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National Capital Chapter

BMW Car Club of America

January/February 2007



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Cover: Todd Pantezzi's 3.0Cs strikes a beautiful pose. See article on page 10. Photo by Raine Mantysalo.

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

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NCC BMW CCA

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There's still time to register for the Chapter Holiday Party; let's hope there's still room for you. We're going to have some great door prizes, not to mention the opportunity to meet some folks you don't already know. I promise, no long speeches! Door prizes will be the principal order of business, assuming that the incumbent board is not deposed by a last-minute, write-in campaign.

I will say this, that your elected Board would welcome some competition for the offices we hold. Our Chapter has a great bunch of volunteers who are called to serve, and we welcome all members to the monthly meetings of the board and the committees—held the second Wednesday of every month from 7:30 to 9:00 p.m. Email the Chapter Secretary to get on the announcement list.

Apparently not every CCA chapter is as lucky as NCC. I was entirely perplexed to read in the Allegheny Chapter's September 2006 newsletter of efforts to remove their President/Treasurer from office "for by-law violations and hindering the functioning of the chapter." The allegations were not entirely clear, but one thing is for sure, that chapter does not enjoy the cordial relations and mutual respect that prevails among the volunteers of the National Capital Chapter.

As you may have heard, the Peachtree Chapter (Atlanta) will be gaining a wonderful resource in the form of our past President, Rafael Garces. Rafael's latest passion was the promotion of teen driver safety through BMW's Street Survival program. If you would like to make our world a safer place, and maybe save some young driver's life, we would like your help in continuing our Chapter's participation in this program. Email me at president@nccbmwcca.org.

I look forward to serving you in 2007 and, I hope, meeting you at one of our many Chapter functions. There's something for everyone and we welcome your participation

Roy Morris  
President

## Letter to the Editor

*"Do you think charging fee to those who do show up for DIY is fair? Why don't you publish this question in db as letter to the editor? It just goes against sense of fairness. God has way of getting the facts out in time."*

*I do not think charging fee to those who do show up for DIY is fair. I was told that charging fee will get those who sign up for DIY to show up. It just goes against sense of fairness. I have been a member for more than 10 years and I have seen a decline in the number of DIY events since charging fee was started."*

Charles Yeh, Member 96447

*Der Bayerische* received the above Letter to the Editor, regarding the renewal of the policy to charge DIY registrants a nominal fee in an effort to address the problem of people registering for the event and then not showing up.

derBayerische

# FromThe Editor

## Do They Think I'm Some Kind of Caveman?

*\*Warning, the following has nothing at all to do with cars, trucks or motorcycles.*

I spent the week at home alone over Thanksgiving while my wife took the kids to her parents house in NC. I didn't go because I had taken a new job and did not want to miss any time from work. We also figured, without the kids to distract me, I could get a lot of work done on an ill-conceived home improvement project I had taken on—namely, refinishing the hardwood floor in the boy's bedroom.

I got the first call during dinner on day two...

I had just prepared one of my signature bachelor dishes, "Ramen Noodle Stir-Fry with Vegetable Surprise." It's a masterpiece; here is the recipe:

- 2 packages of Ramen Noodles, any flavor (I'm partial to mushroom chicken)
- 2 Extra Large Eggs
- 1 Cup Frozen Vegetables

- In a large frying pan, cook two packages of Ramen noodles per the package instructions.

- Before adding the MSG (oops, I mean "flavor packet"), pour off most of the water.
- While the noodles are still hot and bubbling add two eggs and stir them in.
- Here's the surprise part...open the freezer and dump in whatever frozen vegetables you find, in this case it was broccoli (my favorite).
- Cook over medium heat, stirring occasionally, for 5 minutes.

Just as I got settled on the couch with the pan and a fork (why dirty a bowl?), the phone rang. It took me a minute to find the phone (somehow it ended up under a pile of laundry on the couch) and when I picked it up I was surprised to hear the voice of one of my wife's friends. I thought it was odd because I was sure she knew Robyn was not in town, so I was at a loss as to what she could want. She asked how I was doing, and I answered that I missed Robyn and the boys, but that I was keeping busy and doing just fine. I thought that was a bit of an odd exchange, but very nice of her to call to see how I was doing.

Over the ensuing couple of days I got two more calls from friends of my wife, and they kept

using terms like, "checking in" on me to "see how I'm holding up." Their questions invariably went toward issues like what I had been eating and how recently I had bathed.

And that's when it struck me...they were not calling to see how I was doing emotionally, they were calling because they had some kind of notion that I was unable to take care of myself without my wife around!

What do these women think? Because I'm a man I can't manage to feed, bathe and clothe myself without my wife around? That I can't pick up after myself? Like I would eat crappy food, or the house would be a mess, or that I'd stay up until 3:00 a.m. watching Speed channel every night, and then lay around in my underwear watching football the whole next day. Or maybe that I'd run out of dishwasher soap and decide to use regular dish soap in the dishwasher and overflow the kitchen with suds, or use the wrong setting on the iron and burn a hole in one of my shirts. How dare they?!

Welcome home, Honey, I missed you, sorry about the mess...



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# C A L E N D A R O F E V E N T S

## January

- 7 Karting League – Allsports Grand Prix, Sterling, VA
- 9 Karting League – Allsports Grand Prix, Sterling, VA
- 14 Karting League – Allsports Grand Prix, Sterling, VA
- 21 Karting League – Allsports Grand Prix, Sterling, VA
- 23 Karting League – Allsports Grand Prix, Sterling, VA
- 27 Holiday Party and Annual Meeting, Mt. Vernon Inn, VA
- 28 Karting League – Allsports Grand Prix, Sterling, VA

## February

- 4 7th Annual Super Bowl Mini Grand Prix – Allsports Grand Prix, Sterling, VA
- 13 Karting League – Allsports Grand Prix, Sterling, VA
- 28 Karting League – Allsports Grand Prix, Sterling, VA

## March

- 4 Karting League – Allsports Grand Prix, Sterling, VA
- 11 Karting League – Allsports Grand Prix, Sterling, VA
- 13 Karting League – Allsports Grand Prix, Sterling, VA
- 17-18 Drivers' School – Summit Point Raceway, Summit Point, WV
- 23-24 TechFest, Tacoma, WA<sup>(1)</sup>
- 24 Street Survival, Sykesville, MD
- 27 Karting League – Allsports Grand Prix, Sterling, VA

## April

TBA Spring Driving Tour

## May

- TBA 24th Annual Deutsche Marque Concours
- TBA BMW Club Day – BMW Performance Center, Spartanburg, SC
- 12 Highway Safety School – Jefferson Circuit, Summit Point, WV
- 13 Drivers' School – Jefferson Circuit, Summit Point, WV
- 20 17th Annual Jefferson 500 and BMW Corral, Summit Point, WV

## June

- TBA New Members' Party
- 14-15 Marque Madness III with Audi and Mercedes-Benz – VIR, Danville, VA\*  
*\*not an NCC event*

## July

21-22 Drivers' School – Shenandoah Circuit, Summit Point, WV

## August

TBA Summer Driving Tour

## September

30 Annual BMW CCA Oktoberfest, Fort Worth, TX<sup>(2)</sup>

## October

- 1-5 Annual BMW CCA Oktoberfest, Fort Worth, TX<sup>(2)</sup>
- 7 Columbus Day Parade, Baltimore, MD
- 20-21 Drivers' School – Jefferson Circuit, Summit Point, WV

## November

TBA Fall Driving Tour  
TBA BMW Club Day – BMW Performance Center, Spartanburg, SC

## December

<sup>(1)</sup> <http://www.bmwcca.org/techfest>

<sup>(2)</sup> <http://www.bmwcca.org/oktoberfest>

For the latest info, check out the Chapter website: [www.nccbmwcca.org](http://www.nccbmwcca.org) (future events will be listed as soon as information becomes available).

**The Annual Holiday Party and Elections**

Saturday, 27 January, 2007  
Mount Vernon Inn, Virginia

The Holiday Party will be at Mt. Vernon Inn. Go to the Chapter website <http://www.nccbmwcca.org/holiday> for further details.

**Highway Safety School**

Saturday, 12 May 2007  
Jefferson Circuit, Summit Point, WV

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car control clinic is offered only once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers school or autocross for the first time, this is an ideal way to start—it's low speed and you'll receive top-notch, individual instruction covering all aspects of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And it's loads of fun, too! Why not make it an exciting weekend by signing up for the drivers' school for the next day, too? You'll get to immediately put into practice all your newly acquired skills. Sign up a loved one or the new driver in the house while you're at it.

Registration fee is \$125 for this one day.  
Pre-registration begins 3/5/07.  
Mail-in registration period is 3/19 through 3/30.  
Registration and additional information can be found at [http://www.nccbmwcca.org/index.php?driving\\_schools](http://www.nccbmwcca.org/index.php?driving_schools)

**Drivers' School**

Sunday, 13 May, 2007  
Jefferson Circuit, Summit Point, WV

Well, spring is coming and what you really want to be doing is home improvement in the backyard, right? Heck, no! You'd rather be at a Drivers' School! Come join your fellow chapter members at our Jefferson Circuit Drivers' School at Summit Point Raceway and have some fun—the spring planting can wait. And, if you attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly acquired driving skills.

Registration fee is \$175 for this one day.  
Pre-registration begins 3/5/07.  
Mail-in registration period is 3/19 through 3/30.

Registration and additional information can be found at [http://www.nccbmwcca.org/index.php?driving\\_schools](http://www.nccbmwcca.org/index.php?driving_schools)

*Directions to Summit Point Raceway: From No. VA, take the Dulles toll road, Rte. 267 West and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7 West towards Winchester. Exit onto US 340 towards Charlestown. At about 1/4 a mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 a mile on your left (speed limit 30 mph!). Follow signs to Paddock.*

*From Baltimore, Take 170 West to US 340 West. Continue on US 340 into Charlestown, WV. Continue straight onto Rte. 51 West in Charlestown. Bear left (go straightest) at the three-way Stop intersection on Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.*

**17th Annual Jefferson 500 Vintage Race Corral**

Summit Point Raceway, Summit Point, WV  
Sunday, 20 May 2007  
9:00 a.m. until last race

If you love vintage racing cars, this is the place to spend your Sunday! From our vantage point between the carousel and turn eight you can see old bathtub Porsches and skinny-wheeled Morgans sliding through the turns and duking it out for position. If you get lucky you might even see a vintage BMW. Lunch, along with soft drinks and water, is being served. This is one of the best events on the calendar; newcomers get to see what Summit Point Raceway is all about and the veterans come to share fish stories about this turn or that apex.

Additional information: <http://www.jefferson500.com>.

*Directions to Summit Point Raceway: See above.*

**Karting Returns**

Attention all drivers: Do you want to get a jump on your competition? Start gearing up now for the 2007 season by joining the Winter Karting League at Allsports Grand Prix, an indoor karting facility located in Sterling, VA. The league is open to BMW club members and friends, anyone with a valid driver's license. Since many of you have raced with us in the past, you know how it works; but do not be intimidated if you have not raced with us before. We have seen newcomers learn very quickly and do very well in our league. This year we hope to have two leagues: one held

on Sundays, as in years past; and one held on Tuesday evenings for those who cannot participate on Sundays or who want the extra practice. There is no official registration for the league, simply show up and you may race with us.

We have many participants in our league, some may be far more experienced than others. If you have questions about the racing or just need some pointers to make yourself better, feel free to ask so that you can become more comfortable with your surroundings and benefit from this driving experience. I have volunteered to organize the league events for the NCC BMW CCA for the past two years because I love driving, and this is the best way to practice for racing or just to improve your high-performance driving in the winter months. Please keep this in mind, while participating in our karting events, we ask that you play by the rules set by Allsports: Show good sportsmanship and respect your fellow racers. This is all done for fun; if one person is not having fun, we all are not having fun. Check the NCC website, [www.nccbmwcca.org/karting](http://www.nccbmwcca.org/karting) for details and the schedule of events.

The racing format varies from event-to-event, but the cost is the same, \$70 per league event. This is a fair price considering the amount of on racing time you get in the karts. The karts are 6.5 hp Sodi chassis karts built to fit most adults, capable of speeds of 40+ mph on the tight, indoor, road course. For \$70, Allsports provides the karts and all the safety gear, including suits, helmets and gloves, which are required to be worn when driving their karts. You may use your own gear, if you desire. For details about Allsports, go to [www.allsportsgp.com](http://www.allsportsgp.com).

The 2007 schedule for our league has been made, but is subject to change due to Allsports' popularity and numerous other groups or leagues who have reserved Allsports for events of their own—check the NCC website for any last minute changes. Please show up 30 minutes prior to our start time to register, get suited up, attend a drivers' meeting, and to be ready to race at our starting time.

Feel free to contact Brian Hair at [brian@ogracing.com](mailto:brian@ogracing.com) if you have any questions. I will try to respond to you in a timely manner. Hope to see you there!





# European Delivery: The Ultimate Delivery Experience

Text and photos by Lesley Flaim | Member A362519

Most people will remember the excitement of picking up their new BMW: the anticipation, being handed the keys, driving away in their new purchase to see what it can really do. Imagine now if you drove your car out of the lot...and onto the autobahn for a spin. With BMW's European Delivery (ED) option, this past spring my family and I did just that!

With some planning, ED can be an unforgettable vacation with the ultimate souvenir. According to BMW, the ED option offers cost savings of up to seven percent of the retail price, which may go toward—or even pay for—your trip. Having your own vehicle on vacation also allows you to go where you want to, when you want to. You can plan your own itinerary, as we did, or purchase driving vacations through BMW's relationship with Conde Nast. No matter what you see or where you go, your vacation will be more memorable from behind the wheel of your own car. And that same car, back in the U.S., will continue to provide memories of your vacation for years to come.

My husband, Andy, began the planning process three months prior to his desired delivery date (this amount of time is recommended in order to ensure that you get your requested delivery timeframe). After deciding on the model (325i),

exterior color (deep green), interior color (terra), and options, he contacted a local dealer who would facilitate the purchase. Any BMW dealership is able to arrange an ED; however, some have more experience with the process than do others. With the car ordered, the second hardest part of the experience began: waiting for the car to be built and the trip to begin.

While the good folks at BMW were building the car according to the specs provided, including ensuring that it complied with all U.S. require-



*(Top) The gleaming 325i waiting to be picked up at the European Delivery Center. (Above) "How much longer before I can drive, Dad?"*

ments, there were preparations to be made for the human portion of the adventure. With the delivery date established, we made flight reservations, secured hotel accommodations, and contacted family members whom we would visit while abroad. We were planning a full itinerary and a true test of the new car. We would travel through three countries, from mountain to coast and back again, and from sea level to a 3,000 ft. elevation in the course of eight days. Roads would range from the stick-straight autobahn to single-lane mountain roads that would make an Indy driver carsick. And to ensure that the car was thoroughly broken in, our two-year-old son would be accompanying us on the trip. As we did not have enough things to carry already, we brought his car seat with us and were more than pleased with the easy installation afforded by the Latch system, which is standard on the car.

Finally, after countless trips to the BMW website to check on the progress of the car, and a daily countdown until our departure date, it was time to begin the adventure. The ED experience began in earnest in Munich, Germany, home to the BMW factory and museum, as well as BMW headquarters. Upon arrival, we took a cab ride to the Munich Marriott, which was made much shorter than normal because the cab driver, recognizing us

for the tourists we were, apparently felt obliged to maintain his country's reputation for speed on the autobahn. After turning in early and sleeping the sleep of the jet lagged, we were ready to go.

A 10-minute cab ride and we arrived at the BMW ED Center. Unassuming, and surrounded by BMWs of all makes, models and colors—including an entire fleet outfitted for police use—the ED Center is the place where you are handed your car and sent off to see as little or as much of the continent as you wish, from the comfort of your own car. The first floor of the Center is where paperwork and accounting is finalized, and the second floor holds a café where you can enjoy a drink or snack while you wait for the final processing of your new vehicle. It is best to call or email ahead to set up a time for your pick up, as the Center can get busy.

Upon arrival at the ED Center we waited briefly in the café where our son was able to replenish his sugar levels and ensure maximum toddler energy. Then, after the standard forms were signed and dated, we were off to the car. Ensnared in a pristine garage it was hard to say which was shinier, the car or the floors. We were given an overview of the car's features, an opportunity to ask any questions we might have had, and then we were ready to go. Picking up your new car and being turned loose in Europe with a hearty "Auf wiedersehen!" is not unlike the experience of being handed a brand new infant and having the doctor say "Good luck!" As excited as you are, there is still a small part of you that wonders if perhaps you should not be entrusted with this responsibility quite yet. As if thinking the same thing, the ED Center makes you drive through a door narrower than any person who is driving their new car for which they have flown 3,000 miles and have owned approximately seven minutes should feel comfortable with. They must figure that if you make it out the door, you're ready to take on the rest of Europe.

And take on Europe we did. One of the

options that was ordered for our car was the navigation system. For \$165 you can purchase a European disc for the system to use while you are there (a U.S. version comes standard with the navigation system). However, an enterprising and experienced BMW owner and ED veteran will rent you the disc for \$35 (plus shipping), saving you from purchasing a disc that you will use just a short period of time. Originally skeptical of the navigation system, I was won over when it flawlessly directed us to every destination, including a mountain-top town with an elevation higher than its population. Never once did we need to consult a map, turn around, or ask directions. When traveling with a spouse in a country where the road signs are in a language you don't speak, and you have to stay in the slow lane because you are "only" doing 100 miles per hour, the navigation system is worth its price and then some.

The next week was spent traveling from castles in Fussen, Germany; to the canals of Venice (if you stay on Lido you can keep your car with you, otherwise it must remain in the Tronchetto—one of the two mass parking lots that serve Venice); through Brenner pass in the Austrian mountains; to the top of the Dolomites to visit family in Revo; and to the mountains that border Switzerland. One thousand miles later it was time to head back to Munich and the drop-off center that ships the car to the dealer from which you purchased it (this is included in the ED package cost, as is insurance while driving in Europe and coverage during shipment to the U.S.). As Andy dropped off the car and took a cab back to the airport hotel, he began the hardest part of the entire process: handing over the car you got to drive for just a short time and then waiting 4-6 weeks for it to be shipped back to you. With our European Union license plate in hand, lots of photos, and memories of an amazing trip, we headed back home. Andy is already telling me that I need an X3, because he wants to see Southern Italy.

#### Some tips when planning a Euro Delivery:

- Verify that the Delivery Center is open on the date that you want to pick up your car. German holidays vary from U.S. ones. Generally speaking, the day after a German holiday will be busier as well.
- Check to see if the country(ies) you are traveling to require a vignette, or toll sticker, to use the highway. If so, they may be purchased at any gas station near the country's border.
- Some countries require an orange safety vest, one per person in the car, in case of emergency stops. These may also be purchased for a nominal fee at any gas station / convenience store.
- It is often recommended that you obtain an international driver's license prior to driving in Europe. The international driver's license translates your vital information into five languages, making it easier on everyone in the event you share a visit with the local law enforcement.
- Several web resources are available for people considering ED. BMW's site offers information on European Delivery (<http://www.bmwusa.com/BmwExperience/europeandelivery>). Bimmerfest, an online forum for BMW owners, has a forum dedicated to ED (<http://www.bimmerfest.com/forums/forumdisplay.php?f=25>) and is a wealth of information for planning an ED and vacation. Read threads, post questions, and harness the experience of those who have been there, done that. The moderator of this forum is also the renter of the European navigation discs.



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# It Was Not the Nina, the Pinta and the Santa Maria It Was the MINI, The Z, and the BMW Cabrio

By Bob Stern | Photos by Thomas G. Meyer

In 2004, an “urgent” ad in a Baltimore paper asked for convertibles to carry beauty queens and important people in the annual Columbus Day parade. I talked to a few new friends in the NCC BMW CCA and we paraded that year. WOW, what an ego trip!

In 2005, Club members and I supplied seven cars to the parade. It was cold, but not wet. We went to breakfast as a group before the parade. Again, we had a ball, and everyone appreciated our support.

In April 2006, I was called by the chair of Columbus Celebrations, Inc. “Bob, we expect you and your BMW club to handle ALL of the politicians and anyone else needing a ride, right?” A frantic search for more cars began that day. By the middle of August, we had seven members planning to participate in the October 8, 2006, parade in Baltimore City.

Frank, of the Maryland chapter of ZSCCA called and offered cars. We decided to have them

all parade as a group. If I needed a car in an emergency, we could squeeze someone between the seats. Jeremy of the DC Metro MINIs also joined as another parade group. When “Senior Moment,” my 2003 330Ci convertible whose top got slashed just before the event, needed her new



top, I met Jon at Northwest BMW. He had been told about the parade by Peter who had joined us in 2005. Jon said he wanted to drive his 6 Series convertible and carry his stepfather, Chuck Mangione, Grand Marshall of the parade. Who was I to argue?

As parade day approached, I was still short a few cars. Northwest BMW heard my cry and supplied two more 3 Series convertibles. We ultimately used 10 BMWs (3, 6 and M Series), 2 MINIs, and 1 Z to carry the dignitaries.

Friday, rain, Saturday, rain...Sunday dawned beautifully. We were to meet in Baltimore’s Little Italy at 11:00 a.m. for breakfast. By 10:15 a.m. a large group of people had gathered on High Street and they were waxing and polishing cars that were already shiny. The restaurant was open for members of the local community who had attended a wreath laying ceremony. They enjoyed the company of 56 car nuts. Following breakfast, we attempted to

convoy to the parade formation area around the Baltimore Washington Monument.

All of the larger cabriolets were assigned a person to carry, the MINI and Z clubs had assigned formation areas, and everything was going smoothly. Of course, the Zs had to ride around the block a few times, and the MINIs did not know where they belonged. Then the Baltimore City Mayor said, "I do not want to walk. I want to ride on one of those BMW cars." Columbus Celebration people immediately commandeered one of our cars, ignoring the domino effect it would cause.

I got our car signs and delivered them to each of our members. When I got to Position 2-33, I found Mrs. Maryland United States and no 3 Series car; it was being used by the Mayor. I tied the sign around her neck and told her to walk in the parade and go, "Zoommm, Zoommm."

Instantly, Frank pulled a Z out of his line to carry her. Parade people had realized their error and the missing car was immediately replaced by a MINI that had been stood up by the UMBC mascot. Therefore, everyone was happy. We ended the day with 19 Zs, 10 MINIs and 11 BMW Cabriolets parading on a beautiful, 70 degree, Sunday in Baltimore City.

Our evening ended at an outdoor concert



given by Chuck Mangione. A pretty but unusual woman was seated next to Miriam, my wife. She said, "Why are you here?" I replied, "I was responsible for a large group of cars in the annual parade today." "Why are you doing it, you are not Italian?" "Because I love my car and enjoy showing it off. And, I am a member of a great club with many other people who are just as fanatical about their cars."

As soon as I get the date for the 2007 Baltimore City Columbus Day Parade, I will publish it so that ALL cabriolet NCC BMW CCA members can join us next year. It is a fantastic day.

*Every picture is worth a thousand words... of thanks to those who volunteered their time and their beautiful topless cars.*



# The Sound and the Fury

By Rob Williams | Photos by Raine Mantysalo



A giant sucking sound was heard in suburban Maryland in late November, and it had nothing to do with NAFTA; rather, it emanated from a six-pack of venturis feeding fuel to a 3.5-liter BMW "big six" that had just been fired up in Todd Pantezzi's driveway. *Der Bayerische* was lucky enough to have arranged to meet Todd, an NCC member and autocrosser, to have a look at his 1973cs.

The E9 coupes, built from 1968 to 1975, are widely regarded as amongst the most beautiful designs ever to wear the roundel. Finished in Polaris silver, with a CSL front air dam, and shod with 17" Fittipaldi wheels, this coupe certainly did not disappoint in the looks department. But the real unique aspect of this car is that Todd may be the only person in the U.S., almost certainly the only one on the East Coast, who regularly competes in autocross with his E9.

Popping the hood on this car reveals that the wheels are not the only thing that is not stock. The original 3.0-liter engine, itself bored out to

3.3 liters by the previous owner, suffered a catastrophic failure due to a spark plug breaking and some portion of it falling into the cylinder. Ever



*(Top) The classic lines of the 3.0 Cs create a perfectly timeless design. (Above) No need to replace these lenses with clears.*

the optimist, Todd saw opportunity in what others would call misfortune. There is no replacement for displacement, so Todd, in consultation with

Tom Baruch at London Auto Service, began hunting for a bigger engine to go in the coupe. The replacement uses the 3.5-liter bottom end from a 1990 735iL with the head from a later-model E24 6er. A Metric Mechanic cam was added, as were three Weber 45 DCOE carbs. For those of you who have always wondered what "DCOE" stands for, here it is: Doppio Corpo (double throat), Orizzontale (horizontal), and the E means it is die cast. While it has not been on a dyno, Todd and Tom figure this engine puts out around 225 hp, which is up more than 50 ponies from stock.

The 5-speed transmission swap is ubiquitous in the E9 coupes, so much so that it's quite possible more have been converted than not, at least amongst those that are actually driven. Less common, however, is to find coupe owners putting in nylon bushings, Suspension Techniques sway bars, Bilstein shocks, and a front strut tower brace, all reflective of this car's primary purpose—autocrossing.

After shooting some photos, Todd fired up



*(Top) Three double-barrel Weber 45 DCOE carbs with chrome-plated velocity stacks make a loud and clear statement by this engine. (Below) As an avid autocrosser, Todd bends the old Coupe around the cones with style and perfection. (Right) Early fender treatments are still a trademark of BMW Power.*

the vintage autobahn cruiser and we took her out for drive on some of the twisty roads around Potomac. We were fortunate to have great autumn weather for our outing, which meant we could keep the windows down and enjoy the sound of the Weber carbs as they gulped in air for

the big M30 engine. While I have never ridden in a stock coupe, I don't think it's out of line for me to say that the modifications to this car are all for the better. The ride was stiff without being overly harsh, it handled a downhill, off-camber left turn at a speed that would send many modern cars

skittering off the road. The car also displayed impressive torque, as we got a little sideways pulling out from a side road and swung the tail back the opposite way before reigning it in. The brakes are stock, but had great initial bite and were easy to modulate.

The lack of ABS, DSC or other electronic controls results in a more pure and involving driving experience than I think is possible, or at least likely, in most modern cars. Too often, I think, we drive as though we are on autopilot. A modern car, laden with safety features and controls that override the driver's commands, is so easy to drive near the limit that it becomes





something one takes for granted. If you plan to squirrel around in a car such as this, though, you had better be prepared to devote all your attention, and a fair amount of skill, to the task at hand—perhaps this is why BMWs didn't even have cup holders until the 90s. The reward due the driver, for his care and attention, is the rather elusive feeling of being "one with the car." It's not perfect, there's some slop in the shifter and steering, occasionally it spits and pops on a downshift, but you feel like you are actually piloting a machine rather than simply operating an appliance.

We had a fantastic time meeting Todd and driving his rather unique coupe. I'll never forget

the sound of the Weber carbs and the raw driving experience of a car that was built back when you actually had to have a bit of skill to go fast. *Der Bayerische* would like to thank Todd Pantezzi for allowing us to paw his baby, and Woody Hair for putting us in touch with him. Thanks, Todd, and keep it between the cones!

*(Top) The after-market wooden Nardi wheel looks at home in the Coupe. (Right) Not so subtle was the attempt to show that this was actually a BMW. (Below) Though much more elegant, the well-balanced design has a lot of similarities with the Bavaria sedan of the seventies.*



# Summer Tour – Back Roads, Mushrooms and Wine

A Report by the Assistant Tourmeister Bob Stern



Saturday, August 12, 2006, dawned as a most beautiful day this past summer, fantastic weather for a tour into Eastern Pennsylvania. Miriam and I loaded our cooler, camera and paperwork into the car and I reached for the button to “drop top” on “Senior Moment.” THE BUTTON WAS GONE!

We were sitting in a brand new 2006 330i, not my 330CiC. Josh and the great crew at Northwest BMW in Owings Mills graciously loaned it to us for the tour while “Senior Moment” got a new top. Earlier that week thieves had cut a very large hole in her top so they could get inside.

More than 30 of us gathered at Tweeters in Owings Mills for the start. We were joined by members of the Delaware Valley Chapter, a group from New Jersey, and even some non-members. As each open convertible pulled in, I secretly wished it would snow...or at least, a very heavy downpour all day. Everyone was very kind and sympathetic to me. Even the Senior Tourmeister, who normally shows up with his wife in her MINI on these tours, came in a convertible! And our President came with no top and no windows. But, I had the NEWEST car on the tour!

After everyone signed in and route instructions were issued, we had Starting instructions. Everyone was warned about concealed STOP signs, bikers, horses and other potential events as we

would be traveling through Baltimore and Harford Counties on our way into Chester County, Pennsylvania.

At our first stop near the Maryland line, our group reported seeing dozens of bikers, a wild turkey, horses, sheep, 47 yard sales, and miles of corn fields. Then we traveled through Amish country between the Maryland Line and Kennett Square. A tour IS NOT A RACE. Thanks to back roads and Saturday traffic, I believe that speeds varied between 80 and 3 mph.

Everyone safely made it to lunch at Half Moon Restaurant & Saloon in Kennett Square between 12:00 and 12:30. They reserved the entire top deck for us and some members spent almost two hours relaxing over great companionship, food and drink. After lunch, some shopped at The Mushroom Cap for fresh mushrooms and other “stuff.” Others went into a bakery for fantastic fresh breads and pastry. At 2:00, we assembled at The Mushroom Cap to present the owner, Kathi, with a donation to the annual Kennett Square Mushroom Festival.

While we lunched, the parking lot was patrolled by the Kennett Square police. We departed the public parking garage with police escorts. Chief McCarthy and some of his officers blocked every intersection out of the central part of town so that we could safely and rapidly head to our next stop. They even assisted two cars who did not accurately follow the route instructions. I wonder if they were trying to get rid of us?

Next stop was at the Pietro Industries Mushroom Farm. The owner, Chris, and his cousin, Brian, had a crew available to help with parking. The farm operates 364 days a year, so it was necessary for them to protect our cars from the heavy machinery and to keep us out of their way. We spent almost an hour learning the art of mushroom farming, from sterilization of the original mulch, to the picking and shipping of more than 14

million pounds a year. Chris and Brian did not hesitate to answer any questions posed by our group. “Yes, they do grow in the dark.” “No, they grow in Canadian peat moss, above the poop, not in it.” A few brave souls picked and tasted some button mushrooms and stated the flavor was amazing. After one inquiry about storing mushrooms, we were advised, “Always take them out of the wrapping and store in a brown paper bag.”

About two-thirds of our group continued on to a final destination at Kreuz Creek Vineyards and Winery in West Grove, Pennsylvania. In an outside tent, Jim and Carol from the vineyard, along with Jim’s mother, explained the growing process and preparation of the wine, and everyone tasted. The wines ranged from dry white to rosé to red, and a delicious ice wine.

The sight of rows and rows of grapevines paralleled by a row of BMWs made a beautiful ending to our day. Most traveled home from there, while some stayed overnight in Pennsylvania, and five of us ended our day having dinner together back in Baltimore County. We were tired, but the beauty and friendship of the day made it all very worthwhile.

*(Top) Enjoying a break and a good lunch. (Left) Our fearless leader and his wife came on a Beemer. (Below) Assistant Tourmeister Bob Stern drove a loaned Bimmer.*



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BY WOODY HAIR



# WOODY'S Competition C O R N E R

While BMWs did not win either of the two 6-hour **Grand Am Cup** races at VIR in October, the Turner Motorsports team did well enough to clinch both the drivers and team championships in both the Grand Sport and Street Tuner class. Saturday's GS race started at 3:00 p.m. and finished in the dark. The expected rain held off until a real downpour struck late in the race. Many cars slid off the track in the darkness before they could get into the pits for rain tires. The Automatic Racing team M3 of Jeff Segal, Nick Longhi and Joe Varde finished just behind the winning Porsche 996 GT3. Bill Auberlen, Joey Hand and Chris Gleason were third in a Turner M3, and another automatic M3 was fourth. The 6th-place finish of Anders Hainer and Boris Said in a Turner M3 clinched the drivers championship for Hainer as his closest pursuers did not finish.

The Street Tuner race started at 1:00 p.m. and saw a race-long battle between the Acura RSX-S of Matt and Hugh Plumb, and the Turner Motorsports BMW 330i of Will Turner and Don Salama. There were six 330s and two Z4s in the running, but the next best BMW to the Turner car was the Fountain Motorports 330 of Schultz and Thomas in 7th place. Locals Paul Moorcones and John Legg, were 13th in the Radial Motorsports Acura Integra Type R. Look for Paul to be running a BMW 330 this coming season with Ted Giovanis. The Grand Am Cup has been renamed the KONI Challenge Series although use of Koni shocks will not be required until 2009. Unfortunately the KONI series will only visit VIR once in 2007, again for the twin 6-hour races in October.

Four weeks later VIR was the venue for the SCCA's 13-hour **Charge of the Headlight Brigade** endurance race. A Mazda RX7 won the

event, but two BMW 330i's entered by locals Alan Himes and Mitch Piper finished 2nd and 3rd. The top three cars each completed over 1,000 miles. A BMW Z3 with an S52 M3 engine was entered by James Clays BimmerWorld Racing team. It led early on and was credited with the fastest lap of the race, but retired in the second hour.

The SCCA's regional **MARRS** series had the following BMW drivers and club members finishing high in their class: David Rolfe – 1st EP (2002), Jim Harrison – 4th GT Pinto, Bill Radford – 1st ITB (2002), Dave Toy – 2nd ITB (2002), Barry Brown – 2nd SSC (Civic). My apologies if I missed anyone.

The SCCA's new regional class for the E36 325s is Improved Touring R. Marshall Lytle and John Counts are both making the allowed changes to their BMWs for the coming season. Marshall is trying to lose 85 pounds (from the car).

The Chapter's **2006 Autocross Championship** was based on the best results obtained in any four of the six events. There were a number of real battles that came down to the last event. In our new Unlimited class for extremely modified cars, Hampton Maher (E36 M3) scored 32 points to Bob Hausmann (E36 325is) with 24. The Modified SuperSport class had Bren Bengermينو (E46 M3) with 38 points to top Philip Emad (E36 M3) and Jason Becker (M Coupe) with 30 points each. Jason only competed in the last three events, but won all three. Kevin Henry (E30 325i) won the Modified Sport class with 39 points. Bogdan Poplacean and Adam Chelikowsky (both E36 328is) were very close with 38 and 34 points. Eric Andraesen (E30 318is) had little competition to win the Modified Touring class. I'd like to see some 7-series drivers come out next year.

The Prepared SuperSport class saw Scott Blair (E36 M3) top the similar car of Jason Kendall, 38 to 25 points. You can read about Scott's car elsewhere in this issue.

Veteran Rafael Garces (E36 328is) beat Alex Teitelbaum (E30 325is) with 39 points to 34. Pete Lem (E36 328is) was a close 3rd with 32. The Prepared Touring class was also close with David Bullman (318ti) amassing 38 points, Jason Halik (E36 318i) 36 points, and Chris Higgins (E36 318i) 33 points. Ruhl Heffner (E36 M3) outscored the E46 M3s of Brian Galhouse and Craig Brickner in the Showroom M-Car class, 28, 22 and 20. The Showroom class had Mark Conley (E46 325i) with

38 points to David Costanza (E39 540i) at 34 points.

Al Zavala was the sole entrant in the Stock Mini class and scored a perfect 30 points in his three events. In the Modified Mini class George Hovis (Cooper S) topped the Cooper of Patrick O'Lone 29 to 19. Since the separate Mini classes failed to bring them out in significant numbers, I look for the Minis to be combined with the BMWs this year.

Over the season 22 drivers entered the Non-BMWs on R-Tires class, but Mick Frankel (Porsche Boxster S) was the only one who did more than two events, thus taking an easy win with 27 points. Jim Harris (MINI Cooper S), in an effort to find more competition, entered the Non-BMW on Street Tire class rather than Mini. Doing so, he was the class champ with 37 points, closely followed by Ken Kammerer (Boxster S) at 36 points, and Shawn Roberts (Miata) at 34.

Our autocross organizers Eric Andraesen, Pete Lem, Bogdan Poplacean and Adam Chelikowsky, with lots of help from John Vitamvas, Ken Kammerer, Kevin Henry and Rafael Garces are to be congratulated on another successful season. Whether a hot, muggy day in August or a cold, rainy day in November, these guys rose at 5:00 in the morning to be sure we were able to push our cars to the limit in friendly competition.

The **SCCA D.C. Region's Solo** (autocross) season saw lots of BMWs and our chapter members finished well up in the class championships. A listing will follow at the end of this article. At the last event at FedEx Field, I witnessed three examples of good sportsmanship among the competitors. Neil Simon (M Coupe) was locked in a tight battle in the Street Modified 2 class against a Porsche Boxster S and a Corvette, but his car was in the shop awaiting a replacement part. Jason Becker, who was driving his M Coupe in the A Street Prepared class late in the afternoon, offered to let Neil drive his car and got there at 7:30 in the morning so Neil could do so. Neil ended up winning SM2 that day and for the season. Then in the Street Touring Ultra class, Christopher Potter suffered the E36 broken radiator neck malady on the first run in his blue M3. Fellow STU competitor, Scott Blair, graciously let Chris use his red M3 for the final three runs.

Finally, Kevin Henry's 325i was not available



A 335d turbo-diesel entry in NASA's 25-Hour race at Thunderhill Raceway.

due to a broken rocker arm, but he had already wrapped up the D Street Prepared championship. He was offered the co-drive of a nationally competitive CSP class Honda CRX. The Honda broke on its first run and Kevin was again without a ride. An M3-driving CSP competitor let Kevin quickly switch to his car. Kevin repaid the generosity by hitting a cone on his best run and the M3 owner was thus able to score a better result.

BMW Motorsports, with the help of a team organized by *Car and Driver* magazine, entered two 335d turbo diesels in **NASA's 25-hour race at Thunderhill Raceway** in California. The team included PTG drivers, Bill Auberlen and Joey Hand, engine specialists from Austria, and BimmerWorld's James Clay because of his experience racing the E90 chassis in the World Challenge this past year. One of the BMWs suffered a broken engine (holed pistons) in the first hour. After almost four hours to change the engine and transmission, and a hit from another car that necessitated half an hour in repairs, the car finished 32nd out of 56 entries. The other 335d ran as high as third place for much of the race, and ended up fourth to two

Porsche 911s and a Mazda-powered sports-racing car. BMW has announced that they expect to be selling diesels in the USA by 2008.

**SPEED SHIFTS:** Will Turner was not able to celebrate the VIR 6-Hour successes very long as the next morning he had to depart for the SCCA Runoffs in Topeka, Kansas. Driving a mildly modified E46 M3 with sponsor Toyo's RA-1 tires, Will finished third in the Touring 2 class to two Subaru STi cars shod with superior Goodyear tires. . . . . Jason Becker shared his A Street-Prepared M Coupe with Brian Hair for the 2006 SCCA autocross series. Throughout the season Brian was able to beat Jason by one to two seconds. After the SCCA series ended, they shared the car at two more events – one at Cumberland Airport and one AI event at Ripken Stadium. Jason beat Brian in both. Jason also set fastest-time-of day at the last two NCC events. Everyone had better lookout for Jason in 2007. . . . . Sigalsport will return to the Rolex Grand-Am series this year with a BMW M5-powered Daytona Prototype driven by Bill Auberlen and Matt Alhadeff. Matt Connelly will be returning

with at least one ex-PTG M3 in the GT class. The Southard team headed by Shane Lewis has also announced their return for another season, but it is not known if their Daytona Prototype will continue to be BMW-powered. The first race is the Daytona 24-Hour on January 27-28. . . . . Last summer the SCCA's Solo events organizers had announced plans to move the E30 325s from D Street Prepared to CSP and the E36 and E46 6-cylinder 3 Series to B Street Prepared in 2007. The BMWs had been dominating DSP the last few years and some did not like this. Moving the E36 325s to BSP would allow them, at some expense, to use the E36 M3 engine, but not help the E46s. Now the SCCA has scrapped this move with the promise, or threat depending on your point-of-view, to completely overhaul the street-prepared category. I think they could start with the name as a fully prepared SP car is not suitable for the street. . . . . Eric Wong had no choice, but learned the hard way that his Denali tow vehicle would straddle a road-kill deer with antlers, but the trailer hauling his M3 race car would not. CRUNCH!

**LATE-BREAKING NEWS:** Milner's PTG team will be running GT2 Panoz in '07 and Tom M. Jr. will be driving a GT2 Porsche for Rahal-Letterman Racing.

## BMW AUTOCROSS RESULTS

### SCCA CHAMPIONSHIP #7, FedEx Field, Oct. 8, 2006

Lee Piccione	95 M3	1st BSP	45.759	Christopher Potter	95 M3	6th STU	51.169
John Vitamvas	99 M3	1st SM	45.812	Eric Wong	90 325is	2nd STX	51.261
Brian Hair	00 M Coupe	1st ASP	45.975	Kevin Henry	88 M3	7th CSP	51.666 (1)
Ryan Carag	99 M3	2nd SM	46.734	Michael Palaszynski	95 M3	9th STU	52.071
Jason Becker	00 M Coupe	2nd ASP	46.845	Wayne Rubain	91 M5	7th FS	52.185
Brendon Bengermينو	04 M3	3rd ASP	47.46	Curtis Staples	02 330Ci	3rd DS	52.193
Neil Simon	00 M3	1st SM2	48.79	Tommy Radford	94 325is	4th DS	52.284
Nick Rubenstein	04 M3	4th ASP	48.827	Alex Teitelbaum	90 325is	6th STX	52.292
Bobbie Boykin	95 M3	2nd BSP	49.149	Ed Palaszynski	95 M3	11th STU	53.917
Terry Baker	02 330Ci	1st DSP	49.667	Bill Radford	94 325is	8th DS	54.832
Scott Blair	95 M3	1st STX	49.81	Judd Bouy	95 M3	14th STU	55.788
Woody Hair	88 M3	4th CSP	49.903	Phil Williams	01 330i	10th DS	56.608
Jason Kendall	98 M3	5th STU	50.845	Todd Pantezzi	73 3.0 CS	Fun	53.138
Dan Stauffer	93 325i	2nd DSP	50.862				
Jim Stauffer	93 325i	3rd DSP	50.953				

( ) = number of two-second pylon penalties

## 2006 SCCA SOLO CHAMPIONSHIP STANDINGS

(BMW's and Chapter Members)

James Sheridan	Lotus Elise	2nd Super Stock	Kevin Henry	BMW 325i	1st D Street Prepared
Ken Kammerer	Porsche Boxster S	2nd A Stock	Terry Baker	BMW 323i	2nd D Street Prepared
John Vitamus	Mazda RX8	1st B Stock	Dan Stauffer	BMW 325i	3rd D Street Prepared
Clyde Caplan	Mazda RX8	2nd B Stock	Tyler Stewart	Chevy Camaro	3rd E Street Prepared
Larry Spector	Acura Type R	1st D Stock	Bob Hausmann	BMW 325is	1st A Modified
Curtis Staples	BMW 330Ci	3rd D Stock	Keefe Lee	Subaru 2.5RS	1st Street Touring S
Brad Burns	Mazda Miata	1st E Stock	Shawn Roberts	Mazda Miata	1st Street Touring S 2
Brian Hair	BMW M Coupe	1st A Street Prepared	Greg Olsen	BMW 325is	1st Street Touring X
Brendon Bengermينو	BMW M3	3rd A Street Prepared	Mike Neary	BMW M3	1st Street Touring U
Jason Becker	BMW M Coupe	4th A Street Prepared	Scott Blair	BMW M3	3rd Street Touring U
Lee Piccione	BMW M3	1st B Street Prepared	Neil Simon	BMW M Coupe	1st Street Modified 2
Bobbie Boykin	BMW M3	2nd B Street Prepared	Stuart Fain	Porsche Boxster S	2nd Street Modified 2

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## January

Owner: Greg Wise  
 Year: 2003  
 Model: 540i Sport  
 Color: Black Sapphire Metallic/Black Montana  
 Leather Sport Interior

### Synopsis:

Greg's immaculate 540i Beltway-Stormer (our version of Bahn-Stormer) is this month's Car of the Month. In an effort to add flavor and select a vehicle that is not an 3 Series-bodied Bimmer, this month's pick for Car of the Month comes from none other than ex-concours E30 M3 owner, Greg Wise.

Greg states that he's always loved the classic lines of the E39 5 Series. After scouring through numerous magazines including the Roundel, Greg decided that a 540i, 6-speed/M sport packaged car is what he desired. "It is much more than a 540i with 'M' badges on the sills, shift knob, etc. It actually came equipped with the M5 dampers, and some other suspension and aesthetic components." According to Greg, the ride is extraordinary and, in his opinion, it handles perfectly.

The 2003 540i "Sport Package" is unlike any



other E39 540i vehicle produced in previous model years. Treats such as the M steering wheel, front/rear valances, lower front grill, M technic rear valance, and staggered 18" M-parallels truly set it apart. As per Greg, according to BMW NA, about 1,710 U.S. model E39 M5s were sold in 2003 and approximately 1,000 6-speed, sport package-equipped 540i were sold.

If the rarity factor is not enough, this month's Car of the Month has also been equipped with Rogue

Engineering's Octane SSK and WSR (weighted selector rod), a shift knob from the E46 330i ZHP Performance Package, Rogue's transmission mounts, and Royal Purple Synchromesh transmission fluid. Greg declares that shifting through the gears is an absolute blast, "This modification is a must for everyone!" Thanks for sharing this fine BMW, Greg. Now what happened with that E30 M3?!

## February

Owner: Juan Cardona  
 Year: 1998  
 Model: M3  
 Color: Alpine Weiss with Schwarz Leather Interior

### Synopsis:

This month's Car of the Month owner is another loyal alumni of the NCC Deutsche Marque Concours circuit. Although this NCC member and Bimmer currently reside in warm and sunny Florida, they are both still loyal NCC members. For those who know J. Cardona, this month's Car of the Month is not about his '74 2002 tii (a.k.a. Juanita). This month is all about his wild 500+ RWHP E36 M3. For the many years that I've known Juan Cardona, he is certainly known in the BMW Community as a man to not leave any project fall short. Well folks, the verdict is in, he certainly remains consistent with his ways and did not disappoint us with this carriage.

Juan's AA turbocharged E36 M3 has about 58,000 smiles (one for every mile driven) and a ton of modifications. It is equipped with the Cold Weather Package from the factory, Vader sport seats, factory spoiler, staggered LTW Motorsport wheels, and a 3-spoke "M" steering wheel. Other aftermarket pleasures include: fuel injection setup: AA Stage 3+; boost level: 1.1-1.2 bar (low boost of around 11 psi and high of around 17 psi); built motor: JE pistons, Pauter rods, 8.5:1 compression,



custom knife-edged crank Euro oil cooler; larger fuel pump; OBD1 manifold; AA low-level intake; AA turbo cams; AA short shifter; stock head; GT35R turbo .82MM Aquamist 2s (3:1 isopropyl to water); AEM ignition; 3-inch exhaust (no cats); AA lightweight flywheel; AA 600+ rwhp 4-puck metal clutch; 2.79 diff; AA diff brace; LTW staggered wheels with S03 tires; Euro ellipsoid headlights; X-Tec HID 6K; European clears; BMW alarm; Ground Control track coilovers; Ground Control sway bar rear; Ground Control camber/caster plates; Ground Control rear toe bushing shims; Ground Control rear shock mounts; Ground Control adjustable sway bar

links; AA rear camber arms; BMW X-brace; GReddy boost and exhaust gas temp gauges; custom gauge pod molded into A-pillar; GReddy boost controller; GReddy turbo timer; Invisi-mirror with Valentine V1; and my favorite, Porsche 993tt front brakes.

Per Juan, "This is a very fast car!!!" The exterior is a 9+ out of 10 and the fun driving factor is a full and solid 10 out of 10. Congratulations, Juan. I think you also set the record on the number of modifications highlighted for one Car of the Month. Thanks for sharing!

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## Do You DIY? Can You DIY?

Zachary Pullins | Member #314472

FunkTion Auto Group hosted the Club's last Do-It-Yourself event at their shop in Dulles on September 9, 2006. The National Capital Chapter BMW CCA and its DIY committee sincerely appreciate Walid Achi and his exceptional staff; this event's success was made possible by their support and generosity.

Eleven members signed up to work on their cars. Charles Yeh brought in his 1993 530iT to replace the exhaust hanger and inspect wheels. Doug Verner brought in his 1999 M Coupe to change fluids. Jerry Poliquin worked on his 2000 M Roadster, changing the oil and filter. Steve Schlossman changed brake pads on his 1996 318ti. Anthony McMullan worked on his 1984 318i, along with his dad, Ken, inspecting the shocks, springs and struts. Alan Marsh bled and replaced brake fluid on his 1998 528i. David Hicks replaced both front wheel bearings on his 1997 528i. Joe Cresko brought in his 1999 528iT as a walk-in to change the

differential fluid as well as the crankcase fluids. A very special thanks to Doug Verner, whose expertise didn't go unnoticed. Doug demonstrated his knowledge and pitched in on every brake project and, in many cases, did the work for others.

The DIY experience is a time of fellowship, learning and camaraderie for all participants. It really is an ultimate event, which allows members to bond around machines, tinker, and gain invaluable skills that can be passed on to fellow bimmer gear-head brethren, family and friends. During one special moment caught by the lens of my digital camera, I snapped a shot of seven gear-heads standing under one vehicle staring up in wonder and in unity. I'm one of the three co-chairs of the DIY committee and as I played greeter, lift assigner, and event organizer, I too was drawn closer to the special bond shared between man and machine.

The experience was made a little more meaningful by an unexpected surprise visit by

a very lovely lady and a more amazing Bimmer. The DIY experience was brought to a standstill by the appearance of a 2006 M6. It was jaw-dropping Alpine white with 20" chrome wheels, and was covered in a thin invisible mask, which made it impervious to chips, dings, scratches and fading. Did I mention it was amazing? The session was suspended, time was lost, and we all were made better from the benefit of the sighting. I believe we all loved BMW just a tiny bit more for our look into the future.

The exceptional folks at Firehook Bakery catered lunch. All participants, technicians and family members were fed courtesy of the Club for having the willingness to come out and spend time making their bimmer's their own ultimate driving machines.

Lastly, I would like to thank our Club President for having the vision to host a DIY event every month and his willingness to give back to the members through events sponsored by the Club.

# November Drivers' School on the Jefferson Circuit at Summit Point

Marian Leerburger | Member #: 331887

**“W**ork on skill, not speed.” Herein is the motto of the National Capital Chapter BMW Club Drivers' School, providing a thrilling journey to learning the ins and outs of performance driving in a safe, instructor-run environment. For \$350 a weekend, four times a year, a student is introduced to skid-pad and classroom training, as well as track skills with trained, experienced volunteer instructors. Where else can a student receive this level of learning delivered with a sense of humor coupled with serious instruction? This is not a racing school, but a place to truly learn both the physics and motion of the car.

The NCC instructors spend years moving through various levels of training prior to being permitted to instruct students. Attitude, as well as ability, are equally important, and a series of truly experienced senior leaders check and recheck the mastery of their instructor candidates before allowing them to work with the students as newly ordained instructors. This particular school maintains some of the very highest standards in the Country, with a proven track record (no pun intended) of safety, skills application, and an environment geared towards a high standard of education.

At the school, technique and skill can overcome horsepower. One instructor was very surprised his high-horsepower E46 M3 was passed by a lower horsepower E36 M3. The instructor assumed the lower E36 M3 must have “sticky racing slicks.” Turns out that the driver, Bob Hopkins, had All-season tires and a lot of driving skill!

However, the NCC schools are not just focused on learning. Community involvement and a social atmosphere are also highly encouraged. Our last driving school, held November



one lucky participant, Adam Conrad. Adam provided needed lighting for the dinner Saturday night with his trailer lights—he saved the day! Thank you, Adam.

The school owes a huge “Thank You” to TireVan Owner, Dave Lesley, and to his assistants, Morgan Richey and Nathan Rankin for their support of the NCC program. Aside from the gift certificate, TireVan provided the school with a welcome grilled lunch on Saturday, which everyone partook of eagerly.

TireVan spent all day changing tires and helping school participants with their tire problems. Rich Kuryk had his weekend saved by having his tires mounted on Saturday by the TireVan crew so he could enjoy the driving school. TireVan volunteer, Morgan Richey, spent all day helping out, despite the fact that he had just had stitches removed from his leg the day before from a motorcycle accident! The fact that TireVan even comes to your house to help you with your tire needs makes them an even more special sponsor for the NCC schools.

Call TireVan at 877-TIREVAN for all your regular and track tire needs.

A special thanks to Bill Shook who, as our chief instructor, keeps the school running smoothly. Bill we appreciate all you do.

If you are looking for a safe, social, educational environment to enhance your driving skills while learning from the best, the NCC program is the choice for you!

11-12, saw the Club sponsoring an evening barbeque providing Famous Dave's BBQ, beer and soda to all school participants and Club members. Additionally, our chapter raffled off three \$100 gift certificates to OG racing. Ruhl Heffner, Miriam Schottland and “All-season” Bob Hopkins were the lucky recipients.

The sponsors of the school provide a huge service, as well. For the November weekend school, TireVan donated a \$500 gift certificate to



*(Top) Adam Conrad displays his certificate from TireVan for a new set of tires. This was not a unique experience for Adam. (Left) Bob Hopkins and his M3 equipped with worn out all-season track tires. (Below) Woody Hair, Richard John, and JoElla John wonder if there's seconds on dessert.*



# Drivers' School Notes



At the end of the year, it's nice to look back on 2006 and try to assess how well the Drivers' School program is meeting the Chapter members' needs. Dave Bryan keeps great statistics, to which I'll add my qualitative impressions.

136 Chapter members participated in the Drivers' School program as a student in 2006, 68 of whom were new participants. Overall, among the four school weekends, we provided 392 driver days of on-track training, up slightly from 383 driver days in 2005. Our target each year was 420 driver days; we lost 18 to no-shows in 2006 as compared to 19 no-shows in 2005.

Surprisingly, the Highway Safety School did not fill up in either 2006 (38 students for 45 slots) or 2005 (41 students for 45 slots). One would think that highway safety would be a big concern for the beltway drivers. Maybe we are not explaining the program correctly; maybe some people are scared off by the fact that it is taught at a track. On the other hand, some HSS participants use the HSS as a low-stress introduction to high-performance driving. We remain committed to offering HSS as a service to Chapter members who have no intention of ever driving on the track. Who among us does not need to improve our highway driving skills? But, we sure would like to know why more people don't sign up for HSS.

The demand for our schools was not so great that people could not get into a school. In 2006 we waitlisted 56 driver days, but 46 of those were for the Main Circuit school, so the other three schools only waitlisted 10 student days. Basically, almost everyone who wanted to attend the Jefferson Circuit or Shenandoah Circuit schools got in, unless they waited too long to register. Once

again, every single person who registered the first day got into the school of their choice. In fact, we had excess capacity for the November school.

Financially, the Board intentionally set the price of the schools slightly below our costs of operation. Student fees paid for \$73,000 of the operational costs of about \$76,000, with the Chapter making up the \$3,000 shortfall. An NCC day of instruction cost \$175 as compared to, for example, Friday at the Track, which cost \$225.

We now have enough volunteer instructors to accommodate all students who register. Four new instructors graduated from the Instructor Academy this year: congratulations to Colin Kimpel, Dennis Pippy, Steve Rowe and Jeff Mohan. We are still working to expand the instructor base. We need to be able to notify students of their acceptance earlier than at present, and to do that we need earlier instructor commitments, since each student is individually matched to an instructor.

This year we were able to integrate a social element into the weekend through the efforts of Gordon Kimpel, who organized two barbecues that were open to all Chapter members. Radial Tire sponsored the first one, with a new set of Toyos as a door prize. TireVan provided a \$500 gift certificate for the second dinner. Amazingly, the door prize at each dinner was won by the same member, Adam Conrad, so he is now well supplied with tires from both of our loyal sponsors.

The number one complaint we heard from students was that they did not get enough time on the skidpad. Other than that, the evaluations were usually glowing. If anyone can figure out how to squeeze more time out of the skidpad schedule, we are all ears. For safety, we can only let one student

at a time on the skidpad, so naturally there is a lot of waiting around.

We see our primary mission as running schools and our principal constituency as new Drivers' School participants, and we are proud that fully one-half of our participants during the year are brand new to Drivers' Schools. With the functional equivalent of four different tracks (the Jefferson Circuit is run in both directions), we have a wonderful venue that is only 70 miles from Washington, D.C. The Jefferson Circuit was designed as a training circuit (as opposed to racing) and is ideal for that purpose. For advanced drivers we have one of the best Instructor programs in the country, open to every single student who attends our schools, so there is no limit to advancing your skills in NCC. Our unique ethos emphasizes improving your skills, especially on the skidpad, in a stock car on street tires. As a result, not only do we have an enviable safety record, but students learn faster and have more fun. After all, there is only one way to have a bad day at the track. Our proudest moment is when we can end the last session on Sunday and say, "No sheet metal was harmed in the making of these excellent drivers."

Roy Morris  
DSSC Chair

By the way, our first school will be March 17 & 18, 2007, on the main track. Pre-registration begins January 8 with the registration period running from January 22 through February 2, 2007. All helmets must be Snell-rated M2000, SA2000 or later. See our website for registration information.



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## Application for Customized Maryland Club License Plates

Interested in having personalized National Capital Chapter license plates? If you live in Maryland, you may now order them. The four digit number on the plates will be issued in sequential order as applications are received. **To apply, fill out this application form and send it, along with a photocopy of your BMW CCA membership card,** to Ed MacVaugh at the address listed on the form. (You may also use the convenient form on our website listed under Club Store.) You will receive an MVA form from Ed that you can take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you can return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your



application). Allow 1-2 weeks for your MVA form to arrive. For questions, Ed's email address is [macvaugh@comcast.net](mailto:macvaugh@comcast.net).

Mail to: **Ed MacVaugh**  
**608 Baltimore Avenue**  
**Towson, MD 21204**

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Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone (W) \_\_\_\_\_ (H) \_\_\_\_\_  
Email Address \_\_\_\_\_



# NEW MEMBERS LIST



National Capital Chapter now has 5,474 members, 808 Associate members (who share in all of the benefits of being an NCC member), and an additional 92 who are dual members. We continue to be the largest chapter in the U.S. and are growing in membership every month.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: David M Aviles, Barry Battle, Jonathan Bensen, Craig Brown, Espey T. Browning, Jr., William Weldon Bruner, IV, Joseph Caso, C. Thomas Davis, Anthony Dcosta, Alvin Espiritu, Joern Esser, Adrienne Hughes, Colin Kimpel, J. I. Lillie, Andy M. Lundgren, Robert Mariani, Jon Nelson, Bogdan Poplacean, Christopher E. Robertson, Richard Smith, Charles H. Terrell, Michael Trent, Robert Williams, and Alberto Zamorano.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what great benefits they are missing out on, such as: Parts Discounts at local BMW dealerships and select independent service centers; the Roundel, the Club's award-winning national, monthly publication; the Membership Rewards Program sponsored by BMW NA; not to mention all of our local activities. Please do them a favor and share this with them; after all, the more the merrier!

To our newest members listed below, you joined the Club, now join the fun! Check out our website at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

Amir Abdelmalek	2007 335i	Allen Christensen & Jonathan Christensen	2001 325i	Peter Avery Grigg	1999 328i
Colin Nigel Trevor Adams	2001 330cic	Tony & Alice Chuang		William H. Grow	
Marion Adineh	2001 525i	Richard Alan Clark		John W. Guillott	1999 528i
Anthony Lee Aikens	2000 740iL	Andrew Clark	2003 330i	Peter W. Gulick	2007 M6
Nancy Akers	2002 330ci	D. Andrew Clarke	2003 540i	Andrew K. Gumbs	2001 740iL
David William Alberg	2004 325xi	Lawrence Cleary	2003 M3	Paul Hahn	1997 328i
Roustant Aliverdi		Delford Cofield		Jill Hall	
Beyan Amini	2006 525i	Kimberly Dianna Collins	2003 325i	Leslie Halloran	
Ferzan Amini	2006 525i	Lee Covington	2006 525i	Christine H. Hartley	
Shahriar Amiri	2000 Z3	William Cowan	1992 325ic	Robert B. H. Hauswald	
Randy Anderson	2001 330i	K. Mikki Crenshaw	2002 325	Benjamin John Heffner	1995 525i
Carmen Anderson	1995 318i	Ralph Miller Danielson	2001 330xi	Mickael Herbas	2003 530i
Tamlin & Jamie Antoine	2001 740iL	Michael Danis	1994 325i	Ann Herchenrider	2007 335i
Scott A. Avery	2007 550i	Chris Darling	1995 M3	Alfredo Hernandez	
Cynthia Neese Bailes & William Bailes	1999 328ci	Pulak Datt	1987 325is	James E. Hilaman & Ryan J. Hilaman	1988 M5
Lauren Balla		Cory Davis	2002 X5	Jason David Hilton	2003 M3
Justin Taylor Banks	1988 M635csi	Gagik Davtian		Scott M. Hoffman	2003 MINI Cooper S
Joe Baron	2000 328ci	Craig Dennis	2006 330Ci	Christopher L. Holter	2004 X3
George Barrett	2002 325xi	Paulo DiGilio		Edward Donald Howe	2006 550i
Scott M. Barwinczak	2002 74Li	Faisal Dsouza	1997 740iL	Christopher Hughes	
Rebekah Baughman		Angela Dzuro-Quick		Peter C. Hull	2007 M5
Brian & Carrie Beth Beahm	2006 325i	Alexander M. Eatedali		James H. Hutchinson	
Charles M. Beard	1973 3.0CS	George Edkins	2002 325i	Charles Mace Insley	2003 Z4
Scott Becker		Henry Elsea		Joe Jackson	2004 330Ci
Matthew V. Beecher		Ricardo Epps	1994 540i	Dionne L. Jacobs	
Allen Bermudez		William Feeney		Darel Jenkins	2006 325i
Mary Q. Bern		Michael Fithian		George Johns	2001 530i
Benjamin David Bernstein	2001 330xi	Jeff Fleischer		Terry A. Johnson	1998 740i
James Bilowus		Mohamed Foraida	1996 328i	Langford Johnson	1973 2002
Kathleen Bishop	1999 325i	Anne Fortier	1993 325i	J. Cliff Johnson	2004 530i
Darren Black	2002 325	Elizabeth Foughty		T. V. Johnson	2001 525i
Mitchell Black		Dennis Frangipane & Phillip Frangipane	1996 Z3	Karen L. Jones	2006 330xi
Ian Ross Blanchard	1999 540i	Sally B. Fronk	2002 330Ci	Aranthan Steve Jones	2005 545i
Daniel & Patti Bostwick	1999 M Roadster	Jason Fuentes	1989 325i	Boyd Joye	2002 530i
Wilbert Boyd		Somalli Fuller	1992 525i	Micah David Kaufman	2001 325i
Charles Bravo		Stephan Geraldo	2000 323i	Ishan Kaul	2006 330xi
Nathan Britton	1998 528i	Allan Gewirtz	2002 M3	Russ Kaulback	2003 M3
Jerome Brocks	2007 Z4	Scott Godes	2007 335i	Alice Keefe	1993 325i
Julian Joseph Brown	1992 850i	Abhinav Gogna	2006 325i	Joshua Keene	2007 335i
John & Tami Brown	2001 540	Martin Goldstein	1995 540i	Andrew Keller	2006 650ci
Carlose E. Bruetman	2006 325i	Vinie Gordon		James B. Kelly	
Veronica Bucci	1998 540i	Steve Gordon	1992 525i	Tyler James Kenestrack	1989 325is
Donald Bunting & Beatrice Altonia Hamilton	2003 530i	Stanley Goren	2002 325i	Howard Kessler	
Mark Burgess		Maynard B. Gottlieb	2006 530xi	Joyce Keyes	1998 740i
John Byrne	2006 650ci	Michelle Gourdine		Jaclyn Noemi Kidwell	2000 323i
Fe Caces		Terri Grabb		Jin Kim	1998 740iL
Sean Michael Callahan	2002 M5	Seth H. Grace & Robert H. Grace	2004 330i	Michele Kirchner	2002 325xi
Michael Carucci	1995 M3	Lisa Larsen Grav	2004 X3	Antonio Roland Kittles	2006 325i
Jonatha A. Caspian	1991 325i	J. Christopher Greenawalt	2003 330Ci	Stephen Kline	
Hope Chandler	2006 325i	Joel Greenfield	2002i	Kristoffer Klingelhoefter	
Joe Charters	2001 X5	Crysta E. Grieb		Sheldon Kravitz	
Chae Cho	2001 325xi			Ajit Kuruvilla	2004 545i



# NEW MEMBERS LIST



Victor & Gita Lainez	2004 X5
Steve Lanser	2005 330Ci
Jeff Larson	
John Lattanzio	1995 318is
Trinh Le	2000 740i
William Lee	2003 X5
Mark G. Levy	2005 530ia
Jay R. Lillie	2002 325i
Ian Dennis Littman	1997 528i
Hamilton Loeb	2007 650i
David E. Lucia	1994 325i
Bryan Adam Majors	2005 X3
Palmer Marcantonio	2007 530i
Jean Masson	1990 525i
Lashawne & Terrence Matthews	
Marsha McCune	
Aaron W. McDaniel	2000 M Coupe
Christopher McGrane	
Robin McNamara	
H. Michael Meagher	2006 Z4
Aleta R. Mellon	2003 X5
Martin Mendelsohn	2007 530xi
Brad L. Mendelson	2007 550i
Skip Menzies	1994 318i
Sam Mercer	1998 M3
Robert Meyer	1999 M3
Daniel James Meyers	
Kelsie Mietta	
Lawrence Miles	2005 330Ci
William Howard Miner	2000 M Roadster
James Mitchell	
Dalia Mogahed	
Walter David Monk	2000 323i
Steve Monroe	2000 Z3
Kathleen Moore	
Matt Morrell	1999 M3
James H. Moseley	2007 328xi
Wayne Carlton Moubray	1987 325
John Mount	2006 X5
Jon & Caroline Munizza	
Don Myhill	2005 Z4
Jeff Nadler	1988 325ic
John Lawrence Nesvig	1998 750iL
Christopher Ngati	
Khanh Nguyen	2006 325xi
John Nicolaysen	
Glenn Nightingale	1998 540i
Regina M. Noble	
Brian O'Beirne	2003 325ci
Robert O'Brien	2002 540i
Thomas John Odar	2007 328xi
Karl Omatsola	2007 335i
Onobun Oriafio	2000 323i
Tim Orr	2000 M5
Nev W. Parker	1989 325is
Michael & Melissa Parsons	1998 323is
Anthony C. Paul	
Deborah Pebbles-Hodge	
Brian Phelan	1992 325is
Kimberly Ann Pickard	

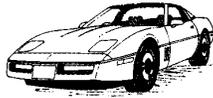
Christian A. Pikel	2000 323ci
David Thomas Pinson	1999 528it
Laning Polatty	
Stephanie Police	
Viorel Poplacean	
Tad Christopher Powell	1998 740iL
John H. Puller	2003 325ci
William Quarles	1998 740iL
Sean Quinlan	1995 525i
Richard L. Rainey	2006 M3
Amelia Rauser	
Eleanore Raven-Hamilton	1991 318is
Richard Reilly	1995 318ti
Anne & Robert Rhoades	
Colin Richmond	2004 M3
Christopher Roache	2000 528i
Kelli Rogers	2006 325xi
David & Meredith Romley	2002 M3
Howard Scott Roth	2003 M5
Dennis M. Roundy	1999 M3
Judith A. Rouston	
Lawrence Eugene Rowland	1998 328i
Frederick Russe	
Kara Rutherford	
Jon Rymer	1999 323is
Eric Sackett	1986 325
Maria Sanchez-Carlo	1997 Z3
Hank Sanford	
Nocholas Brandon Savona	1999 Z3
Kaleb R. Schaff	1996 318is
Heather Schaffer	
Judy Schuik	2000 Z3
Jonathan Earl Sears &	
Barbara Adams Sears	2004 325i
Edward & Sandra Seroskie	2003 330CiC
Marco Serrano	2003 330xi
Michael Service	2006 325xi
Rahul Seth	2007 335i
Donna Marie Seyfried	1999 323i
Snehal Shah	2002 M3
Suzanne Sheridan	1997 328ic
John Junesung Shim	1995 M3
Eugene Shin	
Rick Shintani	2005 330i
Jim Shultz	1997 328i
John R. & Kim E. Shuttleworth	1998 528i
Petra Sienkiewicz	
Craig Silverstein	2004 X3
D. W. Slater	
David T. Small	2001 330ci
Robert A. &	
Jacqueline P. Smith	2006 750Li
Graham C. Smith	1995 530i
Robert K. Smith	
James Smith	2007 650cic
Meghan Snide	2003 325xi
Mike Snyder	1994 325i
Tosh Sondh	2006 330i
Keith Sontheimer	1998 M3
Joshua Soven	1987 325i

Charles Gaines Spangler	2003 Z4
David & Malissa Spencer	1980 528i
Amit Sripathi	2005 330Ci
Geoffrey S. Stewart	2006 330Ci
Tim Storey	2003 Z4
Eric T. Straus	1990 325i
Laurie O. Stroope	1996 328i
James & Lynn Strott	2006 M3
Lee Taft	1998 735i
Martin Taheri	2002 330Ci
Michael S. Taylor	2005 345Ci
Sherman Telis	2007 M Coupe
Edith E. & Robert L. Terrell	1995 325i
Thomas T. Theoharidis	2007 335i
Ria Thress	1996 318i
Joan & Doyle Towles	1995 318i
Jason Tucker	2007 550i
Edward Turner	
Cecilia K. & Gene Tyler	2007 530i
Jackie & John Unthank	2006 330Ci
Jorge Urrutia	1996 328i
Jan A. Van Der Eijk	2007 335i
Harold M. Vaughn	
Austin Verner	
Christina Villeneuve	2000 323ci
Robert Wachbroit	1989 528
Joseph W. Walker	2000 323i
Ian Walker	
Nina K. Walls	2007 X3
Richard Wasserstrom	2007 328i
Robin T. & H. Winton Watkis	1999 323i
Sandy Welch	2002 X5
Amina Lara Wells	
Maurice Werner	1986 635csi
Peter W. Whetzel	2000 528i
Bob White	
Sean White	1995 318ic
Ken Whitlow	2002 530i
Michael L. Williams	1997 M3
Ronald Steve Williams	1989 535
James Woraratanadharm	2003 330Ci
Christopher Xenos	1990 325ic
Tony Yadegary	1975 2002
Randy Yamada	2007 530xi
Zaida Zanata	
Donald E. Zugby	2007 X3

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](http://www.bmwcca.org) to correct it. And, for those whose memberships are expiring, it's easy to renew online at this website as well.

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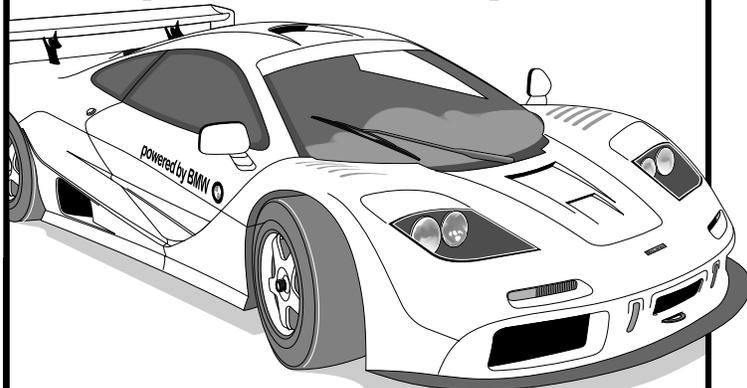
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# C L A S S I F I E D S

## CLASSIFIED REQUIREMENTS

**Cost:** Ads are free to current club members. Membership numbers must be included.

### Important Change: Classified Ads will no longer be accepted by email.

Please see the chapter website at [www.nccbmwcca.org](http://www.nccbmwcca.org) and click on "der Bayerische" and then "Classifieds" to submit an ad. Ads for coming issues of *der Bayerische* will be pulled from the website on the first day of even-numbered months to appear in the

subsequent issue of *der Bayerische* (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

### Advertising Rates

Business card size per issue	\$100	1/2 page per issue	\$350
1/4 page per issue	\$200	Full page per issue	\$450
1/3 page per issue	\$250	Premium placement per issue	\$550

## CARS FOR SALE

### BMW 2005 M5

WBSDE93473CF93991 Electric Red/Red-Black two-tone leather, 7,350 miles, 6-speed manual, JL Audio subwoofer/amplifiers, Hüper Optik ceramic tinting, UUC Evo3 short shifter, DSSR & transmission mounts, good clutch & tires, all maintenance performed, warranty/maintenance through 6/07, one owner, outstanding condition, still smells new, no rain or snow. \$50,995/obo. David: 240 620-3577 (d); 301 765-0778 (n); [dhwang@m-powered.com](mailto:dhwang@m-powered.com); <http://m5.m-powered.com>

### BMW 2003 540i

WBADT53403CE94108 Metallic blue (light)/beige leather, 52.5k miles, 5-speed, premium package, park distance indicator, navigation system. Absolutely clean, superlative condition. Not smoked in. Bought from Passport BMW (Maryland) as certified-pre-owned (still covered). New clutch. Garaged. Must see. Photo available on request. \$28,000/obo. Goetz: 301 365-1061; [goetzkuno1@aol.com](mailto:goetzkuno1@aol.com)

### BMW 2003 X5 4.4

Black sapphire/sand leather includes all standard options plus: 12-way power front sport seats with manual thigh support, 4-way lumbar and 3 memory settings. Premium Package, Rear Climate Package, Sport Package, Cold Weather Package, auto dimming interior and exterior mirrors, Steptronic Transmission, Bi-Xenon Headlamps, Premium Sound with 12 speakers including subwoofers, DSP and RDS, 6 disc CD changer. On Board full screen navigation 19-inch Y-spoke Performance wheels with brand new set of OEM Michelin Scorpion performance tires. Additional added BMW options: voice activation, Bluetooth connection, iPod Connection, Undercarriage protector and brushed aluminum running boards. Just had oil-service and comes with the remaining factory warranty and full maintenance. All work performed by BMW dealer and all records available. Both the warranty and the maintenance are extendable through BMW up to 6 years/100k! Contact Blair Cappuccio at 2003X5@blaircappuccio.com

### BMW 2002 M5

VIN WBSDE93472CF91415, black on black with grey seat insets, 36,100 miles, nav, other options, 6 speed, garaged, no smoke, transferable warranty to 2010, \$49,500, contact Bruce, 301-774-4427 or [summersbone@earthlink.net](mailto:summersbone@earthlink.net), Maryland

### BMW 2000 528i

Barritz Blue metallic/gray leather 140,000 miles, 5 speed manual, Sport package, M steering wheel and shift, Wood Trim, Alarm System, memory Seats, Telescoping Steering Wheel, Moonroof, 6 CD Changer, 17" Wheels, Xenon lights, Self-Leveling Suspension, Rain-Sensing Wipers, Premium Audio Sound, Heated Seats, Carfax Report. New Within the Last Year: Timing Belt, Water Pump, Tires (Pirelli P6), Brakes, Front Shocks, Plus Extras Call: Joe Stevens at 443.538.5768, [sstevens@comcast.net](mailto:sstevens@comcast.net)

### BMW 1995 M3

Silver with light gray leather sport seats. Automatic transmission. 137k miles. Excellent mechanical condition. Looks very nice but the body has a few parking lot dents. 6 disk CD changer. Price: \$7500. Email [jasner@comcast.net](mailto:jasner@comcast.net). Phone 410-531-3826. Cell 443-812-6164

### BMW 1991 850i (6 speed)

1991 BMW 850i 6 Speed WBAEG1315MCB42215 impeccable condition, Black with light grey leather interior, 72,455 miles. Very rare 6 speed. Custom Fittipaldi carbon fiber wheels, Toyo Proxes T1-S tires. All 4 Cross-drilled cadmium plated rotors, Python alarm system and Custom Pioneer stereo head that reads MP3 cd's, CD's and XM radio. 6 disc CD player in trunk, 2 JL Amplifiers, Boston Acoustic speakers. Offer. Call Cliff 301-251-9397 or Cell 202-374-2939 or Email [CliffS475@Comcast.net](mailto:CliffS475@Comcast.net)

### BMW 1988 750iL

Black/black. Second owner. Wheels from an 840i, plus originals. No rust, in very good condition. No cracks in leather or dash. Engine is a 5 liter V12 with 300 HP, this car is still a rocket. Everything else is stock, many routine parts replaced (incl. springs) with BMW parts. Bilstein supersport shocks are the only exception. Rear power seats w/heaters, cruise control, etc. Needs new tires and that's all. No electrical problems to speak of. 190K miles. Contact Erik at [e@illume.org](mailto:e@illume.org)

## PARTS FOR SALE

### 4 OEM Basketweaves with Yokohama tires

4 OEM Wheels for sale. 6 1/2J x 14H2 Basketweave complete with centercaps. Mounted with Yokohama 205/R60/14 AVS (40% tread) \$300 or best offer. Local pick up only Contact Don Frieson at [dfrieson72764@yahoo.com](mailto:dfrieson72764@yahoo.com)

### E36 Four 205/60R15 snow tires mounted

Four 205/60R15 snow tires mounted on stock wheels from 1995 325ic, plus one unmounted spare snow tire. Two mounted tires for rear axle are Michelin Pilot Alpins purchased Dec. 05 for \$120 each with less than 2,500 miles. Three tires (2 mounted) are Michelin Arctic Alpins with less than 7,500 miles. All for \$325 bargain price that will turn your E-36 into a winter warrior. Contact Steve at (202) 744-3139 or [shclawson@aol.com](mailto:shclawson@aol.com). Alexandria VA

### E46 M3 OEM CSL trunk lid

Rare E46 M3 OEM CSL trunk lid. Included CSL spec license plate lighting kit. Just a simple swap, reuse stock tail lights & lining & tool box. Lid is painted Carbon Black. Mint condition. Asking only \$1300 for local pickup. Contact Gary Ngo [Hgaryll@gmail.com](mailto:Hgaryll@gmail.com)

**Four BBS RC wheels**, 17 inch, mounted with Bridgestone Potenza S-03 Pole Position tires Set of four BBS RC wheels, 17 inch, mounted with Bridgestone Potenza S-03 Pole Position tires, size 225/45ZR17. Fit E46. Used about 8,000 miles. \$1,500. Email for pictures. Contact Jonathan at [Uncle\\_Jon@msn.com](mailto:Uncle_Jon@msn.com)

**Dunlop SP Winter Sport M3** with snowflake symbol, M + S, 235/55 R17 4 tires with wheels mounted & balanced. Dunlop SP Winter Sport M3 with snowflake symbol, M + S, 235/55 R17 (H rated) with nifty ASA rims that have BMW roundels. Barely used. This is a \$1200 pkg. from TireRack. Barely used for \$699. Contact Erik at [e@illume.org](mailto:e@illume.org)

### Four 17" Goodyear Eagle F1 GS-D3 Tires

Four 17" Goodyear Eagle F1 GS-D3 Tires - two 225/45 (front), two 245/40 (rear), Z-rated, virtually-new (2 months and 2,040 miles old), will fit 2000-02 Z3 and most 3 Series, includes (4) stainless-steel valve stems & life-time road hazard insurance (only if taken to a Mr. Tire dealer). \$600 obo + shipping Call Roger Birenbaum at 443-226-3987 or email at [Roger\\_Birenbaum@verizon.net](mailto:Roger_Birenbaum@verizon.net) located in Reistertown,MD

### 4 BMW Style 42 rims

Rims/Tires: 4 BMW Style 42 rims, bolted pattern perimeter, no snow, no salt, summer use only, with Pirelli 225 45 R17 with more or less 40% tread left, one rim is slightly blemished. Contact Bruce Summers at [summersbone@earthlink.net](mailto:summersbone@earthlink.net)

### E-36 Wheels/tires and Exhaust

E-36 Wheels/tires and Exhaust. Four 15" wheels, style 6 with 205/60R 90H Kumho tires (very little wear) from a '95 325is. \$450 Exhaust with two extender tailpipes, muffler, and the two pipes that extend back to the catalytic converter. Good condition. \$100 Call Bob at (703) 524-1299; [bobfoss@bellatlantic.net](mailto:bobfoss@bellatlantic.net)

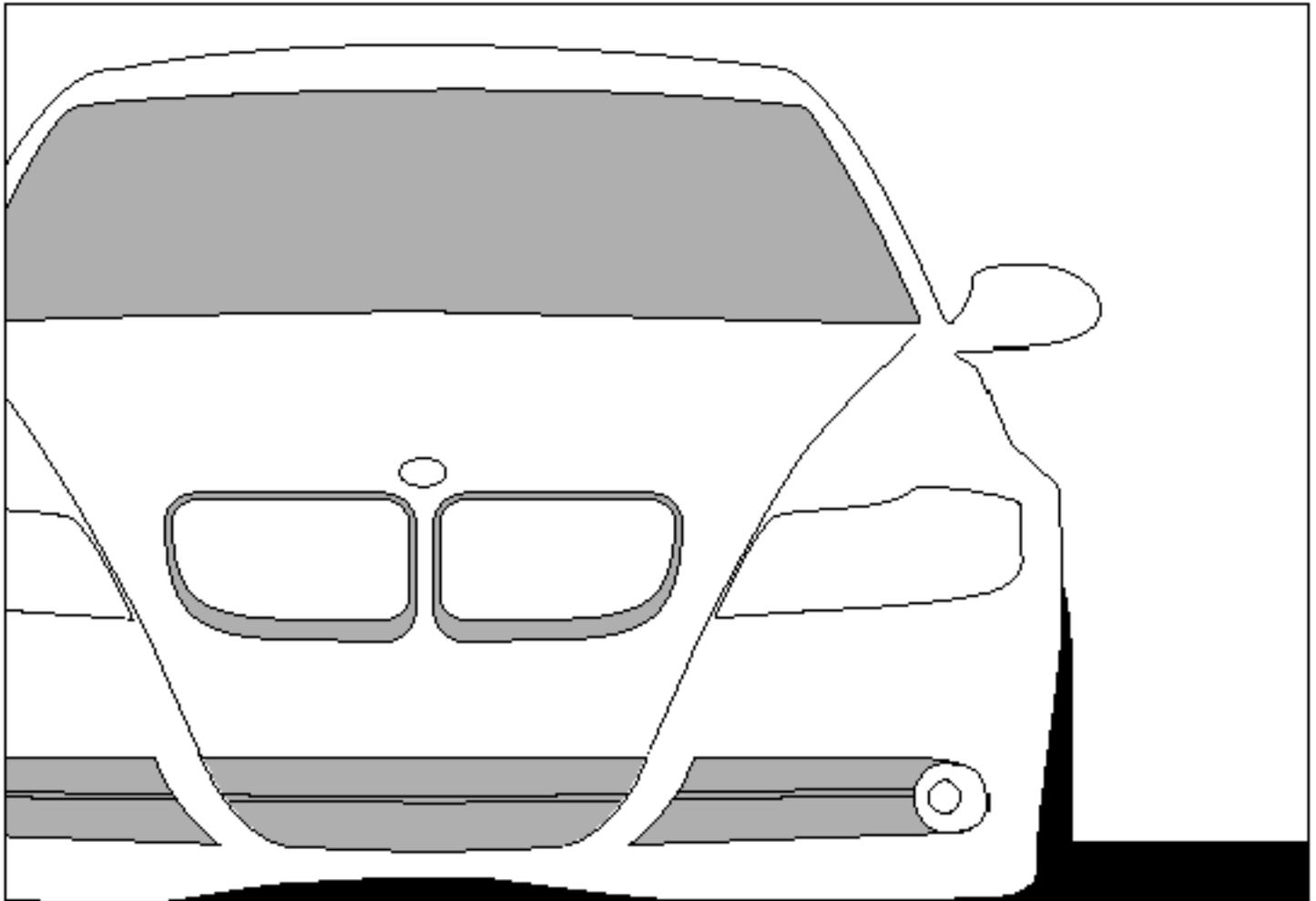
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### Snow tires (with wheels) for an E65

Wanted: Snow tires (with wheels) for an e65. Must be in good condition. Buyer will collect DC Metro Area. email: [tokenwiz@gmail.com](mailto:tokenwiz@gmail.com) phone: 703-772-2336

### 4 OEM 16" wheels 2003-2004 5 Series

Looking for 4 OEM 16" wheels from 2003-2004 5 Series. No tires needed. Contact Saul Himelfarb 410-517-1938 or [shimelfarb@dftech.com](mailto:shimelfarb@dftech.com)



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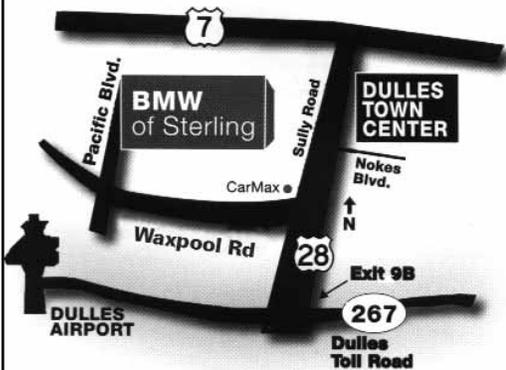
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