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Cover: The commemorative paint scheme of the new Z4 GTE marked the 40th anniversary of the BMW 3.0 CSL victory at Sebring in 1975. Article on page 13. Photo: BMW AG.

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

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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 202.498.7452

Treasurer

Richard Kempf treasurer@nccbmwcca.org 703.455.8210

Secretary

Gina Hector secretary@nccbmwcca.org 202.570.4462

Membership Chair

James Laws membership@nccbmwcca.org 240.424.5380

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

DIY Chair

Phillip Cummings diy-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Phil Yates info@nccautocross.com

Baltimore Activities

Billy Dixon billy.dixon@nccbmwcca.org 410.802.0188

PR & Community Engagement

Kelsy Hill kelsy@nccbmwcca.org

der Bayerische Staff

Co-Editors

Walter Jones db-editor@nccbmwcca.org

Anna Maripuu 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

Tom Baruch, James Chew, Phil Cummings, Walter Jones, Dave Ketchen, Christina Lam, Anna Maripuu, Steve Tenney,

Club Address

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

National Membership Toll-Free Number

800.878.9292

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



President's Message

This is what I've been waiting for: Spring is here! Over the past few days, I've spent time detailing my car and swapping out to my summer wheels. While it seemed like snow was always in the immediate forecast, there's nothing better to hit than Cars & Coffee, drive some back roads, or get the car on the track. Luckily, all that can be done in the same weekend with good planning. In fact, our calendar is filled with many events that will be sure to please all car enthusiasts, especially BMW drivers. Whether you love keeping your car clean, turning wrenches, or anything motorsport or driving related, we do it!

Can't do it all you say? We know you can't, but we do know that there's probably something that you'll love, you just don't know it yet. Want to see how your car handles? Our Autocross or High Performance Driving Education (HPDE) programs will not just improve your driving skill, but will easily be some of the most fun you'll ever have. Like blazing twisty roads? We have some great tours set up to Carlisle and Nemaquin this spring. Not much of a car enthusiast, but love your BMW? Come meet other club members at any of our three monthly socials. Don't know anyone or don't know where to start? Reach out to me, any of our board members or committee chairs, and we'll be happy to help you.

We run this chapter because we love what we do and we love seeing others having a good time. It's the secret ingredient to being an NCC member.

Please make sure we have your correct email address.
It can be checked and updated at the www.bmwcca.org website.

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46th Annual Oktoberfest Presented by Michelin

SEPTEMBER 21, 2015 TO SEPTEMBER 27, 2015



FromThe Editors

Spring is here. That means club activities are really going to blossom. Even during our "down time," we have been busy with all sorts of great events. We successfully held the 2nd annual chili cookoff in the middle of a blizzard and our socials have continued with much camaraderie. The Karting season is on track and the race season has gotten underway with the 24 hours of Daytona and the 12 hours of Sebring. We've already held the first DIY of the season, attended by a packed house of club members eager to get working on their cars at BMW of Annapolis. And the very first Autocross event of the season has been held.

The quintessential Concours d'Elegance at Amelia Island has come and gone and included the unveiling of BMW of North America's anniversary design of the two BMW Z4 GTLMs of BMW Team RLL, and don't forget the upcoming Deutsche Marque Concours in May. At the Annual CCA Chapter Congress in Dallas, our very own Rafael Garces, who manages our NCC Street Survival program, was awarded hero of the year, a well deserved honor.

The summer will bring us a couple of ///M school days at the South Carolina BMW performance driving center, several HPDEs, more

Autocrosses, DIYs, Street Survival events, and tours such as to Nemaacolin resort and Carlisle in May, and, towards the end of the summer, a tour to Asheville and the Tail of the Dragon. Please join us. There is something for everyone. Male, female, any type of Bimmer, and any level of driving – all are welcome to join in. Actually, one doesn't have to own a Bimmer to participate, there is just a slight increase in fee if not.

Here's to a great year of driving fun with the National Capital Chapter.

2015 Oktoberfest in Galloway, NJ

The 46th Annual CCA Oktoberfest presented by Michelin offers the same exciting automotive experience as previous Oktoberfests, enhanced by the dining, shopping, and attractions offered in the local area. Whether for the turn-of-the-century host hotel, the car shows and driving tours, the meals and social events with fellow members of the BMW community, the vendor booths of our sponsors, and four days of intense,

track-focused, high-performance driving, 2015's Oktoberfest looks to be a week of excitement and fun for any BMW enthusiast.

Oktoberfest will run Monday-Sunday, September 21 - September 27, 2015, and will feature many events with which longtime attendees have become familiar, including the renowned Pirelli Concours, the CCA Foundation-sponsored golf tournament, the Pirelli Throwback

Thursday dinner, the gymkhana precision driving course, and Oktoberfest's signature rallies and street driving events. There will also be tours and activities in nearby Cape May.

Oktoberfest registration and the host hotel room block will open in April.



HERO OF THE YEAR

Rafael Garces

"For our 1st Hero of the Year award winner it was an easy choice, Rafael.

Not only does he help hold more schools than any other chapter, he has helped 2 new clubs get started with Street Survival on top of covering for me at schools that I can't get to. He's my 1st go-to-guy when I need somebody there that I don't have to worry about how it'll get done. I can't imagine where we would be without his efforts."

- Bill Wade, National Program Director



Congratulations, Rafael!

We're proud to have you as a member of
the National Capital Chapter!



To enroll your teen, become a
volunteer, or learn more about the
Street Survival programs,
log-on

www.streetsurvival.org

or email

nccstreetsurvival@gmail.com

CALENDAR OF EVENTS

March

- 1 Karting 2014-2015 Winter League
- 5 NoVa Social - TBD
- 8 NCC Karting 2014-2015 Winter League
- 11 Board Meeting/Social @ Mi Rancho in Rockville
- 12 Columbia Social @ Corner Stable in Columbia
- 14 Autocross Novice School #1 @ Bowie Baysox Stadium
- 15 NCC Karting 2014-2015 Winter League
- 19 MoCo Social @ Pizza CS in Rockville
- 21 DIY @ BMW of Annapolis
- 28 Autocross Test & Tune #1 @ Regency Furniture Stadium
- 29 NCC Karting 2014-2015 Winter League

April

- 2 NoVa Social - TBD
- 8 Board Meeting/Social @ Mi Rancho in Rockville
- 9 Columbia Social @ Corner Stable in Columbia
- 10-12 HPDE @ Summit Point Jefferson Circuit
- 11 DIY @ Martin Motorsports
- 16 MoCo Social @ Pizza CS in Rockville
- 18 Autocross Points Event #1 @ Regency Furniture Stadium
- 25 DIY @ At Speed Motorsports

May

- 1-3 Spring Tour 2015 @ Nemaocolin Resort
- 3 32nd Annual Deutsche Marque Concours d'Elegance
- 9 ///M Club Day Driving School @ the BMW Performance Center

- 10 NCC Autocross Points Event #2 @ FedEx Field
- 13 Board Meeting/Social - Brio Tuscan Grille in Rockville – new location
- 14 Columbia Social @ Greene Turtle in Hanover
- 16 BMW CCA Car Corral at Carlisle Fairgrounds
- 16 DIY @ Chapman Auto Werks
- 22-24 The Vintage (Winston-Salem)
- 29-31 HPDE @ Summit Point Main Circuit
- 31 Autocross Test & Tune #2 @ Regency Furniture Stadium

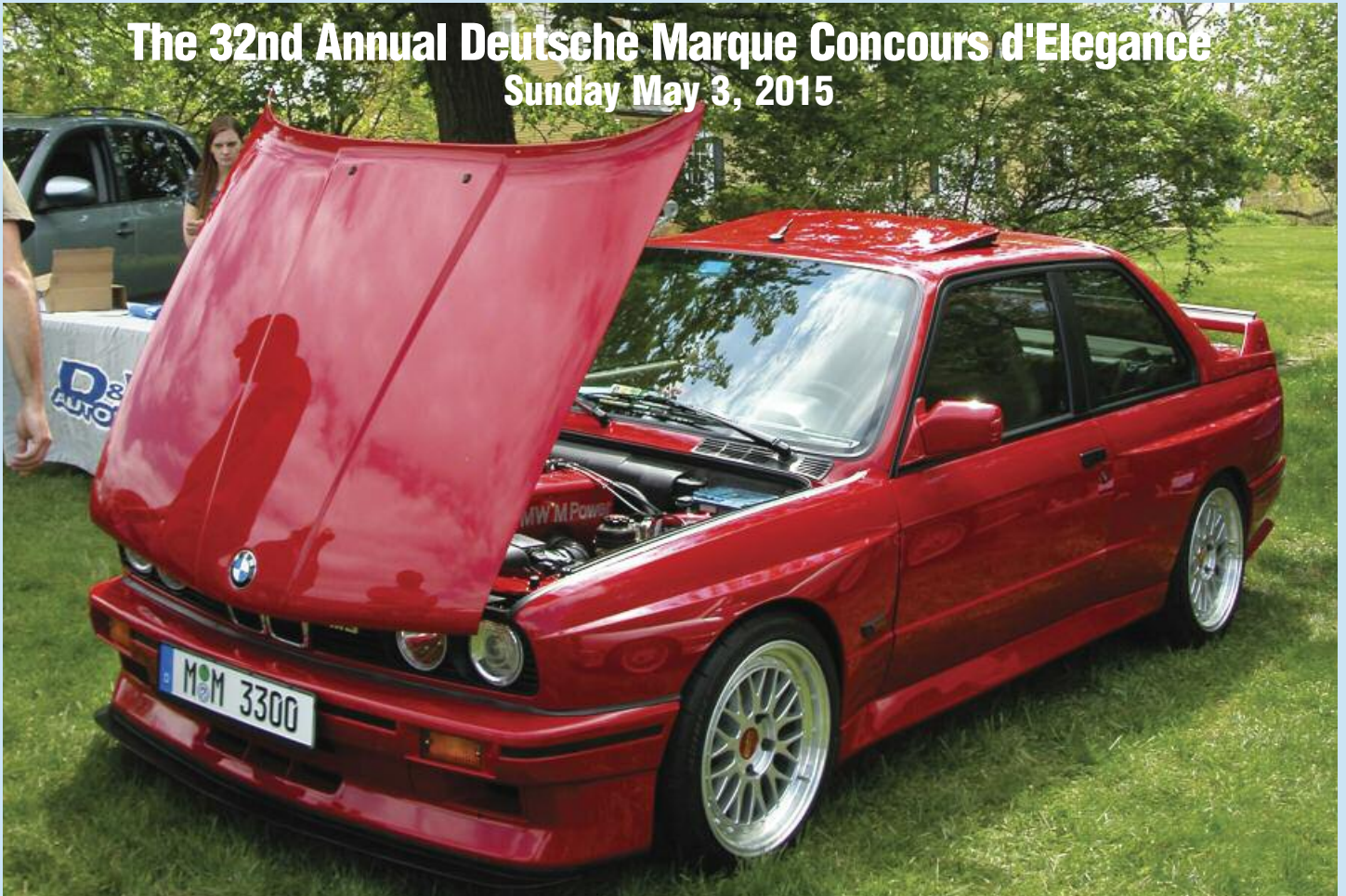
June

- 6 DIY @ BMW of Sterling
- 10 Board Meeting/Social @ Brio Tuscan Grille
- 11 Columbia Social @ Greene Turtle in Hanover
- 18 MoCo Social @ Pizza CS in Rockville
- 28 Euro Marque Golf Outing

July

- 5 NCC Autocross Points Event #3 @ FedEx Field
- 8 Board Meeting/Social @ Brio Tuscan Grille in Rockville
- 9 Columbia Social @ Greene Turtle in Hanover
- 11 Autocross Novice School #2 @ Bowie Baysox Stadium
- 16-19 Pittsburgh Vintage Grand Prix
- 18 ///M Club Day Driving School @ the BMW Performance Center
- 19 NCC Golf Outing

The 32nd Annual Deutsche Marque Concours d'Elegance Sunday May 3, 2015



Spring Tour 2015 - Nemacolin Resort, Falling Water & Flight 93
Friday, May 1, 2015 through Sunday, May 3, 2015.

This year's Spring Tour will take us to two Frank Lloyd Wright designed homes, Falling Water and Kentucknob in Farmington, PA. We will also visit the Flight 93 Memorial in Shanksville, PA.

Lodging will be at the Nemacolin Resort.

Registration at



32nd Annual Deutsche Marque Concours d'Elegance
Sunday, May 3, 2015

You must be a current BMW CCA member to register here. Porsche and Mercedes-Benz club members must register on their respective clubs' sites. There is no charge or need to register to attend the concours as a spectator.

One of the highlights of our event schedule, and an annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year marks the 32nd 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. Once again, 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. A "corral" will be positioned along the entrance to the park to display special cars not being judged. Space will be limited. More vendors are anticipated. The judged entrants from the three marques will be interspersed, allowing visitors the opportunity to see more of the fabulous cars assembled.

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged - consisting of first-place category winners from the 2014 concours), and Display class (not judged - 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 BMW CCA national concours rules.

Register <http://www.fairfaxcounty.gov/parks/maps/nottowaymap.htm> or



NoVa Social @ BJ's Restaurant & Brewhouse
Thursday, May 7, 2015

///M Club Day Driving School @ the BMW Performance Center
Saturday, May 9, 2015

The National Capital and Tarheel Chapters are headed back to the BMW Performance Center in Greer, South Carolina on May 9th for our first ///M Club Day driving event of 2015. As always, the Performance Center provides current model ///M cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day at the track. Just show up ready to drive!

2nd points event for the 2015 autocross season
Sunday, May 10th, 2015
FedEx Field, 1600 FedEx Way, Landover, MD 20785

Our program is beginner friendly, offering in-car instruction, guided course walks, and a dedicated group of organizers who are happy to answer any questions you might have or show you the ropes. Also, there are free loaner helmets available for use, so if you don't have your own helmet there is no need to go out and buy or rent one just to get a few fun runs in!

So whether you're a longtime BMW CCA veteran or never been to an autocross before, come check it all out online at our website: www.nccautocross.com.



NCC Board Meeting/Social - Brio Tuscan Grille, Rockville, MD
Wednesday, May 13, 2015

Columbia Social @ the Greene Turtle in Hanover
Thursday, May 14, 2015

DIY @ Chapman Auto Werks
Saturday, May 16, 2015

BMW CCA Car Corral at Carlisle Fairgrounds
Saturday, May 16, 2015

NCC is teaming up with the Nittany chapter to throw a huge BMW car corral at the Carlisle Fairgrounds. We're planning a great day of driving, lunch, and BMW nirvana at one of the biggest car events on the East Coast.

NCC Roundel Karting @Allsports Grand Prix
45915 Maries Rd., Dulles, VA 20166
Sunday, May 17, 2015



MoCo Social @ Pizza CS in Rockville
Thursday, May 21, 2015

The Vintage (Winston-Salem, NC)
Friday, May 22, 2015 thru Sunday, May 24, 2015

The Vintage, held each year in Winston-Salem, North Carolina, is the largest gathering of vintage BMWs in North America. The 300-car show features vintage Bimmers of all varieties, from E30 M3s to Isettas and classics of the early days of BMW. There will also be a fun rally, meet & greet, and more.



HPDE @ Summit Point Main Circuit
Saturday, May 30, 2015 thru Sunday, May 31, 2015

The National Capital Chapter operates three to four High Performance Driving Events (HPDE) each year at Summit Point Raceway. The methods of instruction and the target

audience for these schools share a common goal of giving you the opportunity to develop and improve skills as a driver and to strengthen your knowledge of your car's abilities so that you will be prepared for any situation you may encounter on the highway. The event is three days but Fridays are for instructors and Instructor Academy candidates only. All other students may register for Saturday-only, Saturday and Sunday or Sunday-only. There is a BBQ on Saturday, May 30 5:30 pm until approximately 8:00 pm - cost is an additional \$15 per person.

Autocross Test & Tune #2 - Regency Furniture Stadium

Sunday, May 31, 2015
Register at [Motorsportsreg](http://Motorsportsreg.com).



NoVa Social @ BJ's Restaurant & Brewhouse
Thursday, June 4, 2015

Board Meeting/Social @ Brio Tuscan Grille in Rockville
Wednesday, June 10, 2015

Columbia Social @ Greene Turtle in Hanover
Thursday, June 11, 2015

NCC Roundel Karting 2015 @ at Allsports Grand Prix
Sunday, June 14, 2015

MoCo Social @ Pizza CS in Rockville
Thursday, June 18, 2015

2015 Euro Marque Golf Outing @ Raspberry Falls Golf Club
Sunday, June 28, 2015

We will hold our inaugural Euro Marque Golf Outing on Sunday, June 28th @ 12pm, at Raspberry Falls Golf Club in Leesburg, VA. Raspberry Falls is consistently rated as one of the best courses in the Mid-Atlantic area and designed by Gary Player. Created by several Euro marque clubs across the area, this will be a great day of golf and cars. Plus, we'll find out which marque will take home the coveted trophy!



A Bimmerific Birthday

By Anna Maripuu

What BMW enthusiasts wouldn't want to celebrate their birthday with the cars they love?

On my birthday, February 28, I joined members of the Peachtree Chapter and the Sandlapper Chapter at a club and CCA Foundation event in Greenville, South Carolina.

The CCA Foundation museum is still coming together, with the Foundation doing a great job sorting through BMW car club memorabilia and history. Curator Michael Mitchell is keen to obtain original items with significant history. Our day started with a tour of the museum.

Among the treasures on display are sixteen of the BMW art cars that have been made into 1:18 scale models. This collection features a portrait of the model car artist and a sample of their other work to enhance the car display. Additionally, Michael Mitchell has around 2,000 BMW model cars in his personal collection, and about 1/10 of these can be seen in the display cases.

There was a painting of the E46 M3 GTR by Bill Patterson that was acquired from Tom Milner/PTG's collection that had a great story attached to it. Bill was commissioned to paint it for Tom Milner at the track at Laguna. The story goes that Tom walked by as Bill was painting. At the time, Tom didn't realize it was a BMW or that it was for him. Tom joked with Bill that he would give him \$100 to paint a BMW.

Bill smiled and continued to paint. As the painting began to look more like a BMW Tom became a little embarrassed for making his joke. Needless to say, he was surprised when it was later presented to him.

There is also a piece of wall on the wall. At the old CCA Foundation office, Bill Auberlen visited and was asked to sign the wall. When the Foundation moved, the owners of the office building wanted too much money to cut out the wall with the signature and give it to the Foundation. So at this new office, a board has been put up for all visitors to sign. Appropriate Motorsport colored Sharpies are on offer. Some members sign their name, others add their membership number, date of visit and a message. Black Sharpies are reserved for special people – BMW drivers and NA executives.

Another intriguing item at the museum is a Formula 1 engine from Ralph Schumacher's first race with BMW and Williams in 2000. He finished third on the podium with this engine and then it was pulled from racing. It had been on display in California and was going to be scrapped. Thankfully Tom Plucinsky and Matt Russell said that it should come to the Foundation,

where it is on permanent loan. An F1 tire on display near the engine was on a wheel used on Juan Pablo Montoya's Williams F1 during the 2005 Monaco F1 race practice.



(Above) Scott Hughes and Anna Maripuu in front of Scott's #51 1972 BMW 3.5 CSL Batmobile at the SC Performance Driving Center.



There were a number of cars on display. One was a 1978 E23 733i with 124K miles on it. There was a 2002tii Lux that belongs to Mike Ura, BMW CCA Foundation Vice President. What was unique about the Lux is that it had some unusual features that ordinary 2002s didn't have, such as headlight wipers and walnut trim. An E34 M5 is on loan from Sandlapper President Dwayne Mosely (who is our new South Atlantic RVP).

A particularly interesting car was the Payson E30 M3 Art Car, number 28. Ray Korman raced serial numbers 001 and 002 of the E30 M3. John Payson, an art gallery owner in Florida wanted to sponsor one of the cars and ended up painting the 002. He then wanted a show car for his gallery and bought a retired Skip Barber 1985 E30 325e and put all the appropriate bodywork on it to make it look like an E30 M3. The car was painted to match the 002 race car.

About seven years ago, Michael Mitchell found a letter in the *Roundel* that said Mr. Payson wanted to donate the car to a museum (he knew nothing about the Foundation). Michael wrote to Erik Wensberg, an Advisor to the Foundation Board, who had been the ///M brand manager for North America in the 1990s. He happened to be the guy that got Ray Korman the 001 and 002 cars to race, so he was acquainted with Mr. Payson. He was instrumental in contacting Mr. Payson and getting the car donated to the Foundation. Because it had been a track car and then a show car, it had just over 8K miles on it. The Foundation did some work to get the car running again and one of the Board members donated wheels

and tires and a new suspension.

After the tour at the Foundation, we headed to the BMW performance driving center. I bumped into Scott Hughes, who had brought one of his very special vintage BMW racing machines to the event. Now making up part of the Hughes Motorsports Collection, it was a 1972 BMW 3.5 CSL FIA Group 2 car that had been one of nineteen original factory BMW CSL race cars.

Originally known as "Batmobiles," these cars were regarded as the first product of the new M line by Bob Lutz. No. 51 was the fourth of four FIA Group 2 CSLs built for the 1973 German Touring Car Championship with wins by Hans Stuck and Chris Amon. It was the Team car that brought the 1973 European Sedan Championship to Dieter Quester and Toine Hezemans. It finished first place in touring car and 11th

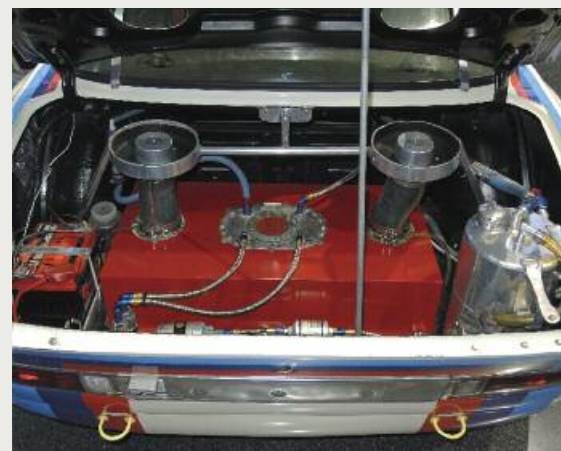
overall with Hezemans, Quester, and Stuck driving in the 1973 24 Hours of Le Mans.

Scott is a longtime member of BMW CCA, having joined in 1970 with his 1968 1600. He's been a member of multiple chapters including NJ, Buckeye, Northern Ohio, LA, and First Coast. He is now a Sandlapper Chapter member and a Trustee of the BMW CCA Foundation. He is focused on growing Street Survival and preserving the history of BMW in the U.S.

We all had some fun autocrossing our own cars on two courses set up at the performance driving center, and around 3:45 pm, people started to gather



(Above) Scott Hughes' #51 Batmobile on display in the SC Zentrum museum during a reception for club members.



(Opposite page bottom) Anna Maripuu smiles to the paparazzi before Scott takes the Batmobile out for exhibition laps. (Above) A look at the engine, driver's side interior and rear compartment of the 3.5 CSL, one of nineteen of the first original ///M cars – lovingly restored by Scott Hughes.

around Scott Hughes' CSL. The engine was on and people were eager-walked towards the car to get a closer look, someone tapped me on the shoulder and asked, "ready to get harnessed up?" I turned in surprise to see that it was Scott, dressed in racing gear with helmet in hand. In honor of my birthday, I was offered the passenger seat for three laps. Another three laps went to Jeff Chapman of Odometer Gears.

Scott held the passenger side door open for me as I climbed into the seat. It felt pretty "historic." I'm almost sure the crowd gathered around the car was wondering "how in the world did that chick score a ride?" I fumbled to fasten the orange racing harness straps, trying to slot them into the black disk with its four slots for each strap.

Once we got under way I was taken over by the G forces, the sound of the car, and the feel of the engine.

It was a visceral, tangible and primeval feeling. We were out on the track – just me, the car and Scott. It was all about Scott's driving, the unmistakable sound of the BMW engine, and the feel of the asphalt underneath the wheels. Every time we came around the turn at the skid pad Scott kept the momentum going. There was no slowing down or braking. The car just held the road as Scott accelerated into and then out of that big turn and the G forces pressed you back into the seat.

I climbed out after three laps to change places with Jeff. For a few moments I was unable



(Above) BMW Art Cars made into 1:18 scale models. (Below from left) Lanyards from Tom Milner/PTG and helmet from Mike Washington, CCA Smoky Mountain. Reproduction neon sign and part of the Foundation library collection. The driver's suit from Bill Auberlen when he drove the V12 LMR.

to breathe or even speak properly. This was by far the most exhilarating car experience I have ever had in my life. Nothing compares to riding in this vintage racing machine. The very first ///M car ever built. Wow!

In the evening the group convened at the BMW Zentrum museum, located next to the Spartanburg factory. We must have arrived right around a shift break because workers were streaming out of the factory with lunch boxes in hand, drifting toward the huge parking lot or over to a convoy of cars lined up to pick them up.

Club members chatted with one another, ate pretzels, drank beer, and admired the cars and motorcycles on display. Scott Hughes' No. 51 Batmobile had been placed front and center.

There was to be a showing of the film Adrenalin by Tim and Nick Hahne in the auditorium and what CCA club event is complete without some kind of raffle drawing? One lucky club member won a free one day ///M school.

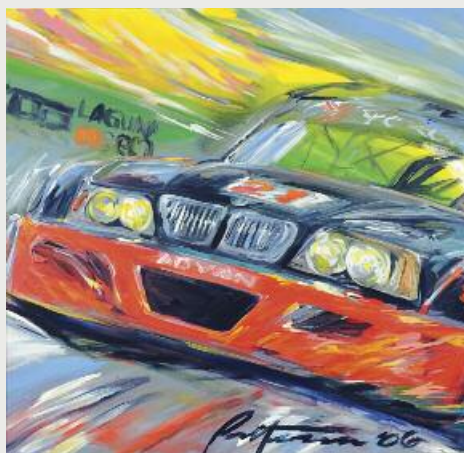
The fun did not stop there. Club members with enough energy gathered at a local establishment called Hans and Frans Biergarten. Each had been given a token for a free glass of Spaten beer and the BMW special was a five dollar bratwurst. There is no lack of oompa music and the entire restaurant is

decorated with fake snow, skis and other alpine adornments.

I can't imagine a better way to spend a



A B I M M E R I F I C B I R T H D A Y



(Above left) The #28 Payson art car. (Middle) The painting of the E46 M3 GTR by Bill Patterson painted at the track at Laguna which was given to Tom Milner.

(Above right) The 2002 tii Lux that belongs to Mike Ura, BMW CCA Foundation Vice President.

birthday. I would like to especially thank Rich Kapp for being a great friend and letting me drive his car on the autocross. Thanks to Mike Renner, Steven Schlossman, and Jackie Bechek for putting on an incredible event and for working some Birthday magic into the equation. A special thank you to Jackie for letting me drive BadBoy, her brand new M4.

Thank you to Michael Mitchell, curator of the BMW CCA Foundation collection, for letting club members poke around in the BMW artifacts and for going out of his way to give great anecdotes and information about the amazing memorabilia that has already been collected. He would like to encourage NCC members to donate to the CCA Foundation. If you have something you



might be inclined to throw away, think again because it just might be a collectible item and find its perfect home in the CCA Foundation collection.

And finally, there are no words to properly thank Scott Hughes for the thrilling ride of a lifetime in his No. 51 1972 CSL. What a Bimmerific birthday.

(Left) The Euro S50-B32 engine for the E36 M3 and Z3 Roadster/Coupe – not available on U.S. cars. (Below) Race car parts, such as from the hood of the BMW RLL E92 M3 GT2. The Foundation gets its hands on broken pieces of racecars from some of the teams, often autographed and some will remain in the collection and others get auctioned off at various events to raise money for the Foundation.





2nd Annual Chili Cookoff: Chili, Camaraderie and Cars

By Anna Maripuu and Walter Jones



Friday morning, February 20, everyone taking part in the NCC 2nd Annual Chili Cookoff got a message from NCC club president, Paul Seto, informing us that due to the impending snow forecast, the chili cookoff would start one hour earlier on Saturday, February 21. Chili cooks were surely busy putting the finishing touches on their chili creations and looking forward to sharing chili, camaraderie and cars.

The event was held at the Collectors' Car Corral in Owings Mills, MD, where proprietor Randy Moss kindly let us use the premises for chili judging and tasting, with the added bonus of being allowed to browse an extensive collection of rare cars housed in a huge indoor space.

Before the snow really started coming down (Saturday turned out to be the second major snowstorm of 2015) and the crockpots had been set up to warm, Paul Seto started off by explaining the rules of the competition and dividing us into groups. The judging was to be based on appearance, smell, consistency, flavor and creativity. There was a special category for creativity and the use of unusual ingredients.

Twenty judges went in to the chili room in three separate groups in turn to sample and judge twelve different recipes (seven in the homestyle category which allows fillers such as beans and other ingredients and five in the traditional (aka Texas red) category).

While each group entered the arena to pass judgment on the offerings, the rest of us roamed the extensive and eclectic car collection out back. Randy provides space for car owners to store their exotic cars. The oldest car present was a 1927 Cadillac and the newest was a 2014 Ferrari 458 Spyder. In between were a number of 1970 and 1980 //M cars, a Ferrari 308, a Rolls Royce Silver Cloud, and a Ford 2005 GT. The GT was notable because Ford only manufactured them in 2005 and 2006. Interestingly, Ford showcased a new GT at the 2015 Detroit Auto Show which will go into production soon.

Also present was a 1966 BMW 2000CS and a blue 1972 BMW 2002. All the cars were in tip-top condition, hooked up to battery minders and with registered license plates. No castoffs here.

After judging the chili, participants gathered to eat a hearty portion their favorite chili complete with nacho chips and shredded cheese and assorted beverages.

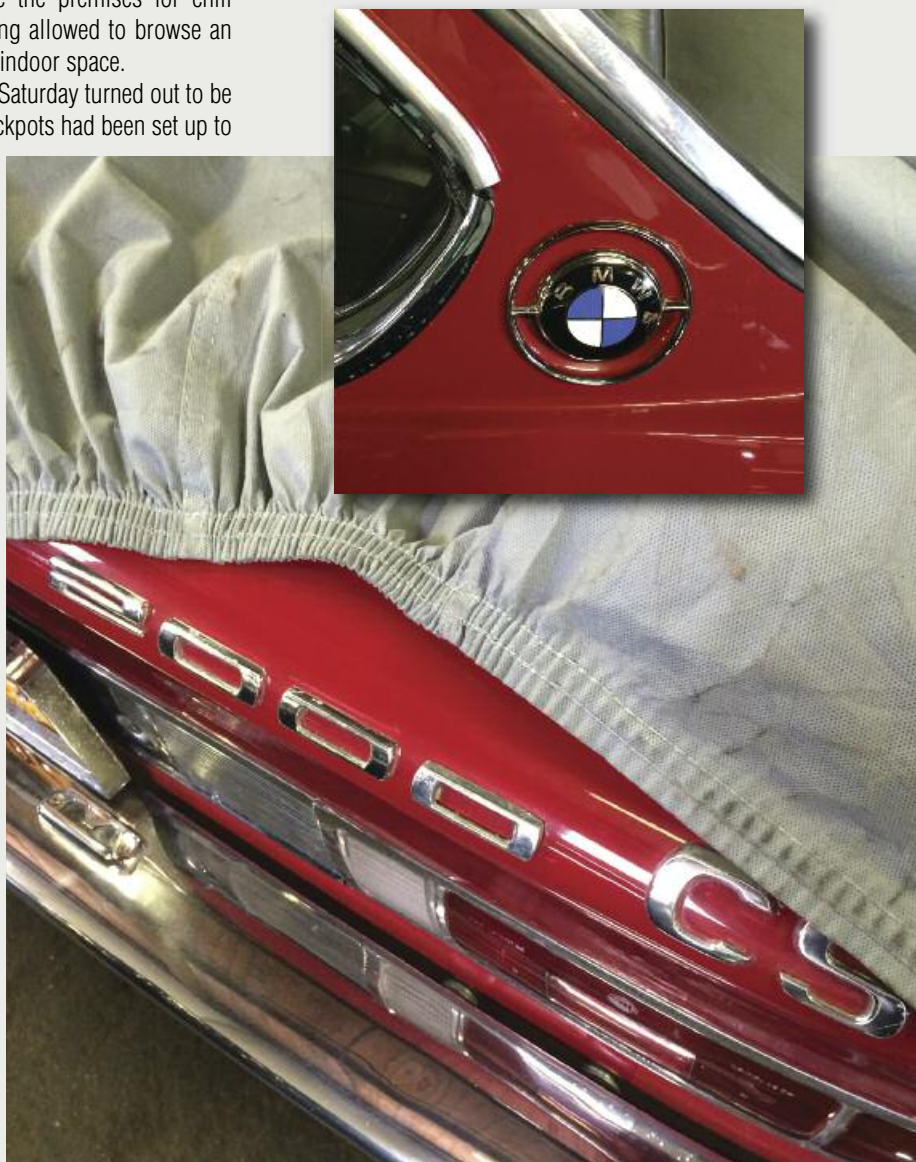
The judging results were announced as follows and prizes given out. There was a 1st and 2nd place in each category:

- 1st place for traditional: Abheek Sen (who also won last year)
- 2nd place for traditional: Jeff Cannon
- 1st place for homestyle: Erich Bonny
- 2nd place for homestyle: Marty Etzel
- Winner for most creative: Jeff Cannon
- Winner for most unusual: Erich Bonny

All the arrangements and scoring were courtesy of Kendra Seto and Gina Hector. The cookoff went off without a hitch and was very enjoyable for

everyone. Many thanks to Paul and Kendra and Gina for making the 2nd annual NCC chili cookoff such a great event.

On the drive home, everyone faced significant amounts of snow which by then had started to fall. But it was worth it to brave the cold and the snow for warm chili, great company and beautiful cars!



*(Opposite page from the right) First batch of taste testers, Walter Jones, John Steers and Jeremy Anderson.
(Above) 1966 2000 CS.*

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SEBRING 2015

By Steve Tenney

Sebring 2015 marked the 40th anniversary of BMW's victory at Sebring by the CSL driven by Hans Stuck, Brian Redman and Sam Posey. BMW had taken the paint scheme from the CSLs of the '70s and adapted it to the Z4 GTE cars that will race for BMW during this year's racing season. Hans Stuck was the Grand Marshall at Sebring and drove the CSL on an exhibition lap. Brian Redman and the entire crew from Germany, who made up the original team in 1975, were present.



Jochen Neerpasch, the originator of BMW Motorsport and the racing program in the mid-70's, came to the U.S. to be part of the celebration. It was a very nice touch to have them present at Sebring 40 years after their successes. It would have been nicer still if they had brought the BMW Team RLL some luck and gotten BMW a victory in 2015.

Sebring is really a festival of motor-sports. Motor homes were lined up fully a week before the gates opened. People arrived in everything from motor coaches to U-haul trucks and fabricated all kinds of scaffolding arrangements in order to watch the races from the spectator area. The happenings in the spectator area are sometimes just as interesting as the racing. Sebring is more than a great time in the warm Florida sun enjoying the sounds and smells of world-class motorsports.

This year BMW had two cars from BMW Team Rahal Letterman Lanagan. In celebration of the 40th anniversary of the 1975 victory at Sebring, BMW requested the use of numbers 24 & 25 since those were the



numbers used during that season. They also changed the paint scheme on the cars to replicate the livery used 40 years ago. Unfortunately we've heard that they will go back to the usual paint scheme for subsequent races.

This season there has been a change in the lineup of drivers. Joey Hand left BMW to move on to the Chip Ganassi Ford supported Daytona Prototype program. It's unfortunate to see Joey leave BMW, but the Ganassi/Ford program is a good one and this puts Hand in a good position to replace Scott Pruett as the team leader once Pruett retires. Hand has been connected with the Ganassi team from time to time during their affiliation with BMW and it seems he's taking this opportunity as the next step in his career. BMW has wished

(Left) Hans Stuck, Grand Marshall of the Sebring 2015, being interviewed by Greg Creamer during prerace festivities. (Below) Jochen Neerpasch, founder of BMW Motorsport surveys the BMW Classic Display.



him well in this new direction.

With Hand's departure, BMW brought in the experienced Lucas Luhr. Luhr has an extensive racing background both in the U.S. and in Europe, much of it in Porsches and prototypes. Also included is Jens Klingman, another German with long distance experience in the endurance races in Europe. Teamed along with Luhr and Klingman in the number 24 car is the returning American, John Edwards. An interesting note is that BMW will take John Edwards to the Nürburgring for the 24 Hours race.

BMW has placed their most experienced racer of all time, Bill Auberlen, in car number 25. Joining Auberlen are the German Dirk Werner and the Brazilian Augusto Farfus. Werner and Farfus have been with BMW Team RLL previously. This makes for an excellent driver lineup.

The trip to Sebring in mid-March is a chance to "warm up" oneself a bit early. By mid-March 2015 the temperatures in Florida reach to the low 90s'. The hot temperatures proved to be an issue for all the



teams. Bill Auberlen indicated in an interview with John Hindhaugh (Radio LeMans) that they had tested a week before the race and noticed that the track got greasy in the heat, but would come back in the evening. Consequently, the cars were tuned for the night because the heat problem couldn't be solved and it was hoped that the cars would be in a good position when the track cooled.

Temperatures reached 90+

degrees during each of the days prior to the race and on race day. During practice and qualifying all of the teams complained of lack of grip on the track. During the grid walk prior to the race, I had a conversation with Joey Hand. The 01 Ganassi Daytona Prototype qualified in ninth place, certainly not where they expected to be. He said the team was not happy with their position but they were facing front grip problems and issues with severe understeer.

In two of the practice sessions the Z4s traded the top of the table fastest lap times. However, during qualifying the two cars struggled to reach the top of the list position. Towards the very end of qualifying Dirk Werner put the #25 car in fourth place with Lucas Luhr putting the #24 car in sixth. The qualifying positions are not dramatically important for a 12-hour race, but they do indicate pace. The times were also very tight.

Bobby Rahal said that he was generally pleased with the starting positions, but he felt the Porsches seemed to have a little bit on the rest. I heard this statement on the radio after qualifying; "not bad since we think those other guys have something in the bag..." The #912 Porsche with Frederic Makowiecki was on the pole with 1:58.587 and Patrick Pilet in the 911 Porsche was in second place with 1:58.806.

(Above) Commemorative paint scheme for the #24 Z4 GTLM on the prerace grid. (Below) The #25 Z4 GTLM BMW.



Werner was in fourth with 1:58.42 and Luhr was in sixth with 1:58.930. There was a gap to the first position but the times were very close. Luhr believed there was more potential in the Z4 that could be unleashed by doing some more work on it.

Among the prototypes there were a couple of cars powered by BMW engines. The presence of Dinan BMW power had been reduced due to Ford's strong entrance into the series. In the TUSC series we had Daytona Prototypes (DP) and LMP2 equivalent cars. There were adjustments made in an attempt to make the DPs and the LMP2s more competitive with one another. The DPs were typically dominated, but here at Sebring 2015 we had the Krohn Racing Ligier JS P2 Judd car on the pole. Olivier Pla did the qualifying and pulled off a first with the LMP2 out ahead of the DPs. This was notable because the Judd-developed engine started its life as a V8 BMW M3 power plant. Thus, we had BMW power on the pole. The labeling is all about Judd because they did the conversion to a race engine, but the lineage is that of BMW.

We can't forget, in GT Daytona, the Turner Motorsport Z4 GTD car was entered as the returning champion. Balance of Performance adjustments caused the team to comment that they were concerned about the impact on their pace. IMSA



saw fit to add 40 kg to the car and a significant reduction of 19 mm in the single air restrictor. They didn't win at Daytona, so it's not clear why this car was penalized. The Z4 qualified 14th and came in last among the GTDs, which was last of the field and almost 4 seconds off

the Dodge Viper on the GTD pole. It's unclear what message IMSA was trying to send Turner Motorsport. They finished 12th in Daytona GTD.

The heat continued to be a major point of discussion throughout the race. Nonetheless, the Z4s were very competitive and everyone was

hopeful that 40 years would be a charm and bring BMW victory again.

I know we've said it before, but the most important concept in endurance racing is to stay on the lead lap. Falling behind and off the lead lap can be tough to make up, but stay on the lead lap with about two hours to go and the race is there to be won. Every team wants to be in position to compete for the win with just two hours to go. That's the goal.

The BMW Team RLL cars were able to stay in the top five or six for the first three or four hours. At the five and a half hour mark the #25 car suffered a damaged front subframe, while running in sixth. The subframe is that part of the car to which the right and left suspension components are connected to. During the race the failure was reported as a failure of the front cradle.

Bill Auberlen explained that this part had never given them trouble before during any racing done with the Z4. It took the team more than ten laps to repair, but they did return to the race. The #24 car continued on,



(Top) The Z4 GTLM of Klingman, Luhr & Edwards. (Center) Night racing was an important part with the hot weather in central Florida. (Left) Overall pole qualifier, the Krohn Judd (powered by BMW) LMP2 car.



they were pleased with their effort and said they planned to do better at the next race in Long Beach. Will Turner questioned how long they would continue in the series with such heavy penalties, but it sounded like they will move on to the next event.

Turner is also competing in the Pirelli World Challenge and may choose to place its focus there. The car ran well for the full 12 hours and the team performed very well to finish a demanding Sebring 12 hour. At the completion of the race, the team tweeted their accomplishment and looked forward to Long Beach. Hopefully, there will be some hard discussions with IMSA to give the Turner GTD BMW a better chance at success. The car performed well, the team did well, and the car was well driven. It just wasn't fast enough.

gaining 3rd place and staying on that all-important lead lap. In the end, the car had a power steering problem that prevented it from competing for a podium position and the team finished in 4th.

The #25 car soldiered on, setting the fastest GTLM lap and

finishing in 8th. Auberlen felt that the #25 car would have taken a run much further up the finishing order had the strange suspension failure not occurred.

John Hindhaugh asked Auberlen about the Z4 GTLM and the coming (2016) M6 GT3 car.

Auberlen said that while he likes the Z4 he's looking forward to the prospects of a twin-turbo V8 and a longer wheelbase.

The Turner Motorsport team ended up moving up the finishing order to eighth position. Given the BoP penalty and their lack of pace

(Top) The Turner Motorsport Z4 GTD of Priaux, Said, Marsal & Palttala.





Autocross Novice School

By Christina Lam | Photos by Eric Hall

The BMW Autocross team kicked off the season on Saturday, March 14, 2015 with the first Novice School. Armed with a newly “vinyled” truck thanks to our new sponsor RRT, the committee began preparations for students arriving early on a drizzling Saturday morning. The rain did not scare away any students and by 9 am, they had all arrived and were eager to drive. Each student was paired with an instructor for the entire day and received one-on-one instruction.

The instructors began with two small courses which included slaloms, sweepers, and Chicago

boxes. In the afternoon, the two small courses were adjusted and combined to create a full autocross course. Timing equipment was set up, and students were able to test their skills against the clock. Some students were just out there to get a better feel of how to drive their cars, others got technical with data acquisition equipment.

The school is designed so that students can get continuous seat time instead of just four runs per session. By limiting the number of students, the autocross team is able to maximize the amount of seat time for drivers. Seat time is the most

precious factor when a driver is looking to improve his time. There is simply no substitute for hands-on experience.

The season will continue with our Points event at Waldorf on April 18 and at FedEx Field on May 10. Waldorf and FedEx are crowd favorites when it comes to autocross lots. Sign up early! Last year we had many events sell out well before the event date. Please contact us at info@nccautocross.com if you have any questions.

(Top) Autocross regular and committee member Kamran Bakhtian teaches Arda Selekler to reach the limits of his 2015 BMW M4.



A U T O C R O S S N O V I C E S C H O O L

(Right) David Tracz and instructor John Lattanzio grace the slalom in David's 2013 Cooper S. (Below right) Autocross Committee Captain, Phil Yates instructs a group of rain-soaked novices in course working etiquette. "Watch out for bicycle-riding grandmas on course!" (Below left) New autocrosser Robert Pierpont braces for a demonstration run in instructor and committee member Steve Muth's E46 M3.



(Below left) Instructors and new graduates of the first NCC Autocross Novice School of 2015 share a genuine smile at the end of the day. (Below right) Jamey Basham leads a line of modern BMWs with his 2013 E92 M3.



Traditions

BY Tom Baruch

PHOTOS John DaCrema

E9 3.0CSi – Bavarian Cream #99

Coupe Fever. I must have a really bad case of it, because it has lasted some forty years. I started looking for a coupe back in 1973 when I saw a brochure calling it “Bavarian Cream,” with that really useful tool kit included in the trunk lid.



I bought a used '73 CS in 1975 and for eighteen years it was my daily driver, rally, autocross, track and vacation car. It even did duty as transportation to physical therapy when my wife Sue needed a car with power steering during recovery from a badly broken wrist. It was a truly useful machine, with an airy canopy, stunning looks and do-everything-well attitude. Exit Coupe 1, 200K miles later, after a track incident.

The fever still had a hold on me when a customer (I owned a sports car repair business for thirty-four years) called me at the shop to tell me that his wife was in Pennsylvania for a long weekend and that she did not want to see his '71 3.0CSi in the driveway when she returned. He said he would make me a hell of a deal and he did! This was in the spring of 1997.

CSis were never brought to the States, so this car had come in through the grey market.

It was a European spec car – the 99th CSi built. During restoration I found some lira coins under the back seat. Lira + very little rust + low kilometers = central-to-southern Italy. The body was straight, the paint was shot, it had a cracked cylinder head, worn upholstery, and some rust. But it was a complete and unmodified car. I got the car running and drove it enough to assess the whole project. The engine had to come out and be rebuilt, the engine compartment was painted, and all the underhood maintenance

done. The car then sat on the back burner for ten years. Sometime in 2008 a customer of mine wanted to buy the car and finish the restoration process. I was pretty busy at the time so I sold it.

Six months later this customer was found out by his wife. He had amassed 75 cars of which she knew nothing. This must be a guy thing, because in all my years of business I only saw guys trying to hide projects, costs, etc. I have not had one woman customer say “don't tell my husband.” So this customer, who was living in a motel at the time, said he needed to shed some cars and that he would make me a hell of a deal on the coupe (sound familiar?). And he did.

Fast forward two years. I started on the body work by replacing the front fenders and

outer rocker panels and stripping off what was left of the paint. All the trim, lights and glass came out and the car was sent to a paint shop. Now retired, I had the time I needed to reassemble and upgrade the coupe. Upgrades included a five-speed gearbox, limited slip rear end, big sway bars, Bilsteins, original A/C installation, Scheel front seats, fuel injection switch from D-Jetronic to L-Jetronic, front chassis stress bar, and style 5 BBS wheels.

In August of 2013 we were on the road again with the 3.0CSi driving like a brand new car. Man, what a trip. Coupe Fever – yep, still got it!



(Top) Sunlight makes the Boston Green paint pop. The original color was Tundra. (Below) 8x17" BBS style 5 wheels from a 540i are a direct fit, with just the concentric hub adaptor.





(Top) The huge glass area, combined with pillar-less window design, makes it almost convertible-like. A smallish sunroof was an option, but it led to roof rust problems. (Left) Installations of an original Behr A/C unit with rotary compressor and a sportier steering wheel add comfort and driveability. (Below, from left) The original engine, overbored and rebuilt, resides in an upgraded engine compartment. Scheel-Mann front seats are supremely comfortable and are mechanically adjustable for lumbar support – a real plus on a long trip. The interior color combo is original.



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Patience Is A Virtue and Good Things Come to Those That Wait

By Phil Cummings | Photos by Walter Jones

This is what we told club members who were waiting with bated breath for what finally came true on Saturday, March 21, 2015. Twenty-five lucky club members attended the first DIY of the season at BMW of Annapolis.

These lucky club members were really looking forward to getting under, over and around their cars. This event was so popular that it had filled up within the first five days of registration.

What made this DIY feel special was the way the staff at BMW of Annapolis went out of their way for our club members. Shop Foremen Bob Hoffman and Eric Fischer were absolutely fantastic. They assisted members when they reached a

point that required technical expertise, they answered questions, and they provided an outstanding facility and environment in which to work, learn and have a great time.

Harlow Winterson, in the parts department, provided members additional discounts on parts and accessories.

The service center was really impressive with the kind of state of the art equipment available, not to mention tools, if you didn't have your own. The shop floor was so clean you could practically eat off of it.

The club had access to four lifts and nobody minded waiting for his/her turn. Club members

socialized, bought merchandise and parts, admired cars on lifts, and, as always, ate great food. Coffee and donuts were provided in the morning, and an incredible array of pizzas arrived for lunchtime. No one has ever left hungry after one of our club events.

We had four first-time DIY attendees. Vincent Meredith completed a coolant flush on his 2007 Z4M. Don Watkins replaced front rotors and pads on his 2011 Z4. Myron Sadowyj replaced a rear window regulator on his 2001 325i. Kyle Ray was able to get up under his 1993 325 Cabrio to check out the location of an oil leak.

As is always the case, members were busy

(Above) DIYer Cliff Broody inspects the front suspension on his 2001 540 (Sport Package) while completing an oil change. (Below from left) Anna Maripuu and DIY Coordinator, Phillip Cummings are all smiles at the end of the year's first DIY event. First-time DIYer, Vincent Meredith (R) is getting some assistance from Rico Mills (L) Jack Ballestero flushing the brake fluid on his 2008 135i with help from Vincent Meredith.





(Above left) Jack Ballestero is feeling pretty good after completing a brake flush on his 2008 135i. (Above right) Anna in front of her name sake, BMW of Anna.

with a variety of jobs. Chris Wooten reinstalled the stock “Catback” exhaust on his 2002 M Coupe after a few months of an aftermarket system that seem to get louder each time he started up the beast. With the help of exhaust swapping expert and fellow member, Terrance Coates, the swap was completed in about two hours.

Marc Caden replaced a fuel filter and completed a brake fluid flush on his 2005 M3. Mark Shaffer showed his daughter how to maintain a vehicle on their 2002 530i by changing motor oil and rear differential fluid.

Bill Kraigsley completed a

water pump and thermostat replacement on his E46 330ci, with the expert assistance of Matthew Reinhart who had signed up just to help fellow members all day. Matt helped keep the event on schedule, as did Rico Mills who had also signed on to assist other members to complete their jobs.

Anna Maripuu showed up for camaraderie and took the opportunity to buy some great merchandise at discount prices from Harlow in the parts department, who also gave her a BMW keychain and calendar as a “birthday” present. He gave her a great price for a front inner fender liner that he ordered for her to be

installed at a later date.

She checked out a beautiful \$120k B7 Alpina that rolled through the shop as it waited for its new owner. And, at the nth hour, she ended up doing an oil change on her X3 with the expert assistance of a fellow club member, and Scott, a master mechanic at the service center. She installed a set of four new roundels on her wheels, and checked the tire pressure.

This is the kind of fellowship and interaction we experience at our Chapter events. We are enthusiasts who do what we love and share this with people who love the same thing. It’s actually a pretty beautiful

thing! There is no way you can have a bad day when hanging out with BMWs and fellow club members.

Our DIY event is a sample of the kind of great experience and camaraderie that is to be had at all our NCC events. Learning how to keep your “Ultimate Driving Machine” in great shape, getting to know your fellow club members better, and meeting the great sponsors that support our events is what it is all about. This is what keeps the National Capital Chapter on the top of any car lover’s list of organizations of which to be a part.

(Below from left) Chris Wooten doing some final bolt tightening on the reinstalled cat-back exhaust system. First-time DIYer, Don Watkins is doing a brake job on his 2011 Z4. Exhaust swap in progress on Chris Wooten’s 2002 M Coupe.



BMW's at Amelia Island

By Dave Ketchen

Launched via humble beginnings twenty years ago, the Amelia Island Concours d'Elegance has grown to become the premier classic car event on the east coast. According to organizers, the March 2015 edition attracted 32,000 patrons who were treated to more than 315 cars and motor-cycles on display.

BMW was well represented at Sunday morning's Concours and the car happenings that preceded it on Saturday. One of the Saturday events is a Cars and Coffee. Part of the appeal of the Amelia Island version of Cars and Coffee is that the cars are displayed on the same golf holes where the Concours unfolds the next day. Owners brought some unusual BMWs, including five Z8s – seldom are that many seen together – and a rare (at least in the United States) Z1. Also present were a 1980 M1, an i8, a 2015 X5M, the Z3 used by James Bond in "Goldeneye," and some BMW motorcycles.

BMW Motorsport helped make the day special by debuting the 2015 Z4 GTLM racecar and displaying it alongside the 3.0 CSL that won the 12 Hours of Sebring race in 1975. Winning drivers from

the 1975 race – Brian Redman, Sam Posey, and Hans Stuck – were on hand to witness current BMW racer Bill Auberlen drive the Z4 onto the show field.



Free commemorative posters showing the two cars and their matching livery side by side on the Sebring International Raceway were a hot item among BMW aficionados.

A few hundred yards away inside the Ritz-Carlton, two BMWs crossed RM Sotheby's auction block. One was a red and gray 1959 Isetta 300. With a 297 cc single-cylinder engine pumping out just 13 horsepower (hp), the Isetta could hardly be considered an ultimate driving machine despite sporting a blue and white roundel. Originally sold in Acapulco, Mexico, the car was recently restored by "The Isetta Dude," a California-based Isetta specialist. The Isetta sold for \$55,000, which included a custom-built trailer. This price was right in line with the estimated value of a #1 car (i.e., Concours quality) provided by the highly

respected Hagerty Price Guide.

A much bigger sum – \$341,000 – was needed to acquire a 1956 BMW



Seeing five Z8s in a row is unusual given that just over 2,500 were sold in North America.



(Opposite page top) Frazer-Nash, not BMW, built right-hand drive 328s for use in Great Britain. (Above) The 3.0CSL and Z4 had a great vantage point as cars were unveiled for Sunday morning's Concours d'Elegance. The 2015 BMW Z4 is powered by a 4.4 litre V8 producing 490 hp; 60 more than the 1975 3.0CSL.

502 Baur Cabriolet. This car was one of only 57 that were made. It is powered by a 120 hp, 3,168 cc all-alloy 90-degree V-8 engine. Because BMW's facilities were still recovering from World War II, the company outsourced the creation of the 502 car bodies to highly respected coach-builder Baur.

After many years of neglect, this particular 502 was restored from 2011 to 2013 by BMW experts in Germany and the Czech Republic using specifications from the Archives Department of BMW Group Classic to guide their efforts. After the restoration, the car participated in

two 1000-mile events sponsored by the BMW Vintage & Classic Car Club of America. This car is one of only two Baur Cabriolets known to be in the U.S. and it is so rare that no value estimate is available from the Hagerty Price Guide.

At Sunday's Concours, BMW 328s of the 1930s were among the featured classic cars. Lothar Schuettler of Darnestown, Maryland displayed his 328S that was originally purchased in 1937 by a famous German racer named Fritz Huschke von Hanstein. Like many desirable German cars, this one was sold to an American soldier after World War II.

Schuettler acquired the car in 2004 and completed a total restoration in 2009. Another 328 built in 1937 that was on display is the second oldest known to exist.

Perhaps the most interesting of the 328 group was not actually built by BMW. After acquiring the British rights to produce the 328, Frazer-Nash produced right-hand drive examples that suited the English system of driving on the left side of the road. Legendary racer Sir Stirling Moss began his career in this car, which was owned in the 1940s by his father Alfred (who himself had finished 14th in the 1924

Indianapolis 500). Stirling Moss was the guest of honor at this year's Concours, so it was fitting that this particular 328 graced the field.

For fans of classic BMWs as well as classic cars in general, a weekend at the Amelia Island Concours d'Elegance should be a "bucket list" item. The weather is usually great – there is no snow for hundreds of miles – but the sights and sounds are even better. The 2016 edition is scheduled for March 11-13.

(Below from left) Famous for its dropdown doors, the Z1 roadster was not sold in the U.S. Due to space constraints, none of the 8,000 Z1s that BMW made left the factory with air-conditioning. When new, the luxurious BMW 502 Cabriolet sold for roughly six times the average German's yearly salary. (Photo by Ronnie Renaldi ©2015 Courtesy of RM Sotheby's.)





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A Service Experience at BMW of Silver Spring

Anna Maripuu

Recently my X3 had a coolant issue. Because the engine is the beating heart of my beloved Ultimate Driving Machine, I wasn't about to take any chances. I sent a text message to our club President, Paul Seto: "Who is the best service advisor you know of?" Without hesitation he replied: "Kristina Williams at BMW of Silver Spring". I live in D.C. and this dealership is nowhere NEAR where I live (but which dealership really is?) But it was worth the hike to take my car to this dealership.

During my twenty some years of owning BMWs, I have frequented many dealers and service centers, ranging from Rockville to Fairfax to Marlow Heights to Arlington. I have always appreciated the great service and assistance extended to me at our area BMW service centers.

Not wanting to take any chances with my engine, I was eager to get my car in for service as soon as possible and also keen to have wheels for the weekend in case my car needed major work. Apparently the service center was slammed on the day I was slated to bring in my car, but Kristina paved the way for me, assuring me that I would have access to a loaner vehicle and that my car would be well cared for.

I had to be on Capitol Hill for an early

morning seminar so I got up at the crack of dawn (why does this always happen when BMWs are concerned???) and drove to the dealership to be there first thing when they opened. I arrived at 7 am to find everything locked up as tight as a drum. The three service lane doors were disabled and the entrance door to the service center was still locked. Luckily the doors to the dealership were open, enabling me to slip in to get out of the raw cold that permeated the early morning November air.

During the next few moments, at least five people materialized out of thin air to ask me if I was alright, if I needed help, and would I like coffee or something to drink. I was told that Kristina would be in at 7:30 sharp and either Taema or Kerry in loaner vehicles would be in shortly to get the ball rolling on the loaner paper work. A kind gentleman from Service took my car key and moved my car into the service lane.

In the meantime, I sauntered around looking at the shiny new cars sitting on the showroom. Each looked to me like a puppy dog in a pet store eagerly waiting to be adopted. I leaned longingly into the open windows of the driver's side to take in the beautiful instrument panels and sleek interior trim of the cars.



(Top) Kristina Williams, service advisor at BMW of Silver Spring offers service with a smile. (Above) The service center lanes are immaculate as they receive cars in need of service.

A SERVICE EXPERIENCE

I moved slowly from the 3 Series cars over to the fives, on to the sixes and sevens, and over to the Xs.

I doubled back and became fixated by a particularly beautiful 535i Gran Turismo. Some complain that the GT's back end looks less than attractive since it is technically a hatchback, but I love its lines. I like this car's styling and practicality all rolled into one. It has the functionality of an X car, yet the look and feel of a sedan. And I love the fact that it combines sport sedan, SUV and Gran Turismo. For someone who has a hard time making up her mind about which BMW is "the one" – this car is a great combination. Honestly, I also like the fact that this car looks "different" – snarky comments about its rear be damned. I love its big butt. Best of all, it can stealthily outrun almost any sports car on the road — a total sneak attack by a hatchback!

I was summoned to sign my loaner car agreement by Taema, a petite and enthusiastic young lady. No one likes to take a car in for service – I mean who likes it when your car breaks? But the band aid on the wound at Silver Spring is that at least you won't have to go through BMW withdrawal symptoms by driving an Enterprise rental.

I love the idea of the loaner car program for another reason. It gives one the opportunity to drive a car model other than your own, and this always gets me thinking about the next car I may buy. I've ruled out many models this way and fallen in love with others. In my opinion, this is a genius marketing and sales tool by the dealers and BMW.

In Kristina I instantly knew that I had met my kindred spirit in service advisors. She is smart, professional and totally in charge, yet incredibly approachable. We talked about diagnosing my engine issues, the pros and cons of extending my maintenance warranty, when my brakes may next need to be replaced, and throughout, Kristina explained everything in detail, with expertise and knowledge. I told her about the recent rough idle my car had been experiencing and the slight hesitation at startup and she conjectured that this may simply be due to the cold and the car's persnickety nature when faced with lower temperatures.

Before I left, I just had to pick up a little something from the shop, so I settled on a black Portuguese cotton 'I ///M Fan' T-shirt. While I was standing at the counter paying, Kerry Jones, from loaner cars, tapped me on the shoulder and

asked me if I remembered him. He said he knew me and had been reading articles in the *dB*. He used to be my service advisor at BMW of Rockville – back in the day when I took my 328i to the purple team for service. It was great to see him again and it felt like I was reuniting with a long lost friend.

It was time to head out so I could make it to the Hill on time. Taema showed me to my loaner. I headed out into the early morning traffic, happy to be in a Bimmer. The loaner was an Alpine White 2015 535xi with a burgundy interior.

It had all sorts of safety features such as active blind spot detection, lane departure warning, warning if you got too close too fast to the car in front, back up camera, and other features such as navigation, Sirius XM satellite radio, heated steering wheel, and heated seats. Not only did it look beautiful, it floated effortlessly down the highway. When kicked into sport mode the 3.0 liter turbocharged six-cylinder engine, with 300 hp and 300 pounds of torque, accelerated like a rocket. The car stuck firmly to the road and cornered just as well as a 3 Series. I almost felt as if I was driving an ///M car – it had so much power and was so well balanced.

I thoroughly enjoyed driving this car over the weekend and got daily phone calls from Kristina updating me on the status of my car. I really appreciated that she kept me in the loop and did her best to see to it that some of their best technicians were looking after my car.

In the end, the technicians detected that I needed a new water pump but that my head gasket was fine and there was no damage to my engine.

When I arrived to pick up my car, Kristina suggested that I should get my car detailed and she would arrange it. The 535xi had already been whisked away so Kerry found a 2015 Alpine White X5 loaner in short order. This car felt big compared to the 535xi, but again, I was so grateful to have a Bimmer to drive and for the opportunity to test drive yet another model. The X5 is a super dependable car and affords great visibility and comfort.

All in all, I have nothing but gratitude for BMW of Silver Spring and for the great service they extended me. They went out of their way to make sure my car was serviced well and that I had wheels in the meantime. Thank you especially to Kristina, Kerry and Taema for their care.



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Why BMW Shouldn't Develop A CLA and A3 Competitor for the U.S. Market

By James Chew

This year's auto market is one of the strangest in which I've been involved. Overall, it's a comparatively conservative market, with manufacturers only breaking out to do something different when they're desperate. If that breakout proves to be a success, other manufacturers quickly follow suit.

But the manufacturers also listen to their customers. And for BMW of North America, I can only imagine the avalanche of letters and emails that Dr. Willisch must receive from BMW owners and dealers, asking for the European 1 Series 3-door and 5-door to be brought to the U.S. market, as well as to develop a 2 Series sedan to compete with the CLA and A3. I contend that both product moves would be a huge mistake for BMW of North America. I offer the following "right brain/left brain" arguments against such a move.

Left-brain wise, the 1 Series hatchback and 2 Series sedan would dilute the North American BMW brand image. The U.S. sales for the 1 Series were never that good (generally under 1000 units a month) and the 2 Series, despite

all the enthusiast magazine accolades, is following the same sales trend. Upscale hatchback cars have generally not fared well in the U.S. though that remains to be seen with the 4 Gran Coupe.

The 3 Series is selling well and, in my opinion, is a much better-driving vehicle than either the CLA or the A3. The price differences between the 320i and 328i to the CLA and A3 are not significant enough to make a difference to the truly objective comparison shopper.

In short, the addressable U.S. market is not large enough to be attractive enough for BMW to bring over the 1 Series hatchback or to develop a 2 Series sedan.

Right-brain wise, there are two very good reasons for BMW to stay out of this market – the all new 2015 VW Golf and the all new 2015 Acura TLX. These products not only highlight the market challenges that Mercedes and

Audi face with the CLA and A3, respectively, but also the product development challenges that VW/Audi and Acura/Honda face.

VW invented the modern three-door/five-door product market and the



(Above) VW has returned the 2015 Golf to its GTI roots. (Below) The 2015 Acura TLX shows that Honda is again paying attention to this brand.





(Top and above) There's a German vibe with the Acura TLX interior. Honda's clever engineering is evident with the TLX's stowaway trunk lid supports.

all-new 2015 version is a delightful remake of these products. Those of us who were undergraduates during the late 1970s and 1980s remember fondly moving in and out of our dorms and apartments with these cars.

We were pleasantly surprised by the versatility and affordability of the Rabbit. The surprising success of the Rabbit spurred the rest of the manufacturers to offer their versions of these vehicles (remember the herd mentality that I mentioned at the beginning of this article?). To break away from the competition, VW launched the legendary GTI, the original pocket rocket. And while I never owned a GTI, I had a Shelby GLH-S. My friend owned a GTI and we enjoyed swapping our cars during our various cross-country drives.

The 2015 Golf works because it has returned to its roots of being an affordable, versatile, reliable, and fun car to drive. After driving the 2015 Golf TSi five-door over 2,000 miles during a week's time, I think I may have found the perfect affordable pocket rocket.

The 1.8-liter turbocharged engine was the key element behind the Golf TSi's driving charm. Coupled with a 6-speed automatic transmission with paddle shifters, the Golf is up to any driving challenge. Whether on the freeways, city or back roads, the Golf yields a confident, performance-driving feel.

And this outstanding performance-driving feeling is not at the expense of driving comfort. The relatively long wheelbase and compliant suspension yields a smooth, quiet ride, even over the roughest roads.

Five-door hatchbacks should be practical and the Golf is in the top of its class. The all-new 2015 Golf no longer has acres of interior hard plastic.

The refined materials are durable enough to allow one to make shopping runs to Home Depot and Costco. Even when the back seats are not folded down, the cargo room in the 2015 Golf is impressive.

But while driving the Golf TSi, I could not help but be reminded of my time behind the wheel of the Audi A3 hatchback. The product planners at VW and Audi must have been mindful of this inevitable comparison, because they decided to use various features to provide differentiation between these two products. For example, the available leather on the Golf is not nearly as nice as that of the Audi. And without the large, respective brand logos on the steering wheel, one would be hard pressed to determine whether one was driving a VW or an Audi.

This is not to say that 1 Series 3-door/5-door is not a better vehicle than the Golf TSi. Our test vehicle was well equipped with such features as satellite radio, navigation and heated leather seats at an MSRP of under \$28,000. BMW would be hard pressed to profitably price the 1 Series at that range.

The 2015 Acura TLX effectively relaunched the Acura brand. Introduced in the 1990s as the "affordable replacement for Mercedes," the Acura brand suffered marketing and product mis-steps that would have sunk a lesser brand. In my opinion, it's the Japanese fear of "losing face" that prevented Honda from killing the Acura brand ten years ago.

Honda is relaunching the Acura brand as an "upscale Subaru". The products will have features one is accustomed to in the European products, but more affordable. All but the top-of-the line versions are front-wheel drive with four-wheel steering. The top-of-the line versions of the products will feature all-wheel drive. Hence, the Subaru analogy.

(Below from left) Owners of Germans sport sedans, especially Audis, will find the 2015 Acura TLX interior to their liking. It's SO nice to see an engine compartment that's NOT concealed with a large plastic cover!



While I find this marketing strategy to be questionable, the TLX is an outstanding affordable sports sedan. After a week and 1,000 miles in the 2015 TLX, my opinion is that anyone considering a Mercedes CLA, Audi A3, and Lexus F-sport should do him or herself a favor and test-drive the TLX.

Our test vehicle was a standard equipped TLX 2.4L Tech, retailing for just under \$36,000. This included an 8-speed automatic transmission with paddle shifters, anti-lock brakes, LED headlights, navigation, heated leather seats, XM satellite radio, and power moon roof. That alone should give any BMW AG product planner contemplating a 2 Series sedan pause. Similarly equipped Mercedes CLA, Audi A3, and Lexus IS models retail for much more.

The 2015 Acura TLX drives like a precision tuned Honda Civic sedan. This is NOT a slight – the Honda Civic sedan in one of the best driving front-wheel-drive sedans on the market. The Acura's all-wheel steering provides more responsive handling than the Civic without it feeling darty.

The normally aspirated 2.4-liter 16-valve VTEC engine produces 206 horsepower and 186 foot pounds of torque. The engine delivers this power in a smooth, predictable manner. In downtown DC traffic, on various back roads, or on I-95, the TLX was simply a delight to drive.

The TLX equals the CLA, A3, and IS in terms of driving position, comfort, and convenience. Most anyone will be able to adjust the seat and the steering wheel to find a comfortable driving position.

During the evaluation period, I found myself having to look at the large Acura logo on the steering wheel to remind myself that I was not



driving a Honda Civic. At the gas station, the difference was apparent – the TLX requires premium fuel while the Civic uses regular unleaded. Other than the difference in recommended fuel, Honda faces the same product differentiation issues as VW.

While the TLX design has enough ornamentation to look different than the lower priced Honda, from a distance, they look the same. Honda uses features to differentiate the Acura products from the Hondas. And because there are no dualled Honda/Acura dealers, this smoke and mirrors marketing tactic may work. But if one is objectively shopping for an affordable sports sedan, he or she would be hard pressed to pass on the Acura TLX.

In summary, BMW should not bring the 1 Series hatchbacks to the U.S nor develop a 2 Series sedan because the addressable market is not large enough and there could be potential damage to brand equity. Instead, BMW should develop a marketing strategy to capitalize on the inevitable brand damage the CLA and A3 will cause Mercedes and Audi, respectively.



(Top and above) The 2015 Golf TSi proudly shows the original Rabbit design heritage. What's not to love about the versatility of a hatchback?

(Below from left) Clever German engineering makes the Golf's interior feel larger and more comfortable than the large Acura TLX. The fanos traverse mounted four cylinder engine – pioneered by Mini and modernized by VW.



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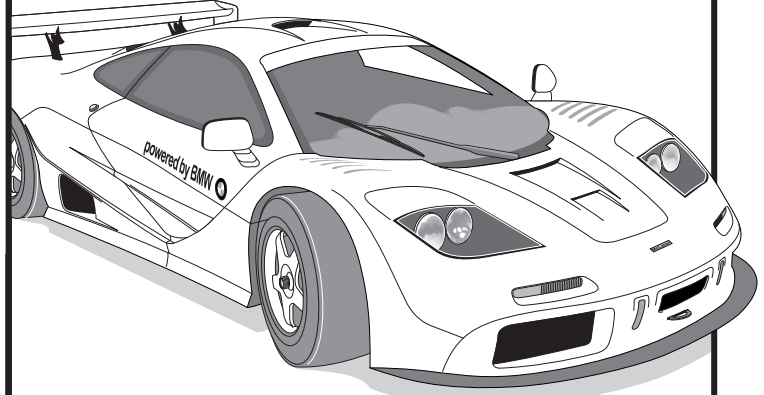
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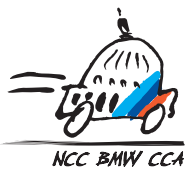
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Web site at www.nccbmwcca.org for the latest event details.

Note: If your name is spelled incorrectly, please use the address change form found under the "Join and Renew" menu item at www.bmwcca.org to correct it. And, for those whose memberships are about to expire, it's easy to renew online at this Web site as well.

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