

# *der Bayerische*

National Capital Chapter

BMW Car Club of America

September/October 2010



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**Cover:** David Brower's fully restored Isetta 300 at the 2010 Vintage at the Vineyards in Dobson, North Carolina. See the article on page 8. Photo by Raine Mantysalo.

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## President's Message

As I write this, plans for ChapterFest 2010 are in full swing. Our Web site is now up and running and the event list is set. We have set a goal to double our attendance from last year, when roughly 500 people attended. The range of events represents a broad cross-section of our chapter programs including: DIY, Ladies DIY, Autocross, Karting, Detailing, Street Survival and more. This is an excellent opportunity to drop by and see what your club is doing and perhaps get involved with one of the many great programs. The date is September 18, beginning at 8:00 a.m. at RFK stadium in the District of Columbia. This event is open to all – members and non-members – even the great unwashed masses (and by this, of course, I mean non-BMW owners!) are welcome. Parents, this is the perfect opportunity to get acquainted with the street survival program. We believe no one does it better than our instructors. Registration and more information can be found at [www.chapterfest.com](http://www.chapterfest.com). You can also easily navigate there from the chapter Web site.

A second program I would like to highlight is the Ladies DIY program. One of the most noticeably underserved member groups we have been trying to reach are our women members. This program, currently chaired by Kendra Seto, has been growing over the last couple years. We started with one or two events a year and this year our chapter will host four events. This program is designed for women members by women members. The biggest draw is the low-pressure, no-previous-knowledge-required atmosphere that encourages learning and makes it fun. The mechanics available at each event are there to help and answer questions. Feedback from participants has been very positive. Participants have been excited about their confidence to perform standard car maintenance tasks and have reported a sense of empowerment when talking with professional mechanics about car maintenance. Though the last scheduled ladies DIY is early this September, I hope this note will help spread the word that this program is available. Oh, and by the way, this will be one of the active programs at ChapterFest 2010.

Hope to see you there.

Dave



ChapterFest 2009. Photo by Raine Mantysalo.

# FromThe Editors

## Random Thoughts

With the recent return of AMC's ultra-hip, award-winning advertising drama *Mad Men*, I began to wonder how long BMW had been describing their product as The Ultimate Driving Machine®? A few sources quickly found online indicated that Munich embarked on this campaign way back in 1974. I'm glad it's still in use, still a part of logo, gainfully employed on almost every bit of material issued forth from the inner workings of BMW's marketing division. Over the next 36 years, in support of this overarching theme we've seen many tag-lines – some more innovative than others – adorn the pages of individual BMW advertisements, including iconic '02 ads heralding the car's performance "Goes like schnell," "Giant Killer," and "Fast Poke," all the way up to the current creative team's obsession with "Joy." In fact, it was only through one of these collectible little pieces of automotive advertising that I learned the true meaning of Christmas... okay, that's a stretch... but I DID learn that two of Santa's reindeer, the dynamic duo know to children

everywhere as Donner and Blitzen, are actually translated to mean Thunder and Lightning in English. Isn't learning fun? Along the way I learned a few other Germanic words and phrases thanks to BMW and their snappy "mad men," who also gave us this pithy gem, "The BMW 2002 is practical, roomy and economical. But in spite of all that it isn't boring." Wow. Fortunately, for those of us more visually inclined, that creative bit of marketing pizzazz was nestled below a sweet little red 1975 2002 kicking up some serious dust. What is it they say about pictures and words...? And then there was one that said "Freude am Fahren," a phrase I soon learned was loosely translated to mean "The Joy of Driving" (there's that word again...). Since my personal collection of Bimmer paper is not as extensive as it used to be, I'm not sure if the marketing guys at BMW ever played with the classic notion of form follows function – a movement most often associated with early 20th century architecture and industrial design – but it seems certain that they must have. To me, so many of the designs that rolled out of Munich

over the years just seem born of exactly such an idea. It's something I think of every time I wash my car. There's a sense of style and grace that's simple, yet powerful. It feels like everything is there for a reason, and that every shape and angle is as it should be, no more and no less. I love the way, for example, that my windows slide down about a half an inch whenever I open my door and closes up tightly only after I close it again. I'm sure this is nothing revolutionary – heck – my car's fifteen years old now, but both of my windows fit very tightly and the car is still whisper quiet on the road thanks to this understated little piece of Bavarian design. It just works. That's why I'm glad "M" really stands for motor-sport as opposed to marketing. As long as the cars still embody the spirit and the legacy of The Ultimate Driving Machine®, I can live with "Joy"ful little diversions to keep the advertising guys happy.

Jim LaFemina

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# 2 0 1 0 C A L E N D A R O F E V E N T S

## January

- 3 Karting Event #3 – Allsports Grand Prix, Sterling, VA
- 7 NoVa Social – King Street Blues, Kingstowne, VA
- 10 Karting Event #4 – Allsports Grand Prix, Sterling, VA
- 14 Columbia Social – Looney's Pub, Fulton, MD
- 16 Do-It-Yourself #1 – At Speed Motorsports, Hanover, MD
- 21 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 23 Holiday Party & Annual Meeting – Mount Vernon Inn, Alexandria, VA
- 24 Karting Event #5 – Allsports Grand Prix, Sterling, VA
- 30 Great Pie Run #4 – Thurmont, MD
- 31 Karting Event #6 – Allsports Grand Prix, Sterling, VA

## February

- 4 NoVa Social at King Street Blues – Kingstowne, VA
- 7 Do-It-Yourself – Eurotech Motorsports, Baltimore, MD
- 7 Karting Super Bowl Grand Prix – Allsports Grand Prix, Sterling, VA
- 10 Board Meeting and Social – TBD
- 11 Columbia Social – Looney's Pub, Fulton, MD
- 18 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 21 Karting Event #7 – Allsports Grand Prix, Sterling, VA
- 26-28 Drivers' School – Virginia International Raceway, Tarheel Chapter<sup>(1)</sup>
- 27 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 28 Karting Event #8 – Allsports Grand Prix, Sterling, VA

## March

- 4 NoVa Social at King Street Blues – Kingstowne, VA
- 12 Columbia Social – Looney's Pub, Fulton, MD
- 13 Ladies' Do-It-Yourself – Martin Motorsports, Inc., Alexandria, VA
- 13 Autocross School #1 – Bowie Baysox Stadium, Bowie, MD
- 14 Karting Event #9 – Allsports Grand Prix, Sterling, VA
- 15 Board Meeting and Social – Rhodeside Grill, Clarendon, VA
- 19 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 20 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 20 Autocross Points Event #1 – Bowie Baysox Stadium, Bowie, MD
- 20 Detailing Clinic – Bimmer Sales Limited, Arlington, VA
- 28 Karting Event #10 – Allsports Grand Prix, Sterling, VA

## April

- 1 NoVa Social – Velocity Five, Falls Church, VA
- 8 Columbia Social – Looney's Pub, Fulton, MD
- 10 Do-It-Yourself – Curry's Auto Service, Sterling, VA
- 10 Concours Judging School – Mercedes-Benz Eastern Vehicle Prep Ctr, Baltimore, MD
- 12 Drivers' School – Monticello (NY) Motor Club, NJ Chapter<sup>(1)</sup>
- 15 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 17 Do-It-Yourself – At Speed Motorsports, Hanover, MD
- 17 Autocross Points Event #2 – Regency Furniture Stadium, Waldorf, MD
- 24-26 Drivers' School – Summit Pt Jeff/Main, DelVal Chapter<sup>(1)</sup>
- 25 Autocross School #2 – Regency Furniture Stadium, Waldorf, MD
- 27 Board Meeting and Social – Rhodeside Grill, Clarendon, VA

## May

- 2 Deutsche Marque Concours – Nottoway Park, Vienna, VA<sup>(1)</sup>
- 2 11th Annual British & European Car Show<sup>(1)</sup>
- 6 NoVa Social – Velocity Five, Falls Church, VA
- 8 Do-It-Yourself – Leehigh Service Center, Dulles, VA
- 11 Board Meeting and Social – Rhodeside Grill, Clarendon, VA
- 13 Columbia Social – Looney's Pub, Fulton, MD
- 15 ///M Club Day – Spartanburg, SC
- 15 Autocross Points Event #3 – Summit Point Raceway, Summit Point, WV
- 15 Spring NCC Golf Outing – South Riding Golf Club
- 17-18 Drivers' School – Summit Pt Main, NJ Chapter<sup>(1)</sup>
- 20 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 21-23 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV
- 22 Do-It-Yourself – Curry's Auto Service, Sterling, VA
- 28 Vintage at the Vineyards, Dobson, NC<sup>(1)</sup>

## June

- 3 NoVa Social – Velocity Five, Falls Church, VA
- 4 Spring Tour – Rocky Gap Lodge & Golf Resort, Cumberland, MD
- 7-8 Drivers' School – NJMP Thunderbolt, Millville, NJ, NJ Chapter<sup>(1)</sup>

- 9 Board Meeting and Social – Rhodeside Grill, Clarendon, VA
- 10 Columbia Social – Looney's Pub, Fulton, MD
- 10-11 Marque Madness Drivers School, VIR Full, Danville, VA
- 12 Do-It-Yourself – Martin Motorsport, Alexandria, VA
- 12 Autocross Points Event #4 – Summit Point Raceway, Summit Point, WV
- 17 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 26 Do-It-Yourself – Funktion Auto, Alexandria, VA

## July

- 1 NoVa Social – TBD
- 2-4 Drivers' School – Virginia International Raceway – Tarheel Chapter<sup>(1)</sup>
- 8 Columbia Social – TBD
- 9-11 Drivers' School – Summit Point Jefferson Circuit, Summit Point, WV
- 10 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 14 Board Meeting and Social – TBD
- 15 MoCo Social – TBD
- 17 Autocross Points Event #5 – Regency Furniture Stadium, Waldorf, MD
- 24-25 Drivers' School – Summit Pt Main, NJ Chapter<sup>(1)</sup>
- 24 Do-It-Yourself – Euro Tech, Baltimore, MD

## August

- 5 NoVa Social – TBD
- 7 Great Pie Run #5 – TBD
- 11 Board Meeting and Social – TBD
- 12 Columbia Social – TBD
- 14 Do-It-Yourself – TBD
- 13-14 Drivers' School – NJMP Lightning, Millville, NJ, DelVal Chapter<sup>(1)</sup>
- 14 Autocross Point Event #6 – Bowie Baysox Stadium, Bowie, MD
- 19 MoCo Social – TBD
- 23-29 Oktoberfest 2010 – Road America, Elkhart Lake, WI [bmwcca.org](http://bmwcca.org)<sup>(1)</sup>
- 28 Do-It-Yourself – TBD

## September

- 2 NoVa Social – Velocity Five, Arlington
- 5 Karting @ Allsports Grand Prix
- 9 Columbia Social – Champps – new location! (see coming events for address)
- 11 Do-It-Yourself – Leehigh Service Center, Dulles, VA
- 11 Autocross Points Event #7 – Regency Furniture Stadium, Waldorf, MD
- 11-12 Drivers' School – Summit Point, Shenandoah, NJ Chapter<sup>(1)</sup>
- 14 Board Meeting/Social – Rhodeside Grill, Clarendon
- 16 MoCo Social – Winston Sports Café, Rockville
- 18 ChapterFest @ RFK Stadium, parking lots 6 & 7
- 25 Ladies Do-It-Yourself – Martin Motorsport, Alexandria, VA
- 25 Lovettsville Oktoberfest – PCA event<sup>(1)</sup>

## October

- 1-3 Drivers' School – Virginia International Raceway, Tarheel Chapter<sup>(1)</sup>
- 9 Do-It-Yourself – At Speed Motorsports, Hanover, MD
- 15-17 Radial Tire Driving School – Summit Point Main Circuit, Summit Point, WV
- 18 Intro to Drivers' School – NJMP Lightning, Millville, NJ, NJ Chapter<sup>(1)</sup>
- 23 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 23 Autocross Points Event #8 – Summit Point Raceway, Summit Point, WV

## November

- 4 NoVa Social – TBD
- 6 ///M Club Day – Spartanburg, SC
- 6 NCC Fall Tour – TBD
- 10 Board Meeting and Social – TBD
- 11 Columbia Social – TBD
- 13 Do-It-Yourself – Tischer BMW, Silver Spring, MD
- 18 MoCo Social – TBD

## December

- 2 NoVa Social – TBD
- 4 Do-It-Yourself – BMW Excluservice, Rockville, MD
- 8 Board Meeting and Social – TBD
- 9 Columbia Social – TBD
- 11 NCC Winter Tour – TBD
- 16 MoCo Social – TBD

<sup>(1)</sup> not a National Capital Chapter event

**September 2010**

**NoVa Social – Velocity Five**

Thursday, September 2, 2010  
2300 Clarendon Blvd.  
Arlington, VA 22201

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for more details.

**Karting at Allsports Grand Prix**

Sunday, September 5, 2010  
45915 Maries Rd.  
Dulles, VA 20166

Let loose your inner speed demon! Designed by race-experienced professionals, the Allsports Grand Prix track features a road racing profile inspired by the Monaco Grand Prix circuit. Their extremely responsive karts will enhance your good driving skills and illuminate those areas where skills can be improved. See firsthand how your steering input translates into high-speed cornering as you four-wheel slide your kart through the corner and get the feel of real racing!

Each participant receives a driver safety meeting and is provided with a race suit, cotton head sock, protective gloves and a safety certified helmet for use during their race. Drivers are responsible for their own footwear.

**NCC Columbia Social**

Thursday, September 9, 2010  
Champps  
10300 Little Patuxent Parkway  
Columbia, MD 21044

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for more details.

**Autocross Points Event #7 – Regency Furniture Stadium**

Saturday, September 11, 2010  
Regency Furniture Stadium  
11765 St. Linus Drive  
Waldorf, MD 20602

A low-speed, competitive driving series, held on courses marked by cones in parking lots. Please see the Web site for details and registration information.

**Drivers School – Summit Point Shenandoah Circuit**

Saturday, September 11, 2010  
201 Motorsports Park Circle  
Summit Point, WV 25446

Sponsored by the New Jersey Chapter, visit their Web site for more information – and a nice overall description of driving schools throughout the northeast.

[http://www.njbmwcca.org/event\\_info/driver\\_school.php](http://www.njbmwcca.org/event_info/driver_school.php)

**Do-It-Yourself at Leehigh Service Center**

Saturday, September 11, 2010  
23685 Pebble Run Place  
Dulles, VA 20166

The Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club.

Please see the Web site for details and registration information.

**Board Meeting and Social – Rhodeside Grill**

Tuesday, September 14, 2010  
1836 N. Wilson Boulevard  
Arlington, VA 22201

Come join fellow National Capital Chapter members for a little business, a bite to eat and an evening of fun and socializing! A quorum of the Elected Board members join Program Chairmen and other interested chapter members to discuss issues regarding the operation of the club in a loose, fun atmosphere with good food, friends, and plenty of time to socialize. Our socials are really just “mini-meets;” informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Please see the Web site for more details.

# ChapterFest 2010

**Saturday, September 18, 2010 • RFK Stadium in Washington, DC**

*(For more information see the next page.)*



## **NCC Rockville Social**

Thursday, September 16, 2010  
Winston Sports Café  
1776 E. Jefferson St.  
Rockville, MD 20852

Our socials are really just "mini-meets," informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Please see the Web site for more details.

## **ChapterFest 2010**

Saturday, September 18, 2010  
RFK Stadium, parking lots # 6 & 7

ChapterFest 2010 will encompass everything we do as a chapter. There will be autocross, a Street Survival school for teenage drivers, and a karting course will be set up to feed your inner racer. A Concours d'Elegance will show off some of the cleanest cars you'll ever see, and if you want to understand how the pros detail their cars, maybe the detailing tech sessions will be for you. In addition, the DIY and Ladies' DIY committees will each run tech sessions throughout the day. Add to this a slew of sponsors, vendors and, of course, your attendance and ChapterFest 2010 will undoubtedly be an enjoyable and unforgettable day.

Mark September 18th on your calendar now! ChapterFest 2010 will not disappoint. Visit our Web site at [www.nccchapterfest.com](http://www.nccchapterfest.com) for more details, registration and volunteer information, as well as sponsorship opportunities. We look forward to seeing everyone there!!

## **Ladies Do-It-Yourself**

Saturday, September 25, 2010  
Martin Motorsports, Inc.  
460 South Pickett Street  
Alexandria, VA 22304

The Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club.

Please see the Web site for details and registration information.

## **Lovettsville Oktoberfest**

Porsche Club of America Event  
Saturday, September 25, 2010  
Manassas Battlefield Visitors Center  
VA Rte. 234

Come join us for a multi-club drive through some of the prettiest roads in Northern Virginia. We'll start at eleven, and get brats and beer when we end up at the Lovettsville Oktoberfest where we'll meet up with the Rally group for an impromptu car show on the town square! Join PCA, BMW Club, Audi Club, and Mercedes-Benz Club for a fun tour through some beautiful towns ending in Lovettsville for a multi-club show, beer, and brats!

## **October 2010**

### **Tarheel Chapter Drivers' School**

Saturday, October 2, 2010  
Virginia International Raceway  
1245 Pine Tree Road  
Alton, VA 24520

Sponsored by the Tarheel Chapter, come join fellow BMW CCA members for a day of spirited driving and great camaraderie. Virginia International Raceway, located in Southern Virginia between Danville and South Boston, is one of the world's finest road courses. VIR hosts pro and club car and motorcycle races, a wide range of racing and riding schools, track days for cars and bikes, club events, off-road driving, drifting and private test rentals. With on-site lodging, go karts, corporate events, fine and fun dining, the VIR Club, Camp Motorsport, the Oak Tree Spa and southern hospitality, VIR truly is America's Motorsport Resort.

Please see the Web site for details, and also visit VIR online at [www.virnow.com](http://www.virnow.com)

### **Do-It-Yourself – At Speed Motorsports**

Saturday, October 9, 2010  
7410 Coca Cola Drive  
Hanover, MD 21076

The Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club.

Please see the Web site for details and registration information.

## **Radial Tire Drivers' School – Summit Point, Jefferson Circuit**

Saturday, October 16, 2010  
201 Motorsports Park Circle  
Summit Point, WV 25446

While the methods of instruction and the target audience for these schools differ, they share a common goal: to give you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities, so that you will be prepared for any situation you may encounter on the highway.

Please see the Web site for details

## **Intro to Drivers' School – NJMP Lightning**

Monday, October 18, 2010  
47 Warbird Drive  
Millville, NJ 08332

Sponsored by the New Jersey Chapter, visit their Web site for more information – and a nice overall description of driving schools throughout the northeast.

[http://www.njbmwcca.org/event\\_info/driver\\_school.php](http://www.njbmwcca.org/event_info/driver_school.php)

## **Autocross Points Event # 8**

Saturday, October 23, 2010  
Summit Point Motorsports Park  
201 Motorsports Park Circle  
Summit Point, WV 25446

A low-speed, competitive driving series, held on courses marked by cones in parking lots. Please see the Web site for details and registration information.

## **Do-It-Yourself – J & F Motors Ltd**

Saturday, October 23, 2010  
40640 South Four Mile Run Drive  
Arlington, VA 22206  
Tel. 703-671-7757

The Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club.

Please see the Web site for details and registration information. <http://www.nccbmwcca.org/content.php>

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## **Do-It-Yourself – BMW Excluservice**

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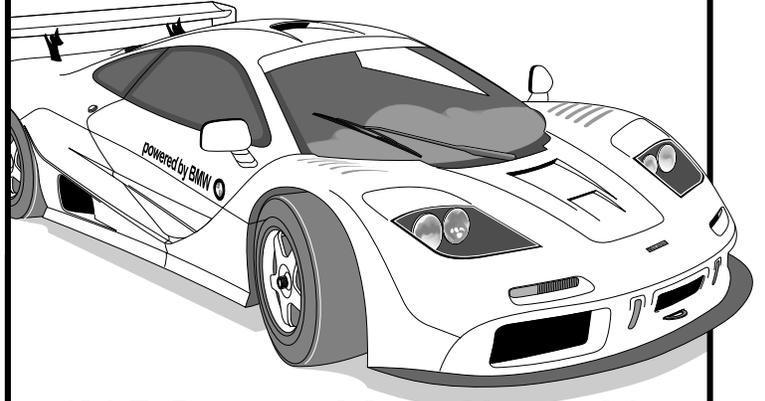
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## Traditions

BY Bill Williams

PHOTOS Raine Mantysalo  
Marc Caden

# Something to look forward to ... and love's labors found

Way back in 1971, when all of our taillights were round and M was nothing special, just one of 26 letters needed to produce articles like this, a young singer-songwriter named Carly Simon told us all about "Anticipation." The title track of her second album rose all the way to number three on the adult contemporary radio stations, but I think it's safe to say it was the advertising geniuses who worked for Heinz Foods who fixed the song firmly in our collective memory when they combined it with a ketchup bottle, a hamburger, and a hungry, impatient little kid. No doubt about it, anticipation is a powerful feeling. We look forward to many things. This year, as we have for almost a decade now, a bunch of folks from the NCC were eagerly anticipating another Vintage at the Vineyards in Dobson, North Carolina.



*Photo by Marc Caden.*

2010 Vintage at the Vineyards

In advance of this year's event, I worked with fellow NCCers David Roach and Jim Gerock to put together a "2002 Ambassador Display." Scott Sislane from New Hampshire also joined in our planning. Bill Riblett planned the E9 display. We started planning the displays just after the snow melted. I know – that does not seem so long ago. Bad memories just linger.

This year, "a funny thing happened on the way to the vineyard." My good friend Frank Greppo made the acquaintance of our own Lothar Schuettler over the purchase of Lothar's new BMW ALM-4. Frank and Lothar met again at the invitational car show at the Saratoga Auto Museum in Saratoga Springs, New York, where Lothar's 328 won Best-In-Show. During that meeting, Lothar invited Frank and his wife Denise to visit his garage on their way from New York to North Carolina. So Ruth and I agreed to meet the Greppos at Lothar's and Gretchen's for a tour of the garage. Not only did we get the tour, but Gretchen surprised us with a gourmet lunch. Klaus Schnitzer from *Bimmer* magazine was also there to photograph Lothar's collection. What a great way to start the weekend!

On Friday morning, the caravan formed in Strasburg, Virginia, adding



Raine Mantysalo, Marc and Stephanie Caden, and a small contingent from the north. As always, there were a few minor interruptions in the trip for adjustments, but our caravan arrived in Dobson avoiding both overturned tanker trucks and heavy traffic. The host hotel was already sprouting vintage BMWs. Other chapter members, Matthew Cervi, Bill Riblett, Jim Gerock, and Marshall Lytle arrived early enough to take advantage of drives through the North Carolina country side.

The catered BBQ dinner included a first for some of our friends from the north – coleslaw piled on the pulled pork BBQ! As they say, "When in Rome..." or in this case North

Carolina! The evening also included a how-to photo session by Tom Madine, and a trip through Klaus Schnitzer's life of photographing cars.

Saturday delivered vintage BMW overload with more than three hundred fine-aged and M-powered BMWs on display. Saturday evening was either dinner at a now renowned Mexican restaurant, Tlaquepaque Mexican Grill in Dobson, an organized 02 dinner in Elkin for the younger set, or the senior NCC member reunion at Greg and Colleen Johnson's home in Willys, Virginia. This included members Woody Hair, Mike and Paulette Leeper, David Roach, John Hartge, Al Zavala, Raine Mantysalo, George Phemister, Frank

Conway and Jack Kenworthy, one of our chapter's past presidents.

According to Raine Mantysalo, "I followed three M Coupes (driven by certified drivers' school instructors) on very curvy country roads and could barely keep up with them (what do you expect?). I'll bet they did it on purpose to test me (and the car) out."

Below, the words of some of our other chapter members help describe the event.

**Marc Caden – he might be (and in fact it was) Klaus Schnitzer...**

As a newbie to Vintage at the Vineyards, I had lofty expectations of what I'd see. I had heard stories of amazing restorations, seeing an authentic 2002Ti, and even the presence of pre-war cars. I can say without hesitation that my first Vintage at the Vineyards met and exceeded all of my expectations. What surprised me, however, was the exhilaration of being surrounded by so many like-minded car enthusiasts brought together in their common love of our little cars (which in my

*(Opposite page) Marc Caden's Horst gets a fill-up on one of the drives during the event. (Top) E9s on the lawn at the event. (Below) 120+ 2002s from all over the United States all in one place.*



2010 Vintage at the Vineyards

case is the 2002 – more than 100 of them present) and the marque.

On the Friday prior to the event I was washing my car in back of the hotel when out of the corner of my eye I noticed a man quietly photographing my car. He politely complimented my plain Jane stock steel wheels with hubcaps and spoke with a slight German accent. It was then I realized he might be (and in fact it was) Klaus Schnitzer, a guest speaker that evening and a man whose photographs in *Bimmer* magazine I have long admired. To my awe and surprise, he proceeded to give me tips on how to photograph cars, while I stood there listening like a teenage girl before a matinee idol....or an American Idol!

*(Top) Sam Smith's touring coupe with the BMW CCA Foundation's funky trailer. (Right) David Massi drove his Neue Klasse from Illinois. (Below) Roundies and squaries play nicely.*



Another moment that comes to mind occurred Saturday. I was given the opportunity to ride in a fully restored 1958 Isetta 300. I have always wanted to ride in an Isetta. I could not pass up this chance. I opened the front-mounted door and upon stepping into the front seat was surprised by how roomy the cockpit was – given that it is only half the size of a modern Smart car. I enjoyed hearing the hum of its efficient little 300cc engine producing a solid 13 horsepower, but we easily obtained 50 miles per hour and it reportedly gets 50 miles per gallon. Zipping around the winery in this little micro-car was

probably the V&V's equivalent of taking laps in a Dinan M3 at the track.

If you haven't been to V&V, I can only describe it as an automotive odyssey. It is truly a once-in-a-lifetime experience, except it doesn't have to come just once in your life, because you can feel safe in knowing that it will occur again in another 12 months (kind of like Christmas for BMW lovers). If you want to meet great people, see some amazing cars, and enjoy some twisty drives, this is a must-do experience for the BMW enthusiast.



## 2010 Vintage at the Vineyards

**Matthew Cervi - never enough time to talk to everyone...**

This was my fifth year going to the Vintage. I spend months looking forward to the trip, partially for seeing friends and partially for the adventure. The rest of my family goes camping every Memorial Day weekend so this is a solo adventure for me. The closer the weekend gets, the more I think of that I need to do to prepare my car. You can never take for granted that a 38-year-old car will survive a six-hour drive.

This year I drove down on Thursday so I was able to see everyone else come in and enjoy an O2-only drive on Friday, but after that, the weekend went by in a blur. There's never enough time to talk to everyone and see all the cars, but this is absolutely the nicest group of people I've ever known. Too soon it was 7:30 Sunday morning and time to drive back home. It isn't really over though... people post their pictures

and talk about their return trips. And soon it will be time to plan for 2011.

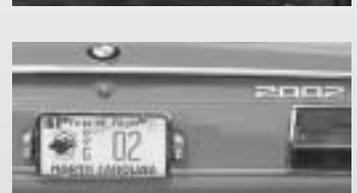
**Raine Mantysalo - The O2 got a real workout...**

I was mainly wondering how the car would survive the long trip, not having driven it much at all. There had been a nagging problem with the original Solex carburetor not allowing the engine to idle. The problem was not fixed until just days prior to

leaving and it had kept me waiting to the last minute undecided whether or not I could go.

At V@V the enthusiasm was all around the cars. I spoke with so

*(Below ) The hoods just seem to pop up when they stop. (Right) V@V is now a national event. Participants come from as far as state of Washington and Canada.*



## 2010 Vintage at the Vineyards

many people, and as if I had known them for years. Our common interest was bonding us all together. I never expected to see so many cars from so many distant states.

I ran into some Maryland and Virginia friends who asked me to come and check out Greg Johnson's new place some 40 miles away from the vineyards. Instead of taking the shortest route they took one of Greg's favorites. I followed their three M Coupes along some very twisty roads. I had my hands full not just trying to keep up with them, but also keeping the car on the road. The 02 got a real workout, and so did I.

There were several people asking me when and where I found the car. Once I told them the Craigslist story they passed it along and now these people would want to hear the story first-hand.

To my joy (pardon me for using that word), the car ran flawlessly and, to reduce some of the still lingering anxiety, I was greeted along the route by honking horns and a half dozen thumbs up. I guess they all liked the old car.

### Jim Gerock - dense fog after hard thunderstorms...

This year's Vintage at the Vineyards event had me really excited until I learned that my close uncle passed away from leukemia the weekend before the show. My plans to caravan down on Friday with Marshall Lytle changed since my wife and I attended a memorial service on Thursday in New Bern, North Carolina. We drove the tii in hot, humid weather (thank goodness for working Behr A/C) and made it without any problems. Friday morning, I drove solo from New Bern over to Dobson while reflecting on the service and wondering about the weather for the show.

As I exited I-77 in Dobson, my heart rate increased as I saw the great numbers of vintage bimmers already at the host Hampton Inn! Talking to old friends, meeting new folks and relaxing after two days of driving

made me feel 100% better.

I opted out on Mike Pugh's Friday '02-only drive and was the "navigator" for Marshall Lytle on the 2.5-hour winery self-guided drive. After all those months of work, Marshall's much-modified '75 2002 handled and rode like a dream on the twisty sections of road.

Saturday morning, I awoke early to find dense fog after Friday night's hard thunderstorms. The excitement of the event increased as we began assembling the 2002 Ambassador display and cars started arriving through the entrance gates. Throughout the day, I marveled over the sheer number of vintage BMWs and their wonderful owners while listening to the rock-a-billy music playing from the bandstand.

And then, as quickly as it started, the event was over. It was time to pull

up the tent stakes, load up the cars and get ready for some delicious Mexican food for dinner. Sunday's drive home with Marshall Lytle and Matthew Cervi was uneventful and allowed me to begin planning for next year's trip.

### Marshall Lytle - Racer slows down...

I have been a rabid BMW racer for 10 years, driving E30s and E36s in the SCCA MARRS series and in many BMW CCA Club Races. In 2008, I went to ChapterFest intending to watch some Auto-X. I got side-tracked and ended up spending the day looking at 2002s and talking with a guy named Bill Williams and several other 2002 owners. Hmm.... memories of learning how to drive in a 1973 2002... maybe someday I will get another one. As luck would have it,

my job situation changed preventing me from doing all the traveling needed to compete in the MARRS series – perfect opportunity to refocus on fixing up an old car. The search was on! Four months later I found a 1975 2002 that had been stored in a garage in North Carolina for almost ten years. 2002 #1 was now in my shop. This car needed some parts, so 2002 #2 was bought in Maryland with a nice engine, drive train and many other parts. My goal was to assemble a stock looking car on the outside that was fully capable of turning fast laps at Summit Point on the inside. Could I get everything together for V@V 2009? Not quite, so I set my sights on ChapterFest 2009.

With the help of 2002 locals like Jim Gerock and a few borrowed parts from Bill Riblett, I got the car on the road the morning of ChapterFest and it actually made it there! The work was not done yet though, and V@V 2010 was set as the next target. Winter 2010 was spent gutting the interior and making final changes to the suspension and driveline. The car did well on its shakedown drive... as my instructor car for an SCCA Competition Driving School. What a hoot!

Time approached quickly for V@V preparations. It was going to be a hot weekend, and without A/C in the 2002, I wimped out and towed the car to NC in my race trailer. I had no idea what to expect, as I had never been to a big vintage car event before. I arrived at the host hotel Friday to find a parking lot full of people meeting old and new friends and a whole bunch of beautiful cars! Wow. This was going to be fun! I arrived too late for the "guided tour" drive, but Jim Gerock volunteered to copilot and we went on a rather spirited drive through the North Carolina twisties. Saturday dawned and we set about getting the 2002 display ready at the Vineyard. As we were working I was thinking "nice location, should be cool when a few cars show up!" A few cars indeed! I was in awe as row after row of 2002s



2010 Vintage at the Vineyards

formed upon the hill below us. More than 100! Then there were all the rest of the amazing BMWs. I wandered around lost for hours gawking at one car after another. Despite owning two E36s, I pretty much ignored the back lot full of them as I strolled among the 3.0s, Sharks, E12s, Z1, Isettas, 328 and 02s. It was quite simply great cars, great music, great conversation

*(Opposite page) Lothar Schuettler's 1937 328s is the oldest of them all. (Below) Rare Alpinas are always welcome. (Right) "Do you think it is for sale?" (Below) E9s continue to increase their attendance.*



and a great setting. Total sensory overload! Before we knew it, it was time to take it all down and pack up. More new friends were made over dinner that night and then the convoy back to NOVA on Sunday provided time to reminisce. Hmm... changing tires, calculating fuel loads, turning a hot qualifying lap and battling for the checkered flag on a race weekend was fun, but there is definitely something to be said for sitting in the grass at a beautiful vineyard chatting and being surrounded by hundreds of great cars – each a labor of love. Slow is just as good as fast!

Will that be my last V@V? Heck no! I am hooked. In fact, 2002s # 3 and 4 are now in my yard. I appear to have a hoarding problem, but in that pile of parts there is an S14 engine from a 1988 M3 that is destined for my 1975 2002. Target V@V 2011, and, of course, some hot laps at Summit! I am not ready to give up fast just yet!





# An interview with Radial Tire Company owner Paul Moorcones

**F**or more years than anyone can remember, Paul Moorcones' Radial Tire Company has supported the National Capital Chapter and our members. Whether through advertising in this publication, discounted tire pricing, making hefty contributions toward our race corrals, and drivers' school BBQs, we have benefited in many ways from this shop in Silver Spring. Our upcoming October 16-17 drivers' school dinner, which is open to all chapter members, includes a \$3,000 subsidy from Radial Tire.

**dB:** When and how did Radial Tire get started?

**Paul Moorcones:** Just out of college, I went to work for Universal Tire Company in Rockville while exploring employment with the Federal government. Universal specialized in the import car market, which suited me just fine. After a few years, another Universal employee, Don Hines, and I decided strike out on our own to sell tires to University of Maryland students, figuring we could make enough to enable us to ski the entire month of February. We were doing this business from our front porch in Takoma Park. We were soon doing so much business it was impossible to take off a month for skiing. Next we obtained use of a warehouse near the present Radial location and things really took off. Don was with the company until he retired in 2004.

**dB:** What is your current sales area?

**Paul:** Our retail customers come from all over the Mid-Atlantic region. We have five trucks serving our wholesale business in Columbia, Montgomery County, and parts of Northern Virginia.

**dB:** How many employees?

**Paul:** Including wholesale, we have 27 employees. We normally service about 60 cars through this shop per day.

**dB:** What trends do you see in the performance tire market?

**Paul:** While tire performance is constantly increasing, longevity is decreasing. Many customers are not happy with this. The number of different manufacturers and tire models is also getting out of hand, not to mention the variety of tire sizes necessary to serve the market. At one time 28 sizes were all you needed. Now, that number has grown to more than 100. You can imagine the inventory issues this causes.

**dB:** For track and autocross use, do you see many customers moving away from the R-compound tires in favor of the so-called max-performance summer tires?

*(Left) Paul Moorcones at Radial Tire has been a BMW Club supporter for several decades providing discounted tire pricing and hefty contributions.*

**Paul:** No. We find once people use an R-compound, they don't want to go back. But understand, some of these max-performance street tires are using the same rubber compound as their R-compound brethren. Manufacturers can mold a slightly deeper tread, and slap on a higher tread wear rating.

**dB:** In addition to the BMW Club, what other organizations are receiving your support or sponsorship?

**Paul:** The DC Region of the SCCA autocross series, the SCCA Double MARRS races on Labor Day weekend, and some Porsche Club events.

**dB:** Are you sponsoring any racers or race teams?

**Paul:** No. Supplying tires and related services – at what is basically our cost – provides a real benefit to the racers, and their word-of-mouth recommendations bring us a steady stream of customers. We have found that general print or broadcast advertising is not overly beneficial and can even bring in the wrong kind of customers.

**dB:** So when are you going to open a Radial Tire branch in Virginia?

**Paul:** I'll give you the same answer I give everyone else who asks. If a potential manager is willing to spend a year working in the Silver Spring location in order to thoroughly learn the business, and then find a suitable location, it might happen.

**dB:** I know you said you wanted this interview to be about Radial Tire, and not you personally, but can you tell us a little about your own racing activities?

**Paul:** My first race car was a Ford Pinto that I built in 1985. The DC Region was planning the GT Pinto class, and I became the driving force behind that effort. To this day I don't think you can find a better base for a fast, cheap, four-cylinder race car. The live rear-axle actually performs better than an independent rear on a smooth track. Partnering with Chuck Allard, I've done a number of SCCA endurance races in BMW 2002s. One year I did three 24-hour races (Moroso, Nelson Ledges and Mosport). That may be a record. Allan Himes and I built a Miata for the Grand-Am Cup series and after three years moved to an Acura Type-R. We had several top ten finishes. More recently I co-drove Ted Giovanis' BMW 330i in the G-A Cup/Koni Challenge series.

**dB:** Anything else you want to mention?

**Paul:** The BMW Club has been the most enduring marque club over the years and it is always a pleasure to help them succeed.

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# A vision in white... circling the 'ring

Text and photos by Walter Selva

**From:** Woody Hair  
**To:** Walt Selva  
**Subject:** European Delivery

Hey Walt – when am I going to get a report on your trip and driving the 'ring?

Woody

**From:** Walt Selva  
**To:** Woody Hair  
**Subject:** Re: European Delivery

**OK**, Uncle Woody, as you requested, here's my report on what I did for one week this summer...Well... Let me state for the record that Germany rocks. Germany has the four B's: BMWs, Bier, Bratwurst, and Blonde women... all in great abundance. Germany is my favorite of the European countries I've visited, not only because of the obvious, but also for its people. For example, (at least in Munich) if they presume you're German, they speak to you in German, but when you utter one word in English, they will quickly switch over to English for your benefit, which always makes me feel welcome. In Italy they'll make you stutter a sentence or three in their language before you realize that they too can speak English. I've heard the French are like this too. (Certainly they are in Quebec.) More on France in a moment.

I think every car enthusiast should do a European delivery at least

once in their lives. I'm very blessed to have done two. As far as I'm concerned, it's the only way to buy a car. It's just a great experience from beginning to end. Nowadays, there is The Welt, which is across the street from the BMW museum and one of the factories. We did both the factory tour and museum. Heaven for car enthusiasts. My older daughter Shannon and I are car enthusiasts – I think she took 200 photographs at the museum and Welt alone – but my wife and younger daughter are not, and they stayed home, so the plan was to have a completely automobile-related week, the kind I'd never get if they had come along!

We arrived on Thursday and did the museum and factory tour. Our scheduled pickup time was Friday 10:40 a.m., with a check-in time of 9:10. On Thursday evening we had dinner at one of The Welt's restaurants, and when we left, we looked down to the delivery floor, and there she was... a vision in white... my car! We had no access to the floor because it was after hours and it was closed, but I took some photos of it long distance, and from above, which I'll most likely never get a chance to do again.

The car, as you may know, is a 2011 M3 ZCP in Alpine White. It has the carbon fiber roof, manual trans-

mission, and black leather-and-cloth interior. I drove it 758 miles in Europe and never once touched the adjustable damping controls, M-Power, or DSC buttons. Just left it in its default (least aggressive) settings and it was just fine, thank you very much.

I noticed that every new M3 I saw had a tourist plate on it, so evidently the price of gas in Europe is a great barrier to home-grown sales. Even in Germany the M3 is king... Lots of people stared at the car when we were driving, and I caught a few people looking inside when it was parked. This despite the fact the M3 has been around for three years already! On the autobahn, other BMW drivers respectfully get out of your way. Audi drivers were always challenging me.

The plan was to drive from Munich to the Nurburgring, about five hours away. Yes, I adhered strictly to the break-in rules. I never let the car go faster than 110 mph, or the engine past 4,500 rpms. I set the speed governor gong to 110 and that darn thing kept on going "gong" every 30 seconds it seemed. And, oh my Lord, that nav system is just friggin' awesome.

Needless to say, I love the car. Yes, it does have some DNA from the original M3, as they all do, but in my opinion the fourth generation M3 has evolved into more of a high-speed GT

car. If it shares anything similar with the original vintage, I'd say it's closer in spirit to the original M6. And that's not a bad thing. There are things about the car I just love: one is that power bulge on the hood with its two air intakes (only one of which is functional). The other thing is that 200mph speedometer that you can't miss whenever you sit in the driver's seat. It makes me giggle every time I see it.

Gordon once told me the car is like a drug. I totally agree. Whenever I'm not driving it, my thoughts are consumed with the next time I will be.

First place we drove to after getting the car was the concentration camp in Dachau. Just for a little perspective.

From there the plan was to drive from Munich to Nurburg, but with a stop-over at about the half-way point, the tippy-tippy northeast corner of France, a town called Lauterbourg, where we were going to have lunch, just so that we could add France to the number of countries we've visited, and to also say (officially) that the French people were rude to us.

So, after a few hours of high-speed (limited to 110 mph) autobahn driving, we pulled off to drive a few miles into France... two Americans driving their fancy brand new German car on one of the same roads that the Nazis used in 1940 when they began their occupation. We cross the river,

land on French soil... and there's nobody – and I do mean nobody – anywhere. It was like a Twilight Zone episode. A ghost town. We park the car and walk around looking for a cafe or restaurant to eat in.

I learned a new French word: ouvert, which apparently means "CLOSED" because every sign on every restaurant said "Ouvert 12:00 - 4:00" or some such similar message. Just like Italy. The whole country just shuts down; everyone goes home, pulls down their shades, and goes to sleep for a few hours in the middle of the afternoon. If you ask me, this work ethic is a perfect example of why Italy and France aren't world powers.

Problem is, after a few hours on the road, I really had to go to the bathroom! I was seriously considering watering a tree somewhere but I sure don't want to be an American in a French jail, so I mustered up the courage to approach a young waitress who was cleaning up some tables at a cafe and asked if I could use a toilette and she smiled and said oui and pointed me inside. Once inside, a bartender told me that they



*I never let the car go higher than 110 mph, or the engine past 4,500 rpms.*

were ouvert and I asked in bastardized French if I could use a toilette and he smiled and pointed to where they were.

When leaving, I said merci and he was very nice. We were still hungry, however, and finally found a little pastry shop and bought a couple



*We posed for a few pictures with Sabine, like everyone does, and Ted (on the left) posed individually with Sabine.*

of genuine French croissants. The shopkeeper, a little old lady, was very nice, too, and decided that since we couldn't speak French, we must speak German, and we were able to communicate well enough. So I contributed a few euros to France's economy.

So, we spent 45 minutes in France, and I can officially report that every single person I met in France was very nice to us. Not one was rude. I met three, and all three were nice. That's a hundred percent! Despite the fact that I told 66% of the population I met that I wanted to urinate in their country! Therefore, I will never say anything disparaging about the French again.

We then left France on one of the roads used by the great French warrior Charles DeGaulle – who singlehandedly and with great courage and risk to himself – decided to drive out the Nazis in 1944.

From there, to Nurburg and the world's longest racetrack...

We arrived late Saturday afternoon, and my plan was to drive a few laps on the 'ring in my new car, sticking to the break-in rules, of course. It still had barely over 300 miles at this point. When we arrived, we noticed signs and banners that read

"Welcome British Radical Speed Freaks Auto Club Weekend!" I kid you not. Evidently this weekend was open to hundreds (and I do mean hundreds) of British auto club members wanting to drive the 'ring. I hadn't seen so many right-hand drive cars since I was in Ireland.

So I got to the track, found out I could drive one lap for 22 euros, or four for 75. I opted for four. When I went to purchase my tickets, I found out that the track was closed due to a major accident that "probably" ended in a fatality, and that the track was closed for the rest of the day and would reopen on Sunday. Balls.

One of the great things about our car club is all of the good friends we meet over the years. In this particular example, I am referring to Gordon Kimpel. And because of those good friends we then make more new friends. Gordon knew I was picking up an M3 on the 25th, and that his neighbor, NCC drivers' school student Ted Staib, was picking up a new X3 on the 24th for his wife. (Ted, like me, is a very smart man. Gentlemen: always, always make sure your first Euro-delivery goes to your wife if you want to make sure the next one goes to

you!) So Gordon introduced Ted and me via e-mail.

Earlier, I had planned to get one of those BMW M5 Nurburgring taxi rides, but it was sold out in the time I was able to confirm my delivery date. Fortunately, however, Ted was able to score a ride, and since one ticket allows three passengers, he had an open seat and offered it to me! I then offered it to Shannon, who would no doubt consider it the thrill of a lifetime.

We met Ted and Lisa for dinner at a steakhouse in Nurburg, where Lisa confessed that she was not too enthusiastic about her taxi ride. I employed reverse psychology and told her she would love it. ("The best thing about it is its unpredictability! The rights, the lefts, up the hills, down the hills... you never know what's coming next!")

The following morning Ted informed me that Lisa decided, when she woke up, that she wasn't going to ride in the M5. The seat was mine.

YESSSSSSSS!!

We got a chalk talk about the track from a BMW employee, a name I had heard before, but escapes me now. He explained that because of the British auto club it was going to

be unusually crowded today and he advised against us personally driving the track because of the disparity of experience levels out there. He then explained that there are two M5 taxis, both painted white. One was driven by the legendary racer Sabine Schmitz, whom I've heard described by Gordon (and many other men) as The Perfect Woman. The other taxi was driven by a BMW engineer whose name escapes me. Needless to say, Sabine was the driver of choice. The three of us were told that we would be riding in Taxi #2, but the man wasn't sure if it was Sabine or the engineer driving that one.

We then saw one of the M5 taxis come off the track after having given a ride to three passengers, and it was #2. The passengers got out, all shaking in the knees, and then the driver got out, and there she was... a vision in white... Sabine!

YESSSSSSSSSS!

I felt like a 7th grade boy on the first day of school after he just found



*We looked down to the delivery floor, and there she was... a vision in white... my car!*

out he drew the hot teacher he wanted.

Before we got out to the track, Boris Said stopped by to say hello to Sabine. Wow. The whole experience was surreal... like a dream. So we went out for the ride: Ted riding shotgun, Shannon and I in the rear seat, me on the passenger side, windows closed, no helmets, in air-conditioned comfort. The M5 had the SMG transmission and as soon as we were let out onto the track, it was off to the races... Within seconds the number of cars directly in front of us was reduced to half, as Sabine just blew by them. Because of the British Radical Speed Freaks Club weekend, there were always half a dozen cars or so in front of us, all being driven by people of various skill levels. Sabine simply picked off three or so after every corner, and some in the corners by going outside of them. "I've never seen it so busy!" she said. I couldn't understand some of the lines people were driving. Downright incompetent and scary, some of them.

As for the driving itself, it's been said that there's not a person in the world who knows the Nurburgring better than Sabine, and I believe it. She's always lived in the area, and always had the 'ring in her backyard, and she's won more races there than anyone else. At one point she was trying to pass some Brit twit in a GT3, but the knucklehead thought he could play with the Taxi, and as Sabine went around him (on the outside...) on a

right-hand sweeper, he started tracking out to the left... so close I thought he'd punt my door, but Sabine deftly avoided him and said bye-bye after the next corner. Wow.

We were also sharing the track with many, many motorcycles, which I would think would be cause for concern. Not in Germany. The taxi blew by all of them, too, except for one driven by the rare person who actually knows how to ride, and he got by us. He was one of those knee-scraper dudes.

There was definitely some "showmanship" during the ride. There are several spots around the track (it is 27 kilometers long, after all) where groups of spectators gather. Whenever we were in view of one of those spots, and conditions permitted, Sabine would kick the tail end of the M5 out, and then recollect it, and motor on, for the benefit of the spectators. Shannon would say "OH MY GOD!" and Ted would say "NICE!" and I was thinking... "She punched the throttle after 30 degrees of steering angle was dialed in and then corrected. She is well within the limits of the car and her abilities. I've seen Pete Read do that a thousand times on a skidpad..." But it was impressive nonetheless, especially considering that it was on dry asphalt and at speeds I personally wouldn't dare.

For obvious reasons, I can make no argument with Gordon or any other man that calls her The

Perfect Woman, and she can drive better than any of us! (Well, except maybe for Brian.) I heard she's divorced, Woody. :-). I personally cannot fathom how there exists a man in this world who was married to her and let her get away.

All too soon, it was over. We posed for a few pictures with Sabine, like everyone does, and Ted posed individually with Sabine, (Gordon is very jealous of that picture), and I saw lots of men earlier stand in line to pose with Sabine, but I neglected to pose individually with her, as I figured she always has men pawing at her, and I didn't want to be Just Another One. So I admired her from afar, and was my usual shy and gentlemanly self, like you all know me to be.

Did I drive the track myself? Of course I wanted to, but the line to get onto the track seemed to go for miles, (so far that I couldn't even see the last car in the queue) and I thought I might be waiting for a ridiculously long time to get on, only to share the track with a bunch of people of various skill levels, and I was concerned especially after the warnings we received and the fatality that occurred. What I saw out there during our ride was downright scary. Plus, the car at that point only had a little over 300 miles on it, and I didn't want to chance over-revving it... and we wanted to go to Stuttgart to visit the Porsche Museum, and then go watch Germany play England in a World Cup game at a beer garden in Munich. I know, I know... a bunch of weak excuses.

But I'll be back again anyway. 2014, anyone? World Cup in Europe is quite the experience, too...

Walt

*(Walt Selva, a member of the New Jersey Chapter, is a longtime instructor for the National Capital Chapter drivers' schools and served as our chief instructor for several years.)*



*I can make no argument with Gordon or any other man that calls her The Perfect Woman, and she can drive better than any of us! Photo of Sabine Schmitz by Ted Staib.*



# Three down, one to go

By Milly Spencer and Kendra Seto | Photos by Kendra Seto

While participants and assistants feasted on breakfast provided by the club, Ladies-Do-It-Yourself (LDIY) Chair Kendra Seto welcomed the attendees to Martin's Motorsports, sponsor of the 3rd LDIY session of 2010. Gary Martin, owner of Martin's Motorsports, reviewed the rules and introduced the mechanics, Grayson and Carlos, as well as his son Corey, who also provided assistance.

Five ladies were among the session's eight participants. Grayson, Carlos, and Corey assisted everyone with a myriad of jobs, ranging from broken door locking mechanisms, all-around brake jobs for multiple vehicles, oil changes, air filter replacements and light modifications. Female participants handled light modifications, sensor/thermostat/valve gasket changes, rotors and stainless steel brake lines.

With any DIY, there is always a possibility for struggles and setbacks. Whether it's a stubborn 525i brake sensor that doesn't want to separate from the caliper piece or a

strong-willed, rusted rotor on a Mini that doesn't want to be removed, participants and mechanics always know to come prepared for the unexpected. This is something Grayson found out as he wielded 'Thor's hammer' and unmercifully whacked the rotor off the Mini. When that didn't work, Carlos provided appropriate backup with his trusted, fiery blow-torch. If "Extreme Mechanics" was a reality show, this would be a scene straight out of it. Maybe Grayson was channeling frustration from accidentally setting off Gary's shop alarm first thing that morning. Who knows??

Some attendees managed to view glimpses of a few of the World



Cup matches on the garage's laptop. No vuvuzelas (those loud horns that accompanied all the games) were used to root for anyone's favorite team. The club provided lunch via Big Bite Pizza. Not one slice was left. Brenda Gates-Anderson, former LDIY Chair, made a surprise visit to the LDIY and originally planned to do an oil change, but later determined it was not needed.

Customary with all LDIY sessions, all female participants received a swag bag filled with useful items for the lady and her car. In addition, a raffle of various BMW items (CD Case, water bottles, umbrella and travel mugs) was held for all participants. The youngest female attendee, Gwyneth, who



accompanied her father and brother, won a BMW Susan G. Komen license plate. She installed the license plate on her dad's X5 with assistance from Gabriella Benitez.

At the conclusion of the session, participants were asked to complete the checklist/survey indicating their list of jobs, cleanup check, and their overall impression of the experience. Comments from participants were positive, stating the experience was enjoyable. Gary Martin remarked that he teaches and treats women and men equally when educating the sexes about their vehicles. Gary has established and continues to strengthen his special rapport with the ladies of NCC BMW CCA. The LDIY Committee wishes to thank all



the attendees, assistants and Martin's Motorsports for an enjoyable and educational LDIY session.

The next and final LDIY for the season will be Saturday, September 25, 2010, back at Martin's Motorsports. With all the World Cup buzz, stubborn brake sensors, great giveaways, good pizza, "Little Miss LDIY," whacking rotors and blow-torches...one can only wonder what the next LDIY will bring.

(Top) Kuna Therdsteerasukdi swapping her reflector light. (1st from left) DIY Committee Member Steve Lim and Kuna Therdsteerasukdi observing one of the many LDIY jobs. (2nd) Tooi Dunlap changing her cam sensors and thermostat with assistance from her husband, Jim. (3rd) Anne Saul, LDIY Participant takes a closer look as Little Miss LDIY Gwyneth McNamara installs her newly won Susan G. Komen license plate with assistance from LDIY Committee Member Gabriella Benitez. (4th) LDIY Committee Member Milly Spencer enjoying the always fun and educational LDIY session.



# A Look Back

By Woody Hair

Woody Hair reported of his first trip to the Canadian F1 race in Montreal in the Competition Corner. **September/October 2000 dB.** Photo of Jenson Button in his BMW-Williams by Woody Hair.



**35 years ago - Fall '75:** Service Reports Chairman Mel Morganstein offered several reports, both good and bad, about East West Lincoln-Mercury-BMW, our newest area dealership. Editor Dave Roach reported that this would be the last issue published for the year due to the state of our treasury. Following a \$400 personal loan from Vice President Chet Kingsbury used to pay bills, the bank balance was \$97.67. Technical Chairperson Dave Toy reported on the session held at Heishman BMW in August and the upcoming December session that would be held at Tischer BMW. The annual Christmas party, scheduled to be held at Dave Toy's house, would cost \$2 per person.

**30 years ago - Sep '80:** President Bill Loftin and Gordon Kimpel each wrote about our July Summit Point Drivers' School, which was held in 102 degree heat. The day began with a tech session, followed by a 45-minute classroom session on fast driving. It was conducted by track owner Bill Scott. Participants were then allowed three hours of lapping, followed by a 2-lap time trial. A braking exercise was next, as students attempted to come to a complete stop when approaching turn 1 at maximum speed. The day ended with a tag-team relay race. Upcoming events included an autocross school hosted by the Annapolis Junction Sports Car Club at Fort Meade, and a social

gathering at Blob's Park Bavarian beer hall in Jessup. An article was re-printed from the Buckeye Chapter's newsletter. The unnamed female author had ridden along with Nick Craw in the Miller and Norburn 2002 in an IMSA race at Mid-Ohio. A *Road & Track* magazine road test of the BMW M1 was re-printed. **Oct '80:** The Tidewater Chapter's Charles Dickens offered a ringing endorsement for Kleber (*pronounced Clay Bear*) tires. There was a profile of Pennsylvania's Garth Ullom, who owned numerous SCCA Showroom Class B wins in a 320i. John Hartge reviewed several aftermarket items on his 2002 including ANSA and SuperSprint mufflers, Kamei air dam, Cibie halogen headlights, and Allison electronic ignition.

**25 years ago - Sep/Oct '85:** This issue included reviews of the following events; The Children's Hospital Benefit Autocross by Woody Hair, the 2nd annual Deutsche Marque Concours d'Elegance (held at the German Embassy) by Bill Ross, the Chapter's Landover Mall autocross by Kay Heatherly, our Summit Point Trans-Am Race corral by Cory Laws, our annual crab feast by Mike Diggs, and a drivers' school at Mosport, Ontario by Raine Mantysalo. The first pictures of a hot rod version of the E30 3-series were presented. With a

rear wing and flared fenders, it was rumored to be a 16-valve 4-cylinder with 195 hp, known as the M3, and would be available in the USA in 1987. Also rumored for the USA in 1987 were an E30 cabrio, an M635CSI, and a V12 7-series. Cory Laws presented the road test he and Raine Mantysalo conducted with Lothar Schuettler's 286 hp grey-market M5. At the June autocross, Chuck Branscomb's Bavaria nipped Les Adams' 2002 by two one-hundredths of a second to win the fastest modified BMW title. Art Sanders had the fastest stock BMW time, piloting a 318i. According to Kay Heatherly, our newly formed autocross committee was considering allowing non-members to participate in our events. The classified ads included four alloy wheels with Michelin TRX tires by Gordon Kimpel.

**20 years ago - Sep/Oct '90:** The Potomac Region of the Porsche Club provided some very nice trophies at their autocross challenge event with our chapter. Unfortunately the Fastest BMW Female award went unclaimed as there were no such entrants. The event was held at the US Army's Cameron Station facility in Alexandria. Ed Nazarko presented the first installment of a series comparing three driver school organizations – Car Guys, Track Time, and our chapter. The first article was about Car Guys. Dave and Debbie Baker wrote about their experiences in our Time-Speed-Distance rally. Thirty cars finished this event, which was conducted by Mike Leeper. It was the chapter's first TSD rally in 12 years. Mike Early's article about our Firecracker Drivers' School claimed it was 120 degrees in the shade. It may have been an exaggeration, or maybe a typo, but he did say people made use of the skid-pad sprinklers to cool off. Colin McArthur also wrote about this July 4 School from the standpoint of a corner worker. Competition Corner reported that BMW M3s took 1st, 2nd, 4th, and 5th at the Spa 24-Hour Touring Car race. Sixteen-year old Brian Hair beat out Rafael Garces for Fastest-Time of the Day at our third autocross of

(Below) Andrej Dolenc reported on our Autocross Series Event #3 at Tipton Airport, Ft. Meade, Maryland. **September/October 2000 dB.** Photo of Rafael Garces in his 328i by Andrej Dolenc.





*(Top) Cory Laws presented the road test he and Raine Mantysalo conducted with Lothar Schuettler's 286 hp grey-market M5. **September/October 1985 dB.** Photo by Raine Mantysalo.*

the year. This one was at Memorial Stadium in Baltimore. The classified ads included a "rare road rocket" from Pennsylvania; a 1988 M5 with 35,000 miles for \$35,000.

### **15 years ago - Sep/Oct '95:**

Editor Dwight Derr reported that plans for Maryland Motorsports Park, a road course in Havre de Grace were dead, but a different developer announced plans for a two-mile NASCAR track in eastern Baltimore County. David Roach had a long article about his and Jenny Nazarko's attendance at the BMW CCA Oktoberfest in Breckenridge, Colorado. It was a fact-finding mission as the two served as co-chairs of the 1996 event that our chapter was preparing to host. They also happened to bring home a few rally and autocross trophies. Vice President Bill Caldwell reported on the new member party held at BMW of Fairfax. Derrick Wilson was the luckiest of the more than seventy newcomers in attendance – he won a set of new tires donated by Radial Tire Company. Twenty-five BMW drivers were among the 121 entrants in the MWCSCC Championship autocross we hosted on the NSA lot at Fort Meade. The event raised \$1,900 for the Charlie Seal Memorial Fund. Jim Edmiston provided a great article about Berlin and the many historical sites within this largest German city. More than 30 chapter members were on hand at 6:00 a.m. when the One Lap of America entrants started arriv-

ing at Summit Point. We provided coffee, donuts and fruit for the ten BMW teams, including two M3 Lightweights entered by BMW NA for Russ Wiles and John Buffum. Another M3 was driven by Randy Pobst and TC Kline, and there was an M1 driven by Gordon Medenica and Scott Hughes. Fastest time at the Summit Point trial was set by World Challenge Driver David Murry with a "factory entered" 4WD Porsche Twin Turbo. The One Lap circus had packed up and left for Watkins Glen by 8:00 a.m. Ed Nazarko authored a two-page article on the measurement of tire temperatures with a pyrometer and its importance in track car set up. Charlotte LaQui gave a short report on

the ill effects a bad crankshaft reference sensor she had on her M3 at Summit Point. The classified ads included a 1968 2000 TiLux with 107,000 miles offered for \$3,775.

### **10 years ago – Sep/Oct '00:**

This issue included a review of our tour to the Flying Circus near Warrenton by Steven Schlossman and several autocross events by Andrej Dolenc. Our MSCSCC championship event was held on the Tipton Airfield at Fort Meade. Class winners included Bill Brochu in C Prepared, Ron Katona in E Street Prepared, and Bob Hopkins in A Stock (all in E36 M3s). Paul Martino won E Prepared with a 2002. Competition Corner had a report and photos from the author's first trip to the Canadian F1 race in Montreal. The Cars of the Month were Nate Allen's 2002 and Steve Robinson's 740i ("not necessarily a car for a fat cat businessman"). The classified ads include a large amount of SCUBA gear offered by Kristine.

### **5 years ago – Sep/Oct '05:**

President Rafael Garces presented the story of attending a Richard Petty Driving Experience at Richmond International Raceway. While fun, he concluded it was not much of a learning experience. Sam Bell wrote about

his less-than-good experience at his first Formula 1 race. This was the USGP at Indianapolis the year all but six cars boycotted the race at the last minute due to potentially unsafe Michelin tires. Gary Dittmer offered a great report on the PTG race team's 10th anniversary celebration at the new Shenandoah Circuit in Summit Point. In addition to many of PTG's race cars, drivers on hand included Boris Said, Joey Hand, Chris Gleason, Tommy Milner, Justin Marks, and Mark Simo. Editor Rob Williams reported on a DIY tech session at Convenience Car Care in Manassas, and his test drive of a new E60 530Xi Sports Wagon – price as tested \$58,465. Rob concluded, "Frankly, I think it's the best blend of utility, luxury, and sportiness that you are likely to find." Twenty-four BMWs participated in Bob Stern's tour to the Moondancer Winery near Mount Joy, Pennsylvania. Lee Piccione (M3) and James Sheridan (323is) turned in the two best BMW results in SCCA autocrosses at FedEx Field. Apparently making up for lost time, this issue featured four Cars of the Month: July – David Ortiz's E36 M3, Gary Ngo's E46 M3, Joseph Lapicki's E39 M5, and Willy Lutz's award-winning E30 M3.

*(Below) Bill Ross wrote about the 2nd Annual Deutsche Marque Concours d'Elegance held at the German Embassy. **September/October 1985 dB.** Photo by Raine Mantysalo.*





NCC BMW CCA

# NEW MEMBERS LIST



NCC BMW CCA

The National Capital Chapter of BMW CCA now has 5,251 members plus 744 Associate members (who share in all of the benefits of being an NCC member), and an additional 62 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: George William Bauer, IV, Robert F. Briggs, Brian Harrison Camp, Yuri Clark,

Ralph Clement, John Garziglia, Stephane Grabina, Ruhl Heffner, Todd Knepper, Wyatt Lee, Skip Menzies, Michael E. Mills, Debbie Mitchell, Gregory P. Muennich, Jeffrey Noel, Thomas Nosker, Ann Peoples, Scott Ryan, Scott M Shelton, John Shin, Marlon Spencer, and Scott Andrew Taber.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They may not even realize what great benefits they are missing out on, including 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.

Omar Ahmad	1998 M3 & 2004 X5	Henry Hudson	2000 M Roadster	James Rich	2006 M3
Sonya Ali	2010 X6	Syed Hussain		Colin Richmond	2010 E92 M3 Coupe
Christopher Anderson	2003 540i	Kristan Isip		Catherine Rosenberg	
Charles Anderson	2008 328i	Kate Johnson & Nichole Robison	1997 M3 & '07 MINI Cooper S	James Rowland	2006 325xi
Michael Ault	2003 325iT	Ashok Katari	2011 E93 335i	Charles Sanderson	1986 535i
Michael Bauer	2001 330Ci	Geoffrey & Bryan Keating		John Schrenker	
Carmen Bayran	2002 X5 3.0i	Tyler Keeter		Zeeshan Shah	2006 330xi
Michael Beckmann		Ryan Kehoe	2001 M3	Daniel Sheard	
Jim Benton	2001 M3 Roadster	Paul Kelley	2003 Z4	Thomas Shirron	2003 M3
Thomas Bikle		Martin Kerrigan	2008 335i	Robert Simms	2011 M3 Sedan
James Bilsky	2002 330Ci	Tim Kirkpatrick		Ravi Singh	2001 E39 M5 & '99 E36 M3
Bjarni Bjarnason	2002 325xi	Stuart Knott	2004 X5	Matthew Smith	2011 335i
Melanie Blower		Haig Kondayan	2007 335i coupe	Kyla Smith	
Michael Buchalski	1995 M3	Andrew Lavanway	2007 M5	Darius Smith	2006 325
Brian Camp	2007 328xi	Wyatt Lee		Glenn Snead	2007 335i
Amit Chadha	2005 X5	John Lennon	2006 330i	Douglas Snyder	
Amit Chaudhary	2004 323i	George Levathes	2004 330xi	Nick St Amand	
Victoria Conlin	2010 Mini Cooper	Katie Lin		Christian Stevens	1984 318i
Eric Conway	2004 530i	Michael Lodico	2006 330xi	John Taber	2009 M3
Jason Cook	2005 M3	Randall Lynch	2009 335i x-drive	Stefano Terricola	2011 M3 & '97 Honda Civic LX
Roger Cooper	2002 M5	Glen MacDonald	2010 328 xi	Stuart Thayer	1976 2002
Wayne Courtright	1998 M3 & 1995 318ti	Michael Mattison	2004 545i	Patrick Transue	2001 740i
Donald Culkin	1999 528i	Camille May		Julio Valcarcel	
Mark Daley		Michael McCarn		Paul Vandenberg	
David Darick	2003 M3	Bruce McEntee	1999 528i	Vijay Veerappan	2010 M3
Keith Dawkins	2006 330xi & 2008 535xi	Sharon McGill-Davis	2006 325xi	Amol Walekar	1989 325i
Ricardo & Erika De Leon	1998 M3 & 2010 128i	David McNally	2011 E88	Clayton Walter	2011 135i
Oscar Desierto	2002 X5 4.4	Timothy McNeish	1999 M Roadster	John Ward	2006 330is & 2008 330
Andrew Doane	2011 335is & 2007 335i	Omar Messia	2002 M3	Anthony Ward	1998 528i
Stuart Doss		David Michaels	2008 335i	Deanna Wetzel	
Catherine Downard	2011 135i	Eric & Debbie Mitchell	2010 528ix	Galen Willcox	
Christopher Durchanek	2006 M5	Joe Monsivais	2001 325i	Gene Williams	
Hebatullah Eid	2003 745Li	Saeid Motamedi	2007 328i Conv & 2010 X5	Mark Wilson	2008 528xi & 2007 X5 3.0si
Jon Estrella	2004 330i ZHP	Joe Nichols	2002 330Ci & 2005 k1200it	Kent Wilson	2011 328i
Kendall Feb		Georges Nicolas	2000 323Ci & 1998 540i	Darrell Wimberly	2003 745Li & 2004 X5
Ralph Ferraiolo	2009 335i Convertible	John O'Brien	2002 540ia	Bailey Wood	2004 330Ci & 2006 X5
Stephen Firestone		Greg Olsen	2007 335i	Tony Yadegary	1972 2002 & '00 323i Wagon
William & Rose Ford	2007 E90 335i	Ernest Patton		James York	2011 335d
Douglas Frazier	1995 840Ci	Stanley Patuyo		Matthew Ytzen	2003 330Ci
Freddie Fuller	2004 530i	Connor Perkins		Peter Zoll	1987 L6
Neal Gaither	2009 328xi & 2007 328xi	Craig Peterson	1992 325i		
Dennis & Andrew Gavelek	2006 X3	Patrick Phelan	1996 328i		
Edsel Gayoso	2007 335ix	Nick Pogar	2001 Z3 3.0 Coupe		
Kelly Gilmartin	1988 M3	Kevin Post	2011 E90 M3		
Patti Goldman		Gregg Potter			
Scott Hefty	1998 328is	Andrew Rainey	2007 328i Coupe		
Christopher Horning	2004 325xi	Sinan Ramazanogullari	2009 328		
Antwan Howell	2006 325i	Saeed Rana			

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 Web site as well.





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# CLASSIFIEDS

CLASSIFIED AD REQUIREMENTS	
<b>COST</b>	Ads are free to current club members. Membership numbers must be included.
<b>HOW TO SUBMIT AN AD</b>	Please see the chapter website at <a href="http://www.nccbmwcca.org">www.nccbmwcca.org</a> and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the website on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (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.).
<b>IMPORTANT</b>	Classified ads will not be accepted by email.

## CARS FOR SALE

### 1982 320i

Classic body style 5-speed manual with 175K miles in original Safari Beige with brown leatherette interior and light tan plush front after-market sport seats; carpet replaced w/ light gold and coordinating plush mats. Rear seating and panels are nearly flawless. Original owner! BBS type gold wheels by Ronal with 205/60-13 tires, 23mm sway bar. Non-sealed beam headlights with total 400W. Fog lights w/ steel guards. BBS front spoiler painted car color. Alpine FM/cassette with Rockford Fosgate 200 watt 4-channel amp with Infinity speakers in kick panels and two channels bridged to a Polk 10" subwoofer/enclosure in trunk. Rear fill provided by Alpine 2-way 5x7 speakers on rear deck powered by small Alpine amp/equalizer installed in glove box. Overall condition is good; always garaged and looks/runs great, but has some rust in usual locations. Maintained over the years by Quality Car Service in Rockville. Many newer parts (brakes, springs, shocks, battery, others). Haynes service manual included. All service records. Asking \$2,595. Call Paul @ 408-347-0749 from 8am – 6pm PDT.

### 2000 M Coupe

VIN WBSCM9342YLC61222 – Imola Red, Imola/Black Interior, 76k miles, moonroof, stock CD HK stereo, alarm/remote entry, excellent condition, maintenance records, clean Carfax report. Modest mods include: Dinan full intake system & software, Dinan Springs, Koni Struts & Shocks (top side single adjustables from TC Kline), 2 degree neg camber (street friendly), Redline in gear boxes, Mobil-1 in engine, Dunlop Star Spec Z1, new OEM rotors/Hawk HPS pads all around. Diff/Floor area reinforced (RRT), 60k mi. cooling system update. REDUCED, \$15,990. For more info contact [jhx@verizon.net](mailto:jhx@verizon.net)

## CARS FOR SALE

### 1988 325ix

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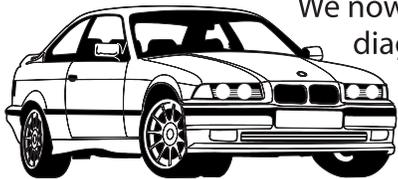
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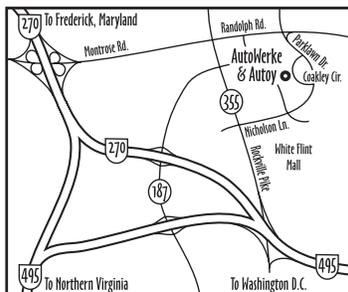
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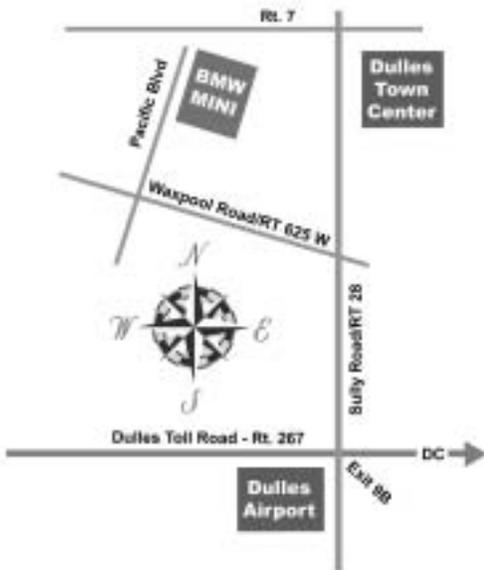
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