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**Cover:** Jack Gallagher giving final touches to his 1976 2002 at the 2010 ChapterFest Concours d'Elegance. See the article on page 8. Photo: Raine Mantysalo

Magazine of the National Capital Chapter BMW Car Club of America

# der Bayerische

VOLUME 41 | NUMBER 2

2 PRESIDENT'S MESSAGE

3 FROM THE EDITOR

4 CALENDAR OF EVENTS

4 COMING EVENTS

16 TRADITIONS

24 A LOOK BACK

26 NEW MEMBERS

28 CLASSIFIEDS

29 ADVERTISERS INDEX



6

**6** Hints of Future BMWs at the DC Auto Show

BY JOHN HARTGE



8

**8** 2010 ChapterFest Concours d'Elegance – "Something Old, Something New..."

BY JOHN MCWILLIAMS



12

**11** The Tire Rack Street Survival at ChapterFest

BY CHRISTOPHER HIGGINS

**12** Excluservice DIY and Lothar's Garage Tour

BY RAINE MANTYSALO



16

**16** If It's Fiberglass, Propane-Fired and Turbocharged, It's Got to Be a Sbarro!

BY BILL WILLIAMS



22

**20** "Yes, Virginia, That IS Bacon Wrapped Around That Pretzel..."

BY JIM LAFEMINA

**22** 2010 Autocross Year in Review

BY PHILLIP YATES

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



## President's Message

As incoming President, I am honored to lead the biggest and most active BMW CCA chapter. I've spent the last few years in various NCC Board positions, most recently as Treasurer in 2010. I am also very proud that our chapter has continued to host a full calendar of great events geared toward and run by our membership. Our dedicated program chairs, coordinators, and volunteers all spend countless hours of their own time making sure events run as smoothly as possible.

This edition of *der Bayerische* features several stories that spotlight ChapterFest, the biggest undertaking this chapter has ever created. With more than 700 people in attendance, ChapterFest showcased all of our programs in spectacular form. The amount of work associated with pulling off an event this large was monumental; it also helped that we ordered perfect weather. A special thanks goes out to every volunteer who assisted in making ChapterFest a car enthusiast's dream.

Speaking of monumental events, we are pleased to announce the official BMW CCA Car Corral for the Baltimore Grand Prix. Throughout Labor Day weekend, NCC will host this regional event (look out for future Roundel ads) as we gather in downtown Baltimore to root for the Rahal Letterman Racing M3s in the American Le Mans Series (ALMS) races. Most importantly, our corral package will have special privileges that are not available to the general public. Who wants to drive their BMW on the grand prix track?

Paul



Club officers at the 2011 Holiday Party. In front row from the left; Dave Miller, Paul Seto, Algie Livingston and Greg Lindsay. Photo by Jim LaFemina.

## Outgoing President's Statement

As outgoing president, I have a number of people to thank for a very good year. At the top of the list is a great board of directors that provided the oversight and leadership necessary to enable the club to execute its plans like clockwork. Next are the committee chairs and their teams who plan and execute our events with great energy and devotion. I also owe a big thank you to our lineup of special programs volunteers who offer their time on a variety of programs from license plates (thank you Bob Stern) to the Web site (thank you Steven Schlossman) with little acknowledgement or visibility. Finally, I owe a big thank you to you, our members, whose fellowship and love of cars make all of this possible and worthwhile. I hope to see you soon at an event, or better yet at one of the monthly board meetings.

Dave Miller

It occurs to me, as editor of the finest chapter newsletter out there, that I am peering through a window of opportunity and I must act before the bloom is off the Verona tii, before the shades are drawn and the shadows begin to creep across the asphalt. Simply put, I feel we're at an important crossroads for *der Bayerische*. The bandages are off and I think everyone can agree the operation was a huge success – in fact, I think it's safe to say we look better than ever. Color agrees with us.

Back in January, we marked the 50th anniversary of President John F. Kennedy's inauguration. Here in the nation's capital it was, appropriately, noted with even greater fondness as it was here where the charismatic

young president challenged all of us to do more – to ask not what our country could do for us, but rather to ask what we could do for our country. It was a message whose power and elegance lie in its simplicity – if we wanted things to be better, we had the power to make it happen. Just as Lincoln did at Gettysburg, JFK reminded us that the final success or failure of our course was in our hands. It truly was our country, after all – of the people, by the people and for the people. We just had to get in the game.

As for this – well, this is your club, your chapter and your newsletter. If you think it can be better, now's the time to get in the game. If there's an article we need to publish, I challenge you to write it. If there's an

event you're sure we need to cover, go to it and bring your camera.

And I can think of no better time to hang out the "help wanted" sign than now, when the sparkle of color is still fresh in our eyes and *dB* is still the cool, new kid everyone wants to be around. After all, PBS has been doing it for decades. When you find yourself watching a really great musical performance or the latest epic Ken Burns documentary, chances are good you'll soon be asked to help keep the greatness going by getting involved.

With more than 5,000 members, there's got to be at least a few more frustrated journalists and aspiring photographers looking for an opportunity to sharpen their skills and the chance to add their

vision of the way things ought to be to our little corner of what the founding fathers once referred to as "the great experiment."

Jim



## F R I E N D S O F T H E M A R Q U E

### Reflections Auto Salon

**Brad Will, founder and owner**

<http://www.reflectionsautosalon.com>

By John McWilliams

While searching for a local detailer to perform paint correction on my wife's Farngrün E46, I perused various online detailing forums in addition to the NCC forum. In doing so, I found a number of posts from Brad Will, a Loudoun County local.

Brad founded Reflections Auto Salon based on a love of cars and keeping them looking their best. Early on, he was exposed to the concept of detailing a car. Growing up he can remember his father washing and waxing his 1976 BMW 2002. Naturally, since it was a BMW, he took great pride in that car. Without question, his father's passion for his BMW instilled that value in him.

By the time Brad turned 16 and had his license, he turned his attention to making his first car look its best. It was not a BMW, but he still took great pride in its appearance. Back then, he used Meguiar's 3-step system of cleaner, polish, and wax – doing it all by hand – to make the paint look better. His mother owned several 3 Series BMWs in the late nineties, and it was up to Brad to ensure Mom's cars were always clean and looked as good as a BMW should look! During this time, Brad tried many different products in the quest to find the best products and methods to clean and detail cars. Other people were constantly complimenting and commenting on the

appearance of the cars. While he was in college, Brad continued detailing friends' and co-workers' cars as a way to supplement his income, always striving to perfect his detailing process.

Reflections Auto Salon was officially established at the end of 2003. When his college graduation came around, in early 2004, Brad was already doing the full range of detailing work on a part-time basis, and running advertisements for his business in the local paper to expand his customer base. In the summer of 2005, he decided to take the leap and begin operating Reflections Auto Salon full-time. Since then, he has been focused on growing his business into one of Northern Virginia's top mobile auto detailing companies.

Currently, Reflections Auto Salon is focused on offering a quality and convenient mobile auto

detailing service. His knowledge of cars and how to care for them is combined with carefully and thoughtfully selected equipment and products with the singular focus to produce superior results. His target market is the busy enthusiast who truly cares about his or her car's appearance. Naturally, many of his best customers are BMW owners, who have sought his services for several years. He looks forward to working with club members at this year's DIY events and the upcoming how-to seminar (date TBD). His goal is to help members keep their BMWs looking their best. Please feel free to contact him anytime with any questions you have regarding caring for the appearance of your car.

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

## January

- 6 NCC NoVa Social - Fire Works Pizza, Arlington, VA
- 9 Karting @ Allsports Grand Prix Round 3
- 12 NCC Board Meeting/Social - Front Page Arlington
- 13 NCC Columbia Social - PubDog
- 16 Karting @ Allsports Grand Prix Round 4
- 22 NCC Annual Meeting and Holiday Party
- 30 Karting @ Allsports Grand Prix Round 5

## February

- 3 NCC NoVa Social - Fire Works Pizza, Arlington, VA
- 6 Karting @ Allsports Grand Prix 11th Annual Super Bowl Grand Prix
- 9 NCC Board Meeting/Social - Front Page Arlington
- 10 NCC Columbia Social - PubDog
- 13 Karting @ Allsports Grand Prix Round 6
- 26 DIY @ Russel BMW (Baltimore)
- 26-27 Tarheel Chapter @ VIR Full Course <sup>(1)</sup>
- 27 Karting @ Allsports Grand Prix Round 7

## March

- 6 Karting @ Allsports Grand Prix Round 8
- 13 Karting @ Allsports Grand Prix Round 9
- 13 DIY @ Fairfax Service Center
- 16 NCC MoCo Social – Red Rock Café (new location & day!)
- 27 Karting @ Allsports Grand Prix Round 10 (Finale + Banquet)

## April

- 13 Board Meeting and Social – Front Page, Arlington
- 14 NCC Columbia Social – PubDog

- 16 DIY @ At Speed Motorsports
- 16 Tire Rack Street Survival – Adesa, Dulles
- 20 NCC MoCo Social – Red Rock Café

## May

- 12 DIY @ Leehigh Service Center
- 14 BMW Performance Center ///M Club Day
- 27-28 The Vintage, Winston Salem, NC (formerly Vintage at the Vineyards)

## June

- 9-10 Marque Madness VI @ VIR
- 11 DIY @ Euro Tech
- 25-26 NCC Driving School (Summit Point, Shenandoah Circuit)

## July

- 2-3 Tarheel Chapter @ VIR North Course <sup>(1)</sup>

## August

- 6-7 NCC Driving School (Summit Point, Main Track)

## September

- 2-4 Baltimore Grand Prix – the NCC Car Corral is ON! <sup>(1)</sup>

## October

- 1-2 NCC Driving School (Summit Point, Jefferson Circuit)
- 1-2 Tarheel Chapter @ VIR Full Course <sup>(1)</sup>
- 10-16 42nd Annual Oktoberfest - Birmingham, AL <sup>(1)</sup>

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

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

## March 2011

### Karting – Round 8

Sunday, March 6, 2011  
Allsports Grand Prix

Come join us for the most fun, competitive racing in the DC area in the NCC Winter Karting League at Allsports Grand Prix in Dulles, VA. This summer we experimented with the Allsports staff trying out modifications to the track layout. As an outcome, we will rotate the races through five different course layouts. Each race day will consist of a 15 lap qualifying heat followed by a Micro Grand Prix of 4x20 lap heat races. The format for the racing will be the same each week, but the course will rotate through the five courses twice during the season. Heat racing allows competition between drivers with similar skills, experience, and lap times. As usual, best times from each heat will be used to establish the grid for the following heat. This makes for tight battles on the racetrack and some good camaraderie after the races are finished. Races will be scored based on finishing position; points will be accumulated within the weight classes and for the overall point total. At the end of the season each racer will be allowed to drop one event from the points total to keep his or her best nine events.

### Karting – Round 9

Sunday, March 13, 2011  
Allsports Grand Prix  
See prior entry for more details about the NCC karting program.

### DIY @ Fairfax Service Center

Sunday, March 13, 2011  
2850 Prosperity Avenue  
Fairfax, VA 22031  
(703) 560-1700

The 2011 Do-It-Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) members an opportunity to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within 2.5-hour time period.

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 a.m. and 9 a.m. and typically finish at 3 p.m. Lunch for the event is provided by the club. Members can register for this event through MotorsportReg.com.

For more information about the DIY program, visit the Web site at <http://www.nccbmwcca.org>

### NCC MoCo Social

Wednesday, March 16, 2011  
Red Rock Café  
385 Muddy Branch Road  
Gaithersburg, MD 20878  
(301) 527-6195

Come join us at our new MoCo social location, Red Rock Cafe in Gaithersburg. We are also moving this event to the 3rd Wednesday of the month going forward.

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect some money at the event to help cover the remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

### Karting – Round 10

Sunday, March 27, 2011  
Allsports Grand Prix

The Season Finale and Banquet!! Great racing, good food, and trophies – is there a better way to spend a Sunday afternoon?

As always, racers can register for this event through MotorsportReg.com.

## April 2011

### Board Meeting and Social – Front Page

Wednesday, April 13, 2011  
4201 Wilson Boulevard  
Arlington, VA 22203

For planning purposes, our chapter Board Meetings will normally take place on the 2nd Wednesday of each month. We will also have a private area toward the back of Front Page in the Atrium which is a little quieter.

Parking on the street after 6 p.m. is free in Arlington and only \$1 at Ballston Commons directly across the street. There is a parking lot on 9th Street in the building where Front Page is located, but it's a lot more expensive.

Our Board meetings are open to ALL MEMBERS and this is a great opportunity to meet other NCC members and see what goes on behind the scenes in the club. Our volunteers put a lot of time and effort into planning all of our member events, so for those interested in getting more involved, this would be a great place to start. Social will start at 7 p.m. and board meeting will start promptly at 8 p.m. We've had a great time the past few months and hope to see you there.

Please note that alcoholic beverages are paid for individually (not by NCC) and that there will be a nominal \$5-10 contribution to offset the majority cost of the dinner/gratuity.

**NCC Columbia Social**

Thursday, April 14, 2011  
 PubDog Pizza & Draffhouse  
 8865 Stanford Boulevard  
 Columbia, MD 21045  
 (410) 872-0364

We return to old favorite Columbia location, PubDog Pizza & Draffhouse. We've had a packed house in the past at PubDog. This is always our biggest and best social!  
<http://www.pubdog.net/>

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect \$ to help cover the remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

Parking - we finally have a dedicated parking area again. From Dobbin Rd, turn left onto Stanford Blvd and then the first right into the regular PubDog parking lot (Lakeside Retail sign). Make an immediate left and go right around the backside of the shopping center where you'll see a Lakeside Office sign. Drive past the dentist office (green neon sign) and we'll line up at the very end of that lot where the green SSA sign is. Get there early to get a good spot.

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.

**DIY @ At Speed Motorsports**

Saturday, April 16, 2011  
 7410 Coca Cola Dr. Unit 110  
 Hanover, MD 21076  
 (410) 712-4290

The 2011 Do It Yourself (DIY) program allows National Capital Chapter (NCC) BMW Car Club of America (CCA) Members to work on their own cars under the supervision of expert mechanics and technicians provided by the DIY Sponsor. The purpose of the DIY is to learn and practice proper maintenance and repair techniques that you can routinely complete within a 2.5-hour time period.

There are typically several NCC members who can assist you when an extra pair of hands or advice is needed. We are happy to show newcomers the joys of working on your own car. Most events start at between 8 a.m. and 9 a.m. and typically finish at 3 p.m. Lunch for the event is provided by the club. This event offers online registration through MotorsportReg.com.

For more information, visit the DIY program Web page at <http://www.nccbmwcca.org>

**Tire Rack Street Survival**

Saturday, April 16, 2011  
 ADESA in Dulles

The first 2011 Tire Rack Street Survival event will be at ADESA in Dulles from 7:30 a.m. to 4 p.m. and will be limited to 30 students.

Please see the Web site for more information on registering for this event.

**NCC MoCo Social**

Wednesday, April 20, 2011  
 Red Rock Café  
 385 Muddy Branch Road  
 Gaithersburg, MD 20878  
 (301) 527-6195

Come join us at our new MoCo social location, Red Rock Cafe in Gaithersburg. We are also moving this event to the 3rd Wednesday of the month going forward.

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect some money at the event to help cover the remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

**Save the Date - 28th Annual Deutsche Marque Concours d'Elegance**

Sunday, May 1, 2011 (Rain Date: Sunday, May 15, 2011)  
 Nottoway Park  
 9601 Courthouse Road  
 Vienna, VA 22181  
 All Day Event

As many of you know, one of the highlights of our event schedule, and an annual rite of Spring for German car fans throughout the capital area, is the Deutsche Marque Concours d'Elegance. This year will represent the 28th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA) and the Potomac Region of the Porsche Club of America (PCA) for this terrific show. This year, we have reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners so that you cannot miss it.

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. Cars will be separated into three broad classes at this event - Street class (judged), Meister class (judged - for past category winners), and Anfänger class (not judged - for newcomers to the concours experience; winner selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, but not the chassis. Street class cars are generally divided into several groups based upon NCC rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the People's Choice award, and this is a terrific way for newcomers to become acclimated to a concours event.

For cars registered in the Street class, they will be grouped into the following categories:

- 2002s
- Classics
- Modern 80s
- Modern 90s
- Current

The Meister class, which will also be judged, comprises all of last year's category winners, and the Anfänger class includes cars which are not judged, but are instead eligible for People's Choice voting.

The entry fee for the concours is \$30 per car (\$40 after April 24th or on-site). Registration includes one wine and cheese reception ticket and the first 40 registrants will receive a commemorative dash plaque. Additional wine and cheese reception tickets are available at a cost of \$10 each. There is no charge to attend the concours as a spectator. To allow us to plan

appropriately for the number of guests, please register in advance and use the registration form that will be accessible from the NCC Web site at a later date.

In the lead-up to the Deutsche Marque Concours, we are presently planning a number of events that we believe will entice concours newcomers and give further guidance to concours veterans. Stay tuned to the NCC Web site for updates, which we hope to have posted soon.

Contact John McWilliams at [john.mcwilliams@gmail.com](mailto:john.mcwilliams@gmail.com) with any questions. As in past years, we would greatly appreciate any assistance on the day of the event, especially with judging.

*Event Schedule (all times are approximate)*

- 8:30 a.m. - Field opens to show participants for placement.
- 9:00 a.m. - General admission begins.
- 10:00 a.m. - All cars whose owners wish them to be judged must be registered, and cars placed on the field. We do our best to judge every car consistently and fairly and can do this best if we have sufficient time.
- 10:30 a.m. - Judging begins.
- 2:30 p.m. - Judging is completed, scores are tallied, and winners are determined.
- 3:00 p.m. - Wine and Cheese Reception, where each club's awards are presented.

The concours is an all-day event. The organizers of all the clubs will be working diligently prior to the show as well as on the day of the event. Please also respect the hard work by the participants who have prepared their cars for the show. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you have departed the field, the award will be given to the next runner-up in class. Further, in order to be fair to all the participants, we need to have sufficient time to judge all the cars consistently and fairly. We can't do that if people show up at 11:30 a.m. and ask to have their cars judged. We're not trying to be difficult, only respecting the efforts many of our club members make to prepare their cars for the concours. Thank you in advance for your cooperation and understanding.

**One Lap of America at Summit Point**

Sunday, May 1, 2011  
 201 Motorsports Park Circle  
 Summit Point, WV 25446

The Tire Rack One Lap of America will be stopping at Summit Point's main circuit for two time trials on May 1, 2011. A variety of 70 or more cars from exotic and highly modified track specials to stock sedans will be competing in 3-lap trials. The first and fastest cars will get the green flag around 8 a.m. After a lunch break, another trial will take place. When competitors have finished their second trial, they will quickly pack up and head for Monday's events at CMP in South Carolina. Other stops include Daytona International Speedway, NOLA near New Orleans, Barber Motorsports Park in Alabama, and Autobahn Country Club in Illinois.

It is expected that the National Capital Chapter will be there supporting several NCC teams participating in the event. Look for more information on the chapter Web site.

If you are so inclined, you can watch the morning time trial and then get to the Deutsche Marque Concours d'Elegance in Vienna well before the judging is complete.



# Hints of Future BMWs at the DC Auto Show

Text and photos by John Hartge

Among the highlights for those of us who attended the 2011 Washington Auto Show was an actual, right there in front of us, brand new Valencia Orange 1 Series M Coupe. For those who didn't make it – fear not, we'll all start seeing them on the road (and at BMW Club events) this spring. It's muscular and aggressive. The Alcantara door and instrument panel trim looks sporty, but it also would be nice to sit on it, instead of leather.

At the show press preview, BMW North America President Jim O'Donnell offered some details and clues about what we can expect soon from Munich. He confirmed this detail: BMW will sell four-cylinder gasoline engines in the United States again. We haven't seen one of those since the 1999 318ti. It was a 1.9-liter with 138 horsepower. The new four, arriving late this year, will displace 2.0 liters, like the 2002, but with 240 horsepower, a twin-scroll turbocharger,



(Top) 1M Coupe heads the BMW line-up at the DC Auto Show. (Above) BMW NA President Jim O'Donnell announces the return of the four-banger to the US.

direct-injection and Valvetronic. It will make 260 lb-ft of torque starting at just 1,250 rpm.

O'Donnell didn't say which model will use this new engine first, but the X1 is the likely suspect. It is due to arrive here later this year and

BMW already has revealed an X1 model for Europe with the new TwinPower Turbo four-cylinder. This all-aluminum four is lighter, smaller, more powerful and more fuel efficient than the N52 magnesium-aluminum 3.0-liter

six-cylinder that is the base engine now for U.S. BMWs. Logically, the new four would replace the N52. From the specs, it appears that this little four is simply an N55, with two cylinders sliced off.

I had a chance to chat with Jim O'Donnell and asked him, of all the models BMW sells in America, which excites him most? I expected to hear the ActiveHybrid 7, or new 6, or Alpina. But he said, "X5 diesel. I'm a real believer in diesel." Why? "It's a logical choice, in terms of giving you better fuel economy, lower emissions and great performance." He bragged that last year nearly one in four U.S. X5s was a diesel.

The head man for North America is a big fan. Pressure is on to boost fuel economy significantly. These are clues that we'll see more BMW diesels, long popular in Europe, here. If we're lucky, one will be a turbo four-cylinder like the power plant in the 123d, with 200



horsepower and more importantly 295 lb-ft of torque and 40-plus MPG.

O'Donnell also hinted that we will see more of the Stop-Start feature. The engine shuts off when the car is at a standstill and in neutral and automatically restarts when you apply the clutch or gas preparing to resume driving. He pointed out one of the first models to have that in the U.S. is the M3, "Because if we can demonstrate you can save fuel in an M3 without compromising the excitement one single bit, why not?"

During the next few years, we will see if turbo chargers, small displacements, diesels and



continuous high-tech tweaking will help BMW live up to its Ultimate Driving Machine tag line as it strives to satisfy new fuel economy and emissions rules.

*Editor's Note: Racing fans may have noticed the new Valencia Orange 1 M Coupe pacing the field as the safety car during full-course yellows at February's Rolex 24 at Daytona.*

*(Top) With all those pipes, you can almost hear the parked car growling. (Left) The new Fiat 500, retro Italian competition for BMW's retro English Mini. (Below) Boss Mustangs old and new.*



# 2010 ChapterFest Concours d'Elegance-

**“Something Old, Something New...”**

By John McWilliams

The cars were packed thick and tight on the approach to the busy Prince George's Stadium. Something big was surely happening! Being October 30th, it certainly wasn't a Baysox game. Walking up to find dozens and dozens of glistening cars, and passing roundel upon roundel upon roundel made it clear – this was ChapterFest, the NCC's biggest event of the year. It was as if Walt Disney himself had constructed an amusement park for BMW devotees!

A first this year, the ChapterFest Concours d'Elegance included both a judged portion as well as a People's Choice balloted event. Cars were judged in the following classes: Vintage, 2002s, Modern 80s, and Modern 90s. Post-2000 production cars were voted upon by ChapterFest attendees.



The 2002 class was very well-represented, with ten beautiful examples. Attendees were lucky to see pair of factory fuel-injected 2002tii's displayed by their original owners. Bruce Hall's 1972 model is one of the most original examples you will ever see. Mike DiAndrea's later 1974tii has been restored to beyond-showroom-like condition. His car was bestowed the Best of Marque award, amassing the most points of any car in all of the judged classes.

The other classes consisted of coupes and sedans ranging from the 1972 E9 3.0CS pair (including Doug Dolan's, fitted with an M-engine) to Marcel Beraud's 1996 E31 840Ci.

The People's Choice class was quite diverse, including a MINI, Tina and





Shermoan Daiyann's brilliantly prepared M3 and M5, and a pair of Z8 roadsters. Two cars garnering a great deal of attention were Chase Donnelly's green and carbon fiber-



clad 328ci and a 1965 VW Type III notchback. Rob Martin's black 2003 Alpina Z8 received the most votes in an extremely close contest.

Many thanks to all the partici-



pants and attendees for making this year's concours such a great success and much gratitude for the difficult work skillfully handled by the corps of judges: Doug and David Dolan,



Richard Mackey, John Bragale, and Orlando Taylor. Results, by class, were as follows.

### ChapterFest Concours d'Elegance Results

#### Vintage Class

- 1st Doug Dolan 1972 3.0CSi
- 2nd John Bragale 1972 3.0CS
- 3rd Mike & Penny Balling 1979 320i

#### 2002 Class

- 1st Mike DiAndrea 1974 2002tii
- 2nd Raine Mantysalo 1976 2002
- 3rd Jack Gallagher 1976 2002

#### Modern 80s Class

- 1st Imre Batori 1988 M3
- 2nd Wes & Renee Bullion 1990 325is
- 3rd Jimmy Latoff 1986 635CSi

#### Modern 90s Class

- Richard Sperry 1995 M3
- Tim Bernadzikowski 2003 530i Sport
- Marcel Beraud 1996 840CSi

#### People's Choice Rob Martin 2003 Alpina Z8





(Top) 2002 round-table discussion, left to right, clockwise: Phil Ackley, Marshall Lytle, Janice Lytle, Bill Riblett, Bill Williams, Marc Caden, Chris Ferraro. Photo by Jim Gerock.





# The Tire Rack Street Survival at ChapterFest

By Christopher Higgins

Held for the first time in conjunction with another event, the National Capital Chapter track and autocross instructors converged on ChapterFest at Bowie Baysox Stadium to assist with the Tire Rack Street Survival program. Although our space was much more limited than a typical Street Survival school, the instructors and volunteers stepped up to ensure a successful day. Barriers were put in place to separate the Street Survival program students from all of the various other events that were taking place at ChapterFest. Because of the sheer number of vehicles at this year's ChapterFest, instructors were unable to thoroughly test all of the exercises before the students began the school. However, the instructors quickly learned the obstacles that each exercise presented as they guided their first in-car students. It shows the high quality of instruction that each of the 16-21 year old students receive at Street Survival events, when instructors can jump into the passenger seat of an

unfamiliar car and teach these new drivers the valuable car-control skills they may be missing.

All of the driving exercises in a typical Street Survival clinic were used, including a wet skidpad, a slalom course, a braking test, accident avoidance maneuvers, and other exercises. Some adjustments were made to each exercise to fit the smaller areas available for ChapterFest, but the new drivers had plenty of space to test and learn the limits of their cars. The standard format for the Tire Rack Street Survival is two classroom sessions and two in-car sessions, one each in the morning and afternoon. The classroom sessions were led by Joel Bossard who emphasized the habits that new drivers must break and identified other habits they should adopt. Basic car-control concepts such as looking ahead, braking, understeer, and oversteer were discussed. Once the new drivers grasped the theory of car control from the classroom sessions, they were tasked with applying those concepts in practice during the

in-car sessions. The slalom course tests a driver's ability to look far ahead and apply a smooth steering input to snake through a line of traffic cones without knocking them over. The braking exercise involves having the student stomp hard on the brake pedal to feel the anti-lock braking system (or lack thereof) engage to bring the car to a complete stop. The wet skidpad is always the scariest exercise for the student before they have tried it, and usually their favorite after they have done it. It is just a circle of traffic cones. This exercise gives students experience in understeer and how to correct their car when the front wheels are not going where they would like. Other exercises such as accident avoidance maneuvers, brake-turn, etc. were done in an attempt to further increase the car-control skills of the new drivers.

As is the case with every Tire Rack Street Survival event, the improvement of the students' driving is remarkable. Most of the students we see at 8:00 a.m. on the day of the school are barely awake and mad at

their parents for dragging them to a driving school. By lunchtime, the students eat quickly so they can get back into their cars to complete more driving exercises. As the day comes to a close in the late afternoon, the new drivers have learned more in one day about their cars and the driving skills they didn't know they even needed than they would have in years of normal driving. Most of the students are not ready to let the day come to an end. It is safe to say that the Tire Rack Street Survival makes learning car-control skills fun while still reinforcing all the valuable lessons necessary to increase the safety of our young drivers, and as a result the safety of all of us who share the road with them. Thank you to all the students, parents, instructors, and volunteers for making our roads safer by participating in the Tire Rack Street Survival sponsored by the BMW CCA Foundation. Please visit <http://www.streetsurvival.org/> for more information, and we hope to see you at our next school.

# Excluservice DIY and Lothar's Garage Tour

December 4, 2010

Text and photos by  
Raine Mantysalo



I had signed up to change the oil in my 1976 2002 (see Nov/Dec 2010 *dB*). It was due for a change, and I figured it was also a good chance to get the car on the lift to check if anything else might need attention.

Because, more recently, my cars were covered by BMW's free

maintenance plan, I hadn't done an oil change myself for a while. And even when I did do them, there were times they didn't go so well. Like the one that was done on my 1973 2002 in Don Kellam's driveway in Bowie, Maryland. On that rainy night the two of us needed seven quarts to change the oil. It seems we had had a few beers and both forgot who was supposed to replace the drain plug. Believe me, it can get messy.

several brakes were bled (Doug Verner) and a set of new front sway bar links were installed (Marc Caden). With only about an hour or so left in the DIY session, a performance exhaust was installed (David Defibaugh) and the work completed in what had to be a record time. It seemed like a very productive morning for the attendees.

As a continuation to the morning DIY at the shop, Lothar Schuettler invited all of us to tour his garage and view his private collection of vintage BMW cars and

tled car parts, two whole cars and a vintage bike, could also accommodate more than 60 people. And all of this was just on the lower level of the garage, in the workshop.

On the upper level, in a museum-type setting, are 12 cars and 6 bikes dating as far back as 1937. These were not cars that Lothar had simply purchased to collect and show. Instead, for example, the 1937 328 that he had bought came unassembled, unrestored, and in boxes. The previous owner's project had for some reason stalled. Lothar spent more than three years restoring and putting the car back together.

Some of the models in Lothar's collection have never been imported



(Top) Doug Verner changing brake fluid in his 1999 M Coupe under the watchful eye of Jim Rando. (Above and right) Teamwork: Raj Kanakamedala is being helped by his wife to change oil change in their 2006 330i. (Center right) Sam Lutz watching Woody Hair do an oil change in his 1999 M Coupe. (Bottom) Marc Caden about to drain transmission fluid from his 2005 330i ZHP.



Fortunately, this time at Excluservice, I not only remembered to replace the plug, but I found no other leaks in the process.

During the DIY, several fluid changes were completed, some brake rotors and pads were replaced,



bikes and to taste some authentic German food (of course) and drinks.

I don't think any one of us has ever been in a personal garage that, in addition to all the tools, disman-





to the United States. Besides the 328, which also boasts a famous racing history dating back to the pre-WWII era, his collection includes a one-owner 1964 3200 Coupe, a rare RHD 1972 3.0CSiL (#64 of only 100 specially made for an English importer), a bright red 1959 Isetta and others all sharing space with some "newer" models – a gorgeous silver Z8 and a red 850CSi.

After we all shared some delicious German food, Lothar spoke about BMW's history and also gave us some advice on how to restore cars. Behind him as he spoke, on the lift, was his current restoration project, a 1956 502 sedan. This car was entirely gutted and is in the process of being totally restored.

Only by listening to him explain the meticulous manner in which he approaches any new restoration project, can you imagine the amount of time and passion he devotes to restoring his cars. After a car has been totally dismantled, Lothar photographs everything and labels each one of the individual items for inventory. When the parts have been restored he places them in sealed plastic bags for storage. He uses lots of them, he says.

If a part needs to be repaired, he will either try to fix it himself, restoring it to its original condition, or if he has to, he'll improvise and make a new one. If it needs to be sent out for re-chroming or general reconditioning, it is sent out and returned before any work on the body begins. Even the seats, which were newly covered with red leather and ready for installation, were shelved until it was time for final installation.

Large metal storage cabinets held numerous items that had already been refinished and re-chromed, shining in as-new condition. His methodology is for all the various parts and components to be ready for installation when the body of the car is finally ready. Hurrying and trying to get parts reconditioned while the rest of the car is already restored and waiting to be reassembled would only invite shortcuts. He also talked about never setting a deadline for a

project to be completed. That, he says, takes the fun out of working on it.

In his garage he has a working lift and several tools to manufacture new parts, including an English

wheel, a traditional tool that is used to shape sheet metal.

He gave some advice to anyone who is planning to restore a car; do not expect to be near a phone, a computer or try to watch TV while



*(Top) and bottom right) The food was very good and there was plenty of it. (Above) Lothar demonstrating an English wheel that is used to shape sheets of steel. (Bottom left) Already reconditioned and looking like new, 1956 502 sedan parts awaiting to be installed.*



working. You need to be able to focus and have total concentration to get the work done right. More than money, he said, you'll need plenty of patience. If an item that you've worked on for many hours happens to break, you will just have to start all over. Most people, Lothar estimated 75%, give up and never finish a project as time-consuming as a total restoration. Since a lot of the work is tedious, changing from one area to another helps to keep the job from becoming too monotonous.

Without question, this early December event was a very nice two-part DIY, something far different from our usual turn-the-wrench events. Our thanks go to Lothar Schuettler,

his helpful staff and Gretchen Carroll for the hospitality and all the great food and preparations. We sure would like to come back soon, perhaps to see the 502 sedan restored and looking as it did in 1956. But we wouldn't want to set a date for its completion. Lothar Schuettler simply doesn't work that way.

*(Right) Next to a red 850CSi a silver Z8 is being admired. (Below left) Among the rare cars were his completely restored 1937 328 roadster. (Bottom) From the left; a 1956 502 Cabriolet, 1938 327 and a 1937 328 in front of a 1973 Bauer 2002 convertible.*



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## Traditions

**BY** Bill Williams

**PHOTOS** Bill Williams

The Sbarro Replica 328 copies the famous two-seat open sports car BMW manufactured between 1936 and 1940. Sbarro advertised the Replica 328 “as a true sports car and not just a moving ornament. Its good looks are combined with excellent handling characteristics while its strong fiberglass body makes it inherently safe as well as immune to rusting.” The Replica 328 was first introduced at the Geneva Salon in 1974 and produced in the workshops of Franco Sbarro near Yverdon, at the southern end of Lake Neuchâtel in Switzerland.

# If It's Fiberglass, Propane-Fired and Turbocharged, It's Got to Be a Sbarro!



The aura of the 328 and the scarcity of surviving examples led Sbarro to set out to produce a replica. The idea is fairly simple; to recall the feeling of the time, in a similar body, but without the often insurmountable difficulties of maintaining an old car. Sbarro, to remain faithful to the marque, was oriented toward BMW engines. The BMW brand produced in the early 70s featured excellent handling and high-performance engines. The Replica was based on the four-cylinder engines of BMW 1602-2002ti. The six-cylinder BMW 5 Series engine could also be fitted to the 328. The engine and transmission choices were varied. The chassis was, to quote the catalog of the era, a "framework tubular section with large areas side crash safety (sandwich) drowned in a two-piece polyester." The suspensions mostly come from BMW. The car features front disc and rear drum brakes – with the option to go with discs all the way around.

The car is slightly shorter than the original 1936 version. The wheelbase and width are identical. The seats could be molded into the hull or individual and adjustable



(Above) Mercedes-Benz headlights and beehive marker lights give the Replica a distinct look, however, the long kidney shaped grills and the traditional roundel, give it a familiar look.

upon request. The body, of course, is fiberglass (a Sbarro trademark). Because of all the custom options and features, it's a safe bet that

no two Sbarro Replica 328s are identical.

Franco Sbarro, an Italian native who lives in Switzerland, has repli-

cated several classic and modern cars for resale.

The Sbarro is being featured in *dB* because one is owned by long-time club member and supporter Grant Randall of Alexandria. Grant's Sbarro combines the timeless beauty of the 328 with components from the very soul of our club, the iconic BMW 2002.

Most Sbarros were offered with the 2002 motor, outfitted with a Solex 40 PDSI down-draft carburetor. Another version offers two Solex PHH twin-choke carburetors, and there is also a iij injected version available if the buyer chooses to eliminate the carburetor altogether! The motor is fitted to a five-speed manual transmission set on a tubular steel frame chassis with an integrated roll bar. The front suspension is NSU and the car also features the NSU rack and pinion steering. The rear suspension is 2002 with 2002 drum brake components in the rear and 530i front brake components. Tires are 165x15 Michelin XASs. Volkswagen switches operate Mercedes-Benz headlights and 1937 Ford taillights.

However, the 1974 Sbarro currently prowling around Alexandria



(Above) Frank Sbarro, an Italian native, manufactures replicas of cars of distinction in Switzerland. (Left) Interior gauges are set into the molded dash. The somewhat period steering wheel is large enough to maneuver the NSU front rack.

is among the rarest of these cars. Grant's Replica is built with a 121 head, 2002ti motor that *burns propane and* is turbocharged. When the car was imported to the US, it was federalized with flashers and Ak



Baverstock in a small Quonset hut in South Gate, California.

The company was born out of the need for faster and more energy efficient cars and speed boat racing. The first product developed and sold was the CA300A carburetor, known as the "IMPERIAL," which is still sold today.

In 1967, the company was moved to Cerritos and became a wholly owned subsidiary of AJ Industries (Alaska Juneau Mining Company). IMPCO purchased BEAM Products Company in 1986, Garretson Equipment Company in 1997, J & S Products and Algas Carburetion in 1998. Along the way, several of IMPCO's distributors, such as Technisch Bureau Media in The Netherlands, Mikuni in Japan and Ateco PTY in Australia were

purchased, becoming global affiliate locations.

The company's name was changed to IMPCO Technologies, Inc. in the early 1990s. In 2005, IMPCO merged with BRC Gas Equipment, and in 2006, a holding company called Fuel Systems Solutions (FSS) was created to umbrella both companies. Also, in

Miller of IMPCO added the turbo and converted the car to burn propane.

IMPCO (an acronym from its

original name Imperial Machine Products Company) was founded in 1958 by Herbert V. Hills and Richard



(Above) The above images from the company's sales brochure clearly indicate that Franco Sbarro understood both his target audience and the power of marketing his product correctly. (Above right) Finding facilities to fuel the propane tank proves to be the most challenging part of operating the Replica. (Right) Ak Miller of IMPCO added the propane mixer and the turbocharger making Grant's car truly one of a kind. (Below) At first glance, 2002 owners will recognize the familiar M10 motor but on second glance, the IMPCO propane mixer and turbocharger stand out as oddities.



2006, IMPCO moved to a new state of the art facility in Santa Ana, California.

IMPCO's hot-rod pioneer was Ak Miller, whose main contributions at IMPCO were testing and validation of product designs. He did this using IMPCO fuel components and systems in his race vehicles. Ak had



(Above) Sbarro crafted their own VIN plate and numbering scheme. This appears to be 1002 of the 328 Replica. I have now seen two of the 328 Replicas. (Below) Not quite like the tool kit we see in the BMW 328 but seems to have a similar inventory as the 2002 tool kit.



a passion for speed; he set the first alternative-fuel land speed record at the Bonneville Salt Flats in 1948,

hitting 128 mph in the non-super-charged class. A Pike's Peak Hill climb win in 1958 and the first jet-powered lakester to run at Bonneville Salt Flats were among Ak's many accomplishments. He co-founded the NHRA in 1951. Later in his career Ak Miller assisted in the design and testing of turbo-charging systems for large, stationary engines used by both

Caterpillar and Cummins.

Grant learned of the car in 1997 (coincidentally owned, at the time, by another Mr. Randall) and needed just 11 years to persuade the owner to finally agree to sell it to him.

When I visited Grant to talk to him about the car, he started it effortlessly and happily put it through its paces. The car was quick and drove without issue. Grant clearly

enjoys the rarity of his car, as well as its absolute quirkiness. The car has been shown previously at the National Capital Chapter's co-sponsored Deutsche Marque Concours event, an utterly appropriate venue for such an interesting car.

(Below) The stance of the Replica has some resemblance to BMW's 328 but has unique features to set it apart as the Sbarro 328 Replica.



# “Yes, Virginia, That IS Bacon Wrapped Around That Pretzel...”

Text and photos by Jim LaFemina

On a clear, yet very cold night toward the end of January, the National Capital Chapter of the BMW Car Club of America finally brought the 2010 holiday season to a close when more than 100 friends gathered at the historic Mount Vernon Inn for an evening of good food, great cars and lively conversation. With daylight still in very short supply, most folks arrived after dark and the freezing temperatures helped ensure that nobody lingered too long outside. Fires crackled in several of the Inn's hearths, creating a welcoming atmosphere from room to room. Cocktails were accompanied by a three-piece band playing soft jazz as old friends reconnected and new friends were introduced.

Without question, a pre-dinner highlight was the large basket of *bacon-wrapped* pretzel rods — an appetizer that has to be among mankind's greatest culinary achievements.

While dinner tables were spread

throughout four rooms, the after-dinner business meeting brought everyone together in one of the Inn's larger rooms where outgoing chapter president, Dave Miller presided over the election of officers for 2011, each of whom ran unopposed for their

position. For 2011, the chapter's officers include Paul Seto, president; Algie Livingston, vice president; Greg Lindsay, secretary and Dave Miller, treasurer (see them in the President's column).

When the evening's business was concluded, a drawing was held to distribute a table full of door prizes worthy of old St. Nicholas himself. Prizes included BMW driving gloves, scarves and travel mugs as well as various car care gift certificates, a GPS system, and a stunning pair of BMW wristwatches.

Despite the weather, the evening was quite warm and the holiday party was a great success. Thanks to all who made it out and a special thanks to everyone involved in planning such a lovely evening.



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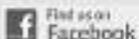
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# A U T O C R O S S   Y E A R   I N   R E V I E W

# 2010

Text by Phillip Yates | Photos by Katie Thayer, Ludacon Photography, and Mandaart Photography



With spring rapidly approaching, so too is another exciting season of NCC Autocross. But before we all strap in and fire up our engines, let's take a minute to briefly review last year's final results. After all, a lot of work went into what can only be described as a very competitive season. In fact, the 2010 season was one of the best we've ever had. Our course designer, Sam Bell, designed challenging yet fast courses throughout the season. Eight sessions across three different lots made for some great competition. In the end, NCC Autocross had one of our most successful seasons.

Congratulations to all the trophy winners. Year-end results are posted on the chapter Web site.

Our first place winners were:  
S1- James LeCompte  
S2- Jeff Steele

S3- Bobby Tjaden  
T1- Mike Riechers  
T2- Ron Houghan  
T3- Adam Chelikowsky  
T4- Phillip Yates, Jr.  
M1- Mark Scire  
M2- Jonathan Thayer  
X1- Aaron Marchiafava  
X2- Josh Hickey  
X3- James Newman  
X4- Alejandro Aviles



A big thank you is owed to all of the volunteers on the Autocross Committee and all of the volunteers who helped us throughout the year. Because of all of your hard work, 2010 was one of our smoothest



## 2010 Autocross Review

seasons by far.

As for the 2011 season we have some exciting news to share. Not only will we be returning

to Old Dominion Speedway in Manassas, Virginia, but we are also planning a special event at the Cumberland Airport in

Cumberland, Maryland. Please go to [nccautocross.com](http://nccautocross.com) for the autocross school and event schedules.

So if you've never tried auto-

cross come out to an event and introduce yourself. Everyone is always welcome. We hope to see you soon!

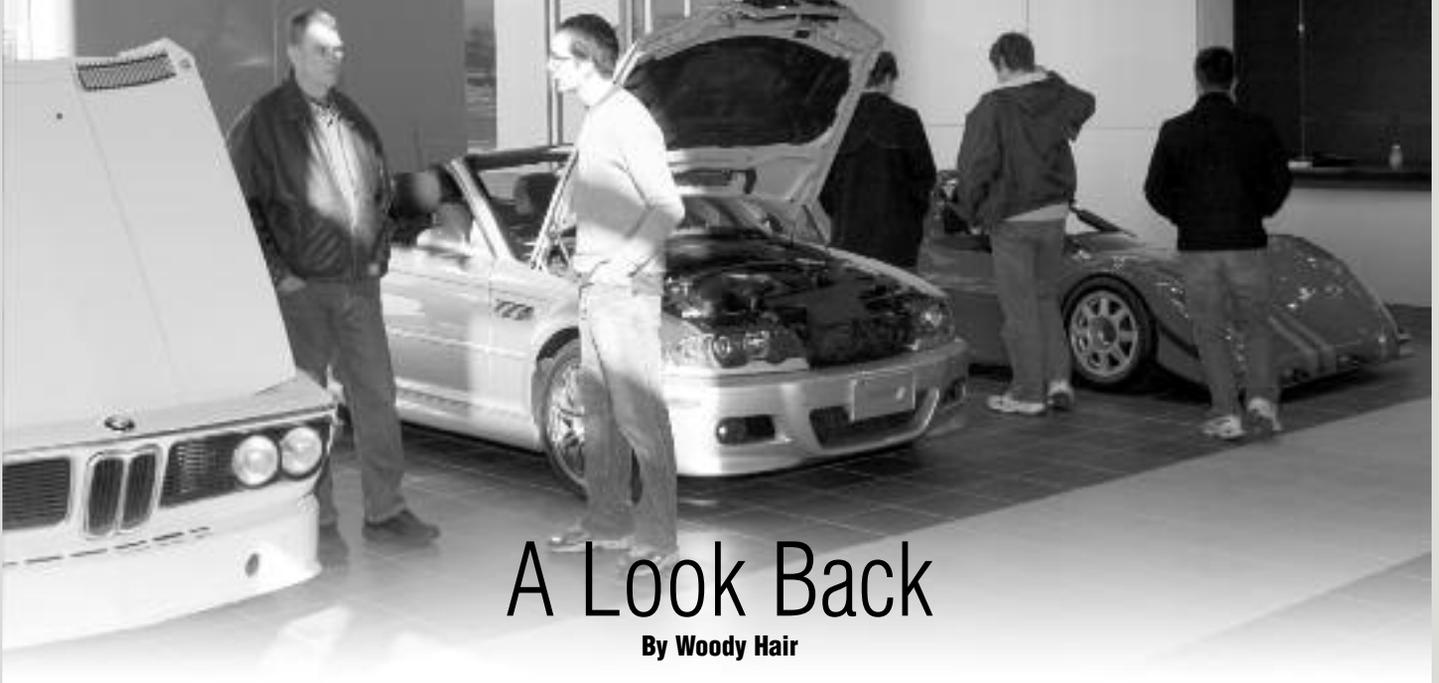


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# A Look Back

By Woody Hair

**35 years ago – Mar '76:** This was a Rally issue of *der Bayerische*. Articles included a basic description of time-speed-distance, or TSD, rallies, a primer on how to participate, car preparation, and a glossary of rally terms. The calendar of coming events for the year showed two or three rallies every month throughout the year were being held by local car clubs. Apr '76: A Spring Tour is planned to the Eastern Shore of Maryland including stops in St. Michaels, Oxford and Chestertown. One enticement mentioned the ability to exceed posted speed limits on lightly traveled back roads. The chapter officers were Estelle Torphy, President; Dave Toy, VP; Bob Critchlow, Secretary; and Carol Kingsbury, Treasurer. The Service Reports included favorable experiences at VOB and Heishman BMW. One member wrote about using an unlicensed shop in Arlington which resulted in a fire to the wiring and other items in his car. And after nine months, the shop still had not finished the work on his car! An article by Craig Reisser presented a compelling argument against the popular notion that the 55-mph national speed limit saves lives. In his continuing series on BMW etiquette, Dave Roach suggested not bragging about how you smuggled that rare 3.0 CSL race car into the country because you could find yourself talking to a federal customs inspector. Dave Toy described the upcoming Oktoberfest Summit Point driving school. Mike Leeper announced that he would be putting on a championship rally for the chapter with help from Dave Roach. BMW NA announced that they would enter two 3.0 CSL cars in the Sebring 12-Hour, one to be driven by Peter Gregg and Hurley Haywood, the other by David Hobbs and NASCAR ace Benny Parsons.



**30 years ago – Apr '81:** The current officers were Bill Loftin, President; Gordon Kimpel, VP; and Chuck Garrish, Treasurer. They were still searching for a secretary. A tech session was conducted in February by Rick Price at Precision BMW in Frederick. Members attending the February meeting at BMW of Fairfax were greeted with a keg of beer and numerous snacks. Bill Loftin penned an article that argued BMW NA would get more bang for the buck by supporting the company's 320 in SCCA club racing instead of the M1, a car not sold in the U.S., in the IMSA pro series. A letter from Purolator Products rebutted negative comments made in an earlier *dB* concerning their oil filters. A detailed primer on headlights – part two – was more than three pages long. Two members' recommendations were presented; one for Wagonworks auto body in Arlington, and one for Dan Anderson's Auto-Tech in Finksburg, Maryland.

**25 years ago – Mar/Apr '86:** The cover featured a picture of the new E30 convertible. No word on when, or if, it would be brought to the United States. The elected chapter officers were Les Adams, President; Terry Forest, VP; Woody Hair, Treasurer; and Karen Fairchild, Secretary. The 1995 annual financial statement (*a requirement*) showed a net loss of \$1,201 on income of \$50,972 and expenses of \$51,273. Our bank balance was a whopping \$780. Approximately 40 members took advantage of the do-it-yourself tech session at VOB BMW in Rockville. For the third year in a row the chapter had a booth at the DC International Auto Show. John Hartge wrote about his 8,100-mile, 24-day roundtrip to Oktoberfest in

Monterey, California, in his 325e. The Competition Corner column first appeared in this issue and explained the various SCCA club racing classes. Chuck Branscomb offered a technical article about aerodynamics and how it is measured. An article by Steve Mina of the New Jersey Chapter told of his problems collecting the stated value of his 2002ii when it was totaled. Gary Toyama explained a quick fix to cure the high-speed engine miss on his 2002.

**20 years ago – Mar/Apr '91:** President Dwight Derr wrote about the emotional and physical trauma of a spun rod bearing and the resulting 13 weeks without a car. Other officers in 1991 were Jonathan Jones, VP; Jennifer Nazarko, Treasurer; and Mike Early, Secretary. It was announced that Formula 1 television commentator David Hobbs would be the guest speaker at our general membership meeting in June. His picture graced the cover. There was a

very humorous letter to the editor from Tamara Hull, President of the Golden Gate Chapter. It seems there had been a long-standing contest between our two chapters for the first to reach 2002 members. Golden Gate had finally won, and President Derr paid our debt at the recent Chapter Congress with a variety of local beers. Miss Hull's problem was that Mr. Derr had proceeded to drink most of them himself. Jay Miner's letter to the editor told of finally, after two years, collecting on the door prize he won at a tech session at Scott Coulter's Merchant Tire store at Tyson's corner. The main thing learned from the member survey that appeared in

(Top) About 70 members attended the open house at Funktion Auto near Dulles. (Above, center) Sara Scarlett sits in a Radical as Al Zavala (passenger side), and Dave Miller, Roy Morris, and shop owner Walid Achi (back to front on driver's side) look on. **March/April 2006 dB.** Photos by Victor Neumann of Red Sky Photography.

an earlier issue? We don't give a damn. Only 54 surveys, out of 1,950 members, were returned despite the possibility of winning a \$50 drawing. The best response to the question of what would you like to see less of in *dB*? Surveys. More than 50 members attended the AutoThorty Performance Engineering tech session in Fairfax and learned about the company's performance computer chips for the Bosch Motronic ECUs. It was reported that Ed York and Gary Green, driving Ed's 2002, won the EMRA 4-hour night race at Summit Point in November, 1990. The new car rumors reported in this issue included BMW producing a front-wheel drive hatchback (*the Mini?*) and a Miata-like affordable two-seat roadster (*the Z3?*). An article about spark plugs was written by Phil Street of the L.A. Chapter. The classified ads included a used 3 Series bra offered by Dan. No mention of cup size.

**15 years ago – Mar/Apr '96:** The new chapter officers were Mike Gayle, President; Ed Bernard, VP; David Lassalle, Treasurer; and Charlotte LaQui, Secretary. There was a photo essay covering our November driving school. John Hartge wrote about his impressions of the new Z3 after attending a press introduction in Alabama. An article about our upcoming driving school season was illustrated with a photo of two 2002s racing side-by-side at an SCCA race. Michael Ko wrote about preparing for, and participating in, a driving school at Summit Point with a 325e. This issue asked for submissions for the new Car-of-the-Month feature. Competition Corner suggested seven New Year's resolutions including subscribing to the weekly *Stopwatcher* to learn about upcoming autocrosses and rallies – information which, apparently, had not reached the World Wide Web. Dwight Derr offered a springtime checklist of tips for your car, ideas that still apply today. Two videos were reviewed: *Autocrossing with Dick Turner*, and *BMW Motorsports' 20th Anniversary*, a celebration that occurred during Oktoberfest in West Palm Beach. The 1995 financial statement showed our expenses topped \$100,000 for the first time. The classified ads featured a '74 2002tii listed by Denise for \$10,000.

**10 years ago – Mar/Apr '01:** An article on our annual holiday dinner, held at the B&O Railroad Museum in Baltimore, was illustrated with many pictures of happy attendees. The new board election resulted in officers Mike Wendell, President; Al Zavala, VP; Ronnie Lewis, Treasurer; and Kristine Shipman, Secretary. Chuck Grafton reported on our annual winter tour to the PTG race shop in Winchester, Virginia. Owner Tom Milner reported on the purpose-built 4-liter V8s they would be using in ALMS competition. They were also in the process of installing an S62 5-liter V8 in an M3 race car for the Bell Motorsports team. Competition Corner reported Indy 500 winner Juan Pablo Montoya would be



*In the March/April 2001 dB Chuck Grafton reported on our annual winter tour to the PTG race shop in Winchester, Virginia. (Top) An M3 with an M5 V8 stuffed in it. (Below) Tom Milner discussing the plans for the coming year. Photos by Chuck Grafton.*



driving for the Williams-BMW Formula 1 team, replacing Jensen Button. It was also reported that seven chapter members won class championships in the Metro Washington Council of Sports Car Club's 2000 series. The chapter also finished tied for first with SCCA in the team championship. Wayne Watkins' 2002 collected the most votes in our Car-of-the-Year competition.

**5 years ago – Mar/Apr '06:** Approximately 70 members attended the open house at FunKtion Auto near Dulles. Owner Walid Achi was obviously proud of his new full service facility. Our annual holiday party was held at the historic Mount Vernon Inn. A power-outage meant we ate by candlelight, just like old George must have done each and every night. Our newly elected chapter officers were Roy Morris, President; Steven Schlossman, VP; Tim Wesling, Treasurer, and David Miller, Secretary. J.C. Chaney reported on Detroit's North American International Auto Show where BMW introduced three new M cars – the M5, M6, and Z4 M Roadster. David Hicks authored a tongue-in-cheek article on a new spec class for BMWCCA Club Racing. As an antidote to NASA's budget racing SpecE30 class, this would be SpecE38 for late model 7-series cars.



*(Above) "How D'ya Like That Little James Bond Car?", begins the article on the new Z3 by John Hartge in the March/April 1996 dB. Photo by John Hartge.*



# NEW MEMBERS



The National Capital Chapter now has 5,109 members plus 705 associate members (who enjoy all of the benefits of being an NCC member), as well as an additional 64 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: Charles M. Beard, Phillip Cummings, Joern Esser,

Stephane Grabina, Martin Hyman, Walter Jones, Frank Kapitan, Steven Lim, Clifton Lovell, Daniel Mark, Scott Mitchell, Greg Obadia, James Timberlake, Michael R. Turner, and Eugene Warren.

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, 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, and of course all of our local chapter 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 Web site at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

Geoff Abel	2007 335xi	Philip Gvinter	'00 540i & '01 Lexus GS430	Michael Rutledge	2003 540i
Bruce Albaugh	2003 Z4 Dinan S-1	Jason Hartley	1997 740i & 2008 335xi	Alex Rutenberg	2008 335i Coupe
Chris Albert		Kris Howard		Samuel Salinas	2011 135i
Kashif Ali	2008 335i	Maria Iseman	2005 325i	James Salkin	2011 335ix
Carlos Alvarenga	2011 M3 Sedan	David Jacobs		John Samatzis	2011 128 Convertible
Robert & Cindy Ambach	2010 528 & 2005 X5	Walter Jones	2007 335i	Nathan Sanfilippo	2011 335i
Ric Apatoff	2011 E92 M3	Jillian Kelly		Paul Schena	2011 335d
Celso Arceo	1990 E30 325i	Sharon Kess	2007 328xi	Kyle Schlarman	2002 330Ci
Clyde Arrington	2007 335i	Yousuf Khan	2007 335i	Mark Schneider	
Mark Balogun		Jim Khoury	1998 M3	Vinay Selvaraj	2011 335 xDrive
Margaret Barker	1988 535i	Christopher & Jane Kimmel	2003 325i & 2005 545i	Spencer Sheckells	1991 318
Anthony Barone	2010 M3	Christopher Lee	1997 540i	Bruno Sielaff	2006 325
Brendon Behan	2005 545i & 2005 X5	Scott Lepre	2007 335xi	John Sinrud	2008 328i
Jack Behrens		Jeffrey Levels & Lucianne Koroma	2006 530xi	Richard Snively & Elizabeth Smith	2009 328ic
Prasad Bhamidipati	2001 325i	John Liu	1999 540	Elliott Sofidiya	
Joe Bickley		Kelton Lovell		Hugh South	2011 328xi & 2002 328iT
Justin Bissell	2008 E90 M3	Steven Malinoski	2003 330xi	Jim Spencer	
Matthew Burruss	1998 Z3	Michael Mcmanus	2005 X3	Russell Stout	2006 X5
Kumar Buvanendaran	2010 750Li xDrive	Caitlin McNiff Bertoni & Christopher Bertoni	2009 135i	Anna Sturgis	
Janine & Melissa Cannon		Karen Melnik	2005 352i	Peter Swiek	2006 M3
Robert Carpenter		Vinicius Melo	2000 323i	Cynthia & J Swim	2011 335i
Ed Christesen	2011 335xi	Scott Melton	2007 328i convertible	Cecil Talbott	2010 X5d
Patrick Conley	2008 335xi	John Mettee	2006 X3	S. Taylor	2002 325i
Josh Counts	2003 M3	Tracy Milne		Luc Thai	
Ed & James Curvey	2005 X5	William Mitchell		James Thomas	2006 525i
Fraser Dachtile	1991 318is & 2002 M5	Mike & Paula Mittel	2002 330CiC	Joe Toth	2003 540i MSport
Viral Dalal	2007 335i	Leonard Newman	2011 528i	Kirk Tsai	2007 530i
Chris Davis	2011 135i	Kimberly Nugent King		Mark Visbal	
William Day	2003 325iT	Michael Paddock	2003 325i	John Voyatzis	
Christy De La Cruz		Jason Parrott	2011 X5	Olga Vybornaia	
Jason & Anastasia Deboe	2010 335i E90	James Peters	2011 X5	Robert Walsh	
Aurelien Delaitre		Bessie Phillips	2004 530i	Terrance Webb	2008 528i
Brian Denny	2008 335xi	Leland Pierce		Evan Wells	
Yanir Divino	2008 E92 335xi	Will Pike		David Whaley	1995 M3
Christin Eberst	2009 328i	Marvin Porter	2001 325i	Jeff Wise	1987 325is
Jeff Ervick	2007 550i	Tedock Powell	1998 740i & 1993 525i	Michael Young	2007 650i
Rick Fayyad		Raymond Pretlor	2001 E38 740iL		
Howard Federoff	2009 M3	Joe Purvis	2005 X3		
Mary Fowler	2011 Z4	John Raymond			
Dale Francisco	2004 335i	Peter Reeves			
Steve Freishtat	2007 M6	Marc Robinson	2011 X5 xDrive 35d		
Ramona Frenz	2005 525	John & Amanda Robinson	2010 135i		
Alvin Grant		Annemarie Ruch			
Tuvy Guss	2003 540i	Kathryn Russ			

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 about to expire, it's easy to renew online at this Web site as well.



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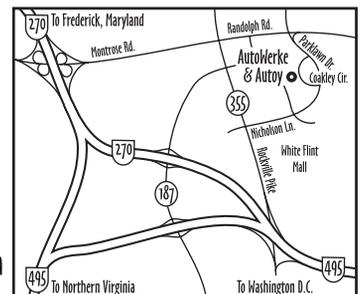
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<b>COST</b>	Ads are free to current club members. Membership numbers must be included. Commercial ads are \$30 per issue. Personal, non-member ads are \$15 per issue.
<b>HOW TO SUBMIT AN AD</b>	Please see the chapter Web site at <a href="http://www.nccbmwcca.org">www.nccbmwcca.org</a> and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the Web site 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 e-mail.

**CARS FOR SALE**

**2003 330i**

ZHP package, 6-spd manual, Imola Red, Black Alcantara & Cloth upholstery w/ black cube trim, 58,500 miles, Cold weather package (heated seats, fold down rear seats, ski bag pass through, headlight washers), Xenon headlights, HK sound system. Car is in excellent condition. Mechanically perfect. No vanos issues, shifting is tight and smooth. Cosmetically very good. A few minor rock chips as expected for its mileage, but no dings or dents. \$16,300 obo. E-mail Doug - dougtirpak@yahoo.com

**1978 320i**

Original owner. VIN# 5437154. 130K miles, Green with tan interior. All maintenance and service records. Great condition, well maintained and preserved. Call (703) 799-4932 or e-mail esbounds@cox.net

**E36 325ic**

Car has several updates, modifications, and many new parts since owned. Mileage is 144,000 highway miles and engine has Mobil 1 synthetic. Car has been garaged kept for most of its life. Special order color combination when new from factory, 5-speed manual with all factory options ordered for following year and model. This is one of the nicest convertibles around for sale. Car has Alpina front spoiler and M rear spoiler. Type 68 staggered M rims. Euro lenses at all four corners with new headlight assemblies. For additional info contact Herbert @ (202) 271-0968

**1986 635CSI**

Cinnabar red/Pearl Beige, 5-speed manual with 150,000 miles on the clock, interior and exterior excellent, well maintained, all original paperwork including window sticker and all service records, new Michelin Pilot Sports on period correct Dynamic Racing wheels. Asking \$8,500 obo. Contact Jim at (301) 262-8259 or wayfarm@aol.com



As we bring in the new year, the Board has identified some needs to help address some current outstanding issues. As a non-profit social club and volunteer organization, our chapter is no different than any other business, we see the same economic pressures in today's society and how they affect our membership, events, and financials. Thus, we are looking for some members to step up and help volunteer their time to help solve some critical challenges.

**Chief Marketing Officer** - Reporting directly to the Board, this position will lead the effort to promote our chapter events, membership growth, and increase member participation. This position will oversee promotions/advertising, various forms of marketing channels including social media, Web site development, market/member research, and lead other special projects. This position will also have the latitude to recruit and build their own organization.

**Business Development Director** - Reporting directly to the Board, this position will work to build key client relationships, identify strategic business opportunities, negotiate and close business deals leading to sustainable revenue growth. This position will also have the latitude to recruit and build their own organization.

Anyone interested in applying for these positions, please contact Paul Seto at (301) 908-1928.

**WHEELS AND TIRES FOR SALE**

**Compact spare tire set for E90, like new**

Compact spare tire set for E90, used on 2006 325i. All pieces new in April 2010, assembled for me by Autowerkes in Fallston, Md. Includes BMW compact steel spare wheel, Goodyear compact spare tire and BMW jack set, P/N 71 10 6 773 536. Total of 45 miles on wheel and tire, jack set never used. Fit nicely in trunk of my 325i sedan. E90 is now sold so I have no use for this set. Asking \$375 for all. Will not separate. Cash only, no trades. Located in Monktion, Md. Will assist with local delivery. E-mail or call Tim at [whisperbomb@gmail.com](mailto:whisperbomb@gmail.com) or 410-458-7658 with questions.

**Nearly-new 2010 M3 19" OEM Wheels w/PS2s**

One set of four BMW OEM 19" alloy rims (Style 359) with Michelin Pilot Sport 2 tires taken off a 2010 E92 M3 (w/competition package) with only 1,600 road mi. on the clock. These are beautiful, strong, light weight rims with original TPMS sensors (not for pre-2010 BMWs) and are in near mint condition. Rims are 9x19[ET:31]P.N. 36112284055 (front) and 10JX19[ET:25]P.N. 36112284060 (rear); tires are 245/35ZR19 (front) and 265/35ZR19 (rear). Besides M3s, these rims/tires would probably fit 5-series and other BMWs. Can be seen at At Speed Motorsports on Coca Cola Drive in Hanover, MD (near B-W Parkway and MD Rt. 100). Tires alone are worth over \$1,200. Asking \$2,850

**MISCELLANEOUS FOR SALE**

**KAMEI Air Dam**

KAMEI front air dam for 320i, new in wrapper, asking \$100, call Joe (443) 910-3207

**Free E46 323i Seats**

I have a pair of BMW tan vinyl bucket seats in the basement out of a '99 323i Sedan that I recently sold. Driver's side has a small seam split in it, I kept them mostly for the belt latches, airbag sensors, track rails and all that stuff that gets very costly if you have to buy parts (seat belt latch buckle is \$130 from the parts dept at the dealer). Anyway, they're officially just 'in my way' now so they're free to anyone that would like them. Pick up in Fairfax Station. If you'd like to have them, email me at [drcolleie@cox.net](mailto:drcolleie@cox.net)

**93 740i Parts Miscellaneous (New)**

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(Even better – save time and money; use the convenient form on our website listed under Club Store.)

You will receive an MVA form and instructions from Bob to take or mail to the Glen Burnie office of the

MVA to get your plates. Once you have your new NCC plates,

you return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application).

Allow 1-2 weeks for your MVA form to arrive. For questions, Bob's email address is [MirNBob2@verizon.net](mailto:MirNBob2@verizon.net)

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