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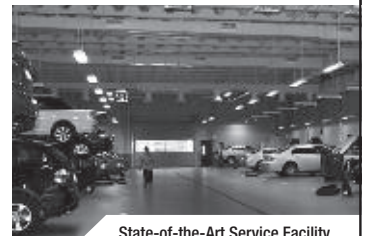
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Cover: Southern California Christmas test drive of a 2012 650i convertible. Article on page 6. Photo: James Chew

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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President's Message

National Capital Chapter BMW Car Club of America

Chapter Officers (Please call 7:30 p.m.-10:00 p.m.)

President

Paul Seto president@nccbmwcca.org 301.908.1928

Vice President

Algie Livingston vice-president@nccbmwcca.org 703.455.4717

Treasurer

Dave Miller treasurer@nccbmwcca.org 703.304.7950

Secretary

Zach Pullins secretary@nccbmwcca.org

Membership Chair

Greg Lindsay Gregory@Lindsay.net 703.440.0970

Social Chair

Paul Seto social-chair@nccbmwcca.org 301.908.1928

Driving School Coordinator

Matt Oleksiak ds-coordinator@nccbmwcca.org

Concours Chair

John McWilliams concours-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Jonathan Thayer jonathan.michael.thayer@gmail.com

Baltimore Activities

Bob Stern MirnBob2@verizon.net 410.602.0175

Club Council Representative

Pete Lem autocross-chair@nccbmwcca.org

der Bayerische Staff

Editor

Jim LaFemina db-editor@nccbmwcca.org

Production/Layout

Raine Mantysalo db-production@nccbmwcca.org 301.318.9949

Advertising Manager

Steve Lim db-advertising@nccbmwcca.org 240.888.8943

Contributing Writers

Marc Caden, James Chew, David Costanza, Woody Hair,

Manuel De Pena, Kendra Seto

Club Address

NCC BMW CCA, P.O. Box 685, Arlington, VA 22216

National Membership Toll-Free Number

800.878.9292

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It seems I always start off talking about the weather, so here it goes. It's COLD out there! As I sit here typing, the temperature is plummeting into the teens and I still need to walk the dog. Winter is my least favorite time of the year since washing the cars and playing golf is prohibited. However, it also means that spring is around the corner. Flowers will start to bloom and grass will begin to grow and everyone will be eager to begin a new year of chapter activities.

Over the winter months, the driving school and autocross committees have come up with some great promotions to build and enhance member participation. Schedules and locations have already been finalized and not only can you save money, but you'll be guaranteed a great time. For those who are not familiar with either program, register and come on out! Our highly qualified instructors always look forward to new students and will have you hooked before the end of the day. Besides, you joined a car club, so why not have fun driving your Ultimate Driving Machine?

Shifting gears to something a little more serious, by the time you receive this in the mail, the NCC board members will have returned from the bi-annual Chapter Congress in Dallas, where we strategize with other CCA chapter leadership teams from around the country. Throughout the years, overall car club membership has declined in concert with the economy, so being able to share best practices and discuss current issues is invaluable to continuing our mission to enhance your BMW CCA experience. We are proud that our chapter is fortunate enough to have a truly dedicated volunteer base, a full calendar of events, and a world-class newsletter, *der Bayerische*.

In this way we're no different than any other business trying to stay afloat. We struggle with member recruitment/retention, leadership succession, and finding the best ways to inform our members of events. We're always open to hearing what our members have to say, and everyone is welcome to attend our monthly board meetings. We would love to see new faces and have more people involved with running the chapter. And by the way, volunteering is a great way to meet others just as enthusiastic in BMWs as you, and we pay very well too (just kidding)!

Finally, I'll close by adding a few words of thanks to everyone involved with this year's annual meeting and holiday party. Special thanks to **Radial Tire, BMW of Silver Spring, BMW of Fairfax, and Central Liquors** for their generosity and continued support. Hopefully everyone in attendance was pleased with our new format and location and both Angela Dzuro-Quick and Kendra Seto did an outstanding job planning the party. We also formally announced our 2012 Board of Directors, which includes myself, onboard for another year as chapter president, Dave Miller and Algie Livingston are also returning in their respective positions as treasurer and vice president. Rounding out the team of elected officials, please join me in welcoming back Zach Pullins, who was voted in as secretary after a short stint in Florida. We're happy to have him back and we're all ready to tackle another year of serving our BMW brethren.

Paul

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



FromThe Editor

Last summer my wife and I packed up our first-born child and safely deposited him 500 miles away at my alma mater, the University of South Carolina (*Go Gamecocks!!*) His younger sister, a high school junior, is getting ready to take her SATs and then she too will soon be off on a great adventure of her own.

Which got me thinking...

Eight years ago we moved to Bowie, Maryland, with two young kids, settling on a nice suburban house whose two-car garage had long ago been converted into a play-room. Perfect for 2004, but much less necessary in 2012, and completely useless by 2013. Eight years without a garage is a tough pill for a car guy to swallow. But looking back on all the fun the kids have had, and all the sleepovers and pizza parties that converted garage has hosted, it was an easy sacrifice to make. For you young parents out

there, I recommend doing whatever you can to be that place – if you can make your house the one where your kids and their friends want to hang out, play music, play games and spend their time – you won't regret it.

But now it's time to think about swinging some sledgehammers, pulling up some carpet, and replacing a lovely bay window with a pair of matching garage doors, a few stout workbenches and brand new shelving for tools, cleaning supplies, paint, duct tape, maybe a few more tools...

Since 2004, my E28 M5 (*sold in 2007*), 1976 '02 (*sold in 2009*), and current E36 M3 (*purchased in 2010*) daily drivers have all been homeless. Soon, in addition to giving them a roof over their heads, I will be able to surround them with all of their die-cast friends, posters for the Mitty, the Vintage, and the

Pittsburgh Grand Prix, assorted calendars, a few old license plates, and the sweet smell of oil and gas.

Here's to the garage. Welcome home.

Jim

To the Editor:

As the "older gentleman" responsible for Jonathan Thayer's infatuation with M Coupes ("It's a Coupe Thing..." January/February *der Bayerische*), I was chagrined to learn that he dumped the clutch and did donuts on public streets when I gave him the keys for my '99 M Coupe.

I won't make the same error of judgment with my 1M!

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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
- 4 Winter Detailing Workshop - D&V Autobody, Inc., Manassas, VA
- 5 Karting - 12th Annual Super Bowl Grand Prix
- 9 NCC Columbia Social - Greene Turtle, Hanover - NEW!!!
- 12 NCC Winter 2011-2012 Karting Event #6
- 19 NCC Winter 2011-2012 Karting Event #7

March

- 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

- 5 Auto X School at Regency Furniture Stadium, Waldorf, MD
- 9 May Board Meeting / Social - Hamburger Hamlet, Bethesda, MD
- 12 5th Annual NCC Spring Golf Outing
- 26 Autocross at Regency Furniture, Waldorf, MD

July

- 14 Autocross at Regency Furniture Stadium, Waldorf, MD
- 28 Auto X School at Bowie Baysox Stadium

August

- 18 Autocross at Bowie Baysox Stadium
- 25 Bimmerfest East 2012 *

September

- 8-9 Driving School at Summit Point (Jefferson Circuit)

October

- 13 Autocross at Regency Furniture Stadium, Waldorf, MD

November

- 17-18 Driving School at Summit Point (Main Circuit)

* Not a National Capital Chapter sponsored event



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Food, Fun and Freebies

By Kendra Seto

It's my pleasure to describe the BMW CCA National Capital Chapter 2012 annual holiday party held at the Tysons Corner Maggiano's Little Italy Restaurant, January 14, 2012.

MAGGIANO'S
LITTLE ITALY

Greeting enthusiasts at the registration table were Angela Dzuro-Quick, Steve Lim, Algie Livingston, Paul Seto and yours truly.

Yes, the ubiquitous signing of the waiver was also required this night, a policy standard with all sponsored club events.

As usual, our annual party featured open seating, and admission came with a free drink ticket, one raffle ticket, and a cash bar for those a little thirstier. However, there were a few differences from previous years: the music, the menu and the raffle prizes. The music was provided by the eclectic playlist on Angela's iPod versus a live band. The menu this year was a family-style three-course feast. We were remiss in informing everyone to not fill up on the appetizers (bruschetta, calamari fritte, chopped apple and walnut salad and Caesar salad) and to save room for the second (Chianti braised beef, chicken piccata, six-cheese cannelloni w/roasted tomato sauce) and third courses (chocolate zuccotto cake and tiramisu). Our apologies to any club members (or guests) for any weight gained as a result of this fantastic party.

At the conclusion of dinner, the official business of announcing the 2012 Board of Directors was ably facilitated by Dave Miller. Paul Seto, Algie Livingston, and Dave Miller were all re-elected to the positions of president, vice-president and treasurer, respectively. Zachary Pullins joins them as this year's newly elected secretary. Dave Miller offered a brief outlook for the year with respect to our club's high-performance track days and karting activities. Make a note – Summit Point is the location for the following high-performance track days: April 21-22 (Shenandoah circuit), September 8-9 (Jefferson circuit) and November 17-18 (main course).

DIY Chairman Phillip Cummings discussed 2012 DIY activities, noting the following already on the books; February 25, at Northwest BMW and March 17, at Chapman Auto Werks. The following 2012 committee chairs were acknowledged and thanked for their volunteerism: Street Survivor (Marlon Spencer/Rafael Garces), Autocross (Jonathan Thayer/Phil Yates/Zach Pullins), Marketing (Steve Lim/Cliff Brody/Kelsy Hill), M Day (Doug Verner), Tours (Dave Costanza/Algie Livingston) and Socials (VA-Algie Livingston/MD-Paul Seto). Please review the club calendar for dates and locations for all club activities. Paul Seto thanked everyone for their vote of confidence as president of the "best BMW car club" and provided insight on the 2012 Baltimore Grand Prix. Algie Livingston again thanked

all the volunteers who make the club and its various activities an enjoyable experience for its members.

The raffle prizes were slightly different from the previous years' annual parties. BMW logo clothing such as dri-fit polo shirts, t-shirts, baseball caps, skull caps, hoodies and athletic shirts were available again. In addition, other BMW logo items given away included key fobs, writing pens, watches, a leather purse, tote bags, wallets, portable hard drives, and paper weights. New to the raffle prize list this year were \$150 Red Door Spa Gift Certificates (my fellow female guests all wanted to win one of these), \$100 AMEX gift cards as well as bottles of wine, rum and vodka. The highlighted raffle of the night was four Toyo tires for the price of two, courtesy of Radial Tire.

It sure seemed like everyone who attended this year's Annual Party enjoyed themselves in the company of fellow BMW enthusiasts. The club would like to thank the following sponsors whose generosity assisted in the success of the event:

Radial Tire Co. (Paul Moorcones, owner) four Toyo tires for price of two

BMW of Fairfax (Mark McCollum, general manager; James Duerbeck, sales; and Dewaine Carpenter, parts manager) \$500 BMW merchandise

BMW of Silver Spring (Larry Sevrin, general manager; Wesley Norman and Chris Moller, parts specialists; Ryan Keller, certified technician) \$250 of BMW merchandise

Central Liquors (Vince Singh, www.centralwines.com) eight bottles of wine and liquor

Special thanks also goes to Gordon Kimpel for helping procure such great raffle prizes, and the club also extends its thanks to Angela Dzuro-Quick for her assistance with planning and executing such a great event. Angela did most of the legwork for this event which is greatly appreciated. If you're wondering why there are no pictures, it's because I was enjoying myself so much that I completely forgot to use my camera! Yes, I had that much fun! For those of who attended, please feel free to provide your positive and constructive feedback to me at kdbundy@yahoo.com.

And if you're interested in planning the 2013 Annual Party, please volunteer at the next board meeting.



A 400-Horse Open Sleigh

By James Chew



Christmas in Southern California is quite different from anywhere else in the lower 48 states. Having the weather that makes it one of the world's most desirable vacation spots, Southern California Christmas weather usually means that the natives wear a polar fleece during their early morning jogs, removing them by 10:30 in the morning in preparation for the sunny and clear, 75-degree day. And to give their properties some traditional winter feel, Disneyland, Universal Studios, and Knott's Berry Farm all feature real snow during the evening hours.

With some of the best driving roads in the country and the idyllic year-round weather, Southern California is an ideal place to own and drive a convertible. Our esteemed *Roundel* editor discussed this in one of his recent columns. For that reason, I thought the "ultimate" vehicle for my family's Southern California Christmas would be a 2012 650i convertible.

The F12 chassis is BMW's latest attempt for a statement or flagship vehicle targeting the luxury performance enthusiast market. Combining the "Ultimate Driving Machine" spirit that was released by original E12 6 Series shark with the upscale aspirations of the E31 8 Series, the resulting F12 is a worthy competitor to the Mercedes SL,

Jaguar XK, Maserati GranCabrio/GranTurismo and Ferrari 559 GTB.

Many feel that the E63/E64 chassis had the best exterior interpretation of the Bangle design language. It was the one BMW where the so-called "Bangle butt" not only seemed to make sense, but harmoniously blended with the rest of the exterior. Women were quite attracted

to this vehicle, leading some to declare the E63/64 to be a "chick's car." The F12 design follows the Adrian van Hooydonk trend of accentuating the hidden attractive features of the Bangle designs while subtly eliminating the controversial features. While the Bangle designs set BMW apart from the competition by having a strong presence, the Van Hooydonk designs make the vehicles distinctive through timeless designs. In our informal survey, we found that men and women equally found the F12 exterior to be quite attractive.

While matching the aforementioned competition in terms of exterior design and bettering them in terms of driving performance, the E63/64's interior were lacking when compared to the competition. While



(Above) Winter is seldom a consideration when choosing a rental in Southern California. (Left) A trunkful of presents were no match for the 6's 4.4-liter, twin-turbo power plant.

the design looked nice in clay, the production interior seemed to be a combination of American brashness and Japanese falseness. The F12 interior has the same integrated feel and function as the award winning Z4. The Z4 was designed by Juliane Blasi and her influence is apparent in the F12 interior.

Calling the F12 a four-seater is a bit generous. The driver and front passenger have plenty of room and the rear seats themselves are quite comfortable. However, as with the E63/64, rear seat leg-room is lacking. We managed to find the front seat settings that allowed our children to ride in the back in relative comfort. We were pleased with the amount of trunk space, which accommodated a large number of seasonal gift-wrapped presents.

Our test vehicle featured a deep sea metallic blue exterior that accentuated the 20-inch V-spoke wheels and an ivory white nappa leather interior with the fine line oak trim. While universally admired by all who saw it, I would have preferred the cinnamon brown nappa leather. However, this color combination looked good every place we drove – including the Temecula wineries, Laguna Beach, Angeles Crest Highway, Rodeo Drive, Willow Springs Racetrack, and the Downtown Disney District.

Our 2012 650i convertible lived up to its Ultimate Driving Machine heritage. Equipped with the proven twin-turbo 400-horsepower 4.4-liter V8, the new eight-speed sport automatic transmission, and the E63/64 M6 refined adjustable suspension, we quickly found the correct settings



for the diverse Southern California roads. The heated seats and steering wheel allowed us to enjoy top down driving during the relatively cool Southern California nights. The twin turbo V8 is a wonderful engine. Having the responsiveness and smooth power delivery that one would expect from a supercharged engine, we were never yearning for more power. The turbocharger has the added benefit of yielding better fuel economy than the equivalent supercharged or larger displacement engine. We also found the engine to be extremely quiet, enhancing the vehicle's refinement. Even with



American desire for a manual transmission, so a seven-speed manual shifter is standard. However, the sport automatic eight-speed transmission is a gem. We first encountered the BMW sport automatic and the adjustable sport suspensions in the E64 M6 on Road America. After a few practice laps, as we found ourselves consistently achieving quicker lap times, we also got more comfortable with this combination. The F12's driving dynamics will have its owners seeking all available back roads.

The new surround view backup camera is a must-have feature. By integrating the images from the cleverly disguised rear back-up camera (it's under the rear Roundel) and two side mirror cameras, the surround view provides a clear and accurate top down view when you're backing up the car. We've never been happy with the picture quality of the previous BMW rear view back-up



aggressive driving on Angeles Crest Highway, Bouquet Canyon Road, and Ortega Highway, we averaged 19 mpg during our week-long evaluation.

BMW now understands the

cameras and this new surround view is a quantum leap in terms of usefulness.

While the Southern California roads and its winter weather provided an ideal place to evaluate the 2012

(Above) More rear seat leg room would be a welcome addition, and give more credibility to calling the car a four-seater. (Left) The increased functionality of BMW's surround-view camera system is both significant and impressive.



(Above) The trunk-mounted roundel tilts to reveal the nicely hidden backup camera - though a laser, rocket launcher, or oil canon would have been a lot cooler.



650i convertible, I believe this is the perfect Ultimate Driving Machine for the North American BMW enthusiast. This would be an ideal car for a spirited or relaxing drive, either alone or with a special friend, on Skyline Drive, Tail of the Dragon, the drive to Astoria, Oregon, Route 100 in Vermont, Highway 58 to Laguna

Seca, or Route 191 in Arizona. Perhaps BMW NA would be good enough to provide this 2012 BMW 650i convertible for a two-week drive of Route 66!

With a base price of \$90,500, our test vehicle was fully loaded with

the cold weather package, driver's assistance package, premium sound package, 20-inch wheels with performance tires, active roll stabilization, instrument panel with leather, and BMW App for a \$102,875 MSRP. In other words,

equipped the way most BMW enthusiasts would like. Perhaps we can convince the BMW CCA folks to have the 2012 Oktoberfest raffle grand prize be a 2012 650i convertible!



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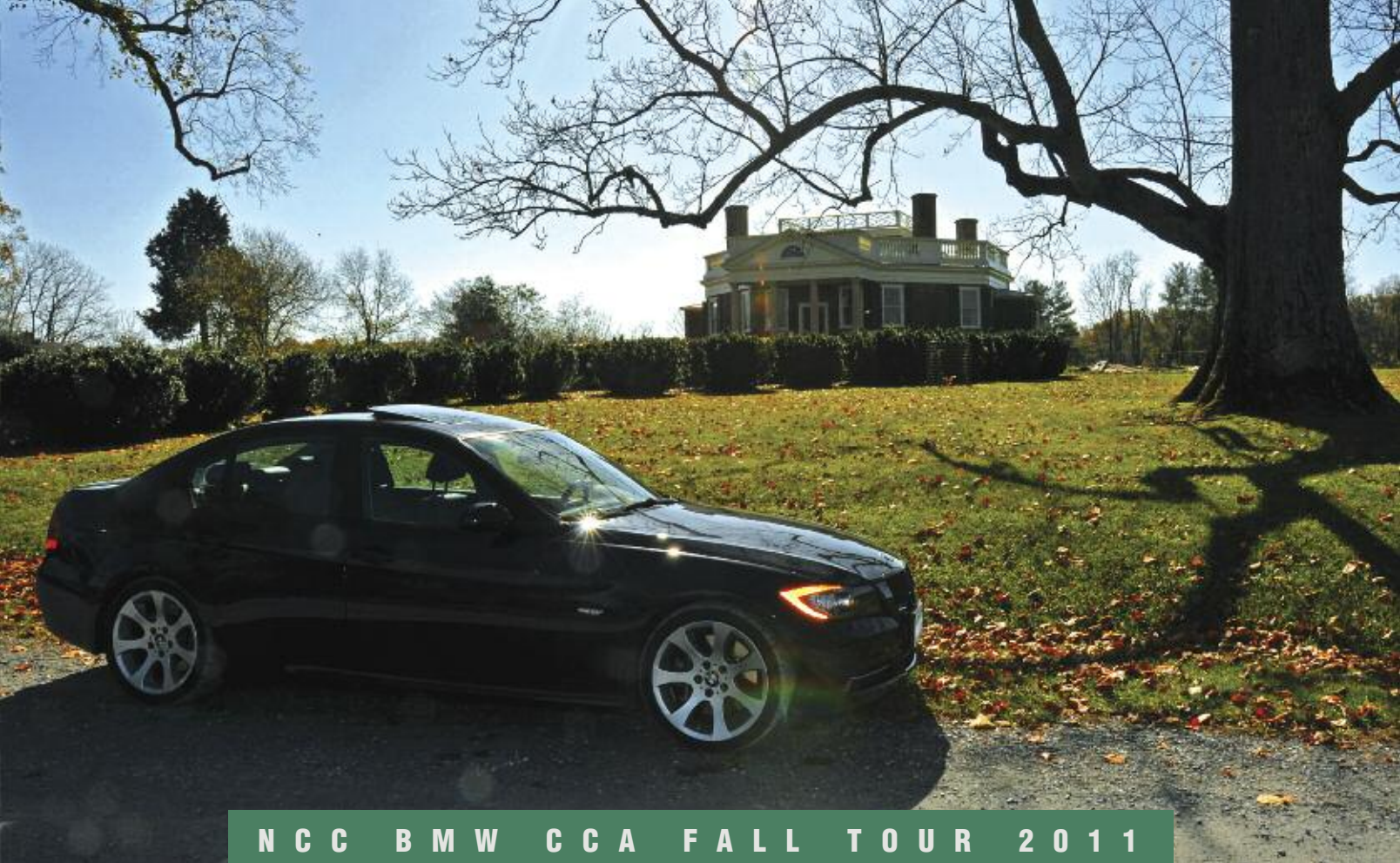
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Wintergreen v3.0

By David Costanza - Fall Tourmeister

It started raining Friday night and continued on into Saturday morning. A cold, driving rain in Washington that was falling as snow and sleet up in the Blue Ridge Mountains. One of a tourmeister's worst fears — lousy weather for a tour filled with shiny clean BMWs on summer performance tires. Fortunately for this year's NCC Fall Tour, the weather described above occurred on the weekend before this year's event, aka Wintergreen v3.0. Instead, the weather for this year's tour on November 5-6 was once again picture-perfect, with sunny skies and temperatures that made it into the 50s each day.

Weather-crisis avoided, the tour started out at a favorite spot, the Manassas Cracker Barrel. The fifty participants in twenty-nine cars were not alone in the parking lot. From the gathering of motorcycles gearing up, it appears that the Cracker Barrel is a popular meeting point for weekend outings. Fortunately, the chain-restaurant police did not object and the tour participants were able to gather their instructions and head off along the route.

The cars driven ranged in years from 1997 to 2011 with the majority being 3s. There was a lovely 2001 M5, a 2007 M6 convertible, a 2010 M3 and a few assorted 1s, 5s, and Zs. There was also a rogue driving a Tesla Roadster although it remains unclear how the Motorsportreg.com system allowed that one to get through.

A second great fear of any tourmeister is that the road conditions have changed since the route was last run. Just after starting the tour, some recently started construction on Route 234 slowed things down a bit but everyone was soon back up to speed. The route took us through the foothills of the Blue Ridge Mountains including the towns of The Plains, Marshall, Flint Hill, Washington (the one in Virginia), Sperryville, Madison, and Barboursville before skirting Charlottesville on the way to our lunch stop, Michie Tavern.

Fed and refreshed, everyone headed off to Ash Lawn-Highland, President James Monroe's home near Charlottesville. The property includes the house and a 535-acre working farm. Monroe's friend, Thomas Jefferson, encouraged him to purchase the property adjacent to Monticello and Monroe did so in 1793. Six years later, the house was completed and the Monroes moved in. He and his wife, Elizabeth, lived in Highland (it acquired the "Ash Lawn" name some years after his death) until 1823.

Unfortunately, Monroe was forced to sell the property in 1825 to settle his debts (what is it with all



(Above) Poplar Forest with the writer's 2007 335i.
(Left) Porch at Ash Lawn-Highland.

these founding fathers and their pervasive debts?) Additions were made and the house changed hands numerous times until 1974 when its last owner died and bequeathed it and the remaining acreage to Monroe's (and Jefferson's) alma mater, the College of William and Mary. Since then, it has been open as a historic site and museum. It is also host to numerous festivals and events, including a wedding that was starting just as the BMW crew was heading out.

After Ash-Lawn, we began the afternoon portion of the route. A series of interesting roads led us to Scottsville where the local constabulary nabbed one of us. I had seen the officer hiding behind a garage but at the time I was stuck in a line of slow moving traffic. I could not imagine how anyone could get up enough speed in that short of a run to get pulled over. Apparently, if there is no traffic, getting up enough speed to get caught is unfortunately easy to do. Remember that part about road conditions changing? Well, after Scottsville, that second fear reared its ugly head, where some fresh gravel that had been recently laid on what was otherwise a great road running alongside the Rockfish

River. Some drivers reported having seen the tourmeister pulled over on the side of that road, slowly banging his head on the steering wheel. Fortunately, the stitch marks on my forehead from the leather wrapping were only temporary.

Safely back on roads not under construction, drivers headed quickly to our overnight destination, the Wintergreen Resort. There, members enjoyed a reception and then a lovely buffet dinner. Wintergreen's food is good and the service is excellent but, truth be told, Robin's (aka the tourmistress) love of the dessert buffet is one of the things that keeps bringing us back.

Sunday morning was again gorgeous and we headed off to Poplar Forest, Thomas Jefferson's summer home, via the Blue Ridge Parkway. At that time of the morning, the Parkway was virtually empty. A small group of E90s, the tourmeister's included, broke away from the pack and enjoyed a delightful romp (at mostly legal speeds) for more than 50 miles of switchbacks, sweeping turns, short straightaways, and stunning vistas.

It was at about mile 40 on the Parkway where, shortly after mentioning the lack of wildlife that had been spotted, the tourmistress



(Above) The rolling hills of Virginia's country roads offered a nice combination of spirited driving, lovely scenery, and a few bits of challenging surface conditions for 2011's Fall Tour.

looked down just for a second. At that exact moment, a handsome 10-point buck appeared by the side of the road. The tourmistress looked up and let out a whoop that I am pretty sure startled the deer as much as me. He froze, we veered slightly to the left, and the E90 convoy narrowly averted disaster.

The rest of the trip to Poplar Forest was pleasantly uneventful, highlighted though by being stuck behind a vintage El Camino for

about five miles on the way into Lynchburg. Greenish-gold, jacked up, with mag wheels, classic car plates, and burning oil, it was a stunner. Sadly, we were not able to determine if the bed was lined with AstroTurf.

After escaping the Camino, we arrived at Poplar Forest. Forty people eventually showed up to tour Jefferson's summer home. I say eventually because one car was a bit behind the others, having unfortunately turned north on the Parkway way back at Wintergreen instead of south and compounding the mistake by not discovering it for quite a while. I never found out how far north they went before realizing their error.

Thomas Jefferson and his wife Martha inherited the property known as Poplar Forest from her father in 1773. The property was so named because of the massive poplar trees that once covered the property, a few of which still remain at the entrance to the house. Jefferson used the



(Left) Poplar Forest, the eight-sided home of our contry's third president is an historic destination that's worth the trip.

income from the nearly 5,000-acre plantation both to build the house, also called Poplar Forest, and out buildings on the property as well as to support Monticello and its needs.

The house, a unique octagonal design with similarly shaped interior rooms, was started in 1806. After his second term as president, and, while still tinkering with Monticello, Jefferson oversaw work on the house. Also like Monticello, Jefferson was continually modifying Poplar Forest until his death. Jefferson visited his retreat several times a year staying months at a time. The docents said his visits coincided with the planting season but given the number of visitors (and their intrusive stays) at his main home, he probably came to

Poplar Forest to escape his "guests" at Monticello.

After Jefferson's death, Poplar Forest, like Ash Lawn-Highland, was sold multiple times, suffered a fire in 1845, and was eventually purchased by a non-profit foundation in 1983. Since then the house and property have undergone extensive, albeit time-consuming renovations including work on the house, out-buildings, gardens, and landscape.

After the visit to Poplar Forest, the tour was over and everyone departed back through Lynchburg on the way home. Next year's tour is now in the planning phases, tentatively set for November 3-4 so mark your calendars. Here is hoping for another great weekend with fair weather, fine roads, and great company.

For information on the sites visited see:

Michie Tavern: <http://www.michietavern.com/>

Ash Lawn – Highland: <http://www.ashlawnhighland.org/>

Poplar Forest: <http://www.poplarforest.org>



(Above) From one president to another, James Monroe purchased the property adjacent to Monticello and constructed this home at the recommendation of his friend and neighbor, Thomas Jefferson.

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(and still is) a popular hangout for students from nearby Walt Whitman High School, and there was a mob of kids surrounding this car like it was a rock star. The upperclassman driving it was probably very cool, but I have no recollection of him because I only had eyes for the car. "Wow," I thought! That was the day I knew I would have a 2002. It only took me another twenty-five years to finally score one.

My first experience with a BMW 2002 is ingrained in my memory. It was the early 1980s and a Golf Yellow '74 2002tii pulled into the parking lot of the 7-Eleven on River Road in Bethesda, Maryland. This 7-Eleven store was

My search began in 2008 with a visit to an independent BMW service center located a couple of blocks from my office in Rockville called BMW Excluservice. Its owner, Lothar Schuettler, discussed with me in great detail the attributes

of a solid driver, and showed me pictures of his own 2002 that he had lovingly restored many years earlier. Next, Lothar gave me personal tour of his workshop, where (at that time) he was still in the process of restoring his 1937 328 cabriolet. As you may recall from the last issue of the *dB*, it was this same car that recently won Best of Show honors at the Hilton Head Concours.

Lothar shared a great deal of expertise with me that day. He also told me that if any customers were selling a suitable 2002, he would let me know. Several months later when I returned with my 1973 2002, Lothar seemed generally pleased with the car, although he wisely pointed out that one my steel wheels was slightly larger than the others (fixed it, thanks Lothar).

For all in attendance at the December DIY, it was obvious that BMW Excluservice is an extension of Lothar's commitment to his standard of quality workmanship and service.



Customers can enter the service bay area to discuss any issues with the technician servicing the vehicle. Everyone at BMW Excluservice is

(Left) Lothar assisting a member balance his E9 carburetors. (Below) Marc Caden and a technician from Excluservice check the brake fluid level after his brakes and rotors were replaced.



December 2011 DIY at BMW Excluservice

Text by Marc Caden | Photos by Raine Mantysalo





guided by the philosophy that the customer can better understand the repair if the technician can explain the recommended service using your vehicle. BMW Excluservice has been in business for more than twenty-five years and offers a discount to all club members.

As usual, the December DIY at BMW Excluservice was full of interesting tasks. Clyde Arrington changed the driveline fluids and flushed the brake fluid on his 2007 335i. Mike Painter replaced the brake pads and rotors on his E36 M3 convertible. This was a learning experience for me, as a technician noted that the rotors Mike purchased were directional vane rotors, and they had been unknowingly mounted on the wrong sides of the front axle. Many cars come with straight vane rotors, with internal cooling vanes that extend straight from the center of the rotor outward and that can be mounted on either side of the same



axle. However, Mike's directional rotors have tilted internal cooling vanes that are intended to push more air through the rotors and result in improved cooling. We quickly swapped Mike's rotors to the correct side and he was on his way.

Chapter President Paul Seto put winter wheels on his 2007 335i. Doug Verner replaced the brake pads and brake fluid on his 2005 M3 ZCP Dinan S2. I installed new brake

pads and rotors on my 2005 330i. Which leads to a brief confession on my part – despite my commitment to using predominately BMW parts, I decided to try low dusting Akebono Euro Ceramic brake pads. While I notice a slight difference in their initial "bite," any difference between these pads and stock is minimal enough for me. After several weeks of driving, I can report that there is no noticeable brake dust build-up.

As the event came to a close, Lothar offered attendees an impromptu tour of his personal car collection located at his home nearby. This chapter is very fortunate to have a member like Lothar Schuettler. His knowledge of the marque is encyclopedic, his skills are impeccable, and most importantly – he has demonstrated a continued willingness to share with club members what he has learned in roughly fifty years of experience with BMWs. I think everyone would agree, the personal tour was a perfect ending to another great DIY event.



(Top right) Milking the big horn, Doug Verner flushing the brake fluid on his 2005 M3 ZCP. (Above right) R Scott D'Vileskis working on the electrics of his 1991 850i. (Bottom left) Technician Sam Lutz (right) watching a member drain his oil. (Bottom right) The chapter's first lady, Kendra Seto, flushing the brake fluid on her 2002 BMW X5.



Newcomers Guide to Autocross

By Manuel De Pena

What is Autocross?

Autocross is a popular and extremely enjoyable type of motorsport done on a defined course in a parking lot or other large, open and paved area. Organizers design unique and challenging courses that are laid out using traffic cones, chalk marks on the pavement, and permanent barriers such as curbs and lighting fixtures. Unlike NASCAR, which runs on an oval track, an autocross course has many twists and turns that allow the driver to test his driving abilities on a mix of curves and short straight-aways. Speeds rarely exceed legal highway speeds, but don't tell the Cobra guys that.

Each driver runs the course alone and is timed. In this way, people can race to improve their own times or compete against other drivers in the same class. Either way, the outcome is that you learn to drive your car at or near its limit while safely practicing techniques you never thought you knew or knew how to do. Because safety is of primary concern there is no need worry that you will "tear up" your daily driver. Autocross emphasizes driver skill over raw speed and is organized to allow the average person to participate with his or her normal street car.

Any type of car, including Hondas and VWs, to BMWs, Corvettes and Ferraris are seen on local autocross courses. Many of the cars on the course are stock, but some enthusiasts modify their cars in some way to help improve performance and ultimately their times. If you care about competing, you will only be compared to similarly equipped cars.

Cars are grouped into classes depending on engine displacement, tires, and a host of other possible modifications you can make to your car. Besides your car, you will need to ensure that your seatbelts function properly and you will need a helmet. If you're not ready to invest in a helmet, you can borrow one from the club.

Sounds like fun. How do I start?

Autocross events are held across the Washington, Northern Virginia, and Maryland region by a variety of organizations. The BMW NCC will sponsor nine events in 2012, three of which will be Autocross schools.

2012 Autocross Schedule

03/17/2012 - **AutoX School** @ Bowie Baysox Stadium
03/24/2012 - Autocross @ Regency Furniture Stadium
04/21/2012 - Autocross @ Bowie Baysox Stadium
05/05/2012 - **AutoX School** @ Regency Furniture Stadium
05/26/2012 - Autocross @ Regency Furniture Stadium
07/14/2012 - Autocross @ Regency Furniture Stadium
07/28/2012 - **AutoX School** @ Bowie Baysox Stadium
08/18/2012 - Autocross @ Bowie Baysox Stadium
10/13/2012 - Autocross @ Regency Furniture Stadium

Autocross schools give you the opportunity to learn the basics needed to get you started. You are assigned an instructor to help you get familiar with a typical course, learn how to approach the different types of turns, avoid mistakes, and give you lots of "seat time" (time behind the wheel actually practicing what you learn). They are a great way to learn, but NOT required to participate. All that is required is a driver's license, the desire to have fun, learn new driving techniques and a Rolodex to add the names of all the new friends you'll make.

Tips for your first autocross

So you've decided to take the plunge. What do you do next? The most important next step is to visit the NCC website. Under Chapter Programs you will see Autocross. There you will find the schedule, classing rules, lots of additional information about autocrossing, and FAQs. Be sure to check out the Autocross section of the forums. There is a long list of discussion topics that range from types of tires to impressions of previous courses. All are welcome and encouraged to participate. This is not an elitist, "we know more than you" place. There are lively discussions, advice, friendly experts that are more than happy to lend a hand or offer suggestions.

Once you have perused the information on the website and the first non-school event draws near (3/24/12 – Regency Furniture Stadium), you need to



prepare yourself and the car for a morning/afternoon or a day of fun. Make sure you check the condition of your car. Inspect and top-off any fluids, check the pressure of your tires, remove all loose items from inside the car and trunk. If you have a spare, tighten all bolts and nuts that keep it in place. In other words, check that your car is in good working order.

Wear comfortable clothes and footwear. We don't recommend you wear boots or heels. I'm sure this doesn't need further explanation. You can wear gloves, but they are not required and sunglasses help reduce the glare. Whether you are participating in a morning or afternoon event, try to arrive a little early. This will give you the opportunity to sign in, fill out any forms or waivers, and ask any questions you might have. You need to arrive early enough to have your car inspected by the tech staff. You cannot run if your car is



(Above) Nothing but asphalt and cones, for as far as the eye can see. Is this heaven? No, it's autocross... Photo: Manuel De Pena.

not inspected. After your car is inspected and all details have been taken care of, we hold a drivers meeting to go over the course, review the safety rules, and discuss what happens if you hit a cone. Be prepared, everyone hits cones – even the veterans.

Everyone who participates in an autocross event is expected to work and help make the event run

smoothly. Everyone attending is a volunteer, including event organizers. Your participation fee is used to offset the cost of equipment, facility rental, insurance and incidentals. We try to keep the fees low to encourage as many people as possible to join us in the fun!

After the drivers meeting, you will have the opportunity to walk the course and familiarize yourself with

the layout. An instructor-led walk is also held to give you advice on how to approach each of the turns and twists. This is extremely helpful, even for the more experienced drivers. One of the things you will find yourself doing is asking your fellow autocrossers how they handled a particular turn or obstacle. This is where new friendships are made. If it's supposed to be a hot, sunny day, bring sunscreen, drinks, and so on. Many veteran autocrossers bring a shade canopy and chairs for comfort. Invite your friends and family members to come and watch. Watching an autocross event is almost as much fun as participating – almost. If this is your first event of the year or your first autocross ever, remember we're all here to have fun and learn how to be better drivers. In all likelihood, you will get hooked. Most importantly, enjoy yourself!

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Making a CPO Car My Car

By James Chew



While it's enjoyable to read about fellow BMW CCA members traveling to either BMW headquarters in Munich or to Spartanburg, South Carolina to take delivery of their newly purchased BMW, many of us BMW enthusiasts tend to lease a new BMW but purchase a Certified Pre-Owned BMW. BMW does quite a bit to take the risk out of buying used, or should I say "pre-owned," by implementing an industry standard inspection process. As an example, if the car has been involved an accident, no matter how minor, it does not qualify for certification. The certification process also checks to ensure that any recall service as well as the scheduled maintenance had been performed (more on the scheduled maintenance later). The Certified Pre-Owned vehicle also retains the balance of the original factory warranty as well as the balance of free scheduled maintenance in addition to the extended

Certified Pre-Owned warranty. The maintenance and service history, as well as the name of the purchasing and servicing dealer, are provided. Any BMW dealer honors the CPO warranty and free scheduled maintenance. And yes, the BMW dealer will try to sell to you the extended scheduled maintenance plan. While nothing is truly risk free, BMW's Certified Pre-Owned vehicles are about as close to that in terms of buying a new-to-you BMW.

So when I ran across a Certified Pre-Owned 2008 BMW 135i convertible with the six-speed manual transmission, I immediately thought that it was time to replace my 2002 325i convertible. When I reviewed the 2008 128i convertible for *Roundel*, it reminded me of my 1999 323i convertible. This was a BMW that focused on being an "Ultimate Driving Machine" rather than distract from the driving experience with all the electronic gadgets that have now become the

industry standard. And while I felt the 128i's engine worked quite nicely with that chassis, the 135i's twin-turbo engine that produces 300 horse-power and 300 foot-pounds of wide-band torque transforms the 1 Series convertible into the "Ultimate Driving Machine." The chance to own the vehicle that BMW designed and positioned to be the spiritual successor to the 2002 was a little too tempting. And having the "Year One of the 1" ring around the start/stop button held some value from me. I would not have had the same enthusiasm if it were not a "Year One" 1 Series.

As I've written before, I highly recommend that all BMW enthusiasts contact Mike Miller, *Roundel's* "Tech Talk" editor, to receive his copyrighted BMW "old school" maintenance schedule (techtalk@roundel.org). Even though the dealer-provided records on my vehicles showed that all scheduled maintenance had been performed and that I had 4,400 miles before the next scheduled oil change, I went to my local independent BMW mechanics for an inspection. Of course, I immediately

replaced the "lifetime" differential and manual transmission fluids with the appropriate Red Line products as well as installed a K&N air filter (that is one odd looking air filter). When they opened up the oil filter housing to inspect the condition of the oil, there was no question that it needed to be replaced.

Because the vehicle is still covered by the "free maintenance" plan, the brake fluid, brakes, and coolant would all be replaced at the recommended intervals. Mechanically, my 1 Series was now up to a BMW enthusiast's standard and ready to hit the road.

Cosmetically, my 1 Series needed some work – all of which



(Above) Find what works for you and stick with it. Sound advice for more than just car care products!

could be accomplished with elbow grease. Yes, the BMW dealer performed the typical vehicle delivery prep work. No, it wasn't to a typical (e.g., anal) BMW enthusiast's standard. I'm not one to let anyone else detail my vehicles. Fortunately, I have a great relationship with the Mother's Car Finish folks, so I used the latest Mother's products to get my BMW up to enthusiast standards.

I became a Mother's enthusiast when I worked with them on SEMA show vehicles when I was working for Exide batteries. Started by a Southern California car enthusiast and his mag wheel and aluminum

polish in the 1970s, Mother's has grown to become a globally known company with more than 70 car care products. Mother's has developed products that have helped car enthusiasts maintain the "show quality" shine to their vehicles. The pure California Gold carnauba wax, the clay bar, their power ball polisher, and their new headlight restoration kit that includes a mini power ball are quite popular with car enthusiasts. The Mother's exhibit is one of my "must stops" at the annual SEMA show. So when I gave my CPO 135i convertible its first detail, I did not hesitate using the collection of Mother's car care products.

The paint was in great condition, so I didn't use the clay bar. I most likely will do so after six months. Using the Mother's car wash concentrate to clean the exterior surfaces, I felt that I didn't need to use the three-step cleaner, sealer/glaze, and wax process. I applied two coats of the hard pure California Gold Carnauba Wax to achieve my desired showroom shine. Next, I used Mother's chrome wheel-cleaning product. The wheels cleaned up so well that I didn't need to use the chrome wheel polish to give them a car-show shine. Of course, I used the Mother's tire

black product to give the near new run flats the factory fresh look. Using these products on the wheels showcased the 135's standard BMW-branded brake calipers, significantly enhancing the 135's aggressive stance.

Interior detailing is always tricky for me. Because the 135i will be a daily driver, I was not seeking the no-dust/dirt-in-any-crevice look. What's most important to me for an interior is that the surfaces are clean and that all leather is clean and treated. On my older BMWs, I use Lexol. However, Lexol seems to be harder to buy in bulk; even the local leather shops seem to have a hard time ordering Lexol in the gallon-size jugs. On my newer BMWs, I'm using the BMW combined leather cleaning/conditioner product. It's easy to use and works quite well, but I'm not sure if I'm getting these results because I've used this product on my car since the vehicle was brand new.

For the 2008 135i Convertible, I decided to use the Mother's product. I was a little wary because the newer BMW convertibles have a special UV-blocking pigment that keeps the leather surfaces cooler in direct sunlight, but I was assured by the Mother's people that their leather cleaning and conditioner products



(Above) Whatever products you choose, mix in equal parts elbow grease and determination, and the end results will almost always make you proud.



would not harm that pigment. I found the products to be just as easy to use as the Lexol product with the same superior results. And the Mother's products were better values than Lexol, provided you purchase both from an auto parts store. I will most likely use the Mother's Reflections combined leather cleaner/conditioner product for the minor detailing.

I took my personally detailed BMW 135i Convertible to a local car show and saw a very nice E36 M3 on display. This person told me that he used nothing but Zymol and the Griot's Garage products, which are fine, but are also much more expensive than the Mother's products. I proudly showed my new vehicle to this person, who complimented me on how the vehicle appeared to have been professionally detailed. I'd like to say that the car care products make all the difference, but I'm sure the pride in ownership that translates to elbow grease and attention to detail were also major contributors to the respective vehicle's appearance.

Car care products are a personal choice. The good ones are the products that have earned your trust and those you feel comfortable using on any of your vehicles, regardless of that vehicle's intended use. Mother's car care products have earned my trust and I do not hesitate recommending them to any of my fellow car enthusiasts, especially my fellow BMW CCA members.

The 50th Rockville Antique and Classic Car Show

By Marc Caden



The Rockville Antique and Classic Car Show celebrated its 50th year on October 15, 2011 on the grounds of the Glenview Mansion with a special display of race cars. This show featured more than 500 classic automobiles and is considered by many to be the premiere non-judged auto show in the region.

Without question, one of the highlights was a 1955 Ferrari 500 Mondial Scaglietti Spyder Series II. As a Ferrari factory team entry in the 2.0 liter class, this car took a class win at the 1st Grand Prix of Venezuela in November 1955

driven by Eugenio Castellotti and Harry Schell. One month later Porfirio Rubirosa earned a class win in the Governor's Trophy Race at Nassau. Its current owner raced it in the 1960's and once drove it from San Francisco to New York. In August 2008, it won its class at the Pebble Beach Concours d'Elegance and was awarded the Enzo Ferrari Trophy for the Best Ferrari in the field.

There was also a more modern Ferrari, a 2002 Ferrari 360 GT, driven by both Bill Auberlen (this

past season's driver of the No. 55 BMW M3 GT in the American LeMans Series) and Cort Wagner when the car won the 2002 Grand Am Championship for its class. The 3.6 liter V8 engine sports five valves per cylinder and yields 480 horsepower. This car weighs a little less than 2,500 pounds and yields an impressive power-to-weight ratio of approximately one horsepower for every five pounds.

One of my personal favorites was a 1959 Abarth Zagato 750GT. This car was designed and built by

the legendary Austrian tuner Karl Abarth. Often referred to as a "double bubble" because of its unique roof shape, this car was originally owned by Franklin Delano Roosevelt, Jr. It was raced for more than twenty years in SCCA events and is currently one of only a handful still actively raced in vintage events.

There was also a 1959 Cooper T51 Formula 1 Gran Prix racer on

GOLDEN
50th
YEAR

(Top) Our NCC chapter members' BMWs – 1973 2002, 1972 3.0 CSI, and 1937 328 cabriolet. (Below) 1959 Abarth Zagato 750GT.



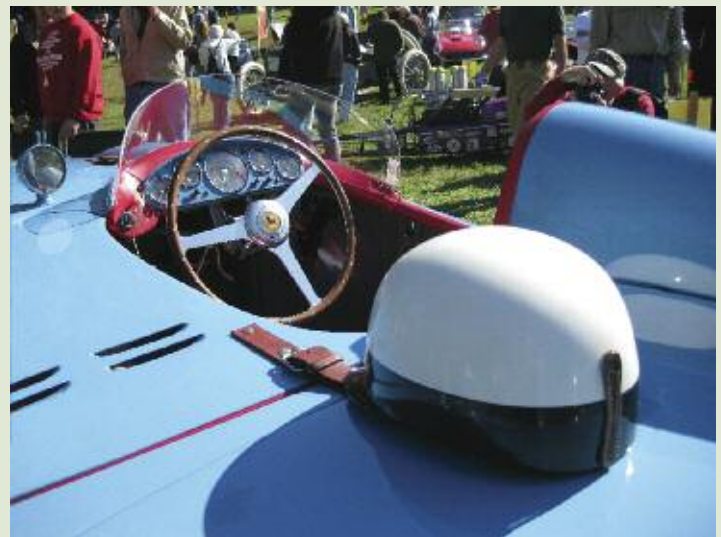


No BMW race cars were on hand for this event, although there were several classic BMWs on display, including a few 2002s, an E9 3.0 CSI, and Lothar Schuettler's 1937 328 cabriolet. Roughly two-dozen car clubs attend this event each year and our chapter hopes to make a strong showing next year.

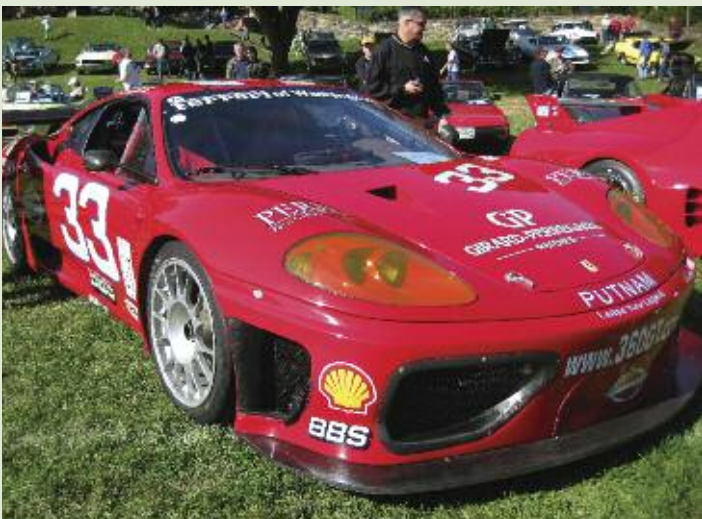
hand. Powered by a Coventry Climax FPF 2.5-liter engine, it develops 242 horsepower using a Colotti five-speed transaxle. In the 1960 Grand Prix season, it campaigned in six races and placed in four.

Also on hand was a 1988 Lola Indy Car that finished 9th at the 1989 Indianapolis 500. This particular Champ Car is equipped with a turbocharged Cosworth DFX V8, which generates nearly 900 horsepower and runs on methanol.

Another of the impressive Ferraris was a 1951 Ferrari Formula 1 car. This car is fitted with a V12 engine with aluminum overhead



(Top right and above) 1955 Ferrari 500 Mondial Scaglietti Spyder Series II. (Below) Alfa Romeo 8C Competizione.



(Top left) 1951 Ferrari Formula 1 car. (Center) The Ferrari Paddock and a 1988 Lola Indy car. (Above) 2002 Ferrari 360 GT Grand Am Series car.

cam, similar in design to some Ferrari road cars of the day. It weighs in at a svelte 1,732 pounds and produces 380 horsepower. Aluminum-finned brake drums, an advanced system for the era, produce the stopping power.

The event is free to visitors and includes live swing band music, a flea market, and people's choice awards.



Traditions

BY	Bill Williams
PHOTOS	Andrew Murphy, bmwblog.com Evan and Bill Williams

From California, Sweden and the Netherlands Three BMW 1600 GTs come together In a Rarified Moment



Most BMW vintage folks know at least some of the story of the BMW takeover of the Glas company, noted maker of the Goggomobil, in 1966. At the time, BMW was interested in patents owned by Glas and specifically, the timing belt used with overhead camshaft motors. So they bought the Glas Company that was manufacturing the Italian Frua-designed and German-built 1300 and 1700 GT coupes. Soon after purchasing the company, BMW fitted the 1300 with a 1.6-liter BMW motor and renamed it the BMW 1600 GT, producing the car from June of 1967 to June of 1968.

BMW designers made other modifications to what they felt was a poorly designed motor and suspension system. In addition to using the BMW 1600ti motor with twin Solex 40 PHH carburetors, BMW replaced the fixed rear axle that used leaf

springs and a Panhard stabilizer link with the far superior BMW 1600 rear suspension. Unfortunately, BMW was not able to fit the 1600 front suspension in the narrow car.

There were only 1,250 1600 GTs made in the one year of production and today there are only 100 registered with the Glas registry. Some speculate there are no more

than 250 still surviving in any shape and those familiar with the 1600 GT believe there are only seven in the U.S.

In the last issue of the *der Bayerische*, I wrote about a real car guy moment I had when three very nicely preserved 1600 GTs got together in one small field last fall. The cars, one from 1967 and two

from 1968, came to South Carolina from Wisconsin, Connecticut and Florida to show at the 10th Hilton Head Concours de Elegance.

That experience in South Carolina took me back to 2002 when Evan, my youngest son, and I were headed to '02 Fest East at Lime Rock Park in Connecticut. After spending a night at the Towne Inn in Fishkill, New York, we headed to see a friend. Descended from King Charlemagne himself, we arrived at Lawrence Charlemagne's home to meet up with Lawrence's friends for the last few miles to our destination in Lakeville, Connecticut. Among the 2002s there was a very brown Glas 1700 GT. It was in good shape but well driven. The owner Curtis King, Jr. had owned it and still owns it today. It's funny how moments like these all seem to connect in the mind of a car guy.

Fast forward ten years with me



(Above) Curtis King, Jr. cruising to Lime Rock Park in his very brown, very rare, 1967 BMW 1600 GT. His car now sports a BMW 2002tii rear end.



and suffered through my novice questioning about their cars. But realizing that these three owners only had a few minutes together, I

respected their time and tried to limit my intrusions. The sun started to set, the cars needed to be stored for the night and my wife was waiting to

go to dinner. Having not gathered nearly the information I wanted or needed to tell the stories, I asked each one to let me in on their story.

**Elliott Schnackenberg – Milwaukee, Wisconsin
Silver 1968 1600 GT**

Bill,

Good to hear from you, and it was good seeing you at Hilton Head. The first time I saw a 1600 GT was at the Milwaukee BMW dealer, Zimdars Motors, in either 1967 or 1968. This would have been either just before, or just after I purchased my first and only new BMW, a 1967 1600-2 which I obtained in December, 1967. Believe it or not, I still have this car, though it is not roadworthy at present. This GT and several others were being sent around the country for display at BMW dealers by the then-importer, Hoffman Motors, to evaluate public reaction to the model. This was an effort to determine if a market existed for the GT. Apparently the market did not exist.

I remembered that first GT, and periodically admired them, although always in pictures as I never saw another one in person. For many years I have been attracted to the flair of Italian design in certain cars. However, I have never owned one because of their questionable reliability as reported by their owners. Here, with this BMW 1600 GT, the flair of Italian design is combined with German engineering and dependability.

While in Texas for the "Hill Country Holiday" with the BMW Vintage and Classic Car Club of America in April, 2010, a group of us were standing around socializing before dinner the first evening. During a lull in the conversation someone asked me which BMW I would like to obtain next, to which I replied, a 1600 GT. A friend in an adjacent group overheard my comment, and indicated he knew where one was for sale in Stockholm, Sweden. I obtained some information, then more information, and finally much more information when I returned home.

Once home, I began communication with the owner. Following this, arrangements were made for a BMW V&CCCA member near Stockholm to do an evaluation. This report prompted me to make an offer to purchase, which was accepted.

Transportation of the GT to Germany was arranged with the assistance of the club member in Sweden. Also, because it was in Europe, I made the decision to have the car fully restored. Arrangements for this were made with the Firm of Matejcek in Pilsen, Czech Republic. The Matejceks came to Germany with their enclosed trailer behind their BMW X5 to get the GT and I followed them in my rental car on the return to Pilsen. This was the first of several visits I made to Pilsen during the following months to monitor the restoration progress.

The GT was delivered to Matejcek in June, and the project was completed in September the following year. I was able to drive it to the Port of Bremerhaven to complete the arrangements for shipment to the Port of Baltimore. Several weeks later I traveled to Baltimore to obtain the GT from the shipper and transport it to its new home in Milwaukee.

With regards,
Elliott

from upstate New York back to Hilton Head, South Carolina in 2011. At the Car Corral, which was on a Saturday, I was able to see old friends, Dirk de Groen and his newly acquired mid-night blue 1968 1600 GT and Axel Coelln and his 1967 gray-like 1600 GT. As we're talking, Dirk and Axel were pretty excited about a third 1600 GT being on the premises. The third car, they said, was a 1968 1600 GT, Polaris in color, belonging to Elliott Schnackenberg. Elliott's car, fresh out of restoration in the Czech Republic would be showing at the concours de Elegance on Sunday. As previously reported, I made my way to the field where three BMW 1600 GTs would gather for a rare photo opportunity. Do the math, almost half of the known 1600 GTs in the United States together, but only for a moment.

During the photo opportunity it was fun to watch Dirk, Axel and Elliott talk about their cars, the purchases, the restoration work, fuel leaks and friendly bantering about who knew what about these incredibly scarce little cars. As we often say, it really is about the people. All three owners were quite cordial



Axel Coelln – Norwalk, Connecticut
Gray/silver 1967 1600 GT

Bill,
 I made it back home without a problem. The car ran great. All together, I drove nearly 2,000 miles on this trip. This certainly was a great event but I enjoyed my drive down and back also. Could not have asked for better weather. Just to get three BMW GTs together was worth the trip!

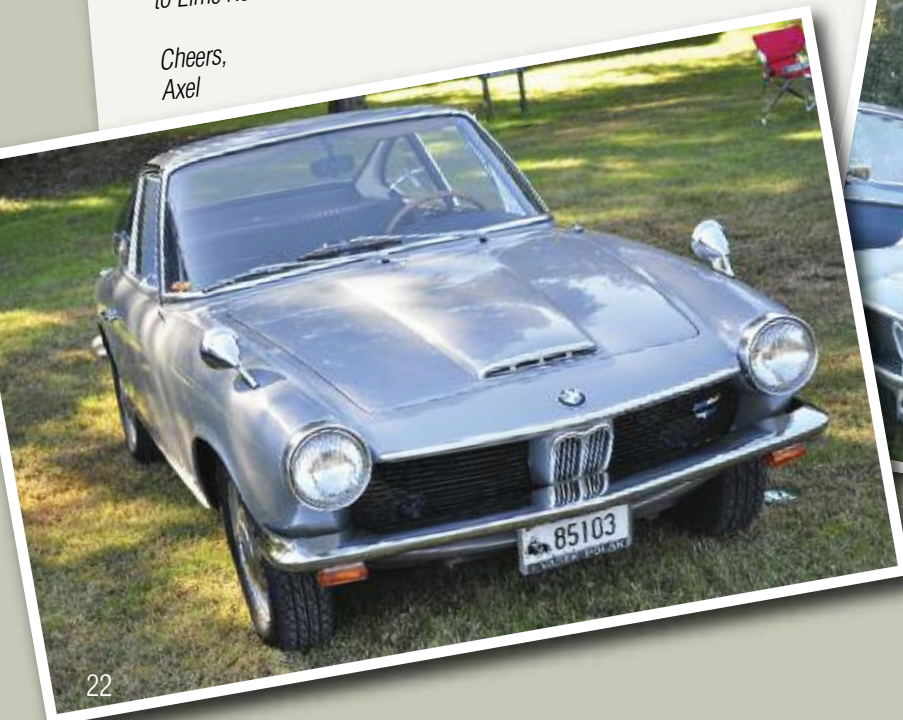
I bought my car in March of 2009 in Los Angeles, California. I first bid on the car in 1995 but we could not agree on the price. This time however we made it work. The car was in LA and I was told it was in good enough condition to be driven back to the east coast. Well this could take care of a bunch of items on my "bucket list," including cross-country trips by train and by car. I took the train to LA, riding on Amtrak's Southwestern Chief. The plan, once in LA, was to inspect the car, make the purchase, and get the car ready for the trip back. My buddy and fellow Glas Club member Chris Wider flew in that evening and together we were going to cross the U.S. by car. We did, but not in the BMW GT. After my inspection I concluded that the seller was "selling" when he said the car would make it across the country. Closer to the truth was that the car did not have any maintenance in the last 15 years.

Once the car arrived on the transporter and I had it in my garage, the first order of business was to get the car ready for the summer season. The brake master cylinder needed to be changed as well as all the brake hoses to the wheels. Front calipers and rear brake cylinders needed a rebuild along with new brake pads up front. The radiator needed to be re-cored, all radiator and heater hoses needed replacing and the exhaust system needed to be changed. I used a BMW 2002 rear muffler and changed the inlet and outlet pipe location. Also the front blinker lights had to be sourced. The previous owner somehow lost them. Headlights were still the German type reflectors and bulbs, but the reflectors were losing their coating. The lights were replaced with sealed beams. Tie-rods were replaced. A steering damper was installed and a full set of tires were added. Alignment was checked. Carburetors, which are Weber 40 DCOE and not the original Solexes, were rebuilt, jetted correctly and fitted with a new control linkage. The plan was to drive it down to the V@V that year but I did not make it. The car was not ready. But I made it to the Newport, Rhode Island, and Lime Rock, Connecticut, events that year.

During the winter months of 2009 - 2010 I pulled the motor to address numerous oil leaks and ended up rebuilding it. This included a valve job (new exhaust valves), new guides and seals and rocker arms and rocker arm shafts. The motor still had the early rocker arms without bushings and they did a number on the shafts. Also, a new timing chain and main and connecting rod bearings were installed. While the motor was out I detailed the engine bay and rebuilt the front suspension. Inside the car the seats were re-stuffed with foam rubber getting rid of the horse-hair pads and door cards and rear shelf panels were replaced. Also the front bumper was re-plated. I attended two Saratoga shows and the Hemmings show in Stratton Mountain, Vermont in 2010.

I also pulled the differential to clean and re-seal it. To my amazement, I also found and won an original BMW 1600 GT muffler listed on e-Bay which I installed. In spring of 2011 the car was ready for the V@V and I drove it down to Winston-Salem. Labor Day weekend we drove it up to Lime Rock to show it together with my 1966 Glas 1300 GT Cabrio.

Cheers,
 Axel



Dirk de Groen – Coral Gables, Florida
Midnight Blue 1968 1600 GT

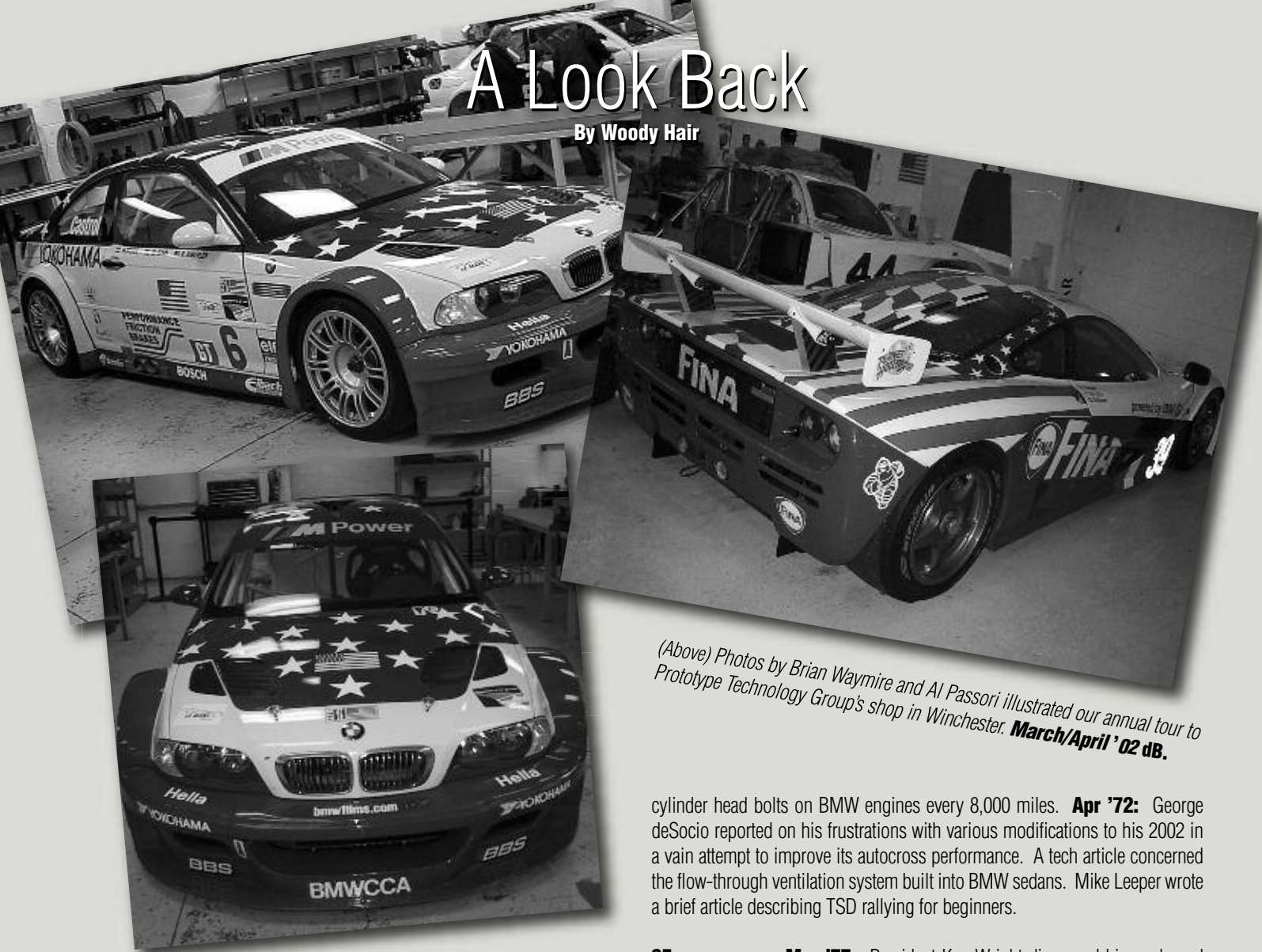
Bill,
 I had been looking for a good BMW 1600 GT for a few years. There are very few people that even know about the existence of this model, and that makes it quite interesting to own one. There is very good club support in terms of technical advice and supply of used and re-manufactured spare parts from both the Glas club as well as the BMW-02 club, which means that you're never alone, even though you own a rare car. The main problem with all of these small cars is how tough it is to find a good one. This is a general problem with cars where the cost of the restoration is much higher than the market value of the cars. These were the ultimate rust buckets, lots of pockets and cavities and no rust proofing to speak of. Even in the sales brochure they showed signs of corrosion. As these cars were not officially imported in the U.S., my search efforts were concentrated in Europe. I came across several in various countries, Switzerland, Germany, Belgium, Spain and Italy and had inspected quite a few but it was always the same story. Presented as "restored" but in reality it was more like badly refurbished, no clear documentation of what was done, etc. Finally, and totally by chance, I found a midnight blue one on Craig's List in the Netherlands which appeared to be correctly restored by an enthusiast. I called the seller, liked his story and his documentation, had the car inspected and closed the deal all within two days. The car needed very little. I addressed a couple of minor issues and there are still a few minor issues that need to be addressed, but in the meantime, I am driving a fully restored '68 BMW 1600GT.

Best regards,
 Dirk



A Look Back

By Woody Hair



(Above) Photos by Brian Waymire and Al Passori illustrated our annual tour to Prototype Technology Group's shop in Winchester. **March/April '02 dB.**

For the past five years this space has presented some highlights and memories of items that appeared in past 230-some issues of der Bayerische. These old issues, as well as those that have come out within the last five years, are available on our website under der Bayerische. I encourage you to look them up and do some reading about our history.

40 years ago – Mar '72: The membership meeting was held at the Schnitzlebank Restaurant in Wheaton. Manhattan Auto of Fairfax was kind enough to have two new BMWs on hand for viewing – a 2002tii and a 3.0 Bavaria. Malcolm Stephens presented a long article about his purchase of a new 2002 from Fowler Motors and the extensive modifications he proceeded to make. Fowler waived the “transportation” charge so Malcolm could fly to New Jersey and drive the car home. Even with gas and tolls, he saved money. Fowler also installed Koni shocks in place of the OE units for \$75. The top three times at our Tysons Corner autocross were recorded by Jeff Wendell (2002), Chet Kingsbury (2002), and Dan Torpy (Bavaria). Rally Chairman Mike Leeper wrote about two upcoming events – a night rally scheduled for March and a championship-caliber 150-mile event that, if successful, would grant our club entry into the Metropolitan Washington Council of Sports Car Clubs. George deSocio gave his impressions of driving the new three-liter Bavaria, declaring it would be his ride of choice for the coast-to-coast Cannonball Run. A tech article by Graf Manfred Irvin von Ratgeber discussed the need to re-torque the

cylinder head bolts on BMW engines every 8,000 miles. **Apr '72:** George deSocio reported on his frustrations with various modifications to his 2002 in a vain attempt to improve its autocross performance. A tech article concerned the flow-through ventilation system built into BMW sedans. Mike Leeper wrote a brief article describing TSD rallying for beginners.

35 years ago – Mar '77: President Ken Wright discussed his goals and concerns regarding the club's direction in the coming year. The new BMW 320i came out on top in *Road & Track* magazine's eight-car “moderately priced” sport sedan comparison. It was reported the entry checks for our TSD rally were lost in the mail and nobody seemed to have a list of those entrants. Our treasury was suffering as a result. Club member Nick Craw won the IMSA 100-mile RS race in his Miller and Norburn 320i. The next membership meeting was scheduled to feature a “thick-skinned” Maryland State Trooper as the guest speaker. **Apr '77:** Tech Tips by Paul Broyles offered a scary bit about the dangers of not changing your engine oil on a regular basis, and an article by Bruce Cranford discussed the pros and cons of synthetic engine oil. The classified ads had a concours-winning 2002 Alpina with 180 hp, 5-speed gearbox, 19,000-miles, air conditioner, and flared fenders for \$10,750. *Thirty-five years later it would be worth more than that!* Bill Riblett, our club store manager, offered a long list of available BMW parts and maintenance items. A set of six Bosch spark plugs was \$6. According to NASA (*the space agency, not the racing club*), the speed at which your car will hydroplane in tread deep water can be determined by taking the square root of your front tire pressure in pounds-per-square-inch and multiplying it by 10.13. *Seriously!*

30 years ago – Mar/Apr '82: President Bill Loftin reported that one member responded to his rant in the previous issue about non-participation among club members. This member had said he received the January *dB* too late to participate in the recent events. Bill pointed out that for the last couple



of years six people had run the club for the benefit of more than 600 members, and if just a couple more would have volunteered to help, it was not likely the *dB* would have been late. Bill further asked if any member had access to a computer so membership lists and address labels could be produced. A doctor, with black bag, was needed to volunteer their time at our May driving school. Tom Baruch held a tech session on rust prevention and elimination at his London Auto Service shop in Merrifield. Jim Ryland wrote a funny piece with tips for purchasing a new BMW, getting good service at a dealer, and where to park to avoid door dings. Bill Via's Miscellaneous Ruminations column discussed negative comments about the new 121-hp 528e that appeared in *Motor Trend* and *AutoWeek* magazines.

25 years ago – Mar/Apr '87: Members were disappointed that the BMW display at the DC International Auto Show lacked any of the exciting new models that were being introduced this spring such as the M3, 325i, 7 Series, and M635CSi. On the other hand, BMW NA personnel at the show expressed praise for the booth our chapter maintained at the show. John Hartge wrote a review of various aftermarket suspension kits that were available for the E30 3 Series. Brands included Suspension Techniques, BBS, Alpina, Hartge (*no close relationship*), Korman, and Dinan. Max Rodriguez announced the club store would hold its third Passport radar detector group purchase. Entry fee for our 2-day driving school at Summit Point in May was set at \$140. Gordon Kimpel wrote a review of his first two years and 42,000-miles with a grey-market M635CSi. ("I still feel like a kid in a candy store every time I turn the key.")

20 years ago – Mar/Apr '92: The cover featured a photo of a new 850i negotiating the downhill esses at Road Atlanta during a Peachtree Chapter driving school. Treasurer Jenny Nazarko reported the chapter's receipts exceeded expenses by \$16,673 in 1991! Our driving school program made \$5,575 for the chapter treasury. *Too bad we can't produce numbers like that today.* The holiday party/election dinner was held at Passport BMW in Marlow Heights. The dealership gave away a certificate for a free oil change to everyone in attendance. In the only contested election, Mike Early beat out Dwight Derr for vice president. The featured body shop of the month was Wagonwork in Alexandria. John Hartge reported on the introduction of the E36 two-door coupe at the North American International Auto Show in Detroit. He said it might be a long time before we see the M3 version of this car. David Roach prepared a long article about several members who started as students in our driving school program and are now instructing, racing, or both. Paul Vessels wrote about being flashed while driving his BMW. *Only you old timers would understand how that relates to BMWs.* Mustang owner Greg Weldy wrote about how much his club membership and ability to participate in our driving schools meant to him. The classified ads included a rare 1981 M535i listed for \$5,950.

15 years ago – Mar/Apr '97: Editor Dwight Derr's Misfirings column had an excellent discussion on ABS braking systems (*yes, redundant*). In my opinion, it's worth reading again today. Our board of directors was dominated by females with Jenny Nazarko, president, Sue Bryan, vp, Charlotte LaQui, secretary joined by David Lassalle, treasurer. The annual holiday party was held at the Tysons Sheraton Premier and did not require an RSVP. Instead of the normal 125 person turnout, we had close to 300 in attendance. As a result many did not get fed, and people were sitting two-to-a-chair and on the floor. But all agreed it was a great party. Three pages of photographs confirmed this to be true. Jim Moran wrote about the track safety equipment tech session that was presented by OG Racing. The car of the month for March was Mike Nahar's 1972 2000tii Touring, and the vendor of the month was Grant Randall's Alexandria Bavaria Service. Competition Corner featured the second part of a guide on how to get started in autocrossing, and Stuart Kane wrote about the basics of automobile insurance. An item in the business meeting minutes said that we would attempt to obtain a sponsor for every chapter event.

10 years ago – Mar/Apr '02: The annual holiday party was held at the Mount Vernon Inn. Marc Plante wrote about his near accident while commuting to work in freezing rain, crediting his NCC driving school training with the save. Photos by Brian Waymire and Al Passori illustrated our annual tour to Prototype Technology Group's shop in Winchester. Weren't we fortunate to have BMW's factory race team in our area? Competition Corner explained why the E46 M3 GTRs were ruled ineligible for the ALMS series. Our chapter now had 4,393 members as was second in size to the Golden Gate Chapter.

5 years ago – Mar/Apr '07: David Costanza reviewed our overnight tour to Williamsburg. Scott Blair wrote about his immersion in autocrossing, the modifications made to his E36 M3, and offered some autocross driving tips. Alex Teitlebaum's cover photo showed Scott cornering on three wheels. Pete Lem offered his impressions of the new 335i. J.C. Chaney Jr. attended the North American International Auto Show and contributed an article with pictures of this event. Four Toyo Tires, the top door prize at our annual holiday party, were provided by Radial Tire Company. The lucky winner was Al Zavala. *Another nice prize was the \$800 BMW mountain bike provided by Tischer BMW.* It was won by Colleen Johnson who had just completed a 184-mile C&O Canal ride from Cumberland, Maryland to Washington, DC.



(Top) The **March/April '07 dB** April Car of the Month was a 1972 2000tii Touring belonging to Bill Williams. (Above) In the same **March/April** issue Scott Blair wrote about his immersion in autocrossing his E36 M3.

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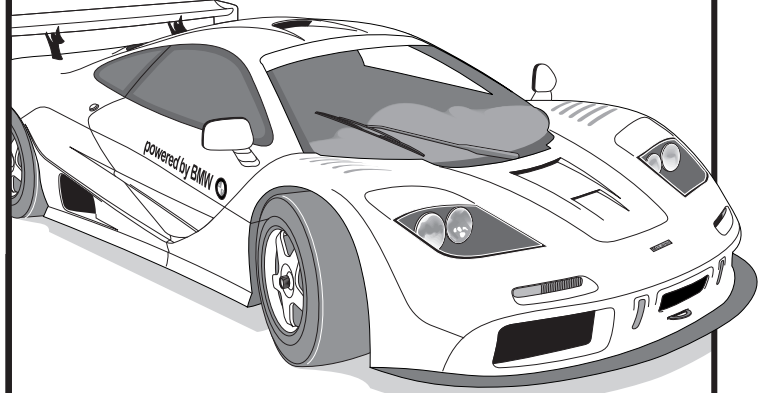
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C L A S S I F I E D S

CLASSIFIED AD REQUIREMENTS

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

2008 535xi

N54, E60 in platinum gray metallic with black Dakota leather. 53K miles, asking \$28,500 OBO. Car comes with the following: premium package, cold weather package, all-wheel drive, tire pressure monitor, lumbar support, xenon headlights, navigation system, BMW assist with Bluetooth, CD changer prep as well as iPod and USB adapter. All service records in print and available from BMW. I am the second owner. The high pressure pump was replaced at 20k and the warranty has been extended to 120k miles. Email rbulumel@me.com with any questions.

1987 L6

A very nice luxury edition of the 635si, only produced in 1987. 120,000 miles, asking \$8,900. Excellent exterior and interior with sunroof and brand new wheels and tires (original metric wheels available). Car can be seen online at www.adelmotors.com, located in Washington, D.C. area, call 301-423-8000 for more information.

1995 M3

Cosmos black, black leather Vader seats, 130K miles. Performance mods after 106K. Performance chip, AFE cold air intake, front brake ventilation kit from Bimmerworld, strut brace, H&R sport springs, Bilstein shocks, new radiator, new rear differential, top engine rebuild valve guides, seals, etc. New pulley, X brace from M3 lightweight, Turner Sway Bars, Michelin Pilot Sport tires less than 300 miles, new battery, alpine stereo upgrade, cruise control. \$9,500 Ph. 804.240.4400 email clint.pters@gmail.com

OTHER MISCELLANEOUS

Eisenmann Race Exhaust E60 535i

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

OTHER MISCELLANEOUS

Rear Shocks -- Bilstein touring -- E24 E28 635CSi 528i 535i

I have a pair of rear shocks / struts that fit BMW 5-series and 6-series from the 1980's. These are new, genuine, high quality Bilstein touring shocks #BNE-2017. 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. Offers are welcome, especially if you'll drive to Germantown to get them. Email me directly at gregorykrea@gmail.com.

WHEELS AND TIRES FOR SALE

Four E39 16" BMW wheels, caps and Conti all-season tires

Four 7Jx16H2 BMW wheels (part # 1093529) with caps in excellent condition with Conti Touring Contact 225/55/R16 tires driven less than 4K miles. No curb rash. Asking \$799, contact Chip: chip.larson@verizon.net or 703.692.7198

Black OEM Spoke E46 Wheels (4)

Four Black OEM BMW spoke wheels. 17 X 8, five lug. Some rash, overall, very good condition. Full set of four wheels from a 330ci convertible sport (E46). \$475 OBO for the set. Please contact me with any questions. Spike 703.856.1897

Four (4) 205/55 R16" OEM Wheels and Conti Winter Tires

Wheels are straight and in good condition, used two seasons and are spun balanced on wheels. Asking \$300. Wheels located in Vienna, VA. Contact Bill at (703) 506-4404.



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increase and we will be able to provide both logos as you, the members take advantage of the current inventory.

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	1/3 page	\$250 per issue (add \$50 for color)
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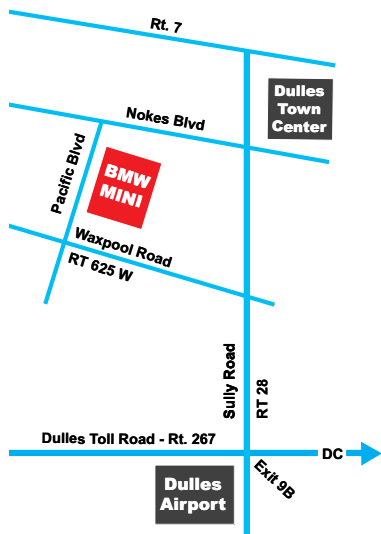
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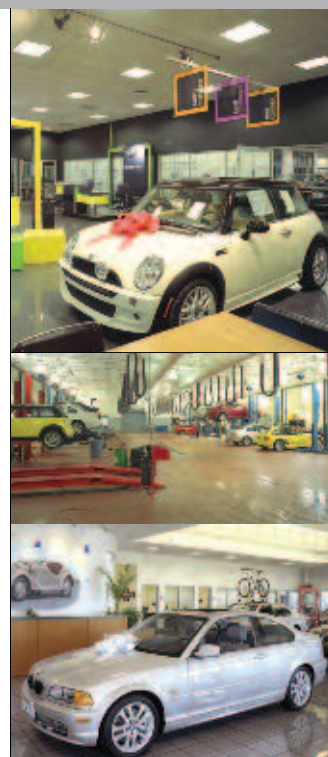
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