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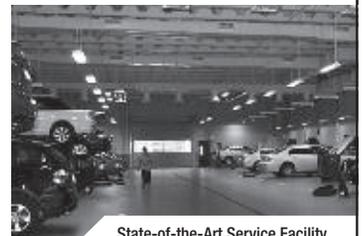
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Cover: John Hartge's Polaris 2002 in front of Captain Bender's Tavern in Sharpsburg, Maryland. Photo: Raine Mantysalo

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

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It's spring again! We escaped with a mild winter and now all the fun begins. Summer wheels are already on and it's time for that spring cleaning (wash, clay, polish, and seal). Sometimes I wonder why I even bother since my car seems to collect the world's entire supply of pollen. Every time I pull into Cars & Coffee, no one else seems to have to break out the California duster to wipe off a layer of green stuff. Speaking of Cars & Coffee, have you been to one lately? They are sprouting up in our area all over the place (Maple Lawn, Bethesda, Hunt Valley, etc) although Katie's in Great Falls continues to be the gold standard. Car enthusiasts from all marques come out in droves: Ferrari, Lambos, and Vipers, you name it and they will show up. Hopefully there's one near you so you can get out and enjoy the impressive collection of cars.

It's events like Cars & Coffee that gets me going and I look forward to all of what NCC has to showcase this year. Our Autocross program has undergone some leadership changes and they have hit the ground running with several AX schools and a new season of points-earning events. For those unfamiliar, autocross is a great way to introduce yourself to motorsports as well as sharpen your driving skills. We have always welcomed new autocrossers, and we look forward to some new faces coming out. Also undergoing some changes, our new High-Performance Driving Events (HPDE, formerly known as Driving Schools) have set up some exciting promotions for everyone. New to getting your car on the track? Have a friend that wants to really experience their Ultimate Driving Machine? We're looking for you! Check out our website for AX and HPDE details, a part of what will be a great motorsport season in the National Capital Chapter.

And speaking of motorsports, we have confirmation that there will be a 2012 Baltimore Grand Prix. A new race promoter has been chosen and work is underway to make this year's event even better. We have been assured that improvements will be made for the car corral area (thanks to everyone's feedback last year) and we're working with BMW NA for an even bigger and exciting BMW experience. We expect car corral tickets to go on sale very soon, and our website will have the most up-to-date information, so please keep checking back.

I'll close with a few words about our membership. As a volunteer organization, we have a great group of people who either participate in or help run our events and there's never enough recognition and thanks for their tireless efforts. However, we never get to see or meet the vast majority of our membership since they do not come out to events. While I know we have some members that only want to read the *Roundel* or get discounts on parts, we think we have a lot more to offer than that. Know anyone like this? Invite them out to the next event you attend. This leads me to wonder why we join an organization like BMW CCA. For me, initially, it was to save money and have some fun with like-minded people. But several years later, I can definitely say that it's the people who keep me around. Our cars are typically what bring us together, but I've made great friends with whom I rarely talk about BMWs anymore. While this won't be everyone's experience, I challenge those members who have not attended any or many events to at least come out to a social or join our website forum and make it known why you joined. Your feedback is always appreciated and hopefully we'll get a chance to exceed your membership expectations. As the largest BMW CCA chapter in the country, we hope we're offering programs that our members want. If not, please let us know. We're always looking for new and exciting things to do, and we look forward to your input.

Paul

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



Let's face it. Most of us are members of this club because of a certain affinity for cars. Sure, there are probably some of us who are members only by association; here because someone we care about wants us to be here. But even in a situation like that, it's reasonable to think that a little bit of our passion seeps in, like osmosis, to those members trying their best to remain on the fringe of the madness.

For me, that affinity I feel for cars is a constant, not something easily turned on and off only when the weather is nice, or the weekend arrives, or the next issue of *der Bayerische* is ready for editing. As such, I'm always noticing cars, particularly older cars, and I always have a mental list of the cars I'd like to own next.

Attentive readers of this space may know that my current daily driver is the E36 M3, a car whose 20th anniversary is almost upon us. Following a 1982 320i, an '88 M5 and two 1976 '02s it is difficult to believe the M3 will soon be eligible for historic plates. That disconnect is easily remedied by simply driving my wife's new (to us) 2008 Honda Civic hybrid. I can only imagine the newer BMWs are similarly – perhaps even more so – advanced in terms of style and gadgetry.

But back to the list. If you're like me, you've already been through this issue at least once, just looking at the pictures, or checking the calendar of events or the classifieds. Of course, I hope everyone reads these things from cover to cover, but I know that's probably a bit of wishful thinking. The point is, the images around these words have likely let the cat out of the bag.

It's true. I'm completely infatuated with the BMW 700. I know – it's got little more than a lawnmower engine for a power plant. And yes, the interior could aptly be described as sparse. But I find the body styling to be, well, stylish. Designed by noted Italian designer Giovanni Michelotti, I think the body of the 700 is every inch a work of automotive art. And for the history lovers among us, we know it was the relative success of this little car that kept the wolves of Daimler-Benz at bay and helped prevent a takeover that might have kept the iconic 2002, the fierce E30 M3, and the glorious Z8 from ever being built. Frightening thoughts, for sure.

But there's a lot more to it than that. Maybe it's nostalgia creeping in (*as I'm writing this, the return of the ultra-cool AMC television series Mad Men is just hours away*) but there's something about the way each of these versions of the BMW 700 is depicted. The overhead shot of the convertible screams freedom and fun – the woman in the passenger seat looks like she has actually thrown all her cares behind her.

The little red coupe, on the other hand gives me a feeling of family – the feeling of a lifetime just beginning to take hold. Fun, but with just enough responsibility. As far as the Sport version, I think the picture says it all. By the way, I believe that is none other than legendary BMW racer Hans Stuck, Sr. at the wheel. The brochure dates from 1961, and Stuck, Sr. won the 1960 German Mountain Championship piloting a 60-horsepower 700 Coupe.

For anyone interested, there's a great little website devoted to telling the story of this great little car. Filled with many great photos and a pleasing design itself, I encourage all of you to visit www.bmw700.net to learn more about the car that may have saved BMW. And if you happen to have one sitting around – drop me a line.

Jim

Letter to the Editor

Paul & Jim,

I noticed in *dB* there is not a place for write-in letters but I felt I needed to write you anyway. I attended my first DIY event at Northwest BMW in February. I have to say it was an incredible experience. From the club staff, to the members participating, to the staff at Northwest BMW, it could not have been a better event. We swapped stories, borrowed tools, borrowed knowledge and had a great time. Special thanks to Murray from Northwest BMW for being so helpful in showing us around the shop a few times and the DIY coordinator who was invaluable to many in attendance. I was able to get my O2 sensors swapped out which is so much easier to do with the car up on a lift.

If you could pass this on to the DIY committee chair I would greatly appreciate it and if either of you could give the DIY crew a shout out in your next message in the magazine that would be super.

Thanks again for a great club.

Andy Smith
Westminster, MD

Thanks Andy! Consider it shouted – great job DIY team. For everybody else, if you ever have anything you want to say about the club, our events, or anything you read between these covers, please do write to me at db-editor@nccbmwcca.org



2012 CALENDAR OF EVENTS

January

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

February

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

March

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

April

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

May

- 3 May NoVa Social - Hard Times Café - Fairfax, VA
- 4-6 Spring Tour 2012, Nemaocolin Resort, Falling Water & Flight 93 Memorial
- 5 Auto X School at Regency Furniture Stadium, Waldorf, MD
- 6 Deutsche Marque Concours, Nottoway Park, Vienna VA.
- 9 May Board Meeting / Social - Hamburger Hamlet, Bethesda, MD
- 10 May Columbia Social - Frisco Taphouse & Brewery

- 12 5th Annual NCC Spring Golf Outing
- 12 DIY @ Leehigh Service Center
- 19 Bimmerworld Open House *
- 26 Autocross at Regency Furniture, Waldorf, MD

June

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

July

- 5 July NoVa Social - location TBD
- 12 NCC Columbia Social - Greene Turtle, Hanover, MD
- 14 Autocross at Regency Furniture Stadium, Waldorf, MD
- 14 Central Maryland MINI Motorist North of the Border 3 *
- 28 Auto X School at Bowie Baysox Stadium

August

- 2 August NoVa Social - Norton's American Grill, Tyson's Corner
- 4 DIY @ At Speed Motorsports
- 9 NCC Columbia Social - Greene Turtle, Hanover, MD
- 18 Autocross at Bowie Baysox Stadium
- 25 Bimmerfest East 2012 *

September

- 8-9 HPDE at Summit Point (Jefferson Circuit)
- 15 NCC Autocross at //MPACT East at M&T Bank Stadium, Baltimore, MD
- 17-23 43rd Annual BMW CCA Oktoberfest *

October

- 13 Autocross at Regency Furniture Stadium, Waldorf, MD
- 13 //M Club Day @ BMW Performance Center

November

- 3 Overnight Fall Tour - details to follow...
- 17-18 HPDE at Summit Point (Main Circuit)

* Not a National Capital Chapter-sponsored event

COMING EVENTS

May 2012

NCC NoVa Social at Hard Times Café

Thursday, May 3, 2012
4069 Chain Bridge Rd
Fairfax, VA 22030
703-267-9590

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.

Although each Hard Times location is slightly different, they all share the same basic menu and dining/bar/games format and generally have management who's responsive. The Fairfax location has a special two-level setup with the main bar upstairs, which is where the street entrance opens and where the pool tables and shuffleboard are located. Around the back is the entrance to the downstairs dining level and where the parking lot is. Menu stands out for offering four varieties of chili: Texas, Cincinnati, Terlingua Red and vegetarian, all of which you can get them to add to just about any menu item.

Spring Tour 2012

Friday - Sunday, May 4-6, 2012
Various locations in Western Pennsylvania: Nemaocolin Resort, Falling Water, Kentuck Knob, and Flight 93 Memorial

This year's Spring Tour will take us to two Frank Lloyd Wright designed homes, Falling Water and Kentuck Knob in Farmington, PA. We will also visit the Flight 93 Memorial in Shanksville, PA. Lodging will be at the Nemaocolin Resort. Registration at www.motorsportreg.com is now open. For more information on the sites we will visit:

- Nemaocolin Woodlands Resort - <http://www.nemaocolin.com/>
- Falling Water - <http://www.fallingwater.org/>
- Kentuck Knob - <http://www.kentuckknob.com/>
- Flight 93 Memorial - <http://www.nps.gov/flni/index.htm>

Auto X School at Regency Furniture Stadium

Saturday, May 5, 2012
11765 St. Linus Drive
Waldorf, MD 20602
301-638-9788

There is no better way to get started in autocross than with the NCC Autocross school. Whether you've done a few events in the past, or if you've never been out to a course before, you'll find the program educational and the skills you learn useful not just on the autocross course, but for all of the driving you do. Our staff is ready to answer any questions you will have and will ensure you get personalized attention and instruction to overcome any concerns or issues. We are ready to introduce you to the fast and fun world of autocross, are you ready to join? Register now as space in our schools are limited to ensure small class groups and

personalized instruction.

Check out the chapter website at www.nccbmwcca.org for more details.

29th Annual Deutsche Marque Concours

Sunday, May 6, 2012
Nottoway Park
9601 Courthouse Rd
Vienna, VA 22181

As many of you know, one of the highlights of our event schedule, and an annual rite of Spring for German car fans throughout the capital area, is the Deutsche Marque Concours d'Elegance. This year will represent the 29th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. This year, we have reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners so that you cannot miss it.

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. Cars will be separated into three broad classes at this event - Street class (judged), Meister class (judged - for past category winners), and Anfänger class (not judged - for newcomers to the concours experience; winner selected by people's choice balloting). Judges scoring

cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, but not the chassis. Street class cars are generally divided into several groups based upon NCC rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the People's Choice award, and this is a terrific way for newcomers to become acclimated to a concours event.

For cars registered in the Street class, they will be grouped into the following categories:

- 2002s
- Classics
- Modern 80s
- Modern 90s
- Current

The Meister class, which will also be judged, comprises all of last year's category winners, and the Anfänger class includes cars which are not judged, but are instead eligible for People's Choice voting.

The entry fee for the concours is \$30 per car (\$40 after April 24th or on-site). Registration includes one wine and cheese reception ticket and the first 40 registrants will receive a commemorative dash plaque. Additional wine and cheese reception tickets are available at a cost of \$10 each. There is no charge to attend the concours as a spectator. To allow us to plan appropriately for the number of guests, please register in advance and use the registration form that will be accessible from the NCC website at a later date.

In the lead-up to the Deutsche Marque Concours, we are presently planning a number of events that we believe will entice concours newcomers and give further guidance to concours veterans. Stay tuned to the NCC website for updates, which we hope to have posted soon.

Contact John McWilliams at john.mcwilliams@gmail.com with any questions. As in past years, we would greatly appreciate any assistance on the day of the event, especially with judging.

Event Schedule (all times are approximate)

- 8:30 a.m. - Field opens to show participants for placement.
- 9:00 a.m. - General admission begins.
- 10:00 a.m. - All cars whose owners wish them to be judged must be registered, and cars placed on the field. We do our best to judge every car consistently and fairly and can do this best if we have sufficient time.
- 10:30 a.m. - Judging begins.
- 2:30 p.m. - Judging is completed, scores are tallied, and winners are determined.
- 3:00 p.m. - Wine and Cheese Reception, where each club's awards are presented.

The concours is an all-day event. The organizers of all the clubs will be working diligently prior to the show as well as on the day of the event. Please also respect the hard work by the participants who have prepared their cars for the show. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you have departed the field, the award will be given to the next runner-up in class. Further, in order to be fair to all the participants, we need to have sufficient time to judge all the cars consistently and fairly. We can't do that if people show up at 11:30 a.m. and ask to have their cars judged. We're not trying to be difficult, only respecting the efforts many of our club members make to prepare their cars for the concours. Thank you in advance for your cooperation and understanding.

May Board Meeting and Social

Wednesday, May 9, 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, May 10, 2012
Frisco Taphouse and Brewery
6695 Dobbin Rd.
Columbia, MD 21045
410-312 4907

Come join us at our new Columbia location, Frisco Taphouse & Brewery! We'll have our own private room with TVs everywhere and a long list of great food/drink. The weather is getting warmer, so we'll start hanging out at 6 p.m. and head inside by 7 p.m. Parking instructions will be posted on the chapter website, so please check back.

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.

5th Annual NCC Spring Golf Outing

Saturday, May 12, 2012
South Riding Golf Club
43237 Golf View Drive
South Riding, VA 20152
Format: Stroke Play
Cost: CCA members \$45, Non-members \$55

Our golf outing includes green fees, cart w/GPS, practice balls, dinner, and dedicated parking area. We'll also hang out with the cars after golf/food too, so bring your cameras.

This event will be first come, first serve, with a maximum of 32 players. Our event has always sold-out so sign up ASAP. In case of a rain out, we will re-schedule for another weekend.

We have already received prizes from both BMW of Silver Spring and Golf Galaxy, so -- we'll have plenty of door prizes and contest winners! Examples include a BMW golf bag, BMW golf shirts, Golf Galaxy gift cards, and more! Anyone wishing to contribute more prizes for a goodie bag, please contact me ASAP.

DIY @ Leehigh Service Center

Saturday, May 12, 2012
23685 Pebble Run Place
Sterling, VA 20166
703-661-4000

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.

Bimmerworld Open House *

Saturday, May 19, 2012
4085 Pepperell Way
Dublin, VA 24084

An Open House including facility tours, car show and shine, used parts sale, discount on new parts, tech sessions, product giveaways, food and fellowship. Time: 11 a.m. to 03 p.m. For more information, go to <http://www.bimmerworld.com>.

NCC Autocross at Regency Furniture Stadium

Saturday, May 26, 2012
11765 St. Linus Drive
Waldorf, MD 20602
301-638-9788

Join us for the third points event of the year, May 26th, 2012. Registration opens 8:00 a.m. Saturday, April 28th, 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. Registration closes 12:00 p.m. Friday, May 25th, 2012.

June 2012

NCC NoVa Social

Hard Times Café
Thursday, June 7, 2012
4069 Chain Bridge Rd
Fairfax, VA 22030
703-267-9590

See earlier entry for more details,

NCC Columbia Social

Thursday, June 14, 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.

DIY @ EuroTech

Saturday, June 16, 2012
5937 Belair Rd
Baltimore, MD 21206
410-325-6300

See earlier DIY entry for more information.

Summer Pie Run

Saturday, June 23, 2012
Catocin Mountain Orchard
15036 North Franklinville Road
Thurmont, MD 21788
301-271-2737

We will start at Catocin Mountain Orchard in Thurmont, MD. Continue to Wilson's Farm Meat in Catlett, Va. From there on to a great BBQ place (TBD).

More details to follow, check the website for updates.

Central MD MINI Motorist

Hangin' on the Curves & Pickin' Cherries VI
Sunday, June 24, 2012
Johnny's Bounce-A-Rama (Frederick Towne Mall)
1301 West Patrick St.
Frederick, MD 21702

Though not an NCC sponsored event, the MINI owners are a great bunch of people and this is one of the many ways to interact with people just as passionate about their cars as BMW owners are about theirs.

* Not a National Capital Chapter-sponsored event



What Is All This “Track Weekend” Talk?

By Doug Bonner and Kelsy Hill Polifka | Photos by Victor Neumann



Rick Carioti - The Washington Post/Getty Images



We have a confession to make. Over the years, we used the words “driving school” in NCC Chapter newsletters, at meetings, socials, and during other club activities, all in an effort to increase attendance at these events. For those of you who have experienced a prior NCC track weekend, you know firsthand how exciting the sessions are. However, for those of you who have merely heard the words “driving school” uttered, you probably had a visceral flashback to high school

driver’s education class, and ran quickly in the other direction. We do apologize. One should not confuse “driving school” with a high-performance driving event, or HPDE, held at a track. Let’s not be confused here... this is not just a po-tay-to, po-tah-to / to-may-to, to-mah-to distinction.

These HPDEs offer a level of driving knowledge that most high school driver’s education teachers could only dream of having. They are more thrilling than the first time you floored it on an open highway and crossed over into the second half of your RPM gauge. They are more memorable than that secret back road you like to take home at sunset because it’s illuminated just enough on the right-hand curves but not quite enough on the left-hand ones, making each trip down it a new adventure.

Let it be proclaimed, therefore, in a thunderous voice from the Bimmer gods on high, “thou shall not refer to these speed-demon, adrenaline producing, “I’m obsessed with my car!” weekends as mere driving schools, nay! Thou shall, from this day forward, refer to them as “High-Performance Driving Events!” So it shall be written, so it shall be done.

We promise to do everything we can to bring you the very best HPDEs that any automotive club has ever attempted to produce. The best tracks, the best instructors, and the most memorable weekends with your fellow NCC members.

For those new to the track circuit, here is a little information on each of the upcoming sessions, all of which will be held at Summit Point Motorsports Park, only 70 miles west of Washington, DC and just 40 minutes from Dulles International Airport.

Summit Point / Shenandoah Circuit

April 21 – 22 (\$200/day or \$400/weekend)

Considered the “big brother” to *Jefferson Circuit*, the *Shenandoah Circuit* is a 2.2 mile (3.5 km) road course that first opened in 2005. It is a no-holds-barred technical challenge that will take years for drivers to master. The track contains a dimensional replica of the Nürburgring-Nordschleife’s famous banked Karussell turn complete with 20 degrees of banking. The corners contain both positive and negative camber as well as increasing and decreasing radius turns with vertical drops. If you are truly up for a challenge to your car-handling abilities, the *Shenandoah Circuit* is truly one of the most technical tracks in the country.

Jefferson Circuit

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

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

Main Circuit

November 17 – 18 (\$215/day or \$430/weekend)

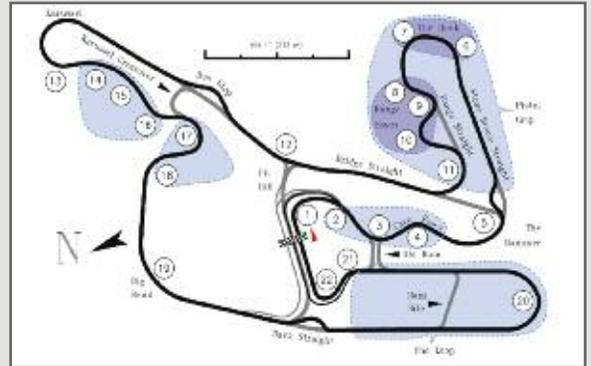
Summit Point Main Circuit is a 10-turn, 2.0 mile (3.2 km) road course that features a 2,900 foot (800 m) main straight and 400 feet of elevation change, including a long downhill between turns 3, 4 & 5. Summit Point Main Circuit provides challenging high-speed turns with ample run-off areas and gravel traps along with a challenging and technical carousel section. This original circuit opened in 1969, allowing you to drive a piece of automotive history and learn why its features have made it a must destination for recreational drivers.

Now that you know about the tracks, let’s talk about why you should attend.

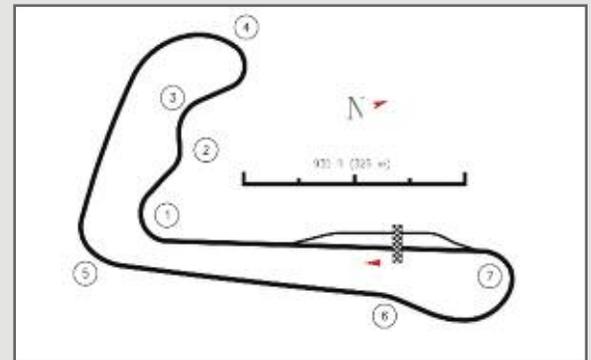
First and foremost, we suggest following a simple rule to getting the most out of life – you’ll never know unless you try. We chose the Summit Point Motorsports Park so that you can attend a HPDE near your home and not have to take on the burden of planning a vacation weekend or emptying your bank account.

The basic structure for each weekend is similar. You’ll need to have your car tech-inspected (pursuant to a standard NCC checklist) by a

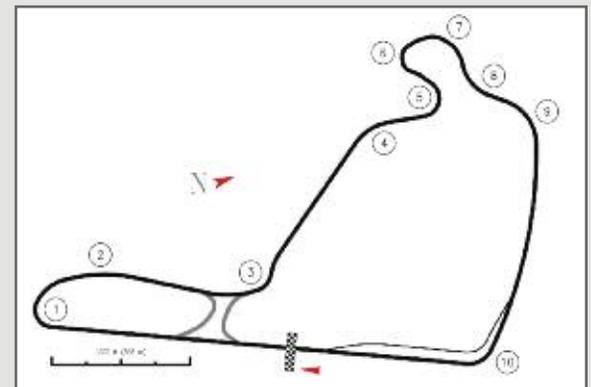
Shenandoah Circuit



Jefferson Circuit



Main Circuit



qualified professional mechanic prior to being able to drive it on the track. This can be done by your local mechanic, or consult a qualified inspector on the NCC website or *dB* advertiser to find a certified inspector near your home. Don't forget to pack your driver's license, automobile registration, and proof of insurance, as well as a helmet, extra motor oil, tire gauge, and other essentials. Saturday and Sunday are spent in a mixture of classroom sessions and time in your car on the track with a dedicated instructor in the passenger seat, and on the skidpad. Unlike other track sessions, our HPDEs offer individual, turn-by-turn and comprehensive instruction tailored to both you and your vehicle. The instructors are there to provide you with the best advice on how to handle your car on the track. With each run you will gain valuable insight that will advance your abilities behind the wheel.

During your on-track sessions, you will be driving the full track at speed, while exercising car control throughout the school. An in-car instructor will work with you to help you improve your driving mechanics. Braking, shifting, cornering and accelerating techniques are refined continuously during your on-track sessions.

Skidpad sessions will allow you to begin mastering 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 are invaluable – not only on the track, but they may also save your car, and your life, on the highway some day.

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 moderate discussions of the techniques of advanced car control.

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. Instead, our objective is to produce the most technically proficient drivers possible. No single school can 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 mastery is even approached, much less attained. Even then, there is always something more to learn, something additional on which to work. Acquiring driving skills is a process that is never completed.

Want more incentive? If you sign up for a subsequent session or invite a friend to attend a HPDE session, you earn a \$25 credit toward a future session in 2012 for *each* day that you or a friend are registered and attend. For more information on our multi-session and referral programs, please visit the NCC website.

Need even more incentive?! With every session that you complete, you earn points toward becoming an instructor. Once you are an instructor, you are invited to drive the tracks on the Friday before the session starts, allowing you hours of solo time to open up your car on the track before anyone else hits it, *and* you attend the weekend free of charge so that you may continue to give the gift of providing safe instruction to other NCC members.

We hope to see you at an upcoming High-Performance Driving Event in 2012! If you have any questions, please feel free to contact either of us. As your loyal HPDE Committee Co-Chairs, we are here to make sure that you fully understand and enjoy your time on the track, as it is one of the many benefits of being a NCC BMW CCA member.



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March DIY at Chapman Auto Werks

By Marc Caden



I often hear car people referred to as “enthusiasts.” My dictionary defines an enthusiast as “one who is ardently attached to a cause, object, or pursuit” and even gives the example of a “sports car enthusiast.” I have come to acknowledge that I am an enthusiast. Of course, there are many variations of the auto enthusiast, including the shade-tree mechanic, the autocrosser, the concours participant, the new car owner, the SCCA racer, and the vintage owner. However, at heart all of us enthusiasts are linked together by our love of cars.

Our chapter's March DIY was sponsored by Chapman Auto Werks, an enthusiast-owned facility located in Sterling, Virginia. Chapman Auto Werks is an independent shop specializing in BMW and Porsche repair. Chapman's eponymous owner, Taylor Chapman, and shop foreman, Andrew Goodnight, are true enthusiasts who have each owned their share of BMWs and Porsches.

For example, Andrew has previously owned a couple of 2002s and currently drives a rare Euro-spec E34 535is with a 5-speed manual transmission.

Chapman Auto Werks opened in August 2011 and is located a short distance from the popular OG Racing store in Sterling. Taylor Chapman has more than 20 years experience servicing and repairing BMW and Porsche vehicles. Chapman Auto

Werks is a family owned business, and they consider themselves car people first and business people later. They repair and service both late-model and older BMWs and offer a discount to all BMW CCA members.

At this DIY, each vehicle in attendance received roughly two hours of time with a lift. Tim McNeish and Mike Holder each brought in their respective 2007



X5s for routine maintenance. Tim changed his transmission fluid, and Mike changed both his transmission fluid and transfer-case oil.

(Top) Chapman Auto Werks has three bays available with lifts. (Above) Mike Holder changed the differential fluid on his 2007 X5. (Left) Chris Wooten rotating the tires on his 2004 Z4

Chris Wooten changed the oil and rotated his tires on his 2005 Z4. After boiling his brake fluid at Summit Point Racetrack (he was coming into the corners at 135 mph!), Gary Sugar replaced the brake pads on his 2009 135i with Dinan Stage 2 modifications. Our Chapter Vice President, Algje Livingston, drained and replaced

all the fluids on his 2008 335i.

As you can see, fluid changes (such as differential/transmission fluid or oil changes) are among the most popular and easiest tasks to complete at these events. A DIY event is a great way to get your car ready for springtime driving and save a few dollars by completing the work yourself. All you need is a



car, a few tools, and a willingness to learn. You will also meet up with other like-minded enthusiasts, and a lunch is normally provided by the chapter. Thanks very much to Chapman Auto Werks for hosting the March 2012 DIY, and I hope more of you will consider attending a DIY event sometime this year.

Left) Algje Livingston and shop foreman Andrew Goodnight changing the differential fluid on a 2008 335i. (Above) Gary Sugar changed the brake pads on his 2009 135i with Dinan Stage 2 options.



Winter Detailing Seminar

By John McWilliams | Photos by Raine Mantysalo

Brad Day, owner of Reflections Auto Salon, presented the seminar at D&V Autobody in Sterling, VA. Kevin Maharaj, D&V's manager, was our host. James Powell, general manager of Dent Masters paintless dent repair, was also present with technicians TJ and Richie.

The goal of the seminar was to educate members on the basic principles and processes involved in a thorough auto detail. Brad discussed a strategy for keeping your car looking its best, including basic interior cleaning and exterior washing. He also discussed paint polishing, paint sealing and scratch correction.

Auto detailing is the process of thoroughly cleaning, polishing, and preserving the surfaces of an automobile. The process is the most important part of auto detailing. The

products are important to some extent, but the exact brand is not. It should be considered preventative maintenance, just like an oil change. Developing an auto detailing system helps you keep it simple.

Basic detailing equipment includes a vacuum, carpet extractor, electric polisher (rotary vs. orbital), and a pressure washer. Some products you will need include car wash concentrate, all-purpose cleaner, dressings, polishes, waxes, paint sealants, towels, brushes, applicators.

Different microfiber towels are used for different purposes. Waffle weave towels are preferred for windows, and terry microfiber for interior cleaning. Suede microfiber towels are reserved for polish and wax removal. Microfiber towels are washed separately to reduce contamination.

For the interior, the following is a good basic strategy to consider. Vacuum frequently (once a month). Use different attachments to get into difficult areas. Use a brush, such as a boar's hair brush, to get into

vents and the folds of the leather upholstery.

Clean vinyl, plastic, and leather surfaces every time you vacuum your car. Use a properly diluted all-purpose cleaner and a clean microfiber towel. If done frequently, only a quick wipe down should be needed to properly clean the surfaces.

Clean windows (interior) with a good glass cleaner and dedicated microfiber towel. Gently wipe screens and instrument lenses with a very clean microfiber dampened by some softened water.

Surfaces such as leather, vinyl dash and trim, can be protected with a water-based UV protector such as 303 Aerospace.

Carpets should be shampooed probably once a year depending on how the car is used.

For the exterior, it all begins with the wash. Exterior surfaces, including wheels, tires, glass and painted surfaces should be cleaned and washed at least once a month. Use a quality car-wash soap or rinseless wash solution combined with microfiber towels or wash mitts, to clean these surfaces. Microfiber towels can also be used to dry these surfaces. Try to avoid using acids,

strong degreasers, or solvents to clean the wheels or the painted surfaces of the car. If done frequently enough, there should not be any heavy grime to remove. Wash painted surfaces from the top down, using gentle linear motions. We clean the wheels, wheel wells, and tires before washing the body of the car. A spray wax can be applied before you dry a panel or after the car is dried completely. Tires can be dressed before or after washing the body, depending on your preference.

Washing the exterior is the prerequisite to doing other exterior detailing, such as claying or polishing and waxing. The clay bar was developed in Japan to deal with industrial fallout. It can be used once a year or if the car has obvious paint contamination (overspray, sap, tar etc.). If a good, regular detailing strategy is followed, claying becomes less necessary. Other factors include where you live and garage usage. Paint clay is an abrasive, and can cause marring in the paint.

Polishing is the process of applying a fine abrasive polish either by hand or machine, with the goal of cleaning and refining the painted surfaces of a car. This is very important because all effort should be made

(Left and below) Brad Will leads the discussion, taking detailing questions from club members.





BEFORE



AFTER

to protect and preserve the factory paint. Machine application produces better and more consistent results, if done properly. Fine polishing is done with an orbital polisher. Polishing is done before applying waxes and paint sealants. Sometimes products polish and protect in one step. In my opinion a two-step process of polishing and applying a separate paint sealant produces better and longer lasting results.

Scratch correction consists of cutting layers of paint to reduce or remove moderate scratches. It is usually done with a rotary polisher and varying levels of abrasives and polishing pads (foam and wool). This requires a good working knowledge of paint and are experienced

using a rotary polisher. The least aggressive process should be used. Choose the safe route, rather than trying to completely remove the scratch. When removing scratches, you are thinning the factory clear coat. Wet sanding, especially on factory paint, should be left to a body shop that has the capabilities to re-paint an area if things go bad.

Kevin Maharaj told us that the typical BMW paint is 8-12 mils in thickness (1 mil = 0.001 inch), and thicker on the horizontal surfaces. D&V sprays enough of a thickness



(Above) D&V Autobody's manager Kevin Maharaj.

to allow after-paint techniques (such as sanding, polishing, and buffing) to achieve clarity, texture, and finish consistent to that prior



(Above left) TJ Clark massages the dent from Raine's X3's door. (Above) Brad corrects the paint finish using a Cyclo orbital polisher.

to the incident.

They spray three coats of clear (approximately 4 mils each) vs. the two factory coats. This is followed by 3M sanding pads or wet/dry paper over a dual-density foam block. This is performed by hand, or with a dual-action sander on flat surfaces. A polish such as 3M Perfect-It 3000 ultrafine machine polish is applied with a high-speed machine to enhance shine, depth, and gloss. The car is hand washed, glazed and waxed with a silicone-free product.

D&V currently uses the PPG waterborne paint system for the color/base coat. This produces clear, crystalline color over a usually cloudier solvent-based color. The base coat is protected by solvent-based clear coats. Many European

makers are moving to waterborne clear coats, and Kevin predicts they will, too, by the end of 2012. The Italian manufacturers often employ four-stage paint processes, with a primer, color coat, mid-coat, and clear coat. This may include a ceramic clear coat.

Flex agents are added to the color and clear coats when plastic parts are painted. Color matching metal and plastic substrates can be difficult in the factory, as well as at D&V. They employ a \$20,000 camera system on the paint that identifies the pigments comprising the color to give them the exact paint code.

Paintless dent repair technicians TJ and Richie demonstrated their skills on various members' cars.

They serve customers at D&V and BMW of Sterling, but Dent Master techs cover the area from the beltway suburbs to Fredericksburg, VA.

Products used at the session included a Century 400 canister vacuum, 303 Aerospace Protectant, Folex carpet cleaner & spot remover, Scotch Fur Fighter pet hair remover and All Free Clear detergent for the microfiber towels. Other resources include cyclotoolmakers.com for polishers; StonerSolutions.com for general detailing & car care products; and Optimumcarcare.com for no rinse wash, polish, wax & sealant.

BMW M6 Convertible on the Southeast Back Roads: The Ultimate Ultimate

By James Chew

As it is for serious enthusiasts in any field, the general public views us BMW enthusiasts as a strange lot. We speak of our BMWs in such passionate tones that it almost suggests we're talking about a living being. We think that each BMW has a unique soul and its DNA can be unlocked through its unique serial number. We discuss its moods and behavior. When opening the doors or trunk, starting the engine, or during our normal driving cycle, we instinctively know whether or not our BMW feels well. Some of us have even named our vehicles.

We cringe at automobile abuse. For many of us, the most egregious form of abuse is when the owner of premium, high-performance vehicle does not allow that vehicle to realize its full potential.

Such is the case when some executive drives an M5 or M6 on the city streets or the Interstates. While these folks should be commended for their excellent tastes in automobiles, and admired for their ability to own the best, one questions if these drivers fully appreciate the history and the potential of their BMWs.

These autobahn cruisers were bred to attack and conquer the Nürburgring. The normally aspirated 90-degree V-10 M engines were designed to deliver more than 260 foot-pounds of torque at 3,000 rpm, peaking at 383 foot-pounds at 6,100 rpm, while linearly delivering 500 horsepower at 7,750 rpm.

Perhaps not the smoothest at idle, these engines were designed to fit within the styling constraints of the E60, E63, and E64, which still look fresh even though they've been on the market for at least five years.

The paddle shifters for the 7-speed SMG were designed to mimic the action from Formula 1 vehicles, allowing these vehicles to quickly shift to the appropriate gears when aggressively attacking the roads, giving drivers the ability to deliver the right amount of power for the environment. The frustrations BMW engineers have for the American propensity for a manual shifter for the M5 and M6 is perfectly understandable – there are no more than a handful of people that could shift faster or better than the SMG. The SMG for the M5 and M6 was designed

specifically for the M5 and M6 V-10 engines.

And the electronically assisted, lightweight aluminum suspension works in harmony with the powertrain to ensure that when all the power is delivered to the two 285/35/ZR19 tires, the two front 255/40/ZR19 tires are pointed in the desired direction, and the vehicle is set properly to attack the next curve.

Most of the owners of these \$100,000 BMWs won't be spending time with them on the local road course. These vehicles will most likely be garaged, never seeing inclement weather, and used for driving the city streets and aggressively attacking the highways for the weekly work commute and weekend country club visit. It must be frustrating for these Nürburgring bred and born vehicles.

So when we had a chance to drive a 2008 BMW M6 for a week, we decided to use the vehicle's technology to realize its driving potential. We picked a few destinations in Virginia; Monticello/Charlottesville and the Virginia Aviation Museum next to the Richmond Airport, but asked the on-board navigation system to avoid the highways and seek the most dynamic routes. Both our M6 convertible and we were pleased.

Virginia may be one of the best-kept secrets for outstanding driving adventures. With the ideal combination of natural beauty, well-maintained country roads, and quirky native attractions, one can easily have a wonderfully unique driving adventure every weekend during the year. During the spring, one can appreciate



the colors from the various blooms. These same landscapes are painted with different shades of green and blue during the summer. One will reduce their driving speeds during fall to admire the outstanding fall foliage, much to the annoyance of the Virginia Tech, Virginia Military Institute, and University of Virginia football fans rushing to their home games (those tailgate party-goers should slow down a little bit anyway!) And winter can bring a coating of white that enhances the area's natural beauty, but reminds us of the spring beauty to come.

Most driving adventures are also food adventures. And when you're driving the Virginia country roads, you're bound to find a lot of barbeque shacks and soft-serve ice cream/frozen custard stands. Don't bother with calories or the cholesterol count – these are the types of foods that are to be enjoyed and consumed on special occasions.

In Virginia, the barbeque is pork. Slow roasted until tender, it's served fork-pulled or chopped on standard hamburger buns. With or without sauce, it's outstanding.

We're certain the soft-serve ice cream/frozen custard that's served in the many old and local stands is made out of things that are not recommended by the American Heart Association. But who cares – whether it's vanilla, chocolate or strawberry in a cone or a cup, it tastes great. Besides, 500 sit-ups are all it takes to work off the calories from one serving!



(Above) The SR-71 flew from west to east coast in a little more than an hour. The M6 has run Nürburgring in a little more than eight minutes.

Virginia is full of American history and American heritage. With former Presidents George Washington, Thomas Jefferson, James Monroe, James Madison, Zachary Taylor, and Woodrow Wilson calling Virginia home, there are many stops along the way that should be visited by all Americans to educate or remind us our foundation and heritage. A pop quiz for all *der Bayerische* readers: Which famous document do some scholars say Jefferson extensively used when drafting the Declaration of Independence? Answer in the next issue.

Virginia was also the site of several important American Revolution and Civil War battles. Driving to Charlottesville, we passed by the Chancellorsville Battlefield, the Wilderness Battlefield, and the Shenandoah Battlefield. On our back route to Richmond, we drove the Washington-Rochambeau Trail, the

final path used by George Washington and his French Allies to turn the world upside down in 1783. These are “must see” places for all Americans – we should visit places where sacrifices were made to form this country as well as to keep this country whole.

With some irony, it should be noted that our route to Charlottesville, home of Thomas Jefferson and James Madison, was lined with the Civil War sites while our drive to Richmond followed part of the Washington-Rochambeau Trail.

We started our journeys in Fredericksburg. Now a quaint weekend getaway (Old Town Fredericksburg is fantastic for its locally owned restaurants and antique shops) and a bedroom community for the Washington, D.C. metro area, Fredericksburg has the distinction of being the only location where four Civil War battles were fought, with the Union forces winning none of them. Three of them were draws while the Confederate forces were credited with winning the Battle of Fredericksburg. It's one of that places in the United States where roving gangs of armed men wearing blue or grey live off the land and do battle at least once a year in amazing reenactments.

Fredericksburg is also the location of two must-eat places. Allman's

Barbeque is a stop where every modern Virginia Governor has eaten. Open since 1954, “Mom” Brown will gladly give you a sample of the pulled and chopped pork to allow to you to determine your favorite.

Carl's has been in Fredericksburg for 61 years, serving frozen custard as well as milk shakes and sundaes made from the custard. From February to November, the locals line up every day for scoops of freshly churned vanilla, strawberry, or chocolate.

This drive to Charlottesville took us on the Constitution Highway and other Virginia state highways that allowed us to effectively use the SMG. There was one road, in particular, that was close to Monticello that allowed us to try our best Robert Kubica and Nick Heidfeld impersonation. In fact, we drove that road a few times that day, leaving only after noticing some nasty looks from the locals!

Noticing several large horse ranches, it became clear that this route to Charlottesville is lined with the home of the rich and famous. But having the Blue Ridge Mountains to the west drew our attention during that spirited, enjoyable drive.

We noticed that our route was frequented with other exotic/classic car drivers. It was not uncommon to share this road with Ferraris, Porphes, and classic American muscle cars. Of course, our M6 was usually in the lead!

We opted out of the Monticello tour and drove to Old Town, Charlottesville. This, too, is a must-see for anyone visiting this area. The extensive revitalization that included several outstanding, independently owned, restaurants, as well as the indoor and open air shopping were worth the trip. We went to a restaurant called The Nook, modeled after a classic dinner. My daughter ordered her favorite comfort food, macaroni and cheese. Made with penne pasta and mixed with prosciutto and an Alfredo (I'm a purist – you can't have Alfredo sauce outside of Rome!) sauce, we had to bring home the left-



(Left) There's really only one way to fully experience the exhilaration of top-down driving, and it makes it a lot easier to photograph the M6's luxurious interior.

overs for Mom to try! I opted for the spinach salad – I thought the summer salad with tomatoes could be the equivalent of American fugu!

Our drive to the Richmond Aviation Museum followed a route close to the Eastern Shore of Virginia. Passing by the Naval Surface Warfare Center in Dahlgren, VA, and the Army's Fort A.P. Hill, we appreciated the strategic importance of this part of Virginia to the country. Dahlgren was where the famous 16-inch guns for our battleships were developed. Fort A.P. Hill is the home of the premier training centers for the Army, as well as the location for the annual Boy Scout Jamboree.

This route showed us the agricultural side of Virginia. Lined with farms and ranches, it was comforting to see amount of crops grown and livestock raised in Virginia. It was no surprise to see the number of fresh produce stands along the side of our route.

Arriving at the Richmond Aviation Museum, we immediately noticed the SR-71 spy plane on status display. Even though most of them have been retired from active service, the SR-71 is still considered the ultimate airplane by those in the aviation community. For that reason, making this enjoyable drive to photograph the ultimate, ultimate driving machine next to the ultimate flying machine was well worth it.

The parallels between the SR-71 and the M6 are quite strong. Both still



considered ahead of their times, these vehicles were designed to provide the ultimate balanced performance for their times. The SR-71 flew from west to east coast in a little more than an hour and from New York to London in a little less than two hours. The BMW M6 has run Nürburgring in a little more than eight minutes WITH its standard electronic speed limiter operating. Both are not known for their fuel economy, but are both quite good, relatively speaking. We averaged close to 17 miles per gallon during our 1,200-mile city, country, and highway driving evaluation period. However, one does wonder if a person who can afford to own a \$117,000 car really worries too much about fuel economy!

These routes were not intended to showcase the top speed of the M6.

We would (and should) be in jail if we tried. However, these routes exercised the driving dynamics of the M6, including the SMG, the V-10 torque, the four-wheel vented disc brakes, and the outstanding suspension. Because our M6 was a press vehicle, we resisted the temptation to drive to either Summit Point or Virginia International Raceway to realize the full performance potential. We did learn to appreciate the performance potential of this generation M6 when, two years ago, we drove several laps around Road America in the M6 coupe. The switchable electronic engine, suspension, and SMG performance enhancements, all with an F-1 heritage, makes the M6 scary fast. When unleashed, the M6 in the hands of the typical American driver is like a M60 machine gun in the hands of shopping mall security guard. Zero to stupid comes awfully fast.

The 2008 M6 is a unique vehicle in the exotic performance class because it is such a livable vehicle. Other exotics that we've tested, including Ferraris, Lamborghinis, and Porsches, all felt fragile and aloof. The BMW M6 felt solid and comfortable. The controls never felt awkward, or operated in a non-intuitive fashion. In fact, it looked right at home parked next to our personal E70 X5.

And unlike the other exotics, the M6 does have some level of practicality. While the rear seat leg room is

nearly non-existent – even my 3-year old in her car seat complained about it – I was able to take my wife and our 14-year old daughter and their luggage to the airport for their week-long Alaskan vacation. And yes, their entire luggage fit in the truck!

By the way, when was the last time you heard of anyone trying to put child car seat in a Ferrari or Porsche?

We were a little disturbed by the sparseness of the truck. The once-vaulted BMW tool kit has become a bit if a joke. One look and even the novice BMW enthusiast would ask, "Why bother?" BMW should at least include a decent pair of channel locks and a useful screwdriver!

Another interesting quirk is the M6 does not use run-flat tires, nor does it carry a spare tire. One has to call BMW Assist when they have a flat.

Our fully loaded test vehicle had an MSRP of \$117,120, \$3,000 of that being the gas-guzzler tax. With a combined average of 16 miles to the gallon, the M6 did seem to like the taste of premium-unleaded gas.

Being the ultimate, ultimate driving machine, we were surprised to see that vehicle had several options, including the satellite radio, HD radio, heads-up display, merino leather, and comfort access systems. It just seemed to us that all this equipment should be standard on the ultimate, ultimate driving machine.

(Above) The M6 looks better in motion, but sometimes the brick-lined streets of America's charming and historic old towns are a good place to let others get a better look at the ultimate, ultimate driving machine, and (Below) – the source of all that power.



Traditions

BY John Hartge

PHOTOS John Hartge
Raine Mantysalo

Been Down This Road Before

The first time was in 1975. I was surprised when the salesman urged me to go faster down that country road. Wow, that BMW was fun to drive, so much fun that it cast a lifelong spell on me. That 20-something me had to have a 2002, in *silver with a blue interior and sunroof*. But, there was no silver to be had in the Baltimore area at the time. So my first BMW was Siennabraun, but it *was* a 2002 and it *did* have a sunroof.



The fun, boxy little car led me down the road (some would say to ruin, but I would say) to the BMWCCA and the car enthusiast lifestyle. It's been a twisty, windy adventure and now many decades, many cars, many miles and many friends later, 60-something me wanted something classic for my 8th BMW. My search intensified in February when I found two interesting possibilities in the CCA online classifieds. One was a low-miles white E30 M3. The seller and I chatted, but I longed for a red one. The other car of interest was a '74 2002 with 56,000 original miles. Best of all it was *silver*, with a *blue interior* and a *sunroof*.

The 2002 was in Illinois. I considered flying there to inspect it, but after reviewing lots of photos,



(Right) The interior vinyl is original, in excellent condition, and the instrument panel has no cracks! The steering wheel may be period correct, but the search is on for an alternative.

I figured a talk with someone who knew the car might help me avoid a flight to Chicago in the winter. I wondered if 2002 guru Ben Thongsai might know the car. He did. Ben called it one of the best of the square taillight (meaning the period from 1974-1976) cars around. Then I checked with the technician who had just worked on

the car and quizzed him about its condition. That was enough – I was ready to buy it, sight unseen. So, my eighth BMW finally is that *Polaris Silver 2002*.

Long distance car deals are pretty simple with email bills of sale and money wires, but you can't email or wire the vehicle. Rather than drive I-80 in late winter, I

looked for a transporter. Luckily, Applewood Motorcar had a truck headed to Illinois. Applewood's owner, Bruce Hall, has a pristine red tii, and he seemed pleased to serve another 2002 enthusiast. A week after confirming the sale, *my* Polaris 2002 was in *my* driveway.

This is the first time I bought a car that I hadn't seen or driven, so





had just one owner, who died suddenly. The 2002 came with a binder of memorabilia, photos of the paint restoration process, and a box of records. This information seems to support the odometer's reading — only 56,000 miles. 44,000 miles were accumulated in the first ten years. Since then, the miles were few and far between.

that the treatment from the factory was very *inadequate*. Fortunately, this particular car apparently saw little of the elements. The paint restoration photos indicate no body panels were replaced and there were relatively few repairs.

It's too bad that I can't talk with the original owner, but some of his records tell interesting stories. My favorite is a letter he wrote to the BMW distributor a few months after buying the car in late 1974. Wondering if he should give the car Ziebart rust-proofing treatment, he wrote, "Gentlemen just how well is the car protected against the elements?" BMW NA responded, "The undercoating of the 2002 from the factory is very adequate. The Ziebart process ... is not really necessary." Of course, we know now

I put more than 100,000 miles on my first 2002 during about 5 years in the late 70s. I won't drive this one anywhere near that much. I'll show it off now and then at club events. I suppose I can't really relive my 20s, but I can certainly try by exploring once again the exhilaration and fun of a 1970s BMW.

(Above) The Sienna Braun's first BMWCCA activity was the 1976 Oktoberfest headquartered in Silver Spring. This is a break along the TSD Rally.

there was a bit of nervous anticipation as I awaited delivery. Upon arrival, I could see that it was as described — an excellent example. I give the exterior a 9. It had a complete windows-out, trim-off, soda-blasted prep and repaint seven years ago, which is only 3,500 miles

ago. Being very finicky, I rate the interior an 8 or 9. It starts and runs like new — a 10 for drivability. I find it a bit soft for sporting country road drives, so some suspension tweaking is in order.

The seller bought the car from an estate last year. At that time it had

(Below) It's fun to get a first glimpse of your sight-unseen newly purchased car as it backs down the ramp from the transporter.



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Turning another page (or exchanging garage space)

By Jim Gerock

After owning a '71 VW Beetle for 19 years and totally restoring it, last year I decided to sell it and try to find another early BMW 2002. As with my VW, the restoration of the 2002 started with buying parts such as carburetors, an air cleaner and various body trim pieces even before the new car had been found. When looking for another car, I refined my criteria by eliminating any red-colored vehicles since the VW, my 73tii and daily driver were all shades of red. The new 2002 project is going to be a tribute emulating the 2002ti that was never imported to the USA during its three-year production run, from 1969-1971.

Unfortunately, the current economic conditions did not help me sell the VW quickly, so I had to pass on a nice '71 Riviera (Blue) 2002 located in southern California. After mentioning I was searching for another car, several vintage BMW friends began forwarding me links to Craigslist and eBay ads. Most of the cars were either too expensive or were pretty rusty and required too much bodywork. On Super Bowl Sunday, I received a link to a Craigslist ad for a Nevada-colored 1969 2002 located in Scottsdale, Arizona. The car was equipped with a sunroof, four-speed transmission



The car was transported from Arizona to Virginia by a trailer equipped with a winch since it still didn't run, and I had to push it into the empty garage space; the beginning of what I hope will be another long-term relationship. Following an email to the BMW archives, I learned the production date of my newest BMW was May 30, 1969, which is exactly four years prior to the production date of my 73tii.

(Left) Supposedly a crack-free dash and original steering wheel.

and a decent interior but needed a new front nose and some bodywork. The seller's ad described the car as originally owned by a doctor in California and in good running condition. I viewed the pictures from the ad then called the owner to discuss the condition, mileage and get the VIN for additional research. Later that same day, I decided to call the seller and commit to buying the car by sending him a small deposit.

Much to my dismay, I then found out that the car had been sitting under a carport for several years and the seller couldn't get the engine to turn over. To attempt to remedy the situation, he loaded the

car onto a trailer and brought it to a local repair shop where it sat for two weeks outside with oil squirted into the spark plug holes. Another two weeks went by and the seller was now traveling on business and didn't have any time to attend to the car and I was getting nervous, and my wife was starting to give me "the look." However, as I anxiously awaited news on the 2002, I received renewed interest in my VW and was able to sell it, making room for the '69 in the process. Multiple calls and e-mails to the BMW seller resulted in a renegotiation of the price so I sent the remaining payment and received the title.



(Above) Engine may still have the original emissions equipment including a "smog" pump. (Below left) Time-honored battle scars from two previous owners. (Below right) Rear Bumper guard and CA black plate.



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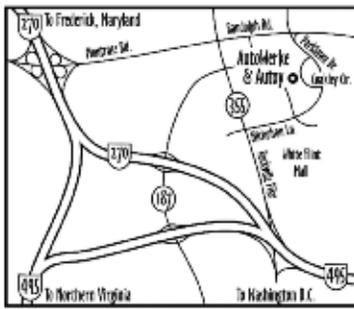
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BMW Starts 2012 ALMS Season on Top

Photos by Andrew Murphy, BMWBlog.com

BMW Team RLL had an excellent start to the 2012 American Le Mans Series season. At the 60th running of the 12 Hours of Sebring, the No. 56 BMW M3 GT claimed overall victory in the GT class after 307 laps of the Sebring International Raceway and a dramatic final stage of the race. Over the course of the thrilling marathon, Dirk Müller, Joey Hand, and Jonathan Summerton shared the driving duties. Last year, Müller and Hand (along with Andy Priaulx) crossed the line as winners in the BMW M3 GT at the season opener.

The sister BMW M3 GT, Number 155, was driven by Jörg Müller, Bill Auberlen, and Uwe Alzen. The trio finished the race, which saw a combined field of ALMS GT cars and FIA World Endurance Championship GTE entries, in fifth overall and scored fourth place points in ALMS GT class.

Summerton experienced a perfect debut in sports car racing by making it to the top step of the podium. With this win, a BMW M3 has now emerged victorious in the GT class of this event for the fourth time: 1997, 1998, 2011 and 2012. BMW claimed overall victory in 1975 with the BMW 3.0 CSL, as well as with the BMW V12 LMR in 1999.

With BMW M celebrating its 40th anniversary this year, this historic win comes as the perfect present.

In contrast to many of their competitors, the BMW drivers managed to keep out of any turmoil in the first half of the race. Their BMW M3 GT cars enabled them to clock consistent lap times, keeping in touch with the front-runners throughout the race. As the race developed, a gripping duel between BMW Team RLL and the two Chevrolet Corvettes kept the fans on their feet, all four cars only seconds apart for several hours.

More than ten full-course yellows kept the GT field close until the closing stages of the contest.

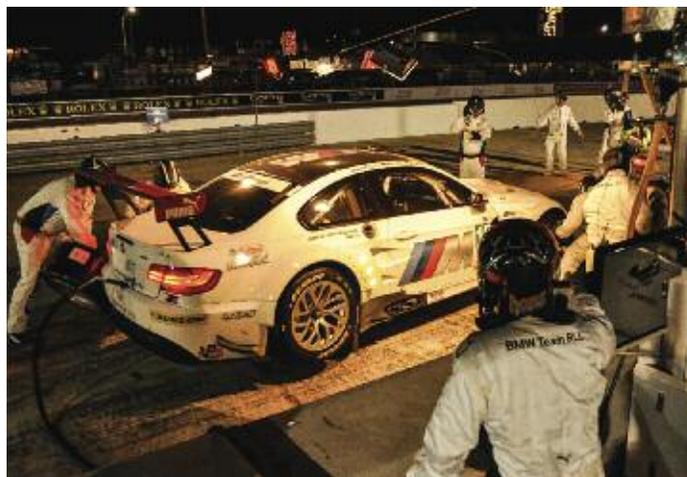
Only in the dying moments of the race were the BMW drivers able to seal their second consecutive Sebring GT win. Both Hand and Jörg Müller were both victims of contact in the final minutes of the race. While Hand successfully defended his lead despite driving a heavily damaged car, Jörg Müller lost third position in the ALMS class.

Last season BMW Team RLL won the ALMS GT drivers' championship, as well as the team and manufacturer titles for the second consecutive year. Round two of the 2012 American Le Mans Series will be held at Long Beach on April 14, 2012.

"This is a very emotional victory

for us," said Jens Marquardt, BMW Motorsport Director. "We didn't have an easy race, but encountered a couple of issues. However, the team stuck to its plan and kept their cool. Everyone worked fantastically together, and the drivers gave their all until the very final lap. Especially the fight with the two Corvettes delivered pure excitement for several hours. It's these tough fights that make the ALMS so special. It's been a great race, from the first to the final hour. Our team can be really proud of this victory."

Following the win, principal owner Bobby Rahal had this to say, "This was far from easy today. We had to cope with several issues and had to pit out of sequence. Luckily the yellows saved us on a number of occasions. I have to give a lot of credit to Dunlop. We went far longer on the one set of tires than we ever had. This victory feels really sweet. Our drivers formed a very good combination and deserved this strong result at the beginning of our 2012 campaign. All the work put in by BMW Motorsport and our team over the winter paid off."



(Left) The second to last pitstop before the end of the race and the overall victory in the GT class.

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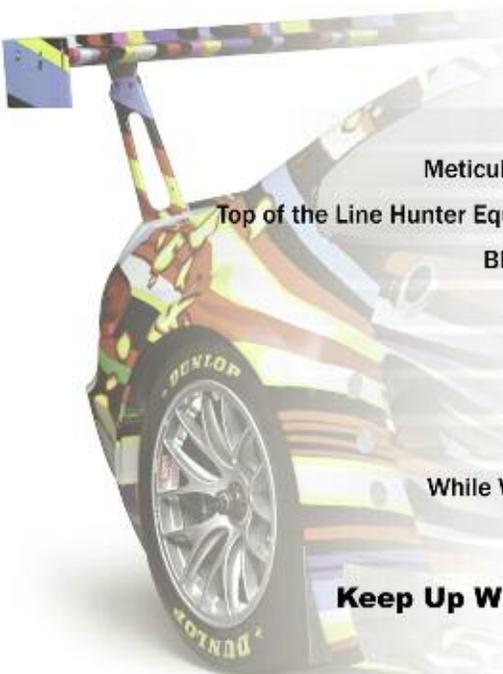


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National Capital Chapter Debuts “24 Hours – One Team. One Target.”



By Steve Tenney

The Nürburgring was built over two years, from 1925 to 1927, at a time when that part of Germany was going through tough economic times. It was thought that the racetrack would revitalize the area. The ‘Ring has a rich history of racing, surviving World War II and becoming one of the most highly regarded racing circuits in the world. The first race held there was the Eifelrennen in 1927. The original track consisted of two sections, the Nordschleife and the Sudschleife or North Loop and South Loop, that were joined in the middle. Nürburgring’s primary purpose has always been for manufacturing testing, and it continues to be used as such to this day. History’s most famous drivers, from Rudolf Caracciola, Alberto Ascari and Bernd Rosemeyer to Jackie Stewart, Niki Lauda and James Hunt have taken on the Nürburgring.

In the 1970s it became clear that the Nordschleife was not safe for the day’s Formula 1 cars. There was disagreement among the drivers, some desiring the challenge and others concerned with the danger. Jackie Stewart referred to the ‘Ring as the “Green Hell” and the name stuck. However, after serious accidents – particularly the Niki Lauda accident in

1976 – the track was declared to be too dangerous and the Nordschleife was replaced by a much shorter and less challenging Grand Prix course for Formula 1.

The Nordschleife was still used for testing, sports car racing and tourist rides. It is unique as a race-track since it is more than 14 miles around and lap times can exceed eight minutes.

In 1970, the first 24-Hour race was held. With few exceptions, it has been held every year since. Only the oil crisis in the mid 1970s and construction in 1983 have caused the race to be cancelled. It has been won many times by BMW from the first race and a victory by Hans-Joachim Stuck in a 2002 Ti, to Hans again in the E46 BMW M3 GTR in 2004. After four years without BMW factory involvement (2006-2009), BMW returned in 2010 with the E92 BMW M3 GT2 and won the race.

During the 2010 race, Tim and Nick Hahne and their production company Stereoscreen produced a 13-minute video, “24 Hours in 19,500 Frames” which follows the 2010 24-Hour Nürburgring race where BMW came out victorious. You can find it online at stereoscreen.de/24h/. It is a wonderful mix of video and music with



(Above) Approximately two dozen club members took advantage of the opportunity to attend a recent, private screening of the “24 Hours – One Team. One Target.” documentary film in Fells Point, MD.

a special ending celebration for BMW fans.

For 2011, the Hahne brothers and Stereoscreen.de made arrangements to follow the BMW Schnitzer team in the development of the M3 GT2 and the build up to the 24-Hour race and again during the race itself. They had unprecedented access to the team and all of the drivers. The result is a full-length video, “24 Hours – One Team. One Target”. The 104-minute video debuted in Europe in November 2011 and it was immediately added to my Christmas wish list.

In January, the BMW Performance Center showed the video at the Zentrum. I suggested to chapter President Paul Seto that we could do a similar showing if we

could find a suitable venue, and if people were interested. Paul set out to determine if there was interest and he was able to arrange with David Aviles to use the entertainment area where he lives in Fells Point for the screening.

The entertainment area there was perfect for our debut as it has a kitchen area for the reception and a 25-seat theater with a large, full-HD projection TV. It was a perfect location.

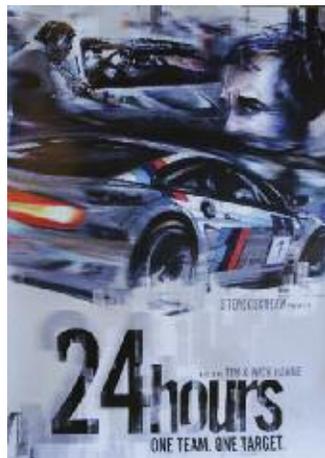
So it came to pass that Saturday, March 10, 2012, the National Capital Chapter hosted a screening of “24 Hours – One Team. One Target.” for a group of around 25 people. There was a reception as we waited for everyone to arrive. At 3:00 p.m. we presented the full video

without interruption. It was my first time seeing the video with a large group and that was fun, but seeing it on the large 1080i projection was superb.

The video shows the drivers and a bit of their lives leading up to and in the 24-hour race. It follows them through training, getting together for group activities to promote the team, and in a simulated 24-hour race test at Imola in Italy. It includes the official preparation test for the 24-hour race itself at the Nürburgring and then it takes the viewers to the Nürburgring, following the team through the race from beginning to end. It shows the ups and downs of a race team and the battle that such a long race becomes. The battle is not only with the other teams, but with the track itself and the challenge of simply making it to the end.

We know BMW did not win the

race in 2011; they finished second. Not such a bad outcome for what might be the world's toughest 24-hour race. For me, Charly Lamm, Schnitzer Team Manager, is the most interesting person to follow during the movie. Josef and Herbert Schnitzer formed the Schnitzer Team in 1967 and in the 1970s their half-brothers Charly and Dieter Lamm joined them. Charly has been team manager at Schnitzer for a long time and has orchestrated many of the wins for the M3s. Charly manages the conflict that happened during this race. While they did well to finish second, he wanted to win as he always does.



We see him accept the accomplishment of a second place finish but it's hard for him to do so. When the realization of this ending comes to him and he gives in to it, at the end his emotions are palpable. The weight of being the team principal is there to see. I feel a bit of that emotion myself every time I see the movie.

This is an excellent production. If you are fan of BMW Motorsports it's a DVD that you should have in your collection. The production and quality are excellent from the images to the music. I don't know what Tim and Nick Hahne have planned for 2012, but I just noticed

that they were at the start of this season's racing at the Nürburgring with the Schubert Team who are running the Z4 GT3 car this year. Schnitzer and Charly Lamm have the task of being one of the new BMW DTM teams in 2012. So it is BMW Team Schubert who will represent BMW Motorsport at this year's 24-hours at the Nürburgring. I would like to thank all of those folks who helped out with the screening, particularly Paul and Kendra Seto for spearheading the arrangements and David Aviles for his generosity in hosting the event. I'd also like to thank Tim Hahne, not only for his wonderful production, but also for his support for our debut of his video production in Baltimore, MD.



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CARS FOR SALE

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

2006 X5 4.4

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

2006 Z4 coupe 3.0si

This garage queen has every option true drivers require. With less than 26,000 miles on the clock she is one of the best examples of limited production car (only 12,819 from 2006-2008). The engine is the N52 255hp inline 6 paired to a 6-speed manual transmission. In addition to the Sport and Premium Packages it also has the M seats and extended leather trim. Hard trim is in light walnut while the leather is Imola Red. Exterior is Black Sapphire Metallic. Vehicle is priced with the original BMW wheels, not shown, or with the Bayern Mesh wheels pictured for an additional cost. Serious inquiries only, \$25,000. Call Taylor at 443-248-4731.

1986 635CSI

5-speed, red, beige leather interior, 156K miles. Very nice daily driver, leather interior and exterior body/paint are in excellent condition. It took 3rd in class at last year's BMW fest. New brakes, shocks, tires, the 5 speed shifts really nicely, air conditioning, power steering, brakes, mirrors and seats. I have the maintenance history from the original owner, window sticker and original manuals. It's very nice and quite a looker. It does have a couple of issues. One is that I have installed a cutoff switch until I track down a battery drain. The cold air blower fan switch has 1 speed (max), the ABS light is on. Car has historic tags and is located in Maryland. Contact: awayfarm@aol.com, 301-741-7428

E30 1990 325is

Low miles (64k backed by the title history); Smooth shifting Automatic transmission; current VA inspection (I was driving her to work before I deployed); is limited slip diff; 13 button radio and power sunroof. Exterior is in rough shape, years of street parking damage, missing some trim and the primer is showing through in a few spots. Interior looks to have been out in the sun for 15 years; Tires are on the way out; Needs a new battery too. I'm moving soon, so if she doesn't sell I'm going to donate to charity and write her off on my taxes, but I wanted to make her available to the community first. I have also posted on the Spec e30 website. \$1,800 cash or postal money order gets you the title. The car is in Centreville, please email me at robelrobel30@hotmail.com

1999 BMW M3 Convertible

Pampered by 25-Year BMW CCA member, clean CARFAX title, MD state inspected, rare Estoril Blue with black top and dove grey leather interior, 5-Speed automatic, 177K highway miles, premium M3 contour alloy wheels, Harman/Kardon premium sound system Recent repairs / upgrades include new front brake pads and rotors, BMW inspection II service, new convertible window, complete cooling system replacement/upgrade. Call with serious inquires only, asking \$8,250. 301-404-1148

CARS FOR SALE

1987 BMW 325i Convertible

Asking \$5,000 for this 5-speed manual, Delphin Gray, tan interior, black cloth top, 133k miles, limited slip differential, well maintained, extensive documentation, Red Line lubricants in transmission and differential. OEM coke bottle wheels, includes four Blizzak snow tires on Borbet OEM-style five-spoke wheels. 301-520-3070, email Casa_blanca@msn.com.

1995 M3

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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 \$650, contact Mike at 703-508-0260.

OTHER MISCELLANEOUS

E36 Rear Seat (Beige)

This rear seat was removed from my 1994 325is. Color is beige. It is a fold-down, through-loading seat. This is a complete back seat assembly with the rear bench, left and right back rests, left and right lateral trims, and rear seatbelts and associated hardware. The seat is in excellent condition – there are no cracks in the leather and the color has not faded. Asking \$200. Pickup only, contact stewartaylor46@gmail.com.

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.

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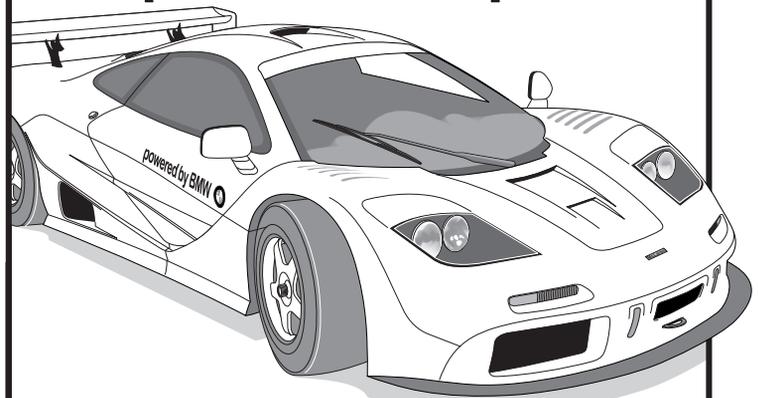
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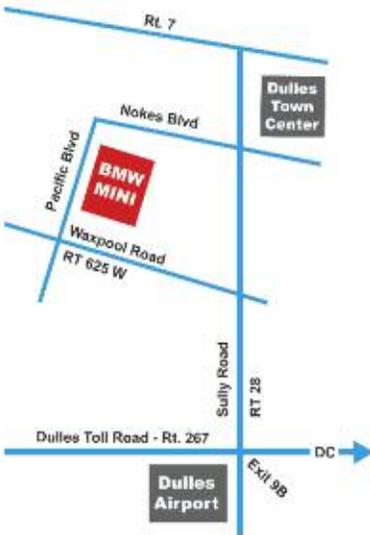
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