

# der Bayerische







**Cover:** John Harvey's flared Colorado Orange 1969 BMW 2002 at the Vintage in Winston-Salem, North Carolina. Article on the event on page 20. Photo: Marc Caden.

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VOLUME 45 | NUMBER 4

2 PRESIDENT'S MESSAGE

3 FROM THE EDITORS

4 CALENDAR OF EVENTS

4 COMING EVENTS

20 TRADITIONS

31 NEW MEMBERS

32 ADVERTISERS INDEX



6

5 Do You Have a Need for Speed?

BY JONATHAN SCHWARTZ

6 A Chance to Drive New BMWs And a Racetrack – Enough Said

BY MARC CADEN



8

8 Something Old, Something New: The 32nd Deutsche Marque Concourse D'Elegance

BY JOHN MCWILLIAMS



13

13 Keeping Their Powder Dry: The 2015 New York Auto Show

BY JAMES CHEW



20

18 An Unusual Conversation Has A Shiny Finish

BY BOB AND MIRIAM STERN

20 The Vintage at Winston-Salem Always Delivers

BY MARC CADEN



26

26 The 2015 428i xDrive Gran Coupe: The Practical BMW

BY JAMES CHEW





## Traditions

**BY** Marc Caden

**PHOTOS** Marc Caden

# The Vintage At Winston-Salem Always Delivers

Every year on Memorial Day weekend my wife and I attend "The Vintage" in Winston-Salem, North Carolina (see [www.atthevintage.com](http://www.atthevintage.com)). Simply put, this is the annual car event I enjoy the most. There are so many factors that make it special and I know my sentiments are shared by many others. In barely a decade since its conception, it has become the largest gathering of vintage BMWs in North America.





The event is three days of fun which start with a rally on Friday, with the main event on Saturday with all the cars on display, ending with a scenic drive on Sunday. In case you are wondering what qualifies a BMW as "vintage," currently any pre-war BMW all the way up through the E34 5 Series is eligible to register and attend. While the E36 3 Series does not currently qualify, it seems only a matter of time until it will. A record was set this year with 328 cars registered for the show. Although I don't have an accurate count, I would guess that E30s and 2002s accounted for at least 200 of the cars in attendance. Registrants came from as far away Nebraska, Florida, Minnesota, and Puerto Rico.

The town of Old-Salem provides a beautiful backdrop for the main car show on Saturday. It is a magnificently preserved 18th-century historic district founded by Monrovia settlers. The town's restored buildings are staffed by docents dressed in period-costumes who present a view of Monrovia life in the early years. There are shops, restaurants, and a bakery for those seeking a change of scenery. My wife always looks forward to the large farmer's market in the downtown area for opportunities to bring home local goods.

Some notable cars were displayed in an area located near the main entrance. Three of the display cars were intended to represent the evolution of the "big coupe" and all of them were owned by club members from our chapter. Wayne Watkins' beautiful Granada red 1966 2000CS was flanked by Doug Dolan's M5 powered 1972 3.0 Csi and Anita Patton's 1983 Alpina B9 3.5. Other interesting cars included some models never available in the U.S. market such as two 2002 Tourings and an authentic 2002ti.

*(Opposite page) Dr. Prenard Mickens purchased his Fjord blue 1974 2002tii from a patient that was terminally ill. (Below) Wayne Watkins from our chapter does some final detailing before showing his Granada red 1966 2000CS at the main event on Saturday.*



*(Above) Phillip Morris' restored Inka 1976 2002 was all stock, except for a set of wheels from a 1974 2002 Turbo.*

As great as the cars are, it is the people behind their cars that make the event so enjoyable. While swapping stories in the hotel parking lot on Friday night, I met Phillip Morris from Yadkinville, North Carolina (no I am not making his name up and, better yet, we met in a town named after two cigarettes). Back in 1976, Phillip was driving a three-year-old Buick Skylark that had broken down one too many times. Two of his friends drove 2002s and the little Bavarian sedan intrigued him. He made a snap decision to

trade in his Buick at the local BMW dealer for a brand new 1976 2002 in Sahara Beige. Beaming with pride, he immediately drove his new car over to a friend's house to show it off, only to be chastised for buying a car in boring beige. His friends asked him what other colors were available on the dealer's lot and Phillip mentioned that one car being backed off the delivery truck was Inka Orange. At his friends urging, Phillip drove back to the dealer and swapped his car out for the one in Inka.

Phillip continued driving the Inka 2002 up until four years ago when he decided it was need of a complete restoration. Four years and some forty thousand dollars later, the car was now being shown at the Vintage for the first time. It was an impressive nut

and bolt restoration and his car looked factory new. He had kept it completely stock except for the wheels, which were from a 1974 2002 turbo.

Phillip introduced me to an endodontist from Greensboro, North Carolina, Prenard Mickens. After performing two root canals on one of

his elderly patients, she asked whether







I also had a chance to catch up with resident car guru Rob Siegel, better known from his column in the *Roundel* as "The Hack Mechanic." For the second straight year, Rob drove his Bavaria to the event. I was hoping I might get to see the 2002tii he bought

a couple of years ago up in Maine. On the drive down, Rob received a distress call from a friend driving from Massachusetts to North Carolina. His friend's 2002tii was stumbling between 1000-4000 rpm, but seemed completely fine when kept revving above 4000 rpm. After a couple hours of troubleshooting a stumped Hack Mechanic was out of possible roadside

he might want to buy her car. She explained that she was hoping to find someone that could properly care for her beloved Fjord Blue 1974 2002tii. He purchased the car from his patient and promptly sent it off to the well-respected shop of Korman Autoworks for refurbishment and upgrading. The Kugelfischer fuel injection system was ditched for dual

side draft Weber carbureters. The air conditioning was upgraded and the interior was redone with some comfy looking sport seats. He had hoped that he could show the former owner the finished car and take her for one last ride, but she passed away one month before the car was finished.



(Top right): Left for years in a field and with an interior infested with jumping spiders, former chapter member Paul Wegweiser got his 1972 2002tii running in less than two weeks after bringing it home. The exterior has real character, the interior is perfect, and it is always a crowd favorite. (Bottom left) The German Biergarten featured live music and was a perfect place for a mid-day break with friends.





solutions and left his friend safely at a hotel parking lot near Winchester, Virginia. The 2002tii was later taken home on a trailer being pulled by a U-Haul truck.

Rob mentioned that he is working on his second book with Bentley publishers. If you haven't read Rob's first book, stop what you are doing now and go to Amazon and purchase it. If you ever get a chance to hear Rob speak at an event, do it because he is just as funny in person as he is on paper. He told me that his publisher has sworn him to secrecy about the new book. At a minimum, I did find out

that it will be about cars and that it will not follow the same format of his last book.

As always, there were too many people from our chapter present for me to list. Chris Wootton attended the event for the first time in his E28 and the large cooler of beer in his trunk marked "free" made him the very popular new kid. Other chapter members in attendance included Dudley Williams (2002), Jim Gerock (2002tii), Matthew Cervi (2002tii), John McWilliams (2002tii), James Laray (2002), Marshall Lytle (S14

powered 2002), John and Carol Steers (E28 M5), Phil Ackley (2002), Chuck DeHaven (E30 M3), Brooklyn Taylor (E31), and Chuck Pompei (2002).

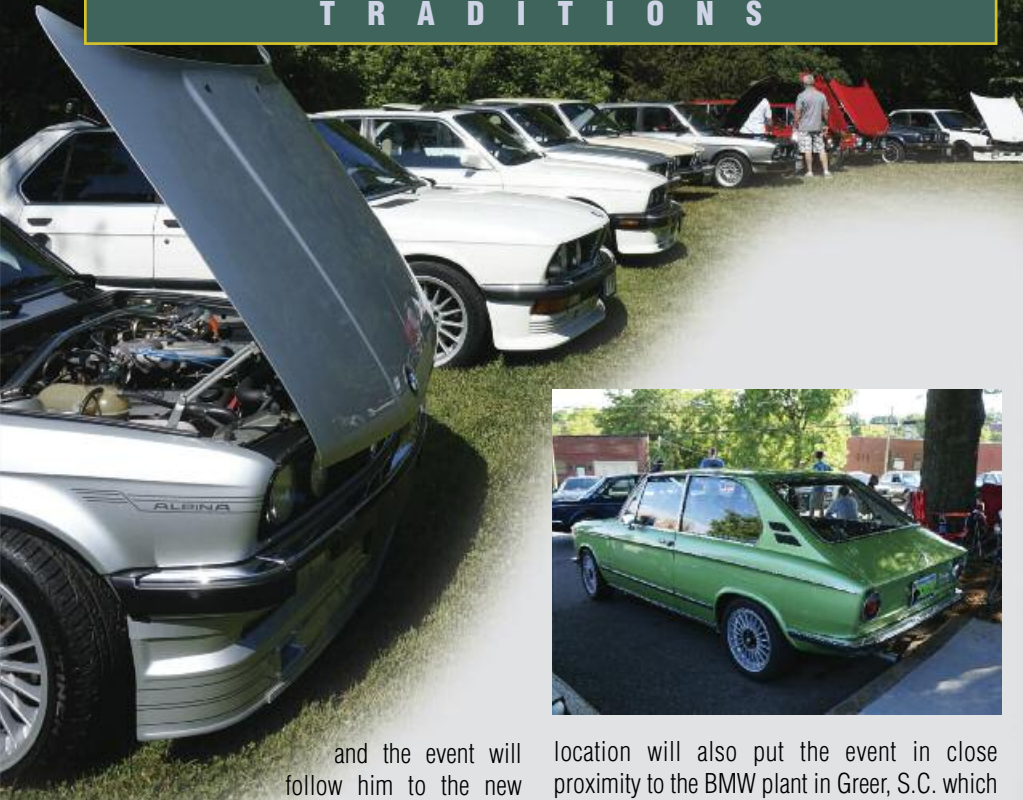
The event coordinator, Scott Sturdy, announced a major change during the closing ceremonies. He recently moved to Asheville, N.C.



(Middle right) The beautiful interior of Doug Dolan's 1972 E9 3.0CSi makes clear that driving a vintage car doesn't have to be an unpleasant experience.



# T R A D I T I O N S



and the event will follow him to the new location. Fortunately, it is a wonderful part of North Carolina that offers fantastic roads for scenic drives and outstanding restaurants and breweries. This

location will also put the event in close proximity to the BMW plant in Greer, S.C. which houses the Zentrum. This means that next year's Vintage promises to be even bigger and better – so mark your calendar now and cross this item off your bucket list.



*(Left) Ray Korman brought his IMSA Endurance Series 325e. The Korman Autoworks 325e was the most successful car in the entire 1986 Firehawk Endurance Series. The Korman E30 had five first place finishes, more than any other car in its class. The first overall victory in the Watkins Glen 24 hour race was the only time in the eight yearhistory of the series that a sports sedan class won first overall, beating out, among others, many Camaros, Porsches, Maseratis, Mustangs, and Firebirds. The car was driven by Ray Korman, John Andretti, and Ron Christensen.*



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