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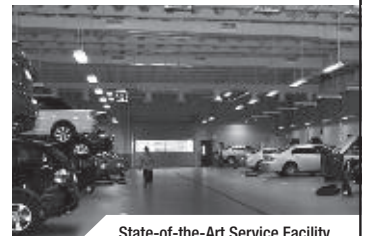
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Cover: Old-school racing at the Pittsburgh Vintage Grand Prix as a pair of 2002s fight to the finish. See story on page 10. Photo: Mike Leeper

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

VOLUME 42 | NUMBER 5

2 PRESIDENT'S MESSAGE

3 FROM THE EDITOR

4 CALENDAR OF EVENTS

5 COMING EVENTS

20 TRADITIONS

28 CLASSIFIEDS

28 ADVERTISERS INDEX



8

8 A Corral Loaded with Horsepower

BY JIM LAWS



10

10 Racing Like They Used To

BY JOHN HARTGE



14

14 School Was Never THIS Much Fun

BY DAN MARCH

16 Raising the Bar

BY JAMES CHEW



16

19 DIY at Leehigh Service Center

BY CLIFF BRODY

20 The Vintage Car Show in North Carolina

BY MARC CADEN

24 July DIY at RRT Racing

BY MARC CADEN



20

26 Autocross Update — Heading for Home

BY MANUEL DE PENA

President's Message

National Capital Chapter BMW Car Club of America

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This year is going by so fast! It's almost fall and winter will be here before you know it. Luckily, our passion for BMWs doesn't take a break. We still have events that run throughout the colder months so we'll still be able to talk cars, maintain our rides, and continue some hardcore enthusiast activities. And speaking of fun, who's going to Bimmerfest? The largest East Coast BMW gathering will be in our backyard for another year and once again thousands will flock to Ripken Stadium. And don't forget to stop by our chapter booth when you're there. A similar BMW event called ///MPact will take place in Baltimore in September, so hopefully you've registered and will join us for this great fun. To those who went last year, we'll have even more to do, as our chapter is running the autocross. We've had a fantastic AX season so far, so showcasing our club at ///MPact will hopefully get others excited to try their hand at this exciting motorsport. Since this won't be a points event, those interested in enhancing their driving skills will really benefit from seeing how their car handles at fairly low speeds (drivers rarely get out of 2nd gear.) Don't wait though, AX will almost certainly sell out at ///MPact, so register now.

Also coming in September is our second High-Performance Driving Event of the year. Held on the Jefferson Circuit at Summit Point, you'll develop and improve your skills as a driver and strengthen your knowledge of your car's abilities, so that you will be prepared for any situation you might encounter on the road. Jefferson is a great introductory circuit and even highly seasoned drivers will enjoy the technical challenge that this course offers. And don't be afraid, our world-class instructors will be there right next to you helping you understand the correct line to take into a turn, how to brake, and reinforcing what is learned in various classroom and track exercises. Throughout the years, we've specialized in HPDEs as our flagship program and it'll be the most fun you'll have on four wheels.

On a more special note, I want to share some feedback I received while attending several club events. Being the largest CCA chapter, not only do we have the best members, but our volunteers that help run our events are truly outstanding. During the warmer months when we have the majority of our events, I'm constantly approached by fellow members thanking us for putting on such great events. It's a satisfying feeling to see our members smile when they attend a DIY or social, talk consistently online about the good times they had after a fun run, or just people thanking the program coordinators and chairs for putting on our top notch events. I know our volunteers spend a lot of their own personal time for the chapter's membership and it's truly appreciated, especially when you count the happy faces after events.

Finally, let me talk about our most important asset – our members. Every month, we add new members, many of whom have recently bought a BMW and are really excited to learn about what CCA is about. Well, in conjunction with several dealerships and independent shops, we are starting our New Member parties again. BMW of Silver Spring, who will provide food and giveaways, will host our first event in August and invites have been sent out to those who recently joined our club. By the end of this year, all new members will have been contacted to join us, so look out for your invite soon! In the meantime, I hope the rest of our members take some time to join us for an event soon. I guarantee fun times!

Paul

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



FromThe Editor

In just two months time, the thrill of Formula 1 racing returns, once again, to the United States with the first U.S. Grand Prix since the checkered flags were waved for Lewis Hamilton at the Indianapolis Motor Speedway in 2007. In mid-November, the starting lights will go out at the not-quite-finished Circuit of the Americas in Austin, Texas, and a new era of F1 racing in the USA will be launched. As a big fan of all things vintage, especially racing, I'm looking forward to seeing what the good folks in Texas will do with respect to commissioning an automotive artist to create an official poster to commemorate the occasion.

Whether it's on Broadway, out in Hollywood or at stadiums, concert venues and yes, racetracks, around the country, poster art has been a useful and attractive way to for the entertainment industry to advertise its plays, movies, concerts and races for a hundred years, or more. Last year, noted automotive artist Randy Owens created a very nice poster for the inaugural Baltimore Grand Prix, made even more special not only because my wife and I were there, but also because he incorporated iconic images of Baltimore, a city close enough for me to claim the day as a "home-

town race." Last time I checked, the 2011 BGP poster was still available from the artist and could easily be found with an online search. I will certainly be looking for the 2012 poster while I roam along Eutaw Street this Labor Day weekend.

And who knows? Perhaps that \$20 poster purchased on race day could become a \$200 or more collectible someday down the road. I'm betting that the lucky fans who were smart enough to hold onto their posters from Monaco, Watkins Glen, and the Nurburgring from the 1950s and 1960s, what many fans consider to be the golden age of Formula 1, are pretty happy that they did. Just like old books, record albums and baseball cards, none of us should be surprised there is a growing market for vintage racing posters.

Because poster art often also doubled as functional advertising – this is certainly the case for race day posters – they can offer an interesting window into the artistic and automotive trends of the time. I think the posters adorning this page are a stunning

demonstration of that. While I'd like to say I am the proud owner of these amazing posters, that would be untrue. For anyone interested, they do represent a small sampling of the inventory available at the Historic Car Art gallery in Derbyshire, England. The gallery was established in 2004, born from a love of the automobile and art. The gallery is recognized as a leader in the acquisition and supply of original automotive fine art and vintage posters. I encourage anyone interested to visit them online at www.historiccarart.net. They also offer an impressive selection of vintage lithographs, etchings, drawings and sculpture. I'm not much of an investor, but this is the kind of stuff I would buy if I was. I don't see any of these going down in value, and they are a lot better to look at than the statement I get from

Edward Jones each month. One thing's for certain, when I finally get that old playroom converted back into a garage, I would love to decorate it with a few of these remarkable old posters.

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
- 2 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!
- 6 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

- 6 NCC NoVa Social – Location TBD
- 8-9 HPDE at Summit Point (Jefferson Circuit)
- 12 September Board Meeting / Social – Hamburger Hamlet, Bethesda, MD
- 13 NCC Columbia Social – Greene Turtle, Hanover, MD
- 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
- 29 Solomons Saturday Social – Solomons Island, MD

October

- 7 Karting @ Allsports Grand Prix
- 10 October Board Meeting / Social – Hamburger Hamlet, Bethesda, MD
- 13 Autocross at Regency Furniture Stadium, Waldorf, MD
- 13 //M Club Day @ BMW Performance Center
- 20 DIY @ Russel BMW
- 20 Rockville Antique and Classic Car Show *
- 21 Karting @ Allsports Grand Prix

November

- 3-4 Fall Tour Wisp Resort, Western MD
- 4 Karting @ Allsports Grand Prix
- 14 November Board Meeting / Social, Hamburger Hamlet, Bethesda, MD
- 17-18 HPDE at Summit Point (Main Circuit)
- 17-18 Bimmerworld BMW CCA Club Racing School (Summit Point)

December

- 1 DIY @ BMW Excluservice
- 2 Karting @ Allsports Grand Prix
- 12 December Board Meeting / Social, Hamburger Hamlet, Bethesda, MD

May 2013

- 17-20 Spring Tour 2013 Tail of the Dragon / Asheville and Waterfalls

* Not a National Capital Chapter-sponsored event

September 2012

NCC NoVa Social – place to be determined

Thursday, September 6, 2012

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.

High-Performance Driving Event at Summit Point (Jefferson Circuit)

Saturday – Sunday, September 8-9, 2012

Summit Point Motorsports Park

201 Motorsports Park Circle

PO Box 190

Summit Point, WV 25446

The National Capital Chapter (NCC) operates three High-Performance Driving Events (HPDE) each year at Summit Point Raceway. The methods of instruction and the target audience for these schools share a common goal of giving you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities so that you will be prepared for any situation you may encounter on the highway.

Our schools are not racing schools. Our focus is on skills, not speed, and our overriding concern is with your safety and that of your car. We select our school instructors very carefully, not simply for their technical knowledge and accomplishments as drivers, but also for their abilities to impart that knowledge to their students in a clear, concise, and professional manner.

Your BMW is an amazingly capable car. At a National Capital Chapter HPDE, you will be able to realize your car's capabilities, learn the limits of those capabilities under controlled conditions and practice the skills needed to control your car safely within those limits.

High Performance Driving Events

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come with improving skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible.

Each HPDE consists of driving sessions on the track and at the skidpad, as well as classroom sessions. During your on-track sessions, you will be driving the full track at progressively higher speeds throughout the school. An in-car instructor will work with you to help you improve your driving mechanics. Braking, cornering and accelerating techniques are refined continuously during your on-track sessions.

Skidpad sessions will allow you to begin to master the skill of controlling your car at the limits of adhesion. You will learn how to control understeer (when your front tires lose adhesion) and oversteer (when your rear tires lose adhesion.) The skills learned here will not only be invaluable on the track, they may well save your car - and your life - on the highway.

Classroom sessions present the underlying mechanics of your car's behavior and how your inputs as a driver affect it. We present basic driving theory, the physics of car behavior (i.e., the “why it works” of driving) and discussions of the techniques of advanced car control.

No single drivers' school will ever convey all there is to learn about driving. In this sense, our HPDEs are part of a continuous learning environment, one that requires several years of attendance at dozens of schools before proficiency is

attained. Even at that, there is always something more to learn, something additional on which to work. Acquiring driving skills is a process that is never completed.

September Board Meeting and Social

Wednesday, September 12, 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, September 13, 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 ///MPACT East at M&T Bank Stadium, Baltimore MD

Saturday, September 15, 2012

1101 Russell Street

Baltimore, MD 21230

///MPACT is a BMW & Exotic Car Festival set at the Camden Yards Sport Complex in the Downtown Baltimore Inner Harbor. With the success of the 2011 event, ///MPACT is bigger and better for 2012. Over 500 cars are expected to attend! NCC Autocross will be hosting a non-points autocross event this year for those who want to test their skills and vehicles performance in a safe and controlled environment. The Dyno Dynamics Mobile Dyno will be returning and running throughout the day. To add to the excitement this year we will offer everyone a chance to claim some bragging rights and win some cash in our 50/50 HP Shootout competition. Additional events include a Judged Car Show, DJ, Product Vendors and Displays, Special Photo Area, Charity Raffle, and VIP Parking for all Exotic Vehicles.

Please see the Chapter website for additional information

43rd Annual BMW CCA Oktoberfest *

September 17-23, 2012

Mid-Ohio Sports Car Course

Lexington, OH

For a full schedule of events, please see the official OFest website at www.bmwccafest.org

DIY @ Curry's Auto Service

Saturday, September 22, 2012

616 South Pickett Street

Alexandria, VA 22304

571.297.9541

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.

Karting at Allsports Grand Prix

45915 Maries Rd.

Dulles, VA 20166

Sunday, September 23, 2012

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.

Solomons Saturday Social

Stoney's Solomons Pier
14575 Solomons Island Road South
Solomons Island, MD 20688
410.326.2424

Mark your calendars! We're heading down to Solomons again this year for a weekend social (family friendly, of course!). For those who can't make Thursday evenings, this is for you!!

Our socials are really just mini-meets, informal gatherings of BMW enthusiasts. We will gather to enjoy each other's company and the panoramic view of the water and the boardwalk from the upstairs banquet room of Stoney's Solomons Island. We will eat, drink, talk BMWs and be merry. Everyone will pay for their own food and drinks. As always, all BMW Group automobiles (MINI, Rolls Royce, Range Rover, etc.) are welcome.

You can make your way there on your own or join our caravan to Southern MD (see below for more information). We will park in the boardwalk parking spaces next to Stoney's Solomons Pier. Get there early so we can all park together.

October 2012

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, October 7, 2012

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.

October Board Meeting and Social

Wednesday, October 10, 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 Autocross at Regency Furniture Stadium

Saturday, October 13, 2012
11765 St. Linus Drive
Waldorf, MD 20602

Join us for the sixth and FINAL points event of the year, Saturday, October 13, 2012. Registration opens 8:00 a.m. Saturday, September 15, 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. Thursday, October 12, 2012.

**///M Club Day *
BMW Performance Center**

1155 Highway 101 South
Greer, SC 29651

The National Capital and Tarheel Chapters are headed back to South Carolina on October 13th for our second ///M Club Day driving event of 2012 at the BMW Performance Center.

As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day. Just show up ready to drive! The school's focus is to improve your driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. All skill levels are welcome and encouraged to attend.

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

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

DIY @ Russel BMW

Saturday, October 20, 2012
6700 Baltimore National Pike
Baltimore, MD 21228

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.

Rockville Antique & Classic Car Show *

Saturday, October 20, 2012
Rockville, MD

The grounds of Glenview Mansion are transformed when more than 500 antique and classic automobiles go on display. Twenty-four car clubs, from Packard to Ferrari, are represented during this grand event, while auto collectors and enthusiasts share the fond memories of the classic cars of yesteryear. The goals of the Rockville Antique & Classic Car Show Committee are to exhibit motor vehicles of the highest standard of preservation and restoration and to continue to be recognized as the premier non-judged motor vehicle show in the region.

Note: Show cars, flea market vendors, and car sales registrations and fees required. To register a car for the show, call the Special Events office at 240-314-8620, or visit the event website at www.rockvillemd.gov/events/carshow

Schedule of Events

8:30 a.m.	Field Opens to show cars, flea market and car sales
11:00 a.m.	All cars on the field; registration table and gates closed
11:00 a.m.	Field opens to spectators – FREE ADMISSION
11:30 a.m.	Band Performance
2:00 p.m.	People's Choice voting ends
2:45 p.m.	Mayor and Council Trophy and People's Choice Award
3:30 p.m.	Show closes

Karting at Allsports Grand Prix

45915 Maries Rd.
Dulles, VA 20166
Sunday, October 21, 2012

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.*



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A Corral Loaded with Horsepower

By Jim Laws

On Saturday July 11, 2012, Collectors Car Corral owner Randy Moss welcomed a group of more than 50 BMW and other exotic car enthusiasts to his 30,000 square foot automotive and motorcycle storage facility in Owings Mills, Maryland.

Created with more than just vehicle storage in mind, the Collectors Car Corral offers its members an environment that immerses the visitor in all things automotive related.

Coffee, muffins and cookies were served (and enjoyed) in the bar area of the facility while Randy provided the attendees with a history of the facility and all of the amenities that it offers. The bar area is furnished with a pool table, bar, and custom seating made, appropriately, from automobile wheels.

After this, the group was treated to a tour of the facility. Leaving the bar area we moved through the lounge area, which is



equipped with a big screen TV, leather sofas, and vast array of automotive publications. All of the major car magazines are available for the member's enjoyment as well as the chapter and national publications of most marque clubs including BMW CCA. Moving through the lounge area we passed the game room with racing simulators that offer options for personal racing, racing other members, internet racing, and league play. The simulators are able to recreate

most of the world's best race tracks.

From the lounge area we moved to the vehicle storage area and the highlight of the open house.

(Top) Corral owner Randy Moss's 1971 Jaguar E-type and the 1972 BMW 3.0CSi owned by NCC BMW CCA member and Iconic Drives founder Wayne Watkins. (Center) A 2012 Lexus LFA. (Below left) Relaxing in the TV room. (Below) A 1941 Cadillac convertible.



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Home to more than 50 classic, exotic, antique, and muscle cars, the storage area is a car lover's dream. BMW, Ferrari, Lamborghini, Porsche, Mercedes Benz, and Jaguar are just some of the exotic marques that are represented. In addition, there are antique and classic Cadillacs, Roll Royces, Fords, and Chevrolets. The corral is also home to several race cars.

Notables include some of Randy Moss's personal vehicles,

which include a Ferrari Testarossa, E-type Jaguar, and 911 Porsche. A Lexus LFA, a 1956 Rolls Royce, a DeTomaso Pantera and a collector ambulance also have homes at the corral. BMW is represented by a 1972 3.0 CSI, a 2002, and this writer's 1989 635 CSI.

After the formal tour we went back to the bar and lounge areas for pizza, soda, and conversation. Several members of the corral were present throughout the day and mingled with group, sharing stories about their vehicles and other interests.

All in all we were treated to a great day in a relaxing setting surrounded by truly spectacular vehicles, an abundance of automobile memorabilia, and dozens of friendly and interesting people.



(Top left) One of several display cases containing scale model cars donated by Corral members. (Top right) Corral owner Randy Moss's Ferrari Testarossa and Ford Mustang, and a C5 Corvette. (Center right) Chapter members touring the TV room. (Bottom left) Jaguar, Ferrari, Camaro, and Porsche living together.

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Racing Like They Used To in a Pittsburgh Park

By John Hartge | Photos by John Hartge and Mike Leeper



(Above) Scott Hughes (64) and Roy Hopkins traded the lead almost every lap, often in front of the BMW Club Corral. (Below right) Roy Hopkins retakes the lead from Scott Hughes (64) as they race through the turn at the BMW Club Corral. Roy, who started on pole, finally kept the lead and won the race with Scott close behind.



The Pittsburgh Vintage Grand Prix in Schenley Park is a flashback to decades ago when racers drove on public roads, without the concrete and foam safety barriers and catch fencing we're used to now. Instead there were hay bales to protect drivers from trees and fire hydrants. Of course the cars were quite a bit slower than 21st century racers. This old time racing is a hoot to watch, as the vintage cars zip (or putter) through the park's roads.

This July marked the 30th anniversary of the annual event. In addition to vintage car racing, there was an international car show, a big attraction in itself. Nearly 2,000 cars of varying vintages were displayed throughout the park, grouped by nationality and by car club. The BMW CCA Allegheny Chapter hosted a corral, strategically located at an uphill racing turn for great viewing opportunities. Among the 200 or so BMWs attending this year were approximately 30 from the National Capital Chapter, according to co-coordinator Eric Zagrocki.

The oldest BMWs were three Isettas. The newest were 2013 models, a 640i Gran Coupe and M5, both courtesy of BMW NA. "Sharks" (E24 6 Series BMWs) received a



(Above center) Spectators in the Allegheny Chapter corral watch the vintage racers negotiate an uphill turn. Do you recognize the BMW 700 Sport? It's a 1960 powered by a flat two-cylinder enlarged motorcycle engine. (Above) Edward Tucker passes the corral. (Lower center) Klaus Selbert, BMW 700 Sport, leads Alan Patterson's Jaguar E-Type up the hill. (Below) BMW's E24 Six Series has picked up the nickname "Shark." A special "Sharks in the Park" invitation went out for E24s at this year's Schenley Park vintage race. There were 29 among the 200 BMWs in the corral.





(Left) Corral attendees got an early look at the 2013 BMW M5 before it arrived in dealers. During breaks in the race action, the Performance Center's Mike Renner took it on track demonstrating all 560 horsepower, drifting, tires squealing, exhaust roaring.

special invitation and 29 were on display. The E24 is a vintage car? Well, the newest one is 23 years old. There was a German-style lunch for corral participants, and the club's familiar social partner, Spaten, was there. Free beer!

BMW Rahal-Letterman-Lanigan M3 Driver Jonathan Summerton stopped by to mingle and chat about his ALMS drive this year. The vintage racers competed in eight different groups of roughly comparable vehicles. A half-dozen BMW 2002s ran among mostly Porsches and

Datsuns. The top two, Roy Hopkins (Targa Newfoundland regular) and Scott Hughes (BMW CCA Club Racing founder), put on an exciting show for the corral with a close dual for first. Roy finally pulled ahead for the win, and Scott turned the fastest lap.

Three NCC members picked up corral awards: Anita Patton (honorable mention – Best Shark), Doug Dolan (honorable mention – People's Choice, a Z8), Alan Post (Highest Mileage Shark, at 310,000 when the odometer broke.) Thanks to the 18

Allegheny Chapter volunteers who worked hard to host a fun time for the club members attending the 30th annual PVGP.

(Above right) A 1938 HRG Coupe, the only one ever built! (Right) A 1949 MG TC at the car show; MG was the featured marquee at the 2012 PVGP. (Bottom) The corral included about 200 BMWs, from the 1950s Isettas to the 2013 M5 and 640i Gran Sport.



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School Was Never THIS Much Fun

By Dan March

How do I describe racing school? Best time ever while wearing pants? Yeah, that basically sums it up. For those of you that don't know, BMW CCA club racing school is there to bridge the gap between BMW high-performance driving schools and wheel-to-wheel competition. This program is open to advanced students and instructors and is not just for those of us with the desire to go racing. As I found out over the next two days, it is a great stepping stone for anyone that just wants a little more out of driving school.

Since 2000, when I went through Skip Barber Racing School, I've had the itch to go racing, but never had the time and money to do so. Now, 12 years later, with a little of both, I have decided to take the plunge. The first step is to get a competition license. BMW CCA requires one to graduate from an accredited racing school and after

the powers that be check your references and background, you will be granted a rookie license.

New Jersey Motorsports Parks' Lightning Raceway was the location for my most anticipated event of the year. I have never driven this track so I spent plenty of time on YouTube watching footage so I could try to learn as much about the track as possible before getting there.

In the Monday morning drivers meeting, we were told to always be ready for our track sessions as we would not have a lot of free time. They were right. Classroom sessions preceded and followed all track sessions. With four track sessions a day, we were busy.

Our first track session started out as open lapping, just like what you are used to at a driving school, but without the point-bys. That is the first thing you have to get used to. Even with the pass-anywhere-with-

a-point rules in instructor sessions at High-Performance Driving Events (HPDE), the first time you make a pass without a point, it makes you feel like Michael Schumacher! The following track times were meant to get us used to driving with other cars in close proximity, in this particular exercise, to drive three cars wide on the track at 6-7 tenths. At HPDE we tell our students to give the other car room. Here, we were told to give only inches. That also takes a little time to get used to. As it turns out, it is a lot easier to know where the other car is the closer you are. We then did some passing exercises and finished the day with another open track session. These exercises gave me an idea of the tremendous amount of spatial awareness that is needed to be a good race car driver, but these skills transcend racing and will make you a better driver at your next HPDE, not to mention driving on the

beltway! Classroom sessions were spent talking race craft, car set up, safety, and club racing rules.

Tuesday promised to be even more fun, as track sessions were laid out like a club race weekend, with practice, mock qualifying, practice starts and a mock race. The starts turned out to be one of the most intense sessions of both days. We have all seen race starts and thought "that looks like fun," but it is more than you can imagine. There are twenty other cars around you, all moving full throttle down the straight, two, three and sometimes four cars wide, and all are fighting for the same corner!

To finish off the weekend, we had a twenty-minute mock race. The race was used to put together everything we had learned the past two days. Since this was a race weekend, the racers were available to help out the newbies and did so by mixing themselves in with the students as they did during the other exercises, and since this was just a school and not a real race, no one was driving 10/10ths, but close to it. Most of the students were driving street cars and some of them, including myself, were still on street tires!

It was a great two days. This program isn't just for those of us that want to go racing. If you are an advanced driving school student or instructor, and want to try something a little more challenging, racing school is for you. Everyone will get something useful out of it no matter where you are in your driving career.



(Left) Dan March with his car at Summit Point after completing the Race School held by the New Jersey chapter in June 2012.

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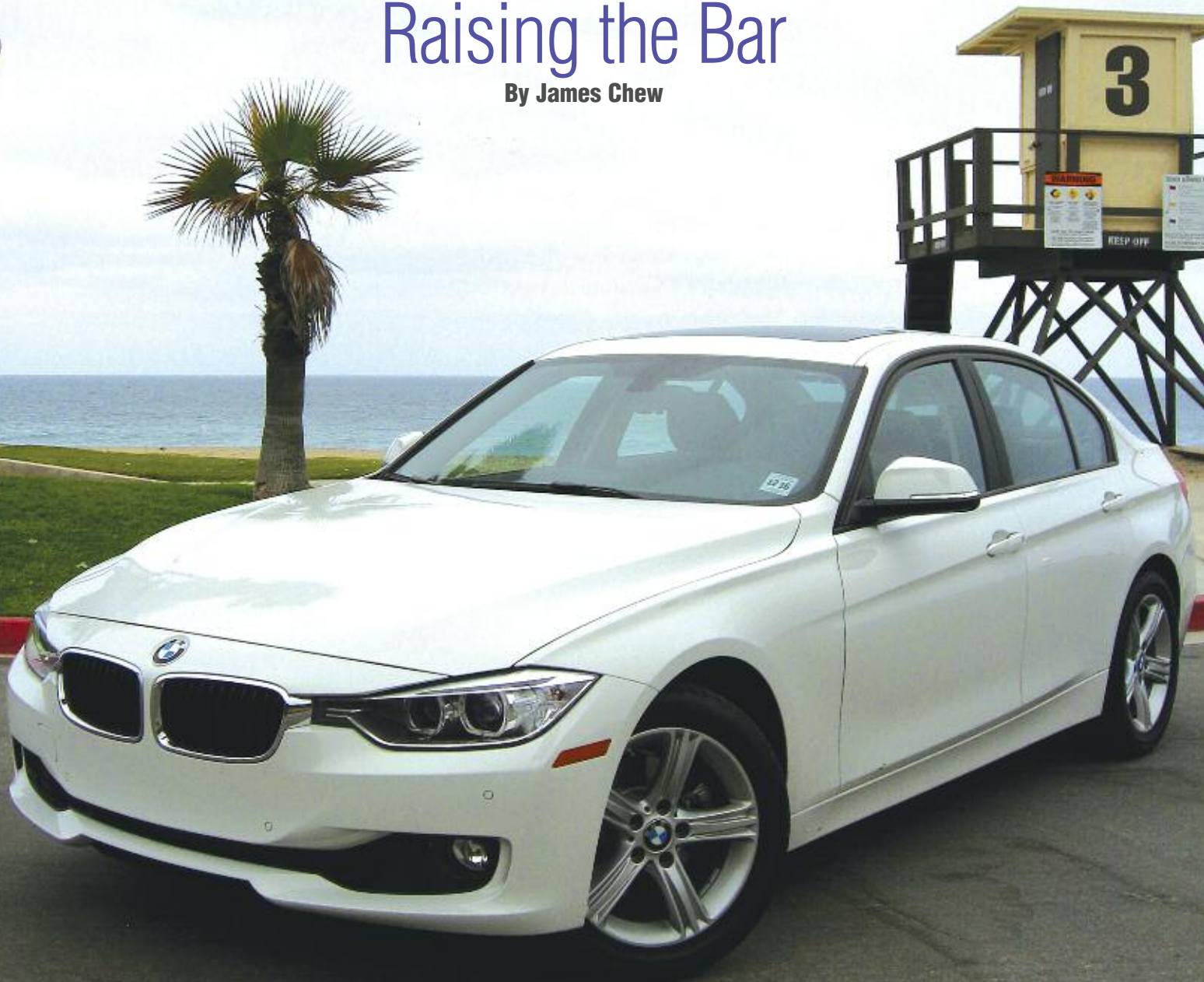
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Raising the Bar

By James Chew



The number 3 evokes certain reactions in the car world. NASCAR fans can't say that number without bowing their heads. BMW fans can't say the number without having a smile on their face. And the competition can't say it without having a mixture of fear, admiration, and envy in the tone of their voice.



(Above) The new 3's driver's area shows a strong heritage to past 3 Series. And yes, we insisted on a manual shifter!

Nobody could have known it at the time, but BMW set the benchmark for a compact executive car when they introduced the E21 in 1975. The popular 2002 showed that there was a desire for a compact ultimate driving machine. The E21 successfully merged executive businessperson's vehicle expectations with the 2002 driving dynamic, thus creating the modern ultimate driving machine. More than 1.3 million E21s were sold, making the BMW 3 Series one of the most desired vehicles on the market. Because of its outstanding combination of design, driving dynamics, luxury features, durability, and value, the BMW 3 Series has set the ultimate driving machine benchmark for almost 40 years. For this reason, the launch of the previous five generations of 3 Series has been one of the most anticipated events in the automotive world.

Having sold more than 2.1 million of the 5th generation E90s, the 3 Series is the primary contributor to BMW's bottom line. The increasing competition from Audi and Mercedes and an ever-evolving compact executive car market all keep BMW working overtime to anticipate this market's needs. To again offer a vehicle that delights this market, BMW reviewed the competitive data and examined market trends. The new F30 maintains its design, driving dynamics, and executive car attributes, but adds benchmark environmental attributes to the vehicle. BMW's Efficient Dynamics research and engineering efforts have paid off. Fuel economy and significantly reduced vehicle emissions are two more areas where the 3 Series excels over the ever-growing list of competitors looking for a seat at the table.

We intentionally requested a 328i with the six-speed manual

transmission. Having driven (and now own) BMW vehicles that feature the twin-turbo technology, we were sure that the twin turbo four would not disappoint. And having come of automotive age with Chrysler's turbocharged vehicles during the 1980s, we were quite familiar with the performance and fuel economy attributes of turbocharged four-cylinder engines. We're also convinced that a manual shifter is required to allow the 3 Series to realize its potential. After a week and more than 1,000 miles on our test vehicle, to say that we were delighted would be an understatement.

The exterior design is distinctly familiar. BMW fans know that the 7 Series sets the design tone for the product generation, so we were not surprised to see how the 3 Series looked like a miniature version of the handsome 7 Series. The new 3 Series appears to be longer and wider than the previous generation. The new front end was a bit polarizing. The under-30 crowd greatly appreciated this aggressive look, while the over-30 crowd thought the car looked as if it was squinting. This squinty look is a direct result of the new BMW headlight design. I suspect that the BMW designers are getting us ready for the semi-conductor, laser-diode

headlights that are shown on the BMW i vehicles.

The strong family resemblance may be odd to newer BMW fans. During the years when Chris Bangle led the design efforts for BMW, it was normal for the 7, 5, and 3 Series vehicles to feature distinct designs. Many long-time fans of the marque did not care for the 7 or 5 Series Bangle exterior designs, and are likely to welcome the return to sharing design elements across all lines. As with the previous six generations, the F30 has a timeless exterior design that effortlessly blends with executive parking garages, valet parking, McMansions, and racetracks.

The interior confirmed our hunch that the F30 is bigger than the E90. With more than 90 cubic feet of interior room, the F30's interior is almost the size of the E39 BMW 5 Series. This leads me to suspect that car buyers either like their space or people are getting bigger! Readers can draw their own conclusions.

The F30 interior design is standard BMW fare. The gauges make sense and will be in familiar locations to the faithful. All the controls are all within comfortable reach of the driver. As showcased in the F01/F02 7 Series and the F12 6 Series, the new BMW interior refine-

(Below) Something familiar, something new. The instrument panel is vintage BMW. The new navigation screen design makes us think an iPad port may soon be located in that area.





(Left from top) The front and rear suspensions show why the BMW 3 Series is still the Ultimate Driving Machine.

not leave the owner apologizing to rear seat passengers (something Mercedes C-class, Audi A4, and Lexus IS/ES/GS owners must do quite frequently) nor seeking a more practical second car. Our evaluation vehicle performed the family-coming-to-town airport shuttle duty quite well.

Luxury, refinement, quality, and practicality aside, BMWs are about driving. And the twin-turbo four-cylinder engine, a manual six-speed shifter, electronic power steering, and the auto stop/start all fueled our driving soul. The 2012 BMW 328i makes the driving enthusiast want to drive. This is good because we achieved an average 31 miles per gallon (combined city/highway/aggressive driving) during our evaluation.

Putting the car on a rack and also looking underneath all the plastic, we confirmed that the F30 is pure BMW. The suspension and drivetrain pieces reflect the hours of engineering and testing that went in to the finished design. It was a little odd to see the electronic steering unit as well as all the electronics used to ensure proper operation of the twin-turbo four-cylinder engine, but we were glad to see that under all the pretty plastic was the heart of a BMW.

Audi, Mercedes, Volvo, Infiniti, Lexus, Hyundai, and Cadillac have already purchased the F60 and have most likely disassembled them in an attempt to learn the magic. It's likely that by the time they learn the magic, the next generation 3 Series will be launched.

After reading some of the automotive enthusiast reviews, including the one written by our esteemed *Roundel* editor, some of you may be concerned about the new 3 Series. All we know is that every one who rode in our test vehicle said the same thing – "We want one."



Photo BMW AG.



(Right top) The large plastic engine cover hides the new twin turbo four-cylinder engine. (Below) The new electronic power steering was designed to accommodate the new auto engine stop/start EfficientDynamics operation.



ment and fit and finish are now better than the previous benchmark Audi interiors. With the exception of the textured wood trim (I wonder how THAT got through) the F30 upholds the 3 Series tradition of improving design elements in each new generation.

For American drivers, the two most significant areas of interior design improvement are the front cup holders and rear seat room. The cup holders are now near the front of the center console. And when used, the cups do not block any front center console or interfere with shifting. It may be a coincidence that these cup holders are the perfect size for Starbucks' Venti cups!

The rear seat reminds me of the E39. Roomy and comfortable, with a very handy folding arm rest and split folding seats, the 2012 3 Series does

DIY at Leehigh Service Center

By Cliff Brody

It was May 12, 2012. On this crisp, clear Saturday morning, a group of NCC DIYers were not to be disappointed when, right at the appointed 8 a.m. time, the doors swung open at Leehigh Auto Body and Service Center for a Do-It-Yourself session that was sure to please all comers. A longtime sponsor of various NCC DIY events, was ready, willing and able yet again to help our members get done all that participants wanted, and then some.

Known to many for its first class facilities and operation, Leehigh is a family-run full-service business with solid roots in the DC metro area. The spotlessly clean, state-of-the-Leehigh art service center in Sterling, Virginia actually has its roots in Arlington, where founder Armistead Turner Thompson first built the building in 1933 on Lee Highway as a dance hall!



Its transformation into an auto service center came a few years later, after which the company and its reputation steadily grew over more than a half century. Then, in 2006, sons Ralph, Spencer and Gordon opened the present facility in Sterling.

That the Turner family is proud of its commitment to customer service is self-evident the minute you walk inside. The Turner sons and many more staff were there to meet



(Above) Three NCC member-owned BMWs on the lifts and ready for action, thanks to the people at Leehigh Auto Body and Service Center. (Below left) Nick Nickas (right) changing the brake pads on his 1985 E30 325 with the assistance of Kevin Johnson.

and greet us, explain the protocols for working on the shop floor, and lead the way to the lifts where our work immediately began. Best of all, the Turners brought in many of their own mechanics to help out; there was no shortage of questions asked of and answered by them, and their brute-strength helping hands were available when members needed that, too!

The result: our DIYers were very happy campers. DIY Coordinator Phillip Cummings and Duane Summons did a great job both to organize the event and hustle each member along so that everyone showing up, even those on the wait list, were able to get cars up high and finish all planned tasks.

This article's author was one of them. He brought in his 1995 325iC for transmission and differential fluid changes, which went off without a hitch (or spilling nary a drop, a first!), thanks to the watchful eye and helpful hint or two from a Leehigh mechanic.

Tim McNeish was there with his not-too-shabby (read: spectacular!) 2000 BMW M Roadster to change the transmission fluid, engine oil and filter, and his work

went off without a hitch; we ALL want a ride, Tim! Christopher Wooten brought in his 2007 335i for an oil change, and all of us were enjoying that gem of a BMW as well. Close by was Gina Hector, taking on various fluid changes and a brake bleed to keep her 2007 325xi coupe in top form, and Alan Marsh, who brought in his 1992 525i for a front suspension check and various other minor repairs.

Nick Nikas got his hands just a little dirty changing out brake pads on his 1985 325e, but other than that, all went well. John Hewes bit off a bit more, replacing transmission mounts on his 1997 318is,

changing fluids, and replacing a few not-to-be-ignored plastic parts underneath. Chris Wooten made his sweet-lookin' 2007 335i happy with new transmission and differential fluids, and Mike Painter's 1988 635is came away with fresh oil swirling in that very cool engine.

In all, thirteen NCC members and their cars came away from the Leehigh DIY happier and no doubt healthier. Not to go unmentioned: those donuts in the morning and pizza for lunch, that magically found their way to the front office through the graces of the NCC Chapter DIY Coordinators, who were once again determined to make sure we had all the necessary vitamins and minerals to get our work done the right way. Thank you, guys!

But most of all, NCC owes its thanks to everyone at Leehigh Auto Body and Service Center, not just for lending us their facilities and expertise, but also for the grand personal commitment everyone at Leehigh made on May 12 to assure we all felt totally welcome and, at least for that day, part of the wonderful Leehigh family.

(Below) Gina Hector is finishing up a coolant flush on her 2007 325xi with the help of Christopher Wooten.

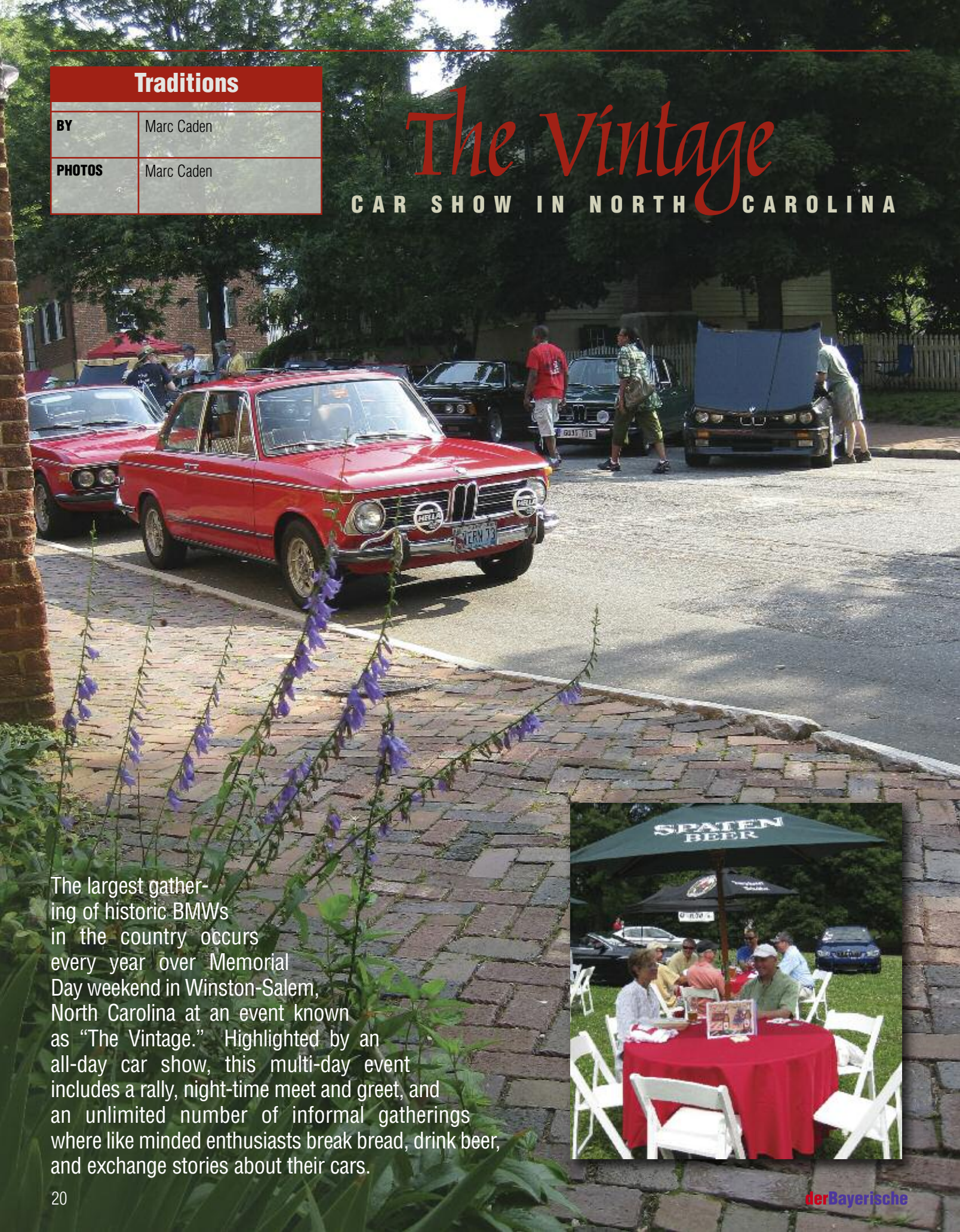


Traditions

BY	Marc Caden
PHOTOS	Marc Caden

The Vintage

CAR SHOW IN NORTH CAROLINA



The largest gathering of historic BMWs in the country occurs every year over Memorial Day weekend in Winston-Salem, North Carolina at an event known as "The Vintage." Highlighted by an all-day car show, this multi-day event includes a rally, night-time meet and greet, and an unlimited number of informal gatherings where like minded enthusiasts break bread, drink beer, and exchange stories about their cars.





Cars are displayed in charming Old Salem, a historic district within Winston-Salem that dates back to the mid-18th century. In addition to its beautiful gardens, the town is replete with old fashioned shops, a bakery, and period buildings that provide the perfect backdrop for our historic cars. Many BMW parts vendors and specialists are on hand, as well as a complimentary beer garden provided by Munich's own Spaten brewery. This year nearly 300 cars were registered and many members from our chapter made the journey south.

In the mix were several registered cars still driven by their original owners. Many former owners came to the show with pictures, sentimental memories, and stories of their once beloved. Without question, most in the crowd preferred these older models to any of Munich's latest offerings. As the classic BMW window sticker appearing on many of the cars so aptly attests, "Respect Your Elders" was a common theme.

The earliest car in attendance from the 1600-2002 class was an unrestored 1967 BMW 1600 with only 13,000 miles. Nearly every part of this time capsule remained original and it retained its first set of floor mats still in mint condition. But, as with any good car show, not every car tried to maintain a sense of originality. There was a 1985 318i that had received an M30 engine transplant and now claims to have the highest horsepower stock M30 in the

world. With a dinosaur-sized turbo-charger reportedly sourced from an old diesel dump truck located in a junkyard (I am not making this up), this car now produces well over 400 horsepower

and has been clocked in the quarter mile at 11.1 seconds (and 135 mph).

Three beautifully restored Isettas were on display at the main entrance of the car show. The Isetta is the iconic micro car produced by BMW from 1955 from 1962. The entire front end

of this car hinges outward to allow entry, and in the event of a front end collision, passengers were expected to use the sunroof as an emergency exit. Of the two series-300 red Isettas on display, one had been



(Top) The historic streets of Old Salem made the perfect venue for displaying almost 300 vintage BMWs. (Center and right) Three Isettas were prominently displayed at the center of town.



(Far left) A historic 1930 Shell gas station made the perfect background for pictures. (Left) The open hood of Marshall Lytle's 1975 2002 revealed an S14 engine from an E30 M3. (Below) Clay Weiland arrived in the second oldest of the 2002 series in attendance – a 1967 1600.

converted from a fixed roof to a convertible. You might wait a lifetime for an Isetta 300 to go from 0 to 60 mph (because its 13 horsepower motorcycle engine produces a top speed of only 53 mph), but it will be well worth it to zip around in this fun little car.

The third Isetta was a 1959 series 600, which included more horsepower (the top speed ballooned to 64 mph) and was stretched to accommodate four passengers. This

600 was the largest Isetta produced by BMW and its current owner showed his sense of humor by displaying a custom license tag reading "ELF LIMO."

There were also several of the E9 CS coupes built by Karmann for BMW, including three European market CSi variants. While the U.S. model CS coupe received an engine configured with two down-draught carburetors, a CS with an "i" after it

is a fuel injected version, only officially sold outside the United States. In total, less than 8,000 CSi coupes were manufactured from 1971-1975.

For the third year in a row, my wife and I made the 700-mile

roundtrip from Maryland to North Carolina in my 1973 2002. With the assistance of my cassette tape converter we blasted Billy Joel on my I-pod while waving to large groups of motorcycles heading toward the Rolling Thunder gathering on the National Mall in downtown Washington, DC. Long trips like



these demonstrate how this older generation of BMWs remains both robust and sporty. Although these cars were manufactured well before the advent of BMW's Lifetime Maintenance program, they certainly seem none the worse for wear and

chapter members know Paul Wegweiser from when he lived in the Baltimore area before moving to Pennsylvania a few years back. After the car show, Paul's 1972 2002tii lost compression on two cylinders, and he limped back to the hotel

monumental job of replacing the offending gasket beginning at 9:00 p.m. under a street lamp in the hotel parking lot.

My wife and I were returning from celebrating our fifteenth wedding anniversary on the night of



(Left) Chapter members from left to right – Marshall Lytle, Jim Gerock, Clay Weiland, Bill Riblett, Matthew Cervi, Dudley Williams, and Marc Caden. (Above) John McWilliams brought "Respect Your Elders" stickers – which were affixed on many vehicles.



ing tools, towels, and moral support. However, like trained surgeons, Paul and Ben each worked on their own half of the engine bay and these experienced gearheads completed the entire head gasket job in less than two hours. Paul reported that when "she fired back to life" it made him grin for 24 straight hours. He made it back to Pennsylvania without incident.

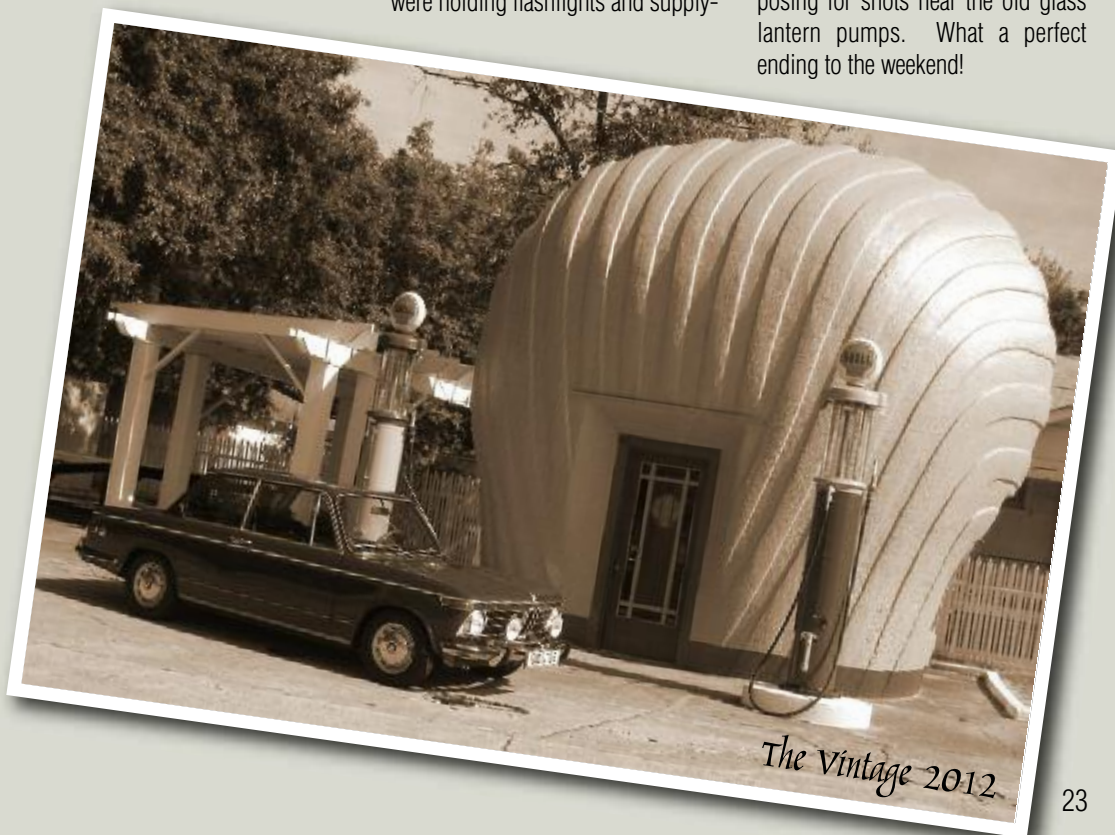
have aged like good wine. That being said, however, nearly everyone inspected their cars in advance of this journey and completed any necessary maintenance to ensure a smooth trip.

For example, Clay Weiland upgraded his sway bars, installed a front strut brace, converted his rear drum brakes to discs, and rewired his entire 1967 1600. Matthew Cervi tracked down a problem with the Kugelfischer pump in his 1973 2002tii, which ended up being a bad pressure valve that he replaced just in time. Marshall Lytle made adjustments and repairs to his 1975 2002 powered by an E30 M3 (S14) engine, including installing two Schick cams, adjustable cam gears, a custom radiator, a new exhaust system, a custom ignition timing chip in the ECU, and more. Both Dudley Williams and I replaced our carburetors.

parking lot to a host of interested onlookers. After Paul sourced a head gasket set and ate some dinner, he and Ben Thongsai took on the

Paul's failed gasket. As we walked back to the hotel, I was aghast when I saw the head of Paul's engine lying on the asphalt. Countless people were holding flashlights and supply-

As a finale to the weekend on Sunday, several of us drove to a beautifully restored 1930 Shell gas station for a picture. We had fun parking our cars in the repair bay and posing for shots near the old glass lantern pumps. What a perfect ending to the weekend!



The Vintage 2012

July DIY at RRT Racing

By Marc Caden

I recently bought a mechanic's shirt. You know the type – button down, large collar, and short sleeves with a unique shade of grey that appears to be roughly the same color as motor oil and grease. Upon seeing it, my wife immediately accused me of trying to improve my "street cred" among my shade-tree mechanic friends. However, since I tend to end up wearing a healthy dose of both motor oil and grease after most of my projects, I convinced myself that this shirt would be a practical solution to my growing collection of stained t-shirts.

So sporting my new shirt, I attended this month's DIY at RRT Racing in Sterling, Virginia, located in a 13,000 square foot facility that includes 10 service bays and a

separate area devoted to fabrication. While RRT fields and supports cars from club racing to Grand-Am (including fielding their own race

team), the core of their business is servicing and maintaining daily drivers like many of us own. RRT's experience with racing BMW models

E30 through E90 allows them to know which aftermarket and OEM parts perform best on our cars, because they have tested these parts to their very limits. Co-owner Matt Olson said their technicians can frequently look at parts and tell how much life they have left in terms of months or miles of continued use.

RRT has the very latest Hunter alignment machine recommended by BMW, a shock Dyno machine, leverless tire mounting, and Road Force balancing. RRT also tunes and builds engines, designs and installs safety cages, and runs diagnostic equipment capable of supporting the most current BMW models. They offer a discount on parts and service to club members.

Each club member received



(Above) Duane Summons and an RRT technician replacing a faulty camshaft sensor.





approximately two hours with a lift to accomplish their tasks. Patrick Pannett did an oil change and brake fluid flush on his 1998 528i. Patrick also had an RRT technician evaluate some wiring that had been gnawed on by some unruly rats while parked in his carport. Could it be that rats prefer the taste and texture of a quality German wiring harness compared to lesser quality brands?

Duane Summons replaced a faulty camshaft sensor on his 2002 530i. Chapter President Paul Seto showed off his beautiful new 2011 M3, by changing the oil, brake fluid, and brake pads. Glen Winemiller brought his son's 2006 325ci and did a brake fluid flush on the young lad's car. Nick Nikas brought his 1985 E30 that has been modified with an S52 engine from an E36 M3. Nick and a RRT technician did a comprehensive evaluation of his suspension, exhaust, and transmission.

Tim McNeish let me help replace three faulty parking sensors on his 2007 X5. Admittedly, I didn't even know the X5 came with a parking distance control system that uses front and rear parking sensors. Apparently, ultrasound sensors integrated into the bumper of Tim's BMW measure the distance to the nearest large object behind the vehicle. As your vehicle gets closer to the object, the frequency of the warning tone increases and when

you're just 30 cm from the car or other obstacle, an unbroken warning tone sounds as a signal to brake.

We replaced two parking sensors in the rear bumper in less than 10 minutes. They were fairly easy to access and simply involved unplugging the wiring harness and snapping in the new sensor. However, the faulty front sensor was located on the bumper just above an air duct leading to the front brakes. To access the sensor, we needed to

remove a portion of the inner fender liner and relocate the brake duct. This took about forty-five minutes or so to complete. Additionally, an RRT technician replacing a tire for Tim found that one of his wheels had been repaired by an inadequate welding job. Tim was unaware of this problem as it happened under a prior owner, and Tim smartly decided to purchase a new replacement wheel.

My favorite observation about RRT was that all of the employees drove BMWs and their personal cars were virtually indistinguishable from the club attendees. I always appreciate it when technicians think highly enough of the cars they service to personally own the same vehicles. RRT is clearly devoted to the marque and was a gracious host facility for this event. And, my wife was right, I think the new shirt did actually improve my street cred because about half of our club members thought I was an RRT employee and asked for my help. I only wish my day job was working at RRT because my daily grind pales

in comparison to their routine of servicing everything from daily drivers to racecars.

(Left) Patrick Pannett surveys the damage caused by some mischievous rats in his engine bay. (Below) Paul Seto replacing the brake pads in his 2011 M3. (Bottom) Glen Winemiller flushed the brake fluid in his son's 2006 325ci.



Autocross Update – Heading for Home

By Manuel De Pena

We are well into the latter part of the season, and by now many of us have had the opportunity to get a feel for what works and what doesn't. This applies to both our car and our driving technique.

If you have made modifications to your car, whether it's suspension, new tires/wheels, intake or engine, taking just four to six minutes of practice time each month is really not enough time to tell you whether you've made the right changes. Maybe it's time to consider whether attending other local clubs' events makes sense to give you more seat time. Some BMW and non-BMW clubs have test-and-tune sessions that essentially time you, but are not counted toward points or interfere with formal competition.

Another good way to get more

seat time is to attend an HPDE (High-Performance Driving Event). A test and tune is a non-competitive event that usually gives you more runs than competitive points events and there are almost always fewer cars allowed to run during a session. What this allows you to do is try a specific setting – tire pressure, camber setting, with or without traction control, raise or lower your spring height, shock/strut pressure – whatever it is you're "testing" out. You can also alter your driving style or technique – brake early, brake late, more speed, or stay in gears longer. You get the idea. But the most important point is to try out different things. The tuning part of this equation is the opportunity to change or adjust what you did to see how it affects your time, or how it impacts your handling. Since it is a non-

competitive event, a lot of the pressure is removed.

HPDE is a bit different from autocross, but everything you have learned or are learning in autocross applies to time spent driving the open track. You still have to understand where to enter a turn, brake and accelerate. The big advantage is that you get to run for up to 20 continuous minutes, depending on the venue, several times during the day! You're practicing your technique over and over. You have an instructor with you who coaches you throughout to help you gain confidence and learn new ways of driving your car. For those of you that have made modifications to your car, you'll have plenty of time in between runs to adjust or change anything you have done.

One big difference between

autocross and HPDE is the speeds at which you are operating. In autocross, you can reach 30–40 mph (some go faster) and in HPDE, you can go well over 100 mph on the straightaways. As in everyday driving, you will have your low speed, city driving and your higher speed highway driving. It all applies.

I recommend you consider practicing as often as you can. I try to attend an event 2–3 times a month because I really enjoy it, but more importantly it allows me to try different things or practice those that are giving me trouble. Not everyone has a lot of spare time and most of us have a significant other we choose to share our time with. Consider asking your partner to join you so that you both improve your driving skills and you have a new hobby to do together. In my family, my sons and I have a friendly competition and as a result always have lots of fun topics to discuss during our time together.

There are many car clubs in the area. While I believe the BMW CCA NCC is one of the best, you'll find that you are welcomed at other clubs, too. Think of all the enthusiast cars that are out there; Porsche, Audi, Mazda, Corvette, Cobra, Subaru – you get the idea. There are also larger sanctioned clubs that have local chapters like NASA, and SCCA, to name a few. I would be remiss to leave out the commercial organizations that offer lots of worthwhile choices like Skip Barber, and TrackDAZE.

An easy internet search will also yield a host of other clubs and organizations dedicated to enjoying our cars. Ask the experienced drivers that attend the NCC events what other clubs they're in or what other events they attend. You'll find that there is great deal of information that people are both willing and happy to share with you.



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

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

CARS FOR SALE

2004 330i ZHP Automatic

Well maintained, everything works with no issues. The car has no leaks or electrical problems. All airbags and safety systems are in working order and the check lights are off. It is in top shape, mechanically and aesthetically. It has the rare ZHP Package (worth \$3,900). This car is loaded with 19 inch M3 Rims, xenon adaptive lights, Harmon Kardon Premium Sound, with 120K miles, automatic 5-Speed Steptronic transmission. The car also has the ZHP Performance Package. New M suspension, thicker //M 3-spoke multifunction steering wheel with fingertip cruise, audio, and accessory phone controls. Imola Red with black leather interior, asking \$10,000. Please call or text (410) 693-2723.

1972 3.0cs

Sahara with a tan leather interior, 4-speed manual transmission, 181,000 miles and some surface rust. Garage kept. Asking \$10,000. Contact Phil at 410-461-1494 or email fiverdrvr@verizon.net with any questions.

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 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

WHEELS AND TIRES

Chrome Rims

Five 17" Chrome Zinik (Ikeda) rims, size 17 x 7.5, Hub 73. Five-bolt pattern. They were installed on an E39. But they may fit on any other BMW as well. There is NO road rash. Rims are in excellent condition. Located in Woodbridge. If you live in another area, you will have to pay additional for shipping. Asking \$500, contact Mike at (703) 508-0260.

OTHER MISCELLANEOUS

BMW 3.0i M54 Supersprint Headers

Part Number 022 787 401, new price was more than \$2K. Headers fit BMW 2001 - 2005 M54 engine in 330 Ci and Z3 3.0i Roadster and Coupe. See Supersprint site to validate your model. These were removed during sale of car to retune for emissions. Unique throaty sound, just one year old. Each Supersprint header incorporates CNC laser cut port matched flanges. Primary tubes are mandrel bent using the latest CNC tube bending equipment. Call Greg at 703.915.6942

Rear Shocks, Bilstein touring, E24 E28 635CSI 528i 535i

Pair of rear shocks / struts that fit BMW 5 Series and 6 Series from the 1980s. These are new, genuine, high quality Bilstein touring shocks #BNE-2017. The best price I found elsewhere was \$226 for the pair (and \$190 for Boge brand), not including shipping. Here's the BMW part number and fitment: Part 33521125802 (Shock absorber, rear) was found on the following vehicles: E24 633CSi Coupe, E24 635CSi Coupe, E28 524td Sedan, E28 528e Sedan, E28 533i Sedan, E28 535i Sedan. I'll ship them at my cost if we don't haggle over price too much. Asking \$169, offers are welcome, especially if you'll drive out to Germantown to pick them up. Email me directly at gregorykrea@gmail.com

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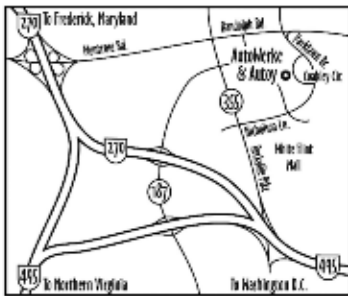
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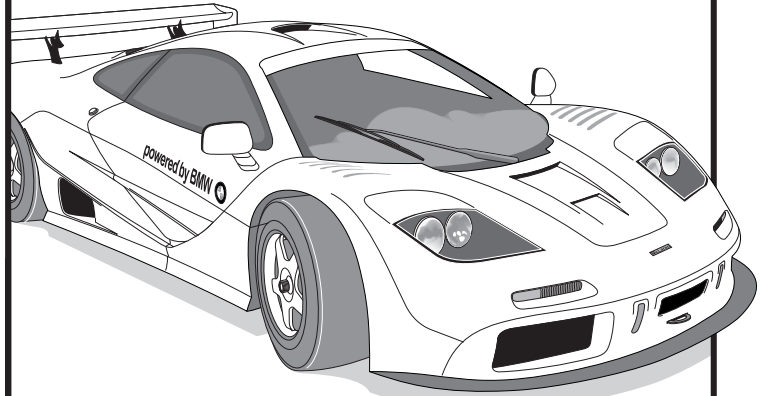
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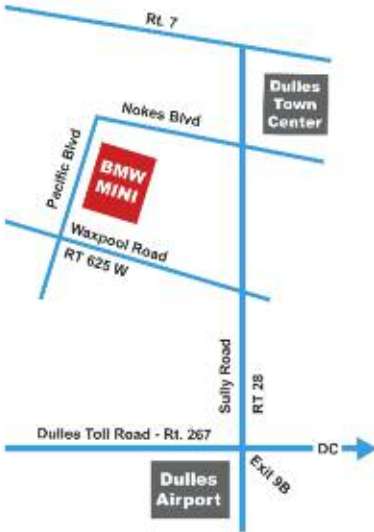
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