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National Capital Chapter

BMW Car Club of America

September/October 2008



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Cover: The new 1 Series; carving out a niche amongst BMW enthusiasts. See J.C. Chaney's article on page 6. Photo: © BMW AG.

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President's Message

This month's message is for our hidden leaders out there. The current Board membership is the "institutional memory" of the Chapter, especially Roy Morris. I have been lucky enough to survive the first half of my term as Chapter President. The second half will no doubt pass by even more quickly.

As all of you know, I am a one-term Chapter president. When my term ends in January 2009 I plan on maintaining involvement with the Chapter. I'll certainly work with and pass on what I've learned to our next President. Also, at the pleasure of the new president and the social chair, I'll continue to help out with the planning and execution of the annual meeting. As an aside, mark your calendars for Saturday, January 24, 2009 for the annual meeting to be held at the Willow Tree Inn, Montgomery Village, MD.

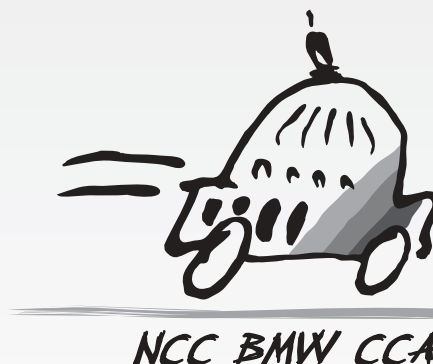
Now, let's get back to the future of the position of president of this fine Chapter. Several excellent candidates come to mind. Current board members all have done an excellent job and deserve the opportunity to "move up." Dave Miller has been an outstanding Secretary who actually takes notes that make sense as opposed to yours truly who sometimes produced the most cryptic of notes. Roy Morris set up the current fiscal reporting system and has continued to improve the system while serving his third term as Treasurer. Our newest board member, Zachary Pullins has performed remarkably well as Vice President, along with stellar performance in all of his other duties, including DIY co-chair.

Aside from the current board members, some other names come to mind. Our outstanding Membership Chair, Greg Lindsay would ideally fit as president of the Chapter. One issue people often put out as a roadblock is the amount of time being the Chapter president might take. Let me tell you this is the proverbial red herring! Taking the time commitment issue at face value, though, what about a truly capable (and retired) candidate, such as Tourmeister Bob Stern for Chapter president? And maybe there are other potential candidates out there whose names we have never even heard.

To that end, I'd like to take this opportunity to invite any NCC member with an interest in Chapter leadership to consider adding your name to the list of candidates for a board position. If a current board member becomes president for 2009, that would create a vacancy to be filled, and we could use your help. Contact any current Board member using the contact info in the masthead for details on putting your hat in the ring.

Let the campaigning begin!

Tim Wesling
NCC President



FromThe Editor

Rose-Colored Glasses

At the risk of over-popularizing it, and thus possibly ruining a really great thing, I feel I must spread the word about the 12 Hours at the Point endurance race at Summit Point. I'm fairly new to Summit and the first couple of times I went, I "camped" in a buddy's RV. In the RV world, "camping" means pulling your rig up in a parking lot, cooking dinner in your fully appointed kitchen, watching a little TV (with Satellite of course) and sleeping in air-conditioned comfort. Their definition of "roughing it" is when they don't have access to hook-ups for fresh water and power.

Heading out for the 12 Hour, I had something very different in mind...

My brother Mike, buddy Greg, and I decided to go out there to spend the night for the endurance race, along with my two boys and Greg's two daughters; but no RV for us, we'd actually camp out in tents.

We all enjoy camping and do it fairly often, and we were very excited about the idea of camping in a place where we could also enjoy some cool sports car racing. But, as the weekend neared, the weather report looked less and less appealing. The Saturday forecast called for storms in the afternoon and clearing toward the evening. We decided we'd push onward, planning to arrive out at Summit

around 2:00 or 3:00 in the afternoon, we hoped the bulk of the storm activity would have passed by then – we were wrong.

Rolling out Route 7 West on the way to the track we found ourselves in a downpour of biblical proportions. It was raining so hard that some people were pulling their cars over to the side of the road because they couldn't see. When we stopped for gas, I told Mike and Greg this was the best possible scenario, the storm is coming in from the West, we're passing through it while heading west so we can expect clear skies ahead.

While I sincerely believed what I was saying, I have a bit of a reputation amongst my friends (unfounded of course) for putting the best spin on a given scenario – often in the face of very long odds. Years of ribbing about my "rose-colored glasses" has made me keenly aware of the perception that I will always err on the side of forging ahead and downplaying any obstacle that may be in our path, so I looked closely at Mike and Greg to see if their conviction to continue our journey was wavering. I saw only steel-eyed determination to see the mission through.

For a while things seemed to be working out as planned; the rain died out by the time we got to the track, affording us enough time to pick a site and get the tents set up. Then...it began to rain again. Luckily, we already had shelter built for the

kids, so while the youngsters had pillow fights and dug into the marshmallows (before dinner, no less) Mike, Greg, and I made ourselves comfortable with a few beers huddled under the liftgate of my LandCruiser until the storm let up.

It was not exactly an ideal situation, but our fortitude paid off. When the rain slacked a little, we got some tarps strung up between some trees and a fire started, improving our situation dramatically. After dinner, we got out there and enjoyed some great racing. It was especially cool at night to watch the cars come down the hill from the long straight to turn one, where they had to brake hard, rotors glowing, for a sharp right turn, followed by another hard right and then blast up the hill at full throttle. Three-year-old Weston crashed before the race was finished, but five-year-old Nate stayed up till the end and even got to sit in one of the E30s that finished the race.

We had a great time and I was glad I was with a couple guys, and some kids, who recognized the potential for a very unique and fun experience and were not going to let a little rain stand between them and a great time.

Cheers!
Rob



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

January

- 3 Social – Carpool, Herndon, VA
- 6 Karting Practice – Allsports Grand Prix, Sterling, VA
- 10 Social – Houlihans, Columbia, MD
- 13 Karting League – Allsports Grand Prix, Sterling, VA
- 17 Social – Zodiac Grill, Gaithersburg, MD
- 19 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 19 Holiday Party & Annual Meeting – Silver Spring, MD
- 20 Karting League – Allsports Grand Prix, Sterling, VA

February

- 3 Karting Superbowl Mini GP – Allsports Grand Prix, Sterling, VA
- 7 Social – Carpool, Herndon, VA
- 10 Karting League – Allsports Grand Prix, Sterling, VA
- 13 Social – Houlihans, Columbia, MD
- 16 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 17 Karting League – Allsports Grand Prix, Sterling, VA
- 21 Social – Zodiac Grill, Gaithersburg, MD
- 24 Karting League – Allsports Grand Prix, Sterling, VA

March

- 1 Do-It-Yourself (DIY) – J&F Motors Ltd., Arlington, VA
- 2 Karting League – Allsports Grand Prix, Sterling, VA
- 6 Social – Carpool, Herndon, VA
- 9 Karting League – Allsports Grand Prix, Sterling, VA
- 13 Social – Houlihans, Columbia, MD
- 15-16 Drivers' School – Summit Point Raceway, Summit Point, WV
- 16 Karting League Finale – Allsports Grand Prix, Sterling, VA
- 20 Social – Zodiac Grill, Gaithersburg, MD

April

- 3 Social – Carpool, Herndon, VA
- 4 NJ BMW CCA Drivers' School, Lime Rock, NY ⁽¹⁾
- 5 Curry's Clash III – Curry's Auto Service, Chantilly, VA ⁽²⁾
- 5 BMW NA Vehicle Processing Center, Jersey City, NJ ⁽¹⁾
- 9 Board Meeting and Social at Ramparts Sports Bar, Alexandria, VA
- 10 Social – Champps, Columbia, MD
- 12 Vintage BMW Drive In – Carpool, Herndon, VA
- 12 Do-It-Yourself (DIY) – Curry's Auto Service, Chantilly, VA
- 14-15 NJ BMW CCA Drivers' School – Summit Point ⁽¹⁾
- 19 Concours Judging Clinic – Baltimore, MD
- 20 British and European Car Show – Williamsburg, VA ⁽²⁾
- 26 10th Annual Autocross School – Sykesville, MD
- 26 Dinan Show – Fairfax Service Center, Fairfax, VA ⁽²⁾
- 26-27 Spring Tour (Overnight) – Annapolis, MD to Lancaster, PA

May

- 1 Social – Gordon Biersch, McLean, VA
- 4 25th Annual Deutsche Marque Concours, Vienna, VA
- 8 Social – Champps, Columbia, MD
- 14 Board Meeting and Social – Location TBD ⁽²⁾
- 17 Do-It-Yourself (DIY) – Funktion Auto, Dulles, VA
- 31 Autocross Series #1 – Baysox Stadium, Bowie, MD
- 31 Golf Outing – South Riding, VA
- 31 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC
- 31-1 Drivers' School – Summit Point (registration begins April 7)

June

- 5 Social – Gordon Biersch, McLean, VA
- 11 Board Meeting and Social – Ramparts Sports Bar, Alexandria, VA ⁽²⁾
- 12 Social – Champps, Columbia, MD
- 21 Autocross Series #2 – Maryland State Police, Sykesville, MD
- 21 Do It Yourself (DIY) – Road Race Technologies, Dulles, VA

July

- 3 Social – Gordon Biersch, McLean, VA
- 9 Board Meeting and Social – Roy Morris' Home
- 17 Social – Zodiac Grill, Gaithersburg, MD
- 19 Do-It-Yourself (DIY) – Russel BMW, Baltimore, MD
- 19 Autocross Series #3 – Manassas Park, VA
- 19 Charity Car Wash – Convenience Car Care, Manassas, VA ⁽²⁾
- 26-27 NJ BMW CCA Drivers' School – Summit Point, WV

August

- 2 Highway Safety School – Shenandoah Circuit, Summit Point, WV
- 3 Drivers' School – Shenandoah Circuit, Summit Point, WV
- 9 Summer Tour (Box Lunch, Mountain Tours, and Wine) Belleville, PA
- 13 Board Meeting and Social – Ramparts Sports Bar, Alexandria, VA
- 16 Do-It-Yourself (DIY) – Passport BMW, Marlow Heights, MD
- 21 Social – Zodiac Grill, Gaithersburg, MD
- 22-24 NJ BMW CCA Drivers' School – Thunderbolt, Millville, NJ ⁽¹⁾
- 23 Autocross Series #4 – Baysox Stadium, Bowie, MD
- 23 ChapterFest – Baysox Stadium, Bowie, MD

September

- 4 Virginia Social Event – Gordon Biersch, McLean, VA
- 6 11th Annual Shenandoah Concours – Edinburg, VA ⁽¹⁾
- 6 Street Survival – Maryland Police Training facility, Sykesville, MD
- 6-7 USO at the Fourth Annual "The Concorso" in Baltimore – Timonium, MD ⁽¹⁾
- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 11 Social – Champps, Columbia, MD
- 13 NCC Family Picnic – Carderock, MD
- 13 Autocross Series #5 – Maryland State Police, Sykesville, MD
- 13-14 NJ BMW CCA Driver's School – Summit Point, WV ⁽¹⁾
- 18 Social – Zodiac Grill, Gaithersburg, MD
- 20 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 23-27 Oktoberfest – Watkins Glen, NY ⁽¹⁾

October

- 2 Social – Gordon Biersch, McLean, VA
- 4 BIMFEAST – Swim and Sport Club, Flanders, NJ ⁽¹⁾
- 8 Board Meeting and Social – Location TBD ⁽²⁾
- 9 Social – Champps, Columbia, MD
- 11 Autocross Series #6 – Baysox Stadium, Bowie, MD
- 12 Baltimore City Columbus Day Parade – Baltimore, MD
- 11-12 Drivers' School Shenandoah Circuit – Summit Point, WV
- 16 Social – Zodiac Grill, Gaithersburg, MD
- 18 Do-It-Yourself (DIY) – Curry's Auto Service, Dulles, VA
- 18 Street Survival – ADESA Auto Auction – Dulles, VA

November

- 1-2 Fall Tour – Virginia Piedmont, Blue Ridge Mountains, and Natural Bridge, VA
- 6 Virginia Social Event – Gordon Biersch – McLean, VA
- 12 Board Meeting and Social – Location TBD ⁽²⁾
- 13 Social – Champps, Columbia, MD
- 15 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 20 Social – Zodiac Grill, Gaithersburg, MD

December

- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 13 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA

⁽¹⁾ <http://www.bmwcca.org/>

⁽²⁾ <http://www.nccbmwcca.org>

C O M I N G E V E N T S

Fall Tour 2008

Saturday and Sunday, 1-2 November, 2008
Virginia Piedmont, Blue Ridge Mountains, and
Natural Bridge, Virginia

Given your guest Tourmeister's affinity for the Virginia Piedmont and Charlottesville, you had to figure we'd be headed back. We are. While the details and pricing are still being worked out, this much is known.

This year's Fall Tour will start in Leesburg or Sterling and head south through the Piedmont and to Charlottesville for lunch. After lunch, we'll take the Blue Ridge Parkway to see the Natural Bridge and Caverns (you knew there had to be a Jeffersonian connection as well). After visiting this natural wonder, we'll return to Wintergreen for dinner and the overnight. Additional activities, breakout groups if you will, for Sunday are in the works too, so stay tuned to the NCC website and *dB* for further details. Mark your calendars now. If you have any questions, please contact me at: dcostanz@gwu.edu.

11th Annual Shenandoah Vineyards Festival

Saturday, 6 September, 2008
9:30 a.m.
Shenandoah Vineyards
Edinburg, Virginia

This event has been hosted by the vineyard in conjunction with their annual wine festival and by John Estep, owner of E&E Restorations and Service in Broadway, Virginia. The activity of the wine festival and the vineyard itself make for an

excellent setting to host an all-BMW car festival. This event has steadily grown since its inception seven years ago. The competition is keen but friendly, with cars coming in from as close as D.C. and Maryland and from as far away as North Carolina. This event is a low key, "top only" show and serves as the last "judged" event of the season. Again, it's a "low key," fun event, and engine compartment judging will be optional. There will be first, second, and third place trophies for all classes, to include the following categories:

- * Display / daily driver
- * Special interest / racing
- * 2002
- * 3 series / early
- * 3 series / late
- * Coupe / early
- * Coupe / late
- * Sedan

This is a family event so bring the kids, the dog, the neighbors, and grandma too. In addition to our car show, the wine festival will be in full swing all day long! The festival combines live music, good food, arts and crafts, wine tasting, and winery tours.

The entry fee is \$25.00 per car entered, which includes admission for the owner to the wine festival, the car show, and the wine and cheese awards reception. Each person in addition to the owner will be charged the general admission price of \$10.00. The entry fee will be collected at the gate.

Please let the gate know that you are with the car club.

Event schedule:

10:00 a.m. — Vineyard/show grounds open
1:00 p.m. — Judging begins
3:30 p.m. — Awards presentation and wine and cheese reception
10:00 a.m. to 6:00 p.m. — Wine festival

If additional information is needed, please contact John Estep at 540-421-1095 or 540-896-2092. Or call Shenandoah Vineyards at 540-984-8699. If you are going on your own, directions can be found at <http://www.shentel.net/shenvine/directions.htm>.



Baltimore City Columbus Day Parade

Sunday, 12 October 2008

An all-day event for cabrio owners to shine and show. We gather for breakfast in Baltimore's Little Italy and then form in the parade. We transport beauty queens, politicians, and other dignitaries in the parade. This year we will also end our day with dinner in Little Italy.

This will be the fifth year for NCC BMW CCA to supply most of the convertibles in the parade. Each year it gets bigger.

Please contact Bob Stern (MirNBob2@comcast.net) or 410-602-0175 to sign up.

SHENANDOAH VINEYARDS • EDINBURG, VIRGINIA

Richard Plineda photo.





Photos: © BMW AG

Don't Forget the Sunblock

By J.C. Chaney, JR., BMW CCA # 291080

Growing up in Southern California, with an average of 340 sunny days a year, an appreciation for the variety of the seasons is not something that came naturally to me. Now, as a resident of the Virginia Piedmont, and BMW enthusiast, I have come to appreciate all five seasons: Spring, Summer, Fall, Winter, and BMW.

In our area, BMW season (or, more accurately, BMW Convertible season) is sort of an overlay season that occurs concurrently with Spring, Summer, and Fall. It's the time of year that BMW convertibles occupy the parking spaces at work, their owners anticipating an open air afternoon drive home or an early weekend getaway to the Eastern Shore, North Carolina, the West Virginia Mountains, Lake Anna, or a Blue Ridge Parkway retreat. The two National Capital Chapter events that officially close the convertible season are the Baltimore Columbus Day parade and the Fall Fest. Most of us then put our BMW convertibles in warm storage, ready for the occasional "perfect convertible weather" day

during the normally harsh winter season.

The E36 and E46 are the most common BMW convertibles in this area; they are just



as fun to drive as the E36/7 (Z3) and E85 (Z4) roadsters, but with the benefit of having a usable rear seat.

The E93 (newest 3 Series convertible) is becoming more common on DC metro area roads. They really live up to their billing of being a more affordable alternative to a 6 Series convertible. When equipped with the N92 twin turbo engine, one has to wonder why anyone would want to wait for the M version. However, after spending some time behind the wheel of the E93, the BMW soul seems to be missing; it does not have the elements that invite the driver to toss the vehicle and experience every driving level that BMWs are famous for providing. Rather than aiming for the BMW purist, the E93 is aimed at the new, larger BMW buyer base that has greatly expanded after years of subsidized leases.

By popular demand, the E88 is in North America. For our evaluation, we requested a 128i. While we would have enjoyed the road burning performance of the 135i, we felt the 128i

would be closest soul mate to the E36 and E46 convertibles. Our weeklong evaluation proved that our instincts were correct.

The 128i exterior design continues Chris Bangle's edict to produce polarizing vehicle designs. While a bit awkward on the E87, Bangle's "flame surfacing" treatment did justice to the E88 exterior, giving the E88 an outstanding presence. With the tires filling the wheel wells, the double kidney grill, the aggressive stance, long hood, short rear deck and familiar L-shaped taillights, Frankly, people either loved it or hated it, with a majority of them loving it and immediately recognizing the vehicle as a BMW.

Behind the wheel, the 128i immediately reminded us of the E36 convertible. Any E36 convertible owner would instinctively identify with the E88's proportions and control locations. The three spoke steering wheel felt smaller than the current E93, or every other BMW for that matter. Because our test vehicle did not have active steering, the 128 had the familiar linear "connected" feeling that we've associated with past BMWs.

Our test vehicle did have iDrive, a controller with which we've become quite fond. I contend that Mac users find iDrive operations and functions to be quite instinctive while PC users are initially frustrated. However, because iDrive takes up valuable real estate in the center console, an "appendage" cup holder is provided. As one would expect from BMW, the sightlines were



fantastic. The gauges were quite easy to read at a glance, and thanks to iDrive, the climate controls, audio systems, and navigation system were easy to read and adjust.

In addition to having enough room for four adults, or in our case, two adults, one teenager, and one child in a car seat, the E88 interior abounds with clever and thoughtful storage spaces. Our favorite was the clever iPod storage area, which is underneath the folding center armrest. Even with the top down, the truck had enough room to fit all the items from our weekly Costco run. However, we never found the once-standard and useful BMW tool kit!

While all these items enhance the BMW experience, people buy BMWs for driving. We're glad to say the E88 not only did not disappoint, it excelled.

We were a little worried about the performance from the non-turbo-charged N92 engine.

I once owned an E36 323i convertible, the overall performance of which was good, but there was a noticeable laboring feel to the engine when asked to deliver more power at the high end. This was not the case with the 128i. The normally aspirated N92 delivers 230 horsepower and 200 foot-pounds of torque. While we never measured it, we're certain that the 0-60 acceleration times for this 3494-pound convertible were around the six-second range. The 60 to 80 mile per hour "surge" accelerations were also quite quick, with the engine having plenty more to give.

While we would have preferred to have the manual six-speed transmission, the 6-speed Steptronic with steering wheel paddle shifters delivered the power to the rear wheels in all the right gears. Shifting smoothly and predictably, we often found ourselves not needing or wanting to use the paddle shifters.

As one would expect from a BMW, the suspension, brakes, and steering were perfectly matched with the engine. The E88's outstanding balanced driving performance made us wonder if the E88 chassis would be a bit overmatched with the turbocharged N92. I guess that's something that we'll have to test in the near future!

The best testament to the fact that the E88 has the same friendly, balanced driving performance and experience of the E36 and E46 convertibles was that my wife would constantly drive it. She feels totally uncomfortable driving any M vehicle, and was not that impressed after experiencing a week in a twin turbo E90, but she loved the E88. For a week, I found that my missing wife and two daughters would coincide with a missing E88.

While the notion is widely propagated by the press, the 1 Series should not be considered the "affordable BMW." While the standard price for the E88 is \$33,100, after adding the cold weather package, premium package, sport package, Steptronic, Xenon headlights, Navigation systems, iPod adapter, and satellite radio, our test vehicle had an MSRP of \$46,895. While we thoroughly enjoyed the 1 Series, one should seriously consider a Certified Pre-Owned E46 convertible when shopping for an E88. However, if you clearly want the best new four passenger BMW convertible value, the 1 Series is it.

By the way, please don't forget the sun block during the first days of convertible season. I thought I was well protected during my week-long evaluation — until I discovered I had sunburned knees!

I had a problem with my new digital camera so we're using stock BMW AG photos. This is pretty much the same vehicle, with the exception of ours had the Steptronic. We would have much preferred the six-speed manual shifter.



Box lunch, Mountain roads, and Wine

The NCC BMW CCA Summer Tour 2008

By Bob Stern | Photos by Paul Seto, Matt Sniscak & Miriam Stern



On a bright August 2008 morning, we gathered at the Urbana Maryland Park and Ride for Summer Tour 2008. As always, our ultra clean and shiny BMWs (and our members) ranged from young to old and open to closed. We were joined by a special model F(M) convertible. This turned out to be a Ford Mustang occupied by four new friends from the British Embassy who were joining us for the day. Not to start a discussion, but the Ford made it the entire trip – unlike the Porsche from the Spring Tour that could not finish. It took several signs, decals, and ribbons, to make the Mustang fit in with the rest of the group.

At 9:00 a.m., more than 30 cars started our mountain trek to Belleville, Pennsylvania. Our first stop was scheduled at one hour into the tour to give everyone a break before we started the 90 miles of hills and mountains in Western

Maryland and Pennsylvania. Gas prices were significantly lower here and it seemed that as many people “filled up” as “emptied out.”

The Tourmeister and Bob's Road Crew previously determined that four hours was the proper running time from Urbana to our final destination at the Brookmere Winery and Vineyard Inn. We asked our hostess and the vintner, Sheryl, to schedule wine tasting at our

the vineyard pavilion, 45 minutes early, at 12:15 p.m. Members instantly jumped in and helped with opening wine and setting up the food. Only after the wine was flowing, did we revert back to proper NCC policy of car inspections, bug washing, and socializing.

The innkeeper prepared a lunch of wraps, salads, fruit, cheese, and homemade desserts. This was combined with one glass of your favorite Brookmere wine. There was even sparkling cider for our younger guests and vegetarian and “no-nut” wraps for those with special diets. About 1:30 p.m., more cars started coming in to the parking area; it seems a wedding shower was scheduled for that afternoon inside the Vineyard Inn. One lady exited her car and was heard to say, “Oh, no! These are not ALL coming to the shower?” No one seemed to mind “showing off” our cars to the locals.



(Top) At the picnic area train stop. Not really sure if everyone was in our group or others joined in. (Above) A wayward Ford found its way into our fold. (Bottom left) “Remember people – it is NOT a race. This tour takes at least 4 hours”. (Right) Our people took over one entire car on the train..... no one wanted to be around the rowdy group.

arrival time of 1:00 p.m. and lunch at around 1:30 p.m. In typical NCC BMW CCA fashion, cars began pulling into the large parking area around





(Above) Inside the winery pavilion. It's time to eat and drink. (Below) This is part of our group headed over "Jacks Mountain Road". It was the third and fastest of the mountain roads we covered....Driving school teaches how to take pictures and drive at the same time...

The beauty of the vineyard, with its corn-fields, flowers, grounds, and pavilion, was a great compliment to the hospitality of the Brookmere family. Our cars only added to this picture. There are dozens of fantastic photos of the day located on our club web site at: <http://gallery.nccbmwcca.org/showgallery.php?cat=620>

After lunch, about 3/4 of our group headed to a local motel for swimming, eating, drinking, and sleeping. The Summer 2008 tour had morphed from a one day to an overnight tour. To prevent additional travel after drinking, all the tables in the hotel bar were reserved at dinnertime for NCC BMW CCA. We entertained each other and stayed true to NCC form from 6:00 p.m. until early Sunday morning.

A large group gathered again at noon on Sunday in Orbisonia, PA, at the East Broad Top Railroad for a trip back into the early 1900's. We enjoyed burgers, funnel cakes, and homemade

ice cream before boarding a steam train for a 45-minute ride through forests and farms. There was a short stop at an old-fashioned picnic grove. The engineer explained a system to increase traction employing tanks and valves used to drip sand onto the wheels and rails when they are wet, or leaf covered. You may shortly see this on the back seat of some club racecars being used to increase rear wheel traction.

We headed back to our cars and the trip home. Mother Nature kindly waited all weekend, until we were on the road home, before she added some rain and hail for our enjoyment.

Miriam and I hope to see you all on the Fall Trip, November 1 and 2, to the Virginia Piedmont, Blue Ridge Mountains, and Natural Bridge, VA. If you have any suggestions for 2009 tours, or want to help or lead a tour, please contact Bob Stern at MirNBob2@comcast.net.



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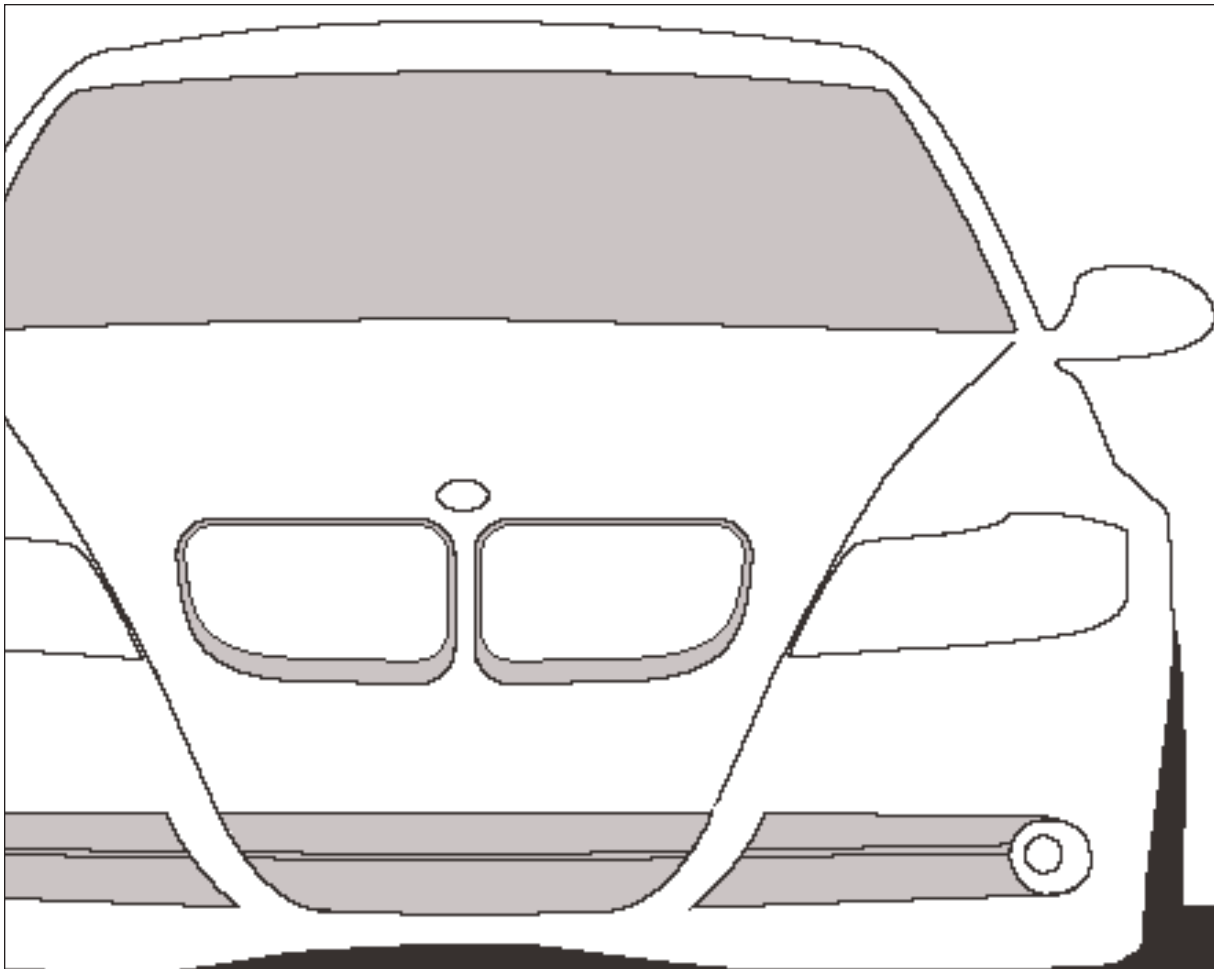
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September

Ultimate Owner: Daren Hardrath
Profile: 1992 325i

Daren is the second owner of this red/black leather 1992 325i. Daren and his wife (an Air Force officer) purchased it when they were stationed near Bitburg, Germany. When they first arrived there in 1995, they bought a 1985 520i and a 1984 728i. It was almost unreal to them, driving a BMW all over Europe.

They loved driving those "mature" yet very well-built machines, but knew those leaded-fueled euro-spec cars would have to stay when they moved. The search was on for a U.S.-legal BMW. In the fall of 1997, there was an ad with a Polaroid picture on the bulletin board at the base post office. A few days later, for the first and probably last time, they had a 3, a 5, and a 7 series in the driveway.

The original owners were a retired Canadian military officer and his German wife. At the Bitburg dealership, they ordered a U.S.-spec car, knowing it would be a future re-sale advantage to a military buyer. He was the manager of the U.S. air base auto hobby shop, and so the car spent a lot of time on the lift for maintenance sessions and was stored over the winters.

It was all original with 49k miles, with all the keys, purchase documents, and service history when the Hardraths bought it. It's been 11 years and 82k miles since then. Other than converting the A/C from R12 to R-134, Darin completed all maintenance and modifications himself.



The car is completely reliable, despite having been driven all over Europe and at Autobahn speeds in Germany. It put in laps at the, "I can't believe I'm actually doing this" Nurburgring before it spent six weeks across two oceans en route to the tiny equatorial island of Guam, where it spent two years at substantially lower road speeds. The cold A/C transplant was more important than hot Nurburgring laps by then! Next it was another month at sea across the Pacific to the USA. Since then, it has been registered in Illinois, Ohio, South Carolina and now Virginia. It has been to autocrosses and club driving schools.

Original BMW parts include M3 "Vader" seats, leather door panels dyed black from tan, chrome interior

door latch handles, red Motorsport seat belts, center armrest, carbon fiber Motorsport dash trim, a new headliner panel, and an illuminated shift knob.

The aftermarket parts include a gauge panel with oil pressure, along with oil and coolant temperature, chrome gauge rings, a carbon and chrome E-brake handle, JL Audio component speakers and sub, along with a Sony head unit and amplifiers. It has a Hartge front spoiler and German projector headlights. There are polished Borbet wheels, Bilstein shocks, H&R springs, and a UUC Motorworks swaybar set. There is a Motorsport X-brace. Also installed is a Conforti intake and chip, along with a Supersprint muffler for a bit more HP.

October

Ultimate Owner: Rich Pople
Profile: 1974 2002 Turbo

In 1971, when BMWs were little known in this country, club member Rich Pople's father bought one of the first 2002s in Pittsburgh, PA. At age seven, Rich received his first taste of proper sports sedans and just three years later, when BMW produced the landmark 2002 Turbo, a certain destiny was born.

The Turbo was built on the Tii platform and generally available in Chamonix White or Polaris Silver. Total production of just 1,672 examples was completed over a two-year period from July 1973 to July 1975. Power from the turbocharger comes on at about 3,500 rpm and makes 170 bhp at 5,800. Official figures site 6.9-second acceleration to 60 mph with a top speed of 130.

Fifteen years ago, Rich bought his first BMW: the Turbo's spiritual successor, an E30 M3 that is now his club racecar. And while many may debate the "best M3" question, there was no denying that Rich's E30 M3 experience created a yearning to drive the granddaddy of the modern sports sedan. While living in Brussels, fittingly, in 2002, Rich found this month's Ultimate Car in Antwerp.

This original condition Turbo came from the factory with a number of options setting it apart from other



Turbos: a manual sunroof, Getrag CR-235 (dog-leg) 5-speed gearbox and 15 inch Alpina wheels. Aftermarket options are minimal and tasteful: a radio, 3-point rear seatbelts so his daughters can ride along, and a custom leather dashboard to solve cracking and peeling problems common to 02s.

The process of bringing the Turbo from Europe was largely painless. Prior to departure, however, the car suffered greatly at the hands of the local Belgian dealer. It was delivered to the U.S. not running and with a raft of

"new" mechanical problems. Rich is quick to praise local genius Grant Randall and Pittsburgh talent Bill Ballon for sorting everything from ignition to exhaust, gearbox and random loose bolts.

Today the car lives with Rich and his family in Vienna. It debuted at our own Deutsche Marque Concours where it was enthusiastically received. And while in tremendous shape for a "largely" original and unrestored car, it is and will likely always be considered truly a driver's car.



Traditions

By Bill Williams

Road Trip!

The past month has seen me traveling on road trips to Schenectady, New York; Winston-Salem, North Carolina; back to Schenectady; and finally to Stratton and Bennington, Vermont. The trips to New York were those we all make to help the kids move into their first home. Dads are good for those things, especially when they are retired and have a trailer. Our oldest bought his first new home, a beautiful three story place built in 1928. So the move involved moving from a second floor apartment to the second and third floor (tenants will occupy the first floor) of the new home...in 90-degree heat.

And, as if that wasn't bad enough, after moving the furniture from second floor to second and third floor, our first born had the wife and me painting, laying flooring, and generally working

as grunt labor. What's up with that? Just because Dad works on old cars, doesn't mean he signed up to work on old houses!

Bill Riblett and I made a road trip to Winston-Salem, NC, home of "Andy Stucky's Used BMWs", to pick up Bill's new 2002 shell. Bill has more 2002 parts than most of the rest of us put together and now has something to put them on after he finishes his coupe, his garage, his new compressor, his kitchen, her gardens, etc. Watching others indulge the addiction that causes one to buy and own multiple classic BMWs is always refreshing to me...it makes me feel almost normal. Even seeing others' "car-time" ripped away by chores and just life is also somewhat of a comfort or at least a shared pain.

A weekend of rest wasn't possible so we headed back to Schenectady where the son and I worked as a two-man crew tearing the roof off his garage and putting on new sheathing and roll roofing. That went well in 90+ degree heat. Does upstate New York always have 90 degree weather or just when I go there? In between the roof work, we drove to Stratton, VT, to the Hemmings New England Concourse d'Elegance held on the ninth fairway of Stratton Mountain Resort. Richard Lentinello, editor-in-chief of Hemmings Motor News, invited us to bring the Touring to the invitation-only show. Flattered by the invitation, we

thought that sounded like a good way to spend a Sunday; having never been to an invitation-only car show, or to Vermont for that matter.

It was Saturday evening when we got there, still tired from working for the son; we parked the truck and the trailer in a lot on the ski mountain amidst a lot full of tow rigs, which made me feel comfortable. Usually when I arrive towing the Touring, I get grief for towing an old BMW that runs, I'm used to it by now, but this weekend I heard no such ridicule.

There were ten other entries in the "Late European" class. As I park the Touring I see a nice 1966 Jaguar E-Type Coupe. It already looks like I should have stayed in New York on the roofing job. Next, a Citroen rolls in with a 1969 Opel GT behind it. Three countries thus accounted for. Adding to the class, a meticulously restored 1965 MG Midget motors in along with a 1960 MGA, the best example of an A I have seen. Oh boy, now it gets worse (or is it better?); something I have never seen rumbles in - a 1967 Bizzarrini, chassis #2. Then a 1961 Porsche 356 Super 90. A rumble emanates from below the fall line of the ninth green, investigation reveals a 1963 AC Shelby Cobra. And with that, Ruth and I put the rags down, she started to read, and I began to wander around, looking at cars and muttering to myself.

Ruth and Bill Williams in their 1972 2000tii Touring (yes it is a 2000 not 2002) receiving First Place award in Late Euro Class at the Hemmings New England Concours in Stratton, VT. Craig Fitzgerald editor of Hemmings Sport & Exotic Car and Richard Lentinello, editor-in-chief, present the award. Photo courtesy of Frank Geppo.





I wandered around looking at the remarkable cars and listening to the stories. I stood in line to hear Bobby Clark tell the unbelievable story of finding his father's 1936 New England Telephone truck and his restoration tale. I listened to Patricia Kehrley's story of buying an ailing man cartons of cigarettes so she could get his 1932 Buick with less than 10,000 miles on it. Her husband amused me with his preservation secret: Find a car two feet deep in sheep dung and it just may be a rust free 1956 Chevrolet. He is either on to something or he was shoveling copious amounts of his preservation recipe. Restoration stories of a 1956 DIVCO creamery delivery truck and others filled my walk as I made my way back to the Touring at the same time the Hemmings judges were making their way to the first and second place winners. Ruth and I were packing up in anticipation of an early out when the editor of Hemmings Sports & Exotic Car, Craig Fitzgerald,

asked me to move my car to the front. "Ok, front of the line to leave" I thought, as I advised him we were leaving anyway. "No", he said, "move it to the parade line."

He moved me behind another car from the Late Euro class in a long line of fabulous cars leading to the announcers. As we near the announcer, we hear Richard Lentinello announce the MG A as second in Late Euro; then he announced the "BMW 2002tii Touring" as the First Place Winner! Nevermind that he got it wrong, our car is a 2000tii, as he handed me a huge chunk of glass that I passed to Ruth, we felt like pinching each other to make sure this was all real. Once the euphoria wore off, we drove back up to the top of the mountain, stuffed the little

orange car into the trailer, and headed back to the unfinished roofing job.

On the way back to Schenectady, Craig Fitzgerald of Hemmings called to ask if we'd come back to Bennington (Hemmings headquarters), on Tuesday morning for a photo shoot. Seems he is interested in doing a restoration profile story on the little car. Now, if I can recover some of the restoration pictures from a hard disk crash, there may be a story.

See you in the next turn or on the next road trip!

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BY WOODY HAIR



WOODY'S Competition C O R N E R

Five more races in the **Formula 1** series have been run since our last issue and the BMW team has seen its fortunes rise to a peak and then fall steeply. The Canadian GP had Robert Kubica and Nick Heidfeld finish first and second. Of course this was the first Montreal race I had missed since BMW last won with Ralf Schumacher driving for Williams in 2001. This 1-2 victory put Kubica atop the drivers' championship standings and BMW ahead of all of the constructors except Ferrari. Since Canada, the BMWs have not looked so good. Heidfeld does have a 2nd in England and 4th in Germany, but they have been overtaken in the constructors' standings by McLaren. Kubica is 4th and Heidfeld 5th among the drivers after the Hungary round in early August. The Toyota, Renault, and Red Bull teams are looking stronger than BMW in the last few races.

BMW-powered Daytona Prototypes have not been a factor in the last few **Rolex Grand-Am** races, either; in fact, the SAMAX team has run out of money and missed the last few events. Hopefully a big-time sponsor will step in before the Labor Day weekend event at nearby Thunderbolt in New Jersey.

Speaking of **Thunderbolt**, the 2.2-mile track opened with a member day on August 3. The combined New Jersey and Delaware Valley Chapters drivers' school took place on August 23-25. In addition to the Grand-Am race weekend, the ARCA/ReMax stock car series and SCCA Speed World Challenge cars will be racing on Thunderbolt at the end of September. Lightning,

the sister 1.9-mile course at New Jersey Motorsports Park, opened in early July. It is faster and has fewer turns than Thunderbolt. NJMP is in Millville, about two and a half hours from DC.

Meanwhile, **High Rock Raceway** in Spencer, North Carolina, has secured additional government permits and a \$30-million loan for the track and townhomes. The 2.1-mile road course is planning to open in 2009. It is about 45-miles south of Greensboro and I expect the Tarheel Chapter will attempt to hold a drivers' school there every year.

Local BMW drivers have been busy fighting battles on three fronts. The **BMW CCA Club Races** put on by the New Jersey Chapter at Summit Point in late July saw Barry Battle ride the back bumper of perennial top dog Chuck Stickley in Saturday's 18-lap sprint. Battle would catch him in the twisty bits only to see Stickley pull out a 1-second lead on the long main straight. In Sunday's race Barry was not able to stay with the Stickley M3 and the RRT 323i barely had enough fuel to cross the finish line. Stickley's fastest lap was 1:17.285 and Battle's 1:17.776. Harrisonburg Virginia's Greg Shaffer was 3rd overall both days with his beautiful D Modified 325i. Other chapter members participating included Michael Dayton (M3 2nd and 1st in I Prepared), Marshall Lytle (325is 2nd both days in JP), David Hill (E30 M3 5th and 4th in JP), Nick Rubenstein (323i 2nd in KP Saturday), Richard Pineda (E30 M3 4th and 3rd in J Stock), and Dennis Pippy (E30 M3 8th in JP). In all, over 40 BMWs participated in these races.

The **SCCA's MARRS** series had two events at Summit Point since the last issue. Marshall Lytle won ITR at both events with his black and purple 325is. He was followed by the 325s of Don Jones on June 1 and Robert Powell on June 29. The ITB class had Matti Vilkkila win and Dave Toy 3rd (both in BMW 2002s) on June 1, and Bill Radford (2002) win June 29. I want to correct a result from the previous issue. Marshall Lytle did win the ITR class. He was beaten for the overall win by an ITS Acura.

NASA's Mid-Atlantic Region also had two recent events — one at Summit Point in June and one on the full course at VIR in July. Because of work and wedding plans, Vic Hall of Chevy Chase had not planned to run the full SpecE30 series this year. His race car was damaged beyond repair at Summit Point last year. Well, one friend and competitor, with help from some other Salazar Racing buddies, gave Vic his SpecE30 BMW as an early wedding present. Vic decided to run it in the June races at Summit Point. The new spec tire for SpecE30 is the Toyo R888, replacing the Toyo RA-1. Vic had some old, but serviceable, RA-1s on hand and could not justify buying a new set of the triple 8s for this event, even though the new tire is considered faster. So in Saturday's race Hall went out and won on the old tires. The top four cars were separated by less than one and one-half seconds. NASA race officials made a quick decision that Hall should be disqualified for running the old and supposedly slower tires. It should be noted that the Mid-Atlantic Director, Chris Cobetto, is a SpecE30 competitor, but was not running in Saturday's race due to other duties. The SpecE30 administrator, Carter Hunt, was in the race and moved up to 3rd place by virtue of Hall's disqualification. A messy situation, but rules are rules they said. This was not the first time Hall had been set back by vague administrative rules. He did not return for Sunday's race and has vowed not to compete again in SpecE30.

Meanwhile, the racing both weekends was great. The VIR event saw two cars run in NASA's new Spec 3 class for E36s. The rules vary some from BMW CCA's Spec E36. Twenty-one E30s ran



Barry Battle in the RRT 323i on the way to 2nd place in C-Modified at the NJ Chapter Club Races, Summit Point, July 27. Photo by Woody Hair.

the SpecE30 class at VIR. Significant results for BMWs are summarized here:

June 21: Spec E30:	1st Skip Bennett – 325i 2nd Jon Allen – 325i 3rd Carter Hunt – 325i
GTS-5	2nd Chuck Stickley – E36 M3
GTS-3	1st Doug Pascarella – E36 M3 2nd Michael Dayton – E36 M3
June 22: Spec E30	1st Chris Cobetto – 325i 2nd Skip Bennett – 325i 3rd Jon Allen – 325i
GTS-2	3rd Nick Rubenstein – E46 323i
GTS-5	1st Chuck Stickley – E36 M3
GTS-3	1st Eric Wong – E36 M3 2nd Michael Dayton – E36 M3
July 26: SpecE30	1st Michael Skeen – 325i 2nd Skip Bennett – 325i 3rd Chris Cobetto – 325i
GTS-3	1st Eric Wong – E36 M3 2nd Doug Pascarella – E36 M3

July 27: same results as July 26.

Speed Shifts: The only BMW 1 Series car we have seen competing in local autocrosses is Philly's Steve Snow who placed 2nd in D Stock at the D.C. ProSolo in June. Erik Strelnieks of Texas has won the D Stock class at the last two Pro-Solos with his new 135i. One win was in Toledo, Ohio, and the other in Wendover, Utah. Strelnieks had his Street-Mod 2 class Mazda RX-7 break during the D.C. Pro Solo in early June. Our own Jason Becker offered him the use of his M Coupe for the remaining runs. That helped convince Strelnieks he wanted the new BMW. As a side note to the Vic Hall saga, he and some Salazar Racing buddies brought last year's wrecked 325is out of retirement and straightened it enough to run in the quasi-demolition derby race known as the 24-Hours of LeMons at Carolina Motorsports Park. Yes, that spelling is correct. Given a 20-lap penalty to start when the "judges" guessed that the car was worth more than the maximum \$500, the 325 blasted through the field in a most aggressive manner. Per the rules for his event, all of the 87 entered cars got to vote on the one car they would like to see eliminated at the half-way point. The Salazar Racing BMW won the "People's Curse" vote by a sizeable margin. The car was dropped from a 20-foot height by a crane and then crushed into a small pile of metal. **CRUNCH**

BMW PODIUM AUTOCROSS RESULTS

SCCA Championship #2, FedEx Field, June 1

Brad Burns	E46 330i	1st DS	58.822
Doug Keiler	E46 323i	1st DSP	56.645
Kevin Henry	E30 325i	2nd DSP	56.686
Jason Becker	Z3 M Coupe	1st XP	56.798
Scott Blair	E36 M3	2nd SM	56.898

SCCA National Pro Solo, FedEx Field, June 21-22

Steve Snow	E82 135i	2nd DS	61.443
Mike Shields	E36 325is	1st DSP	58.209
Alex Shchipkov	E30 325i	2nd DSP	58.632
Tom Bleh	E36 325i	3rd DSP	58.842

SCCA Championship #3, FedEx Field, July 13

Tommy Radford	E36 325is	3rd DS	60.801
Kevin Henry	E30 325i	1st DSP	56.584
Jason Becker	Z3 M Coupe	1st XP	55.393
Peter Apell	E36 M5	3rd SM	57.178
Woody Hair	Z3 M Coupe	2nd ASP	60.621

Autocrossers, Inc., FedEx Field, July 20

Clint Boyd	E46 M3	1st ASP	51.603
Craig Brickner	Z3 M Coupe	2nd ASP	53.663
Jason Becker	Z3 M Coupe	1st XP	49.851
Brian Hair	Z3 M Coupe	1st SM2	49.037

COMPETITION CORNER CALENDAR

Aug 30-31	Rolex G-A/Koni/Ferrari/Mustang Challenges, Thunderbolt, Millville, NJ
Aug 31	SCCA Championship AX, FedEx Field, Landover, MD
Aug 31-Sep 1	SCCA MARRS Races, Summit Point, WV
Sep 13	BMW Autocross, MSP Training Facility, Sykesville, MD
Sep 13-14	NASA Nationals, Mid-Ohio, Lexington, OH
Sep 20-21	Cumberland Airport Autocrosses, Cumberland MD
Sep 23-28	BMWCCA Oktoberfest, Autocross, Rallies, Races, Watkins Glen, NY
Sep 27-28	ARCA Stock Car/SCCA WC GT/VW Jetta Cup, Thunderbolt, NJ

Sept 28	SCCA MARRS Races, Summit Point, WV
Oct 3-4	ALMS Petit Le Mans/World Challenge Races, Road Atlanta, GA
Oct 4-5	Koni Challenge Twin 6-Hour Races, VIR, Danville, VA
Oct 11	BMW Autocross, Baysox Stadium, Bowie, MD
Oct 11-12	NASA Races, Summit Point, WV
Oct 25-26	Cumberland Airport Autocrosses, Cumberland, MD
Nov 8-9	NASA Races, Summit Point, WV

2008 DIY Program Update

Alan Marsh, Co-Coordinator

Ladies Team

Brenda Gates-Anderson will be our Lady Coordinator for our first-ever DIY "womanned" by a Ladies Team. By the time you read this, we will have decided whether it will be For Ladies Only, whether it will be on a weekend or weekday evening, and whether it will be the first of a series. Remember ladies, we need your support!

National Capital Chapter Family Picnic

There may still be time to attend our Family Picnic on Saturday, September 13th; please check the message board on the chapter website. The site is the Carderock Pavilion within the Chesapeake & Ohio Canal National Historical Park, located opposite the David Taylor Model Basin on the Clara Barton Parkway, just upstream from the Cabin John I-495 Potomac River beltway bridge.

We remind you that this is open to all National Capital members, including your kids but no pets. We'll have volleyball, horseshoes, croquet, etc, and special treats for your children.

Seeking Message Board Feedback

After each 2008 DIY we have posted a message on our website Message Board, asking for feedback from our participants. In addition to the pros & cons that the DIY Committee can address, this procedure also allows the DIY Sponsor to see immediate assessments of his or her efforts on our behalf. Throughout the year we have had a wide variety of comments, from as many as 10 to as few as three. Within those figures, we have ranged from 7 to 0 comments from non-DIY-Committee (nonCom) participants, with an average of 2.14 nonCom comments.

We need more feedback, particularly as we have tried new initiatives, including our initial Third-Millennium DIYs in Maryland and Baltimore. We also need more comments from first-time DIYers. Among other factors, we may use these responses to help us decide whether or not to request a return to certain locations in the future.

2009 DIY Planning is Underway

The 2007 DIY Committee of Zach Pullins & Alan Marsh, for 2008 added Phillip Cummings, Jude DeCoteau, Tony McMullan, and now Brenda Gates-Anderson. In an attempt to provide good planning for next year, we have set a goal of scheduling the entire 2009 DIY Program before this year is over. We'll publicize our other goals later. If you have any comments, complaints, or suggestions for 2009, please speak with any DIY Committee member; alternatively you may send an e-mail to diy@nccbmwcca.org.

Please watch our website

Over the course of the year we post numerous items of interest to DIYers on our Chapter website. Please use both the website and "der Bayerische" for your DIY information.

2008 DIY

National Capital Chapter 2008 Do-It-Yourself & Social Events

Jan 19 DIY #1 Convenience Car Care

Feb 16 DIY #2 Convenience Car Care

Mar 01 DIY #3 J&F Motors, Ltd

Apr 12 DIY #4 Curry's Auto Service

May 17 DIY #5 FunKtion Auto

Jun 21 DIY #6 Road Race Technologies

Jul 19 DIY #7 Russel BMW

Aug 16 DIY #8 Passport BMW

Sep 13 Carderock Family Picnic

Sep 20 DIY #9 Martin Motorsports

Oct 18 DIY #10 Curry's Auto Service

Nov 15 DIY #11 Convenience Car Care

Dec 13 DIY #12 Convenience Car Care

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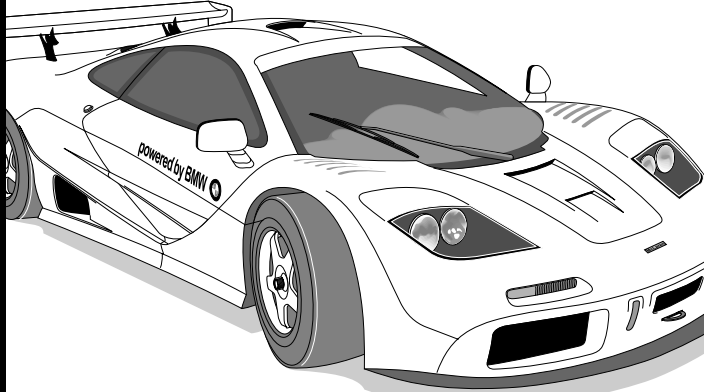
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A Look Back

By Woody Hair



*Our Charity Rally raised over \$4,000 for Children's Hospital.
September/October 1983 dB.
Photo by Raine Mantysalo.*

35 years ago – Sep 1973: President Mike Leeper attended the Chapter Congress and reported that the animosity between the national officers and the chapters that marked the previous year's Congress was absent this year. Fred Ipavich gave information on three rallies that were planned for this fall, and David Roach had a rally primer for novices entitled "A Guide for the Complete Idiot." The 1973 BMWCCA Oktoberfest was scheduled over three days in Atlantic City, NJ. The \$25 entry fee (\$40 for a couple) included an autocross, two rallies, Concours d'Elegance, the awards banquet, and Saturday night party. A report on the Nurburgring and Spa races for touring cars by Jerry Coffey said the new wings and spoilers on the BMW 3.0 CSLs made for total domination over the rival Ford Capris. Ford driver Emerson Fittipaldi complained that he had come to race against automobiles, not airplanes. The Hezemans/Questor BMW won the 24-hour Spa race by 130 miles. Fred Ipavich also had a long article about motor oils and lubricants, and Jerry Coffey had the first of a multi-part article on 2002 suspension modifications. The Chapter stood 6th of 18 clubs competing in the Metropolitan Council of Sports Car Club's autocross series. A do-it-yourself tech session was scheduled at Heishman BMW in Arlington.

30 years ago – Sep/Oct 1978: Chapter Treasurer Michael Greenbaum reported on the Atlantic Zone Conference. National announced that BMW NA (the importer) would heavily subsidize the drivers' school at the club's Oktoberfest in Oconomowoc, Wisconsin, and BMW AG (the German factory) would supply Lowenbrau beer for the whole event. Unfortunately, the drivers' school was to be held on the Milwaukee Mile oval rather than the 4-mile Road America road course. News Briefs included an item about a New Jersey company that could install the 215-cubic inch Oldsmobile V8 in your new 320i for a mere \$6,000. A tech tip by Bob Yohe of the Connecticut Valley Chapter discussed replacing the vinyl waterproofing sheet in the car's door. Jerry Liebes took over as Chapter president due to Bill Riblett's move to Connecticut. A report (rant?) by John Hartge discussed the "crizzled" metallic paint on his 1975 Siennabraun 2002. BMW NA agreed to pay 50% of a re-paint since the car was less than 3 years old. The re-paint was done by Wagonworks. Bill Via had a very long report on deceptive practices by BMW

dealers. A familiar invitation announced Dave Toy's annual Oktoberfest at Autoy in Rockville.

25 years ago – Sep/Oct 1983: Our Charity Rally raised over \$4,000 for Children's Hospital. Each of the 33 drivers raised a minimum of \$50 just to be eligible to compete. Navigators in each car were 8 to 12-year-old patients at Children's. Randall Viahos wrote a long article about auto security systems. John Fowler wrote about the great restoration of his 2002 performed by E & E Auto Body of New Market, Virginia. Our new Club Store rep, Max Rodriguez, outlined his services and the parts that could be obtained at below-market prices. Max also reported on converting his Tundra green 3.0 CS to Weber carburetors. John Hartge had a report with photos of the club's third Summit Point corral of the year – this time the August SCCA nationals. Among the cars in attendance was a new M1. The entry fee for our Friday Summit Point drivers' school was up by 33% from 1982 - \$15 to \$20. The ad for Brown's Castle BMW claimed they were one of the largest BMW dealers in the Mid-Atlantic area.

20 years ago – Sep/Oct 1988: The cover was a picture of Ron and Jan Blais with their beautiful 2800 CS taken at our Coupefest. This was a big issue with 40 pages. Larry Masten had a report on May's Deutsche Marque Concours d'Elegance that was held at the German Embassy. Best of Marque award was taken by Nick Saridakis with his 2002. Other event review articles included a Wagonwork Autobody tech session by Stacy Surla Koons, the Children's Hospital Autocross by John Hartge, the Coupefest by Raine Mantysalo, our Landover Mall autocross, and our TSD Rally by Stacy. Fourteen CS coupes attended Coupefest with a Florida car traveling the furthest distance. Woody Hair (325is), Cory Laws (944), Raine Mantysalo (325is), and Bill Shook (320i Turbo) had the four fastest times in the autocross, and Greg Johnson with Rick Valentine won the 100 mile rally. Lothar Schuettler imported a gray-market E34 535i several months before they hit the U.S. market. John Hartge's test drive report included the favorable reactions he received when he drove it in to an Arlington dealership.

15 years ago – Sep/Oct 1993: Bonnie Butler had a poem about the joys of touring back roads in her BMW. It was entitled, “Just for Fun.” There was an ad for Grant Randall’s new shop, Alexandria BMW Service. Bob Payne reported on our tour to Stout’s Black Angus Restaurant, Brewery, and Dance Hall in Pennsylvania’s Amish Country. It was planned by Dwight Derr. And Bill Caldwell wrote about the tour to the Flying Circus Airshow planned by Chris Leeper. Competition Corner reports a Greenbelt group is seeking National Park Service approval for a Formula One race in the Jefferson Memorial/Haines Point area. Dwight Derr had a suggested list of items for a basic tool kit.

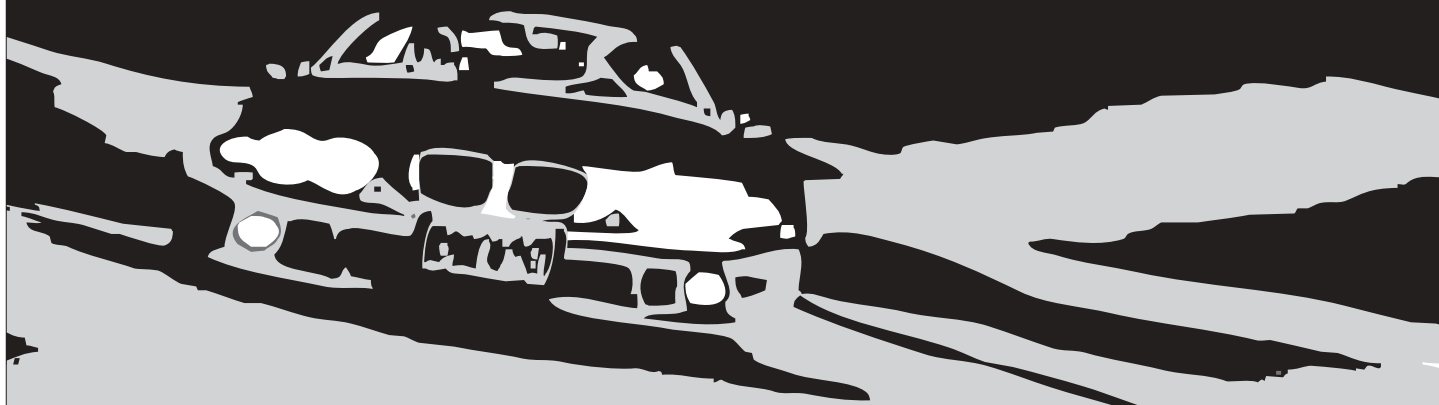
10 years ago – Sep/Oct 1998: Our New Member Party at Passport BMW drew 55 attendees. John Hartge got to attend the press intro of the new E46 sedan. His report included pictures and road test impressions. Our 4th autocross of the year was held at the new home of the Redskins, Jack Kent Cooke Stadium. We had 117 entries. Rafael Garces’ article on the event said the highlight was an exhibition run by Dave Lassalle in his M3 while a Prince George’s County police officer tried to follow in his Ford cruiser. Several other PG Officers were observing. When the announcer said something about the BMW being able to outrun the police car, one of these officers cracked, “yeah, but it can’t outrun our Motorola RADAR.” There also was a report on our MWCSCC championship autocross held at the NSA lot at Fort Meade. Forty-three BMWs were part of the 127 car field. Cars of the Month were Duane Collie’s ’95 M3 and Kirk Macchiavello’s ’85 635CSi. The featured marque at the annual Pittsburgh Vintage Grand Prix was BMW. BMW NA had a number of their historic race cars on hand for exhibition runs. They were too new and powerful for the actual race events that were run on narrow tree-lined roads through a large public park.

5 years ago – Sep/Oct 2003: A do-it-yourself tech session was held at Curry’s Auto Service in Ashburn, and BMW of Sterling was the site of our New Member party. Our Summer Tour went to Cumberland, Maryland where members rode the Western Maryland Scenic Railroad to Frostburg and back. A Mini GP for our chapter was held at Allsports GP in Sterling. The A Main race was won by Brad Evans, and Raul Escobar won the B Main. Jared Townshend reported on his week-long drive of a 325i loaner car from BMW of Arlington, and Rob Williams wrote about his wheel restoration by Wheel Worx. We had 128 entries in our MWCSCC Championship autocross at Rosecroft Raceway. Fastest BMW was Glenn Ty’s E36 M3. Competition Corner had a full report on the Montreal GP and long-time chapter member Jim Miner won an SCCA National Rally in his M Coupe.



Ron and Jan Blais with their beautiful 2800 CS taken at our Coupefest. September/October 1988 dB. Photo by Raine Mantysalo.

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NEW MEMBERS LIST



National Capital Chapter now has 5453 members, 754 Associate members (who share in all of the benefits of being an NCC member), and an additional 86 who are dual members. We continue to be the largest chapter in the U.S. and add memberships 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, Mikhail Bolgar, Casey BMW, Jeff Chang, Micah Goodwin, Stephane Grabina, Robert Henson, Cathy Hernandez, William Lacy, E. David Lassalle, Kristopher Linqvist, Jim Norton, Betty Pair, Judy Palmore, Richard Pineda, Zachary Pullins, Sr., Matthew Reinhart, Paul Seto, and Christopher Sullivan.

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 for the latest event details.

Clydea & Thomas Allaire	2002 525i & 2007 525i	James Harshman	2005 525i	Joseph Perfetti	2007 530xi
Akram Almodallal	2007 335i Coupe	Carl Haupt	1994 325i E36 M50B25	Keith Pew	2007 328xi
Matthew & Ann Ansel	2008 335xi	Roberta Heath	2001 530i	Matt Pilcher	2008 135i
Larry Armwood	2004 530i & 2006 X3	Bill Heim		Roger Pillow & Debra Fredrickson	2008 535i & 2007 530i
Hasnain Aslam	2004 M3	Louis Hernandez	2006 M3	Dwayne Proctor	2005 BMW M3
Kenneth Awkward	1975 2002 & 1986 325	Brad Hernandez	2005 330Ci	Ramesh Ramiah	2000 323i
Joe Baron	2000 323Ci	Charles Hill	2005 530i	Eric Randall	1995 325i
Kevin Barry	2008 535i	Ernest Hines	2000 528i	Jeffrey & Timothy Reinhart	1991 318is
Mary Bautista	2003 330xi	Eileen Hockey	2003 325 xi	Robert Reinisch	2008 535
Steve Behrendt	2002 530i	Kazi Islam	2000 740i & 2000 740i	Paul Richfield	2008 135i
Roman Berdychevski	2002 330Ci	Kai Jackson	1996 740iL	Douglas Rico	1974 2002
Nishant Bhoyar	2001 325i	Peng Jia	2003 M3 Convertible	Gerard Riddick	2008 328i
Jill Board	2001 325i	Claudius Jorif	2005 Mazda RX8	Andrew Rogers	2007 335CiC & 2004 330ci
Paul Bondy		Tanzeena Kabir	2008 335xi	Jordan Rosenstadt	2004 M3 Conv. & 1994 740i
Eric Bosco	2008 535xi	Steve Karlson & Deanna Breda	2006 X5 4.8is	Ghadah & Maryam Sabbagh	2001 325Ci
Samuel Brown	2002 M5	Robert Karow	2003 MINI Cooper S JCW	Chris Sadler	1976 2002
Laura Byrd		Milissa Keepers	2005 325i	Jungwon Seo	
Etienne Cambon	2008 328i	Victoria Keller	2007 328i	Bert Shirey	2008 328xi
Joshua Carin	2003 335i	William Kemp	2005 Z4 Roadster	Robert Simmons	2008 535xi
Vince Cassino	2003 325i	James Kim		Polly Smith	2006 530 Wagon
Richard Chu & Cindy Stewart	2004 X3	Stan Kiyota	2002 530i & 2008 335i Conv.	Joesph Smith	1999 740iL
Christopher Coker	2003 M3 Convertible	Ronald Klayton	2002 330xi	Adam Snow	2008 M3
Barry Collier		Michael Kosmas	2001 325i	Raul Sonza	2004 325xi
Carl Coscia	1974 2002tii & 1973 2002 S14 Conversion aka M2	William Krawczyk	200 740 & 2005 330Ci	Gilbert Stockton & Randall Crooks	2004 530i & 2004 Z4
Claudio Crigna	1997 318i	Lawrence Krebs	2008 335i	Peter Stolz	2001 325i
Ryan Cristobal	2007 Z4 Coupe	Gerson Kuhr		Michael Suess	2002 M Roadster
Orlando Critzer	2004 530i & 2007 X3	Philip Lafountain	1994 325is & 2002 M3 Conv.	Michael Thomas	2003 325xi
Wendell & Brenda Crusenberry	2008 335i	Jeffrey Latka	2007 328xi	Frank Turner	
Perry Debarr	1997 M3	William Lennartz	2000 323CiC	Max Tzentis	2001 540is
Damien & Yin Del Russo	2005 X3	Roy Lessy	2008 328	Russell & Michelle Upton	
John Denegre	2002 X5	Andrew Li	2003 M3	Peter Vazquez	2003 xi
Jas Dennis		Steven Lim & Kuna Therdsteerasukdi	2008 M3	Eugenio & Monica Vegarra	2008 X5 & 2007 328 xi
Robert Denson	2008 550i & 2000 540i	Jack Lin	2006 330 & 2006 Z4	Lisa Venable	
Amit Deva	2005 M3	Gerard Loiseau	1994 318i	German Venegas Maldonado	1993 740i & 2001 740i
Sudhir Devalia	2000 528i	Marley Loomis	2007 530xi Sports Wagon	Doug Viner	2004 325i
Edmond Driscoll		Brad Lotocki	1989 325i	Rita & Sergei Volochayev	2008 X5 & 2008 X6
Benjamin Duboeuf	2000 M5	Shane Madigan	2001 325i	Jonathan Walk	2004 Z4 3.0i & 2001 330Ci
Andrew D'Uva		Carol Madigan	2006 X5 & 2006 X3	Rich Walsh	2004 300Ci
Michael Ehrlich	2008 335i	Neal Marcelo	1997 M3	Donald Washington	2004 325i
Kirk Elliott	1986 535i	William Maxted		Michael Whitlock	
Joseph Fallone	2008 335xi Coupe	Ian McCain	1991 850i	Michael Winzeler	2008 335
Leonid Faybusovich		Kevin McCloskey	2004 328	Joseph Wisnewski	
Demetrio Ferrer	2007 X3	Scott McWilliams	2008 535xi	Henry & Alan Wong	2002 X5 4.6is & 1998 540i
Jack Finglass	2007 530i	Kristine Miller	2008 528i & 2001 328CiC	Kevin Woods	1996 328i & 1989 635Ci
John Frank	2008 328xi	Albert & Lee Morales	2007 M5 & 2008 X5 4.8i	Louis Wortman	2008 335xi
Brent Franks	2002 X5 3.0i	Laurie Morrison	2003 330i	Ho Wu	1998 E36
Joseph Gale	1991 318ic & 1999 740iL	Frances Moss	2006 325i	Stephen Yuter	2008 135i & 2004 330i
Allan Galsgaard	1993 325i & 2001 325i	Mark Motley	2008 135i	Ling Zheng	2007 328
Wendell Gardner	2008 335xi	Jeffrey Neal	2004 330CiC		
Bruk Gebremichael		David Neubeiser	1998 323		
Marcia Gelfand	2007 530 & 2004 325xi	James Noe	2000 528iT		
Jon Gold		Eric Norton	2004 330Ci		
Nuno Gomes	2002 M3 Convertible	Deborah Oleszycki			
Sameer Gore	2003 330Ci	Abban Osman	1998 M3		
Gil Grein	2008 135i	Michael Paluzzi	1999 328		
Woodrow Hall	2003 X5	John Panzer	2002 325i		
Sang Han	2008 M3 Coupe	Mike Parrish	2008 335i & 1991 535i		
		Kyle Patlen	1986 325es		

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

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 and click on "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).

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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

2001 M5 (E39)

Original owner, Titanium Silver with Caramel extended leather. Dinan software, CA intake and exhaust system, Schnitzer roof wing and pedals, Hamann intakes, brake ducts and SS lines. New MK4 navigation unit, clutch, battery, MAFs. Recent extensive services. OEM parts and spares included. Joe 410 336-0802 or jlapicki@aol.com

2001 BMW 740i Sport

WBAGG83481DN82198. Anthracite Grey Metallic/Black Leather, 60k miles. Sport package. Heated front seats and mirrors, BMW Bluetooth integrated phone system with Motorola RAZR phone mount. This is close to an M-car 7, with the 4.4i V8. Over 22 mpg. Since I bought the car it's had an Inspection II (including auto transmission fluid with the expensive BMW stuff and differential with Redline), a complete cooling system overhaul, new battery (Bosch), and I just replaced the fuel filter and did an oil change (Mobil 1 0W-40). Needs: The only immediate need is a RR window regulator. All books, keys, manuals, records, original sticker. \$17,900 obo. 610- 202-7080 or mrixonbullen@yahoo.com

1997 M3 Sedan

85k mi, Automatic, Green / Light Grey lthr. Excellent Condition. Alloy wheels, Sunroof, Power Locks, Power Steering, Bucket Seats, Anti-Lock Brakes, Fog Lights, CD Player, Power Windows, Rear Window Defroster, A/C. MD INSPEC 3016515968, only driven on weekends. No rain/snow. Kept under car cover. New Front brakes and Rotors, Thermostat housing, upper radiator hose. Jon 301-651-5968

1996 318ti Sport

1.9L 4 cylinder, 5 sp. Sport model, came from the factory with the M3 front air dam, side skirts, Sport specific rear bumper, Sport seats, shorter springs, numerically higher differential and 5 spoke 16 x 7 alloy wheels. This car is stock except the radio and braided steel brake lines. Recently replaced thermostat and BMW coolant; brake rotors, pads, lines and fluid; and ECV hoses. The exterior is in very good condition. The interior is in good condition except the driver's seat has a tear in the right bolster. 30 mpg. Steve (703) 405-3500.

1992 535i

1992 e34 Sedan 3.5l motor, Green, Automatic, 164k miles, Mobil 1 every 5k miles, Kenwood Stereo, body good, runs strong. \$3,500 OBO. Peter 703-509-0604.

1985 325e

WBAAB5404F9629011, \$5,500, Alpine White, Original Owner, 1985 325e, 2-door, manual, 5 speed, Clean, Solid, Well Maintained by Dealer Team, Service Records Available, Current Inspection, Black Interior, Sports Seats, 147,000 miles, James Bubar, 202 223-2060, Washington, DC

PARTS FOR SALE

E30 325i Convertible, E36 328ic Convertible E46 323 Sedan

E30: Muffler \$25; Lt. & Rt. Rear Convertible Trim, Black \$50; Lt. & Rt. Recaro Style OEM Front Seats, Black Leather w/ Heating \$800; Center Console, Black \$25; Dashboard, Black \$150; Lt. & Rt. Coupe & Convertible Door Trim, Black \$50; Glove Box \$20; Instrument Cluster, Non-M \$50; Instrument Cluster Black Trim \$5; Parking Brake Console w/ Heated Seat Button Cutouts, Black \$20; HVAC Console \$10; Steering Column Bottom Plastic w/ Ignition Hole \$5; M3 3 Spoke Steering Wheel, Non-Airbag \$70; Front Interior Door Handles, Black \$20; Horn \$5; Lt. Rear View Mirror, Red \$25. 325ic '92 Mototronic Unit \$20; Front Ashtray, Non-Working Lighter Unit \$5; Coupe / Convertible A-Pillar Tweeter & Triangle Assembly, Black \$10; Steering Column Bottom (Knee Padding) Plastic \$5; Black Leather Shift Boot \$20; Rear Seat Belts, Pair \$25; Strut Brace, No-Hardware \$50; K & N OEM Replacement Air Intake Filter \$20; Fog Light Lenses & Bulbs (Amber) \$10; E30, E36 & E46 Black 5-Speed Anatomic Shift Knob \$20; Lt. & Rt. Front Blinkers, No Bulbs \$20; 4 Hartge Classic-Look 17x8 4 Lug Silver Wheels \$400. E36: Lt. Front Blinker Amber \$20; Lt. & Rt. Rear Blinkers Amber \$40. E46: Grey Indoor Car Cover \$15; Front, Side & Rear Blinkers, Amber \$50; OEM Stereo Amp \$20. gixer62002@yahoo.com

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E46 M3 and E39 M5 Parts

E46 M3 parts: 19 inch set of BBS CH wheels with Pirelli P Zero tires \$1900 reduced to \$1500 OBO - Fits E39M3; OEM exhaust system - \$500 reduced to \$400 OBO; 4 wheel set of PFC track pads - \$150 per axle; Schroth 4 point harnesses - \$200 OBO; Colgan bra - \$50. E39 M5 parts: OEM 18 inch staggered wheels - Straight but curb rash \$800 OBO. Joe 410 336-0802 or jlapicki@aol.com

E46 and E36 M3 parts

E46 M3 Sway Bars (like new-taken off at 4000mi's) \$200 frnt/rear, Turn Signal Lights (new) \$20 ea. howard, 410-660-5976, apexthecurves@comcast.net (Leesburg, VA)

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E60 Winter Tires/Wheels

Four Hakkapeliitta RSi tires (235/45 R17 radials, approx. 95% tread remains) for 5 series BMW 1997 on; mounted on M-contour rims; sets of four tire totes and wheel felts; Bavarian Autosport wheel and tire cover. All for \$800. Dwight: 301-352-8735; dwright301@verizon.net

Ford F150 17" Factory Wheels

4 used 17" wheels with tires off of my 2006 F150 XLT SuperCrew. Wheels are in decent shape and tires have about 50K miles on them. Comes with lugnuts and center caps. Dave 703-919-7837

4 15x6.5 Team Dynamics Monza Wheels w/Bridgestone Potenza RE750 195/50-15

Set of 4 nearly new (20-30 miles) wheels and tires: 15x6.5 with 4x100 bolt pattern and 18mm offset. The 18mm offset is perfect for the E21 3-series, which came stock with this offset. Some minor fender work should get these working without rubbing on a 2002 also. You're welcome to come by and try them on for size! Paid over \$1000 for the set. Best reasonable offer. Phil 703-207-2012. zubaly@z-ware.com Falls Church, VA

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