prix, 45915 Maries Rd., Dulles, VA 20166

Sunday, December 15, 2013

Same format as for December 8, 2013.

Join us for the last High-Performance Driving Education (HPDE)

of the year on November 2 & 3 at the Shenandoah Circuit - enjoy the Nürburgring experience without the trip to Germany!
We will finish up with a NCC Member BBQ to learn about HPDE and Karting programs.

Register at ncc.MotorsportReg.com



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Loving Your E46, 300,000 Miles and Beyond!

By Zach Pullins

In August, 1999 while stationed in Europe, I made an amazing purchase of a brand-new 2000 E46 323i. My love affair with my redhead has lasted 14 years. Many times the relationship has been complicated, expensive, exasperating, and amazing. Sally-Sue has now clocked just over 355,000 miles and still visits the track at Summit Point raceway at least once a year as well as the NCC autocross season, generally at least eight events a year. She has never had the luxury of a garage nor has she ever been stored in any environmentally sound, custom storage facility during the mild Mid-Atlantic winters. The key to my success is relatively simple, and I would like to impart a few nuggets of knowledge and wisdom in hopes that they will help some of you with a similar passion and enthusiasm for their E46 chassis "Ultimate Driving Machines."

The basics of maintenance are to follow carefully the standard Schedule I/Schedule II mileage cycles. Schedule I is a 30k/1-year interval and Schedule II is a 60k/2-

year interval. Outside of the basic maintenance schedule, there are a few cautionary steps which should not be ignored, and if ignored can cause expensive headaches and exasperations. Under the scheduled maintenance portion of the program, the fuel and air filters should be replaced, and the mass airflow (MAF) sensor should be cleaned. During the Schedule I maintenance routine, suspension, brakes, the cooling and charging systems require inspection. During the Schedule II maintenance routine, differential, transmission, coolant and brake fluids should be replaced; there is no such thing as a lifetime fluid. In addition, suspension, brakes, the cooling and charging systems should be inspected. I generally change my brake pads and rotors between 40k and 60k and get a full four-wheel alignment every 15k. Many of these tasks can either be done as a DIY or at an independent shop or local dealership. Most tasks can be completed, armed with a good Bentley manual, a great set of tools,

and a little patience.

I strongly recommend that E46 chassis enthusiasts follow a few additional steps because the E46 has a few inherent weaknesses. Among them are the cooling system, control arm bushings and the window regulators. The issues surrounding the cooling system center specifically on the expansion tank, which is a plastic time-bomb waiting to explode, taking your Bimmer down hard in the process. My recommendation is replacing this part along with the thermostat, drive belts, radiator, and water pump between 60k and 80k. The other issues mentioned are the front control arm bushings and window regulators, which will fail in many cases without notice. The control arm bushings are a relatively easy DIY and should be replaced between 40k and 60k. The best way to extend the service life of the regulators is to lower/raise the windows at least once a week. Lack of usage leads to malfunction and replacement, especially in sedans. I recommend oil changes including

filter every 7.5k as well as BG motor oil additive for good measures. I add the BMW Techron fuel additive, which cleans the injectors.

The next steps are for 100k plus mileage intervals. Please consider replacing the motor and transmission mounts because the originals are liquid-filled and will begin to leak at advanced mileage. I also strongly suggest replacing both oxygen sensors, guibo (bushing), rear trailing arm bushings, and center-load bearing which are all 100k replacement items. Lastly, I would suggest considering replacement of the fuel pump before it, too, fails. I replaced mine just after 200k; it's another simple DIY on the E46 chassis.

Following the simple guidelines in this short article will insure that your love affair with your E46 chassis "Ultimate Driving Machine" will last much longer than the warranty as well as provide you with thousands of miles of joy, thrills, and excitement.





Lucky 13 Shenandoah Vineyards Concours,

Saturday, September 7, 2013

By John McWilliams

Mother Nature smiled on the concours program this year. She provided impeccable weather for the spring's Deutsche Marque concours, as well as The Classic at the Shenandoah Vineyards' Harvest Festival. This was the thirteenth commingling of cars, crafts, grape stomping and tasting at the vineyards in Edinburg, VA.

Hosts John Estep and Karen Tsitsos provided a bountiful buffet and shade for the registrants and guests, including some of the winery's best offerings. BMW door prizes were collected by nearly every participant. Cars were divided into six classes with examples ranging from vintage 2002s and a



3.0 sedan, to the contemporary M3 and 535xi. While some of the hard-

core regulars were present, this fall saw a good number of new

participants in the concours program.

Close contests were found in the Early 3 Series group (E21 and E30), with one-half point separating Nick Nikas from Mike Balling, and three points came between Jeff Latka and Amber Depoy in the modern class. The Best of Marque Award, presented to the car with the highest overall score, went to John McWilliams, with Rhonda Powers' 2003 540i just two points behind.

Thanks to the judges for their time and experience on this day – Richard Mackey, Jeff Latka, and John Estep, and to Katie Estep for tabulating the results.

2013 Shenandoah Concours Results

2002 Class

- 1st – John McWilliams 1974 2002tii
- 2nd – Buck Cording 1973 2002tii

Early 3 Series

- 1st – Mike Powers 1986 325es
- 2nd – Nick Nikas 1985 325e
- 3rd – Mike Balling 1979 320i

Later 3 Series

- 1st – Chris Depoy
- 2nd – Karen Tsitsos 2001 330i

Early Sedans

- 1st – Pierre Duy 1980 M535i replica
- 2nd – Richard Mackey 1973 3.0s

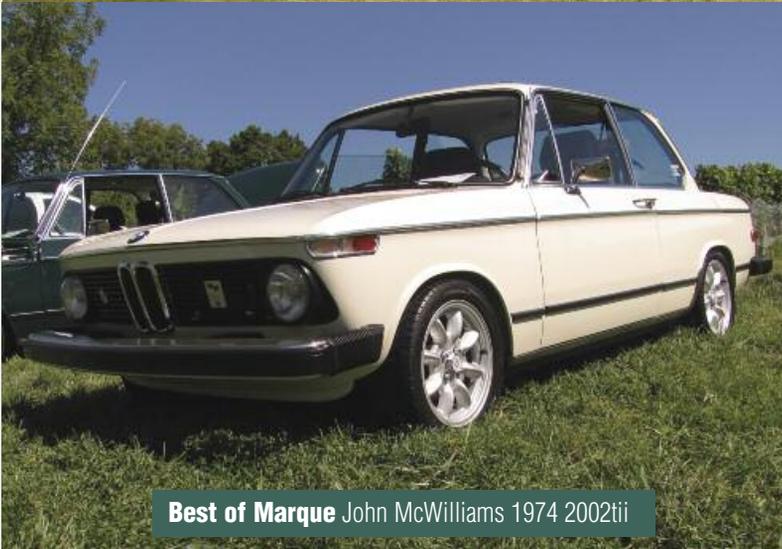
Later Sedans

- 1st – Rhonda Powers 2003 540i
- 2nd – Charlie Joesten 2011 535xi
- 3rd – Roy Mims 2001 525i touring

Modern Class

- 1st – Jeff Latka 2013 M3
- 2nd – Amber Duy 2009 128i

2013 SHENANDOAH VINEYARDS CONCOURS



Best of Marque John McWilliams 1974 2002tii





International Auto Specialists

There Are Only Three In The U.S.

By James Chew

“It needs a software update.”

Those five words bring chills to BMW owners whose vehicles are no longer covered under warranty or the maintenance program. For many of us BMW CCA members, it's not an issue to perform mechanical repairs or maintenance on our “out-of-warranty/maintenance plan” BMWs. If we run into any problems, there are many fellow BMW car club members, the Bentley repair manual, and the fine folks at Bavarian Autosport, who will help. But a software update generally means a trip to the dealer. That tends to be a painful experience.

I met Bob Surke ten years ago. At that time, I owned an E39 with the popular “basket weave” wheels. When I tried to rotate the tires, I found that I needed a special socket to remove the lug nut cover. Searching for a BMW shop in the local Fredericksburg Yellow Pages (NOTE: You may have to explain

“Yellow Pages” to your kids) I found the listing for International Auto Specialist and spoke with Bob. Being new to Fredericksburg, I had



(Top) The signage leaves no question who they are. (Above) Only one of three independent BMW service centers in U.S., this server has a direct link to Munich.

no idea how to get to his shop. He heard the frustration in my voice, and offered to come to MY house to help. He arrived fifteen minutes later and quickly removed the lug nut caps, free of charge. Ever since then, I've been using him for all my non-covered BMW service. Bob is so honest that he'll tell prospective customers to take their BMWs to the dealers for what he would consider to be work or service under warranty. His philosophy is that the BMW customer paid for this coverage, and should receive it.

Bob is a true American success story. In 1978, he came to Fredericksburg from Iran seeking to learn a trade that he could take back to his home country. We all know the sequence of events that happened over there. Obviously, Bob had no means or desire to return. So, he stayed in Fredericksburg and learned how to

work on BMWs.

In 1984, he opened International Auto Specialist. As with every successful independent BMW mechanic, he built his reputation on honest, quality service. In 1996, he moved his business to its current location at 1319 Princess Anne Street. Since then he's steadily built his business and has now expanded to four service bays and a dedicated detailing bay.

What makes International Auto Specialist unique from all but three independent BMW service locations in the United States is his BMW server. This server is the same one at all authorized BMW dealerships and is directly linked to Munich, allowing him access to all the BMW technical server bulletins and the BMW software updates. BMW has assigned International Auto Specialist a BMW dealer number. The other two independent BMW

shops that have these servers are located in Texas and California.

With this server, International Auto Specialist can service and repair all BMW four-wheel vehicles to factory standards. In fact, they are preparing to work on the new 'i' Series!

BMW would like Bob to go to the next level and be an authorized BMW service location, allowing him to perform BMW warranty work and the BMW free scheduled maintenance. However, this would require him to move to a bigger location, something that he is contemplating. He would also have to abide by BMW policies, something that would give any independent shop owner some pause. When he's ready to make such a move, I think he will have no issue finding investors and a waiting BMW customer base!

Bob Surke is the reason why I own BMWs, even though I'm over 50 miles from any BMW dealership. And if any NCC BMW CCA member asks me to refer them to an outstanding independent BMW shop, I never hesitate to refer them to International Auto Specialist.

The manufacturers of the other brands (Mercedes, Porsche, Audi, VW and Ferrari) he services have



(Above) The customer waiting area is a BMW Fan Cave.

noticed Bob's work and outstanding customer service. He and Daimler have entered discussions for International Auto Specialist to receive a Mercedes service server too. This speaks volumes for the quality and integrity of International Auto Specialist, considering that Fredericksburg has a Mercedes dealership!

When your BMW requires service or repairs, it's worth your time to travel to Fredericksburg to

International Auto Specialist. The business is open only during the week. While you're waiting for your car, you can wander Old Town Fredericksburg and eat at a number of great, affordable restaurants including Castigilias, Capital Ale House, and the classic 2400 Diner. During the spring and summer, you can treat yourself to some outstanding frozen custard at Carl's. As an added treat, you can either bring some famous Allmans' BBQ or out-

standing Greek food from the Parthenon home for your family dinner.

International Auto Specialist eliminates the anxiety of owning a newer generation BMW that's out of warranty and the maintenance plan. That's a peace of mind that will help BMW CCA members and other BMW owners enjoy their older BMWs.

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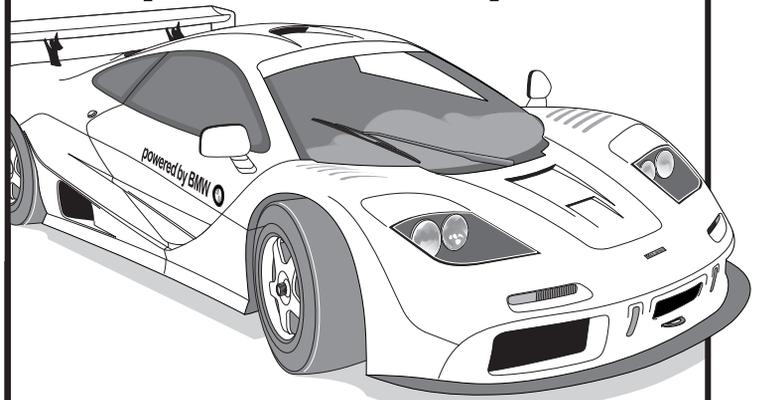
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Movie Night at Bengies

By First-Timers Mark and Amanda Rosenberg

My wife Amanda and I attended the Bengies Drive-In event on September 21, 2013. It was our first time, and we were quite excited, as we've never been to a drive-in before. We met four other brave people on that rainy evening in White Marsh and headed over to Bengies.

Bengies opened in 1956 on Eastern Blvd. in Baltimore. They now boast the biggest screen in the USA (at 52' x 120'), and it is digital

so detail is good. Arriving at Bengies leaves one feeling like going back in time. There are old cars on display in the parking lot, and the concession building is something right out of the '50s. Food can be purchased at the concession building or by paying a \$10 permit fee to bring food in from the outside. The standard fare (hamburgers fries, hotdogs, etc.) is reasonably priced and satisfying.

Three movies were playing that night, but we only stayed for the first one, *The Butler*. It was a fantastic movie, and we'd highly recommend it. The choices for listening to the audio are the car radio or a handheld AM/FM radio. We chose the latter, since we didn't want to risk car-battery failure. The only downside to the evening was the rain, and that was the sole reason for not staying past the first movie.

If you've never been to Bengies

Drive-In, you are missing a great time, and I suggest making it a point to go there at least once. It's the only drive-in in Maryland! And as a bonus to those with historic vehicles, the driver gets in free on Sundays.

Amanda and I are looking forward to the next one!



I Will NEVER...

By Kendra Seto

Anyone who truly knows me knows that there are certain things I will NEVER do as a member of the NCC BMW CCA. I will never know what the chassis number is for any BMW, even those I own. I will never have a problem using Costco gas. I will never wear any club attire to work. I will never clay bar or attempt full detailing of my car. I'm sure there are many members who are reading this and are shaking their heads in disbelief and shock, won-

dering how any BMW I own still functions; and more importantly how does Paul "stand it all."

However, anyone who truly knows me knows that there are certain things I will ALWAYS do as a NCC BMW CCA member. I will always enjoy completing my own LDIY projects because it helps contribute to future wardrobe purchases. I will always attempt to recruit a new member by noting the many benefits the club offers, such as discounts, socials, and

DIY savings that lead to a new purse. I will always support Paul's commitment to the club, regardless of his position. Such as in the form of storing various club paraphernalia and boxes in the basement, attending and volunteering at some club events, cooking for club members, and just being an understanding 'NCC Club Widow'...being a 'Golf Widow' helps. I will always enjoy talking, hanging out, and just plain having a good time with members of the club who want to discuss not just their car but fashion, current events, travel, etc.

I truly enjoy discussing the feel and process involved with clay barring a car (there's a sound you should hear when performing this that lets you know you're correctly picking up the impurities), the latest fashion trends (at the time of this article flare skirts and red lipstick were in), and being single/married with club members who I consider friends. These conversations are always educational and enlightening. Yet, I still will never clay bar my car. I know there are quite a few members who have no desire to discuss cars and

fashion in the same conversation but I also know that there are few who do. To those of you who do and think that the club is just for men, I hope you reconsider and know that you're not alone. I believe that changing the oil goes along with changing your hair color for the season. But, I remain steadfast in stating that I will never clay bar my car but at least I wash it myself, of course before my manicure. Those of you who really know me, you know that I like to look good in my good-looking car.





2013 NCC Autocross Season End

By Christina Lam

NCC Autocross is wrapping up the autocross season with just one more points event to go! The season has consisted of six very successful points events, three schools, and a great turnout at MPACT. The seventh and final points event will be held on October 12th, 2013 at Bowie Baysox Stadium in Bowie, MD. Most of the events this year have sold out early, so sign up now for our last autocross!

MPACT was a great meet that supported the Wounded Warrior Project. The turnout was fantastic and it was wonderful to see many new faces at the autocross that day. Some members brought their cars for their first autocross, while others tried out the sport by getting some ride-a-longs. These newcomers are

excited to test out their driving skills at the next points event.

BMW Showroom class is lead by Marla Owczarek in S1, Eric Core

Christina Lam – T3. MINI class is in tough competition with Phillip Yates in first, Carl Bauersfeld in second, and Bob Esser in third,

at each event followed by Daniel Bragason and Jerry Byrd Jr.

Big thanks to the autocross committee and everybody who comes out to the events. All the support helps make the program better. For event details, questions, or registration information check www.nccautocross.com or email us at info@nccautocross.com.



in S2, and John Shipman in S3. In the Tuner class David Escalante leads T1, Jeff Noyes – T2, and

each of them just a point off from each other. AJ Aviles has maintained class lead in PAX class

(Top) Ricky Ricardo gets sideways in his E36 M3. (Left) Zachary Pullins makes a clean run in his 323i. (Below from left) Audi R8 takes on NCC Autocross. Classic BMW 2002 still going at it. Proof that you can literally autocross anything! Fresh out of Autocross School, Jaime Harris takes on the course.



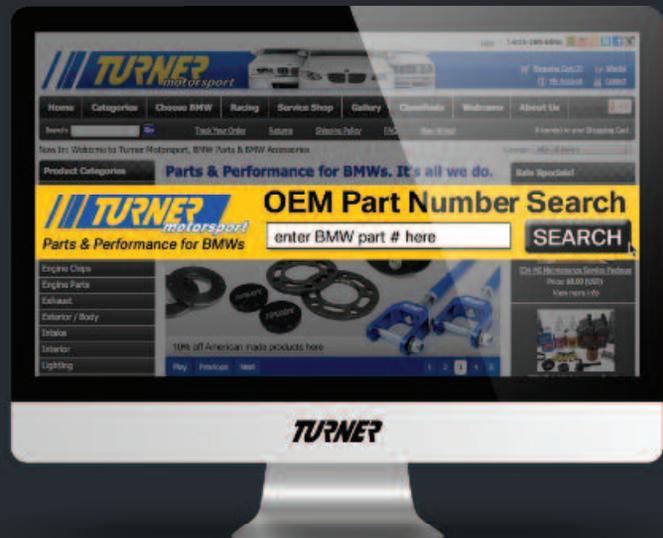
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Baltimore Grand Prix 2013

By Steve Tenney

BMW Team RLL has taken on the 2013 ALMS Season with a new car, the Z4 GTE. The Z4 GTE was announced by BMW in February not long before the first race of the season at Sebring. There wasn't much time for the team to test the car, but it has been well developed by BMW Motorsport and has existed for a few years as a GT3 car.

Team RLL did well at Sebring, running in first place for a time before steering and strut problems caused them to finish in 4th & 7th. When the season moved on to Long Beach, even with a few mistakes, the #55 car won its first race with Max Martin and Bill Auberlen doing the driving, and the #56 car with Dirk Mueller and John Edwards also on the podium in 3rd. Despite a new car and only two races, Team RLL delivered a first victory with

both cars on the podium.

Following Long Beach, the series went to Laguna Seca (Mazda Raceway) for the third round. The results had #56 again on the podium in third. After the third round, Dirk Mueller was leading the Drivers' Championship. In manufacturer's points, BMW was in second place to Corvette.

The Z4 GTE was on the Balance of Performance (BoP) list for LeMans and therefore could have competed, but BMW was not interested in racing the car there, so it did not compete again until the race in early July at Lime Rock in Connecticut. This time the #56 car won and dominated with Dirk Mueller and John Edwards doing

the driving. Lime Rock is a 1.5 mile (short) road course and suited the shorter wheelbase Z4 very well.

From Lime Rock, the ALMS moved on to Canada and Mosport or Canadian Tire Motorsports Park as it's called now. Mosport is a high-speed circuit. The result demonstrated a top-speed deficiency compared with the Corvettes and Vipers all finishing ahead of the Z4's, which finished in 5th & 6th.

The series moved on to one of the most respected and exciting courses in the US, Road America in Wisconsin. At just over four miles long, Road America is an old-school big course with longer high-speed straights. The Z4's are not well suited to this track due the lack of top speed. Even if they could get in front of a Corvette or Viper, it was difficult to stay ahead of those larger engines. With that,



(Top) The new Z4 GTE from BMW Motorsport leading a pack of Porphes on a street course requiring precision driving.

the Z4's found themselves in 7th & 8th and out of contention.

The Z4 GTE has a little bit more horsepower than the prior M3 from a slightly larger engine, but not enough to prevent the same problem that the M3 had. BoP is about the size of the restrictor on the engine (as set by IMSA) and size selected for the BMW V8 costs it too much power. All of the cars are restricted, but IMSA has not been willing to adjust the restrictor size for the Z4. So, the return to a street circuit at the Grand Prix in



(Above) Bill Auberlen curb hopping his way to pole position in qualifying. (Left) Bill catching a moment of rest. (Below left) At the BGP, Joey and his helmet were predominant in practice and qualifying.



Baltimore suggests that the track will suit the Z4 well.

Bill Auberlen and Max Martin have driven the #55 (black) Z4 for each of the races this year. Dirk Mueller and John Edwards have driven the #56 (white) Z4 while Joey Hand was competing in the Deutsche Tourenwagen Meisterschaft.

Joey was back with the team for the Baltimore Grand Prix (BGP). John has done a great job, but it was great to have Joey back.

In qualifying for the BGP, the agility of the Z4 GTE was clearly demonstrated and the cars found their way to first (#55) and second (#56).

Bill Auberlen set a lap record taking the pole, but unfortunately, #56 would end up at the back due to a small ride height error. As the pictures show, the chicane-hopping that all of the GT cars were doing must have been hard on the ride height.

The team did not suggest this as the source of the problem though. They did tell our group that everyone runs the ride height adjustments as close as possible. In this case, BMW Team RLL was on the wrong side of the line. Clearly the Z4s, with their shorter wheelbase, are very well suited to the tighter courses. Bill was very clear that the Z4 turns well, brakes well, and does everything very well as a racecar. It's true that it lacks a bit of top speed, but he would take this car over the M3. They all have a great fondness for the M3 (as do we), but they recognize that this is a better car for this purpose. Bill suggested that he'd let the team and engineers focus on how to find more power and enjoy driving the car. The drivers would not want to go back to the M3.

As in the previous two years, Team BMW RLL made two trips to

the NCC Corral and gave us a run-down on how things were going.

They signed autographs, discussed qualifying and their expectations for the race, and posed for pictures. They clearly appreciate the large group that attended all weekend and the especially large, enthusiastic group on Saturday. The praise and appreciation for BMW Team RLL shown by the large turnout had been well received by all of the drivers.

The Baltimore race is well liked by drivers and teams because of the proximity of the hotels to the track, restaurants, and other amenities. They can roll out of bed and find themselves at the track. I'm sure they can get a little more

sleep, too, and they don't have to worry too much about getting through the traffic to the track.

The track is typical of street courses. It is well known for the railroad tracks that must be negotiated and the chicane intended to slow the cars so that they don't take flight going over the tracks. With the #55 car first in GT and #56 at the back of the field, the discussion on the team radio with Joey Hand was, "We're taking bets on how many GTC (Porsche Cup Cars) cars you are going to pass in the first lap." Joey was aware, though, that the GTC guys were going to lay off a bit at the start and let the potential carnage take place at turn one, so his first concern was how to



(Above) Max Martin discussing his practice laps.



say what the actual cause was. The #55 BMW was ahead of the wreckage and #56 was trapped behind it, but undamaged. Both cars escaped unscathed. Of course, the wreck had a severe impact on the race. The officials had to decide how they were going to adjust the length of the race to accommodate this long stoppage and still be reasonable. The race, nominally two hours long, was reduced to about an hour. Usually the drivers need to be in the cars for almost half the race distance to receive full points. In this case, the decision was made that a driver only needed to be in the

negotiate that. At the drivers' meeting before the race, the drivers had been told, "At the start, straight-line (right and left) the chicane, then reform and start the race." There were two problems. On the right, the track had been widened for the chicane and the drivers had to pass a tire barrier that was there. It caused them to slow slightly because of the tires.

At the start, the Muscle Milk car slowed on the right but others accelerated as soon as they passed the chicane. The start ended with some three-wide running and that did not work. A multi-car large collision occurred, taking 8 cars out of the race. The resulting cleanup took about an hour. It was a street-



course disaster. There is a theory that the normally aspirated Muscle Milk car typically wants to slow the grid because it has more torque at

low speed and the Dyson car with turbo power wants to keep the RPM up so that it can be in a more powerful RPM region. Who's to

car for six minutes! With that, all of the teams stopped and put their second drivers in with a plan to run to the end. The cars can run over an hour without refueling, so fuel would not be an issue. Team RLL took Joey Hand out of #56 and put Dirk Mueller in the car, while Max Martin got in #55 replacing Bill Auberlen.

After the start melee and pit stops, #56 that started from the back ended up leading GT with #55



(Top) Rehab for #56 after qualifying. (Above) Team BMW RLL drivers with Kelsy Hill ready to sign autographs. (Left) The team addressing the NCC Corral. The picture shows the drivers looking very relaxed before the race and hanging out for a bit with us.

not far behind. The two Corvettes were not far behind in third and fourth and looking fast, driven by Jan Magnussen and Tommy Milner. The chicane would have further impact on both cars as the race progressed. This was only the second street race for Max, and he had difficulties negotiating the chicane all weekend. He was not the only one. Max hit the curbing too hard and contacted the tires with the rear of the car causing the rear bumper to become detached. The picture shows #55 with the bumper hanging off.



This happened three times during the weekend. During the race, they were able to avoid a pit stop and simply let the bumper fall off. When this happened during the race, Max lost momentum collecting the car, and Magnussen got by. Later, Dirk Mueller (while leading GT) came through the chicane behind one of the prototypes and the prototype hit the tire stack that was there and had to check up (slow).

This forced Dirk to have to also check up and in doing this, both Corvettes got by. Dirk set the fastest lap of the race, but he didn't have enough time to begin to put pressure on the Corvettes in the last 15 minutes or so that was available. Magnussen had his own problems with the tires in the chicane, but he had enough room to continue without losing momentum, and he

didn't get penalized as some thought he should have. As a sports car race, the BGP of 2013 can only be described as a disaster. All the worst scenarios happened that could happen to a street race. Many believe it should be the end of street races for sports cars (read mixed classes). What is interesting at other tracks, where the drivers have to negotiate slower traffic, is it turns out to be carnage that eliminates far too many cars. Before the race, the question was, Could the Falken Porsche that had won the first two BGPs do a three-peat? That chance ended when Wolf Henzler was a victim of the pile-up at the start. For #56 to come from absolutely last place in the field to contend for the win and finish on the podium was very impressive. This was a product of the chaos of the street race and the start-line

(Above) Unfortunately the Corvettes ended up ahead of the Z4s.
(Left) Contact with the tires in the chicane almost removed the rear bumper.
(Below) The #56 car made it to the podium.

crash. The team and the drivers were exceptional to move the car up that far. We would love to see a win, but a podium finish was pretty special under the circumstances.

It would seem that there will not be a BGP for sports cars in 2014. The Grand American and American LeMans Series will merge in 2014, and Baltimore is not now on the schedule. There will be races at Watkins Glen and Virginia International Raceway. The NCC Corrals at the BGP have established a new level of amenities for the race spectator.

Hopefully, we can find another venue to continue this experience. The series goes on to the Circuit of the Americas in Austin, Texas on Sept. 21, and then on to VIR on Oct. 5, and finishes with Petit LeMans on Oct. 19. It will be the end of an era as the ALMS finishes its climactic season.

We would like to thank Radial Tire and Toyo Tires, for their donation to the NCC Corral. The sponsorship was \$2,500 and a donation of "buy 2, get an additional 2 Toyo tires."



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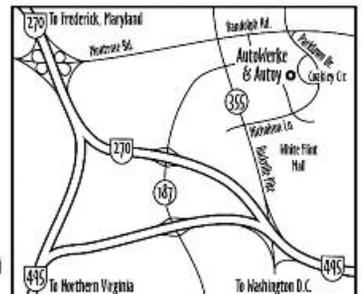


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Bimmers and Porsches and Vettes (Oh my!)

By James Chew

*There's a 104 days of Summer Vacation
Then school comes around just to end it
So the annual problem for BMW CCA nation
Is finding a good way to end it....*

That was the song going through my head as I made my way from Fredericksburg to Baltimore, driving I-95 and the Baltimore Washington Parkway at “zero dark thirty”. I was getting myself in a good mood – this would be the first time I’d meet members of the National Capital Chapter – and it was a nice distraction from all the Maryland drivers who were telling me that I’m “number one”. Didn’t realize that Baltimore Washington Parkway and the city of Baltimore drivers were so friendly to BMWs with California license plates!

At 0545, locating the BMW Car Corral was quite easy. Pulling into a close parking spot, I saw one other BMW CCA member. After we introduced ourselves, he said, “You write articles!”

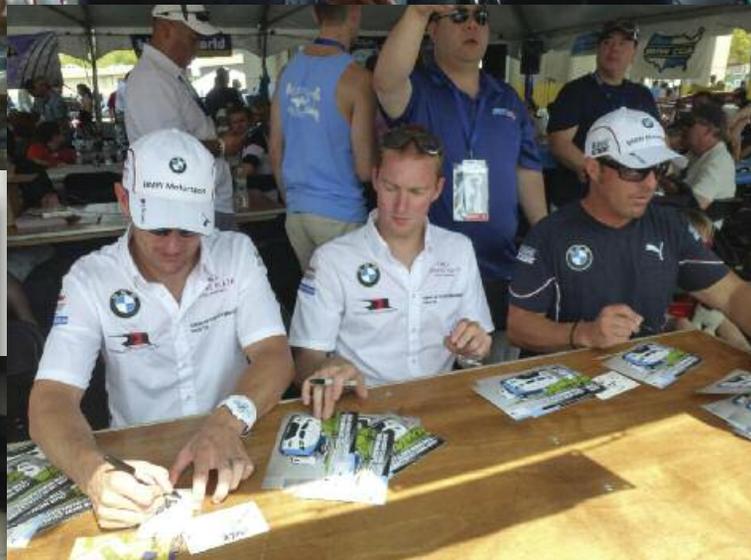
Knowing that at least one person reads my articles, I quickly went to work. First thing I did was position my 135i convertible proudly in front of the BMW Car Corral area. I told people that it was to take pictures of my car in front of the NCC BMW CCA banner. The real reason was that I didn’t want the first vehicle people saw by the BMW CCA car corral to be the

Lamborghini that was parked in the “exotics” display area! Besides, my 135i convertible is painted “LeMans Blue”. Perhaps it would be a good luck omen for the RLL BMW America LeMans Series team!

Early morning is the best time to wander the racetrack, especially the pits and the garage area. It’s quite the sensation to wander the area as the early morning is stirred with the leisurely arrival



BALTIMORE GRAND PRIX 2013





of the crews and the drivers. As the cars are lowered from their trailers and pushed into the garage areas, the leisurely pace quickly transforms to an ant-like precision and timing march. Toolboxes are positioned. Tires are marked. Hoods are removed. Then the cars are jacked up and the work of prepping the cars for practice begins.

The drivers arrive a little later, coffee in hand. The calm of the drivers is always quite the contrast to the rest of the crew. They know that their crews are preparing the cars to allow them to realize both their racing talents and the full performance potential of their cars. But they also know that the one variable – the track – will not be known until they are actually running at full speed. So all they can do it wait.

And in practice and qualifying, our guys did well. Didn't seem as if

too many adjustments were needed, for our guys qualified at the front of the field. Until inspection that is – something about being a half an inch off. Now our guys were starting in the back of the pack. My racing instincts felt that something bad was going to happen during the race. Unfortunately, my instincts were right.

But it was now time to meet my fellow NCC BMW CCA members. And there was no better time to meet them on both days than during lunch.

When I think of food in Baltimore, I think of four items – blue crab, Italian food, fries with gravy, and Boog Powells BBQ. Well, both days we had great BBQ from "Harborque". The first day, I kept to my diet by enjoying a great veggie wrap. The next day – it was time for pork!

We shared the car corral areas with the local Corvette and Porsche



(Opposite page) Whether answering questions or signing autographs, the BMW RLL race team drivers were generous with their time. Club member M3s dominated the car corral front row. (Top and above) Both cars received lots of attention from the team after their practice runs.



(Far Left) Outstanding BBQ was the welcome lunchtime fare. (Above) Boog Powell's offering – a Baltimore Exclusive. (Left) BMW CCA members know life is too short to drive boring cars or drink bad wine!

clubs. For all three car clubs the vehicle displays were quite impressive. It's nice to be with a bunch of "car guys". I'm sure the Corvette club viewed our corral and the Porsche tent with envy.

The car corrals showed cultural differences between Porsche and BMW owners. With that cult known as Porsche, they had an enclosed tent that broadcasted it was for "club members only".

As for us, we had a "big tent", where everyone was welcomed. I enjoyed chatting with a Captain in the Baltimore Police Department, who is also a BMW CCA member. I brought my youngest daughter with me for the second day events, and all the members welcomed her with open arms. I guess that when you're fans of a car company that's located in a city with a "Drunk Monk" as their symbol, a good time will be had by all!

It was clear that we had the

best spot – we were under the freeway overpass that provided nice shade from the relentless afternoon sun.

In terms of manufacturers, Chevrolet was there in full force. They had TWO new product display areas – both featuring the new Camaro models and one with the 2014 Corvette. They were distributing t-shirts to the adults and coloring books for the kids. I had not seen such a display outside of a NASCAR event.

I was wondering if BMW NA was going to have a presence. I spotted Matt Russell from BMW NA in the RLL garage. I'm sure he was taking note of the large Chevrolet presence.

A highlight from the second day was the driver Q&A/autograph session. Our drivers fully appreciate that it's the fans that "make" the event. Our drivers were entertaining and generous with their time.

As I witnessed them all working the crowd, I thought of a number of professional athletes in other sports that would benefit from watching how our drivers treat the fans.

Ah yes, there was a race. And even though the BMW RRL cars were clearly well positioned to win, fate intervened with a massive car crash, which not only shortened the race considerably, but also allowed both Corvette cars to pass our guys, resulting in a 3-4 finish for our team.

Just goes to show that even with all the preparation, training and practices, there is no defense against bad luck.

My youngest daughter quickly curled up for a short nap as we drove out of the BMW car corral and entered the BW Parkway. She had a great time. Everyone treated her well. And the racing and BMW bug may have bitten her – she

insisted we drive home with the top down.

As for me, this song summed up my feelings for the events of the past two days:

This was probably the best two days ever

And the forecast says that the next BMW CCA event

Will be a billion and six times better

So let's make every moment count

Jump up, jump in and seize the day

And lets make sure that in very single possible way

That today is going to be a great day

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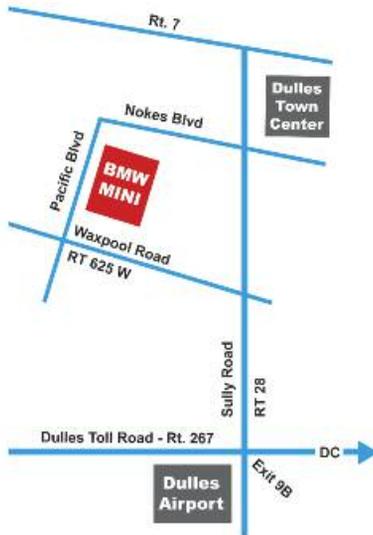
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