

May/June 2002

der Bayerische

National Capital Chapter

BMW Car Club of America



Calendar of Events 2002



For the latest info
check out the
Chapter website:
www.nccbmwcca.org



JANUARY	
19	PTG Tour
20	Annual Holiday Party, Elections & Awards - Mount Vernon, VA
FEBRUARY	
3	Superbowl Mini Grand-Prix
16	Restoration Shop Tour
MARCH	
16	Restoration Shop Tour
30-31	Drivers' School, Main Circuit, Summit Point Raceway
APRIL	
14	4th Annual Autocross School, Roscroft Raceway
(TBA)	Concours "prep" Session
20-21	The Peaks of Otter Overnight Tour
MAY	
5	Deutsche Marque Concours
18	Mid-Atlantik '02 Fest III Carlisle, PA
19	Jefferson 500 Vintage Race Corral Summit Point Raceway, WV
19	Take Me To The Ballgame BaySox Stadium, Bowie, MD
JUNE	
1	Blue Ridge Parkway Tour and 3rd Annual Wine Tasting
6	Summer Tour Naked Mountain Winery, Centreville, VA
(TBA)	BBQ w/"wash & shine" concours
JULY	
6	Highway Safety School, Jefferson Circuit, Summit Point Raceway
7	Drivers' School Jefferson Circuit, Summit Point Raceway
14-19	Oktoberfest, Colorado
19-21	National Grand Prix of Washington, D.C.
AUGUST	
3-4	Drivers' School, Jefferson Circuit, Summit Point Raceway
SEPTEMBER	
14-15	Drivers' School, Main Circuit, Summit Point Raceway
14	Shenandoah Vineyards Concours
OCTOBER	
(TBA)	Crab Feast w/"wash & shine"



NCC BMW CCA

(Future events will be listed as soon as information becomes available.)

der Bayerische

National Capital Chapter BMW Car Club of America

May/June 2002



VOLUME 32 NUMBER 3

2

PRESIDENT'S MESSAGE

4

COMING EVENTS

8

DRIVERS' SCHOOL
APPLICATION

24

COMPETITION CORNER

27

CLASSIFIEDS

28

ADVERTISERS' INDEX



12

*The Club, the DSSC, and
the Drivers' School*

BY RONNIE LEWIS

14

*"Please Turn Your
Hymnals to Page M3".*

BY ANDY DUNCAN



18

*Automotive
Metal Performance
Restoration Tour*

BY ROY MORRIS



21

*2nd Annual
BMW Superbowl
Mini Grand Prix*

BY STEVEN SCHLOSSMAN

Cover: Andy Duncan's first BMW, a 2002 M3.
Photo: Raine Mantysalo

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

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P R E S I D E N T ' S

Message

Spring is in the air folks... we've made it through the winter! It is time to take the car covers off, wash it, and start enjoying salt-free driving. We were very fortunate this past winter, as the season was mild and fuel prices were low.

The next few months will be busy ones. We will endeavor to provide fun events for different interest groups and customers, if you will. First up in May is the great Deutsche Marque Concours d'Elegance which will be held again at Nottoway Park in Vienna, Virginia. You will have a great opportunity to come out and see some of the best examples of the BMW marque and others. Come out and support the Club. Paul Vessels has spearheaded the concours for many years. Thanks, Paul! For those yearning to see an example of historic cars, the "Jefferson 500" at nearby Summit Point Raceway will be held towards mid-May. We usually set up a reserved parking area for our BMWs and provide a tent, chairs, and lunch! Present your BMW CCA membership card at the gate for a reduced entry fee.

On June 15 we will host our Annual New Member Party. We hope new members will come out and meet others like you who share an interest in cars. This year's party will be at the new BMW of Sterling location. We are very excited to have the opportunity to meet the newest member of the BMW family in Northern Virginia.

For those seeking a little more excitement, June 11 will launch our autocross season. We have several autocrosses planned throughout the year. These events have been so successful and popular that they book very quickly. Come out and watch, or participate if you'd like! Continuing with driving events, early in July we will hold our second drivers' school of the year. This is a two-part school: Saturday is the "Highway Safety School" and Sunday a regular school. Check the website out for details on the safety school.

We are still looking for volunteers to help with the magazine you are reading. Our *"der Bayerische"* is waiting for your talent as editors, photographers and contributors. Please drop us an e-mail, either to myself or the editor at the addresses on the masthead.

Until the next issue, happy "Bimmering". Get out and drive!

Al

der Bayerische

National Capital Chapter BMW Car Club of America

This Magazine Needs Your Help!

The Club is seeking a dedicated volunteer to take up the role of *der Bayerische* Editor. The position involves collecting and reviewing all articles, photos, and classified advertisements for the bi-monthly magazine, and delivering those items to the Production Manager. This can take as little as a few evenings per month, sitting at your computer, or as much time as you're willing to dedicate to the endeavor.

Since submissions and communications among those producing the magazine is now done almost entirely online, you should be email literate and comfortable viewing and editing image and text files in many formats. Good written communication skills are an added benefit. Although not required, a fast computer and access to broadband connection will also make the job easier.

Interested parties should contact the Interim Editor, Michael Wendell, via email at db-editor@nccbmwcca.org.

Thanks,
Mike

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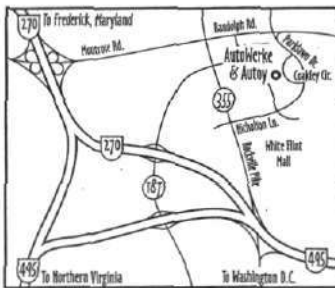
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Auf Wiedersehen



Jenny Nazarko, chapter president in 1997, is moving to Seattle and we will miss her. Jenny joined the Chapter right after purchasing a red 1990 325is. She was soon participating in autocrosses and drivers' schools. It wasn't long before Jenny's interest in the chapter led to being elected the Chapter treasurer and she served in that capacity for five years — 1991 through 1995. In 1996 Jenny was co-chairman of the national Oktoberfest event that was held at Tysons Corner. Her enthusiasm for drivers' schools resulted in her becoming one of our first home-grown female instructors. Jenny and her red 325 were a common sight at schools from Florida to Canada as she instructed for the Buckeye, Genesee Valley, Northern Ohio, Windy City, New York, Peachtree, and Tarheel chapters as well as Car Guys.

We wish Jenny the best in her new endeavors.

After the snippet in the last issue, the author, Woody Hair, received the following message from Charlie Richardson. He mentioned that he would like to hear from his old friends!

Greetings, and thanks for the fleeting fame of being a certified old guy on the page 3 of the new der Bayerische! What a pleasant surprise to find out that I have the lowest membership number in the region!

I honestly wish that I could participate more in the local activities, but I no longer own a BMW. In fact, I am not driving anything right now, my multiple sclerosis has progressed to the point where I am not driving at all. Of course that does not mean that I do not lust after a new BMW M3!

Maybe this summer I can come to local BMW Concours and ride around the gorgeous cars on my battery scooter and soak it all in. Where did the time go? It seems like only last month that I got FTD at the first Oktoberfest autocross in 1970. It seems like just last week that I built my 1600 Alpina into an SCCA B-Sedan race car and drove Summit Point for the first time in 1971. It seems like an hour ago that I sold my beautiful Malaga BMW 3.0 CS after winning a few car show awards with it. I have lots of very fine memories of my years enjoying BMWs... from rebuilding 2002 motors, to drivers' schools at the Nurburgring... it was a great ride.

Charlie Richardson

#105 - a proud 33-year member

CharlieR@erols.com

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

19th Annual Deutsche Marque Concours

Sunday, 5 May, 2002

Nottoway Park & Hunter House, Vienna, Virginia
9 A.M. to 3 P.M.

So, winter's barely over, and you're itching to pull the cover off your baby, wipe her down, and show her off! Well, you can do just that at the National Capital Chapter's 19th Annual Deutsche Marque Concours. As in the past, the National Capital Chapter will co-host this event with the local chapters of the Porsche and Mercedes Clubs. Our new location is the Nottoway Park & Hunter House, located in Vienna, Virginia. This year we should have food vendors available there for those who get hungry, and of course there is plenty of room for a casual picnic lunch and for kids to roam. As usual, the friendly rivalry between the three clubs continues as to which club will have the most vehicles on display.

In keeping with tradition, this will be a "top only" concours, and we need all of our "concours regulars," and you shy newcomers, to get your cars nice and tidy and bring them out to show. Remember, it's not about who wins or loses. Concours is designed to promote the healthy care and feeding of your beloved BMW, with a little dose of friendly competition thrown in for good measure! For those of you who do not wish to get "down and dirty," there is a display class, where your car is voted on by your peers. For those of you who feel that it's "just a track car," wash that thing and bring it out, because there is a race car class that is also determined by popular vote (besides, if you get it clean, it could cut down on your lap times due to less drag, right?). The event will culminate with our usual wine and cheese awards reception. One ticket for the reception is included in the package that each participant will receive at the event.

***Please note:** A Concours is known to be an "all-day event," a lot of time, preparation, and money are spent both prior to the show and the day of the event, by both the event planners and the participants. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you and the vehicle have departed, the award will be given to the next runner-up in class.

The entry fee is \$25.00 per car if pre-registered by April 28, or \$50.00 per car if you register after April 28 (including registering on the day of the show). Registration includes one Wine & Cheese Reception ticket; additional tickets are available at \$10.00 each. There is no charge for the event as a spectator.

Event schedule:

8:00 A.M. Grounds open to show participants for placement onto field.

9:00 A.M. General admission to the public begins

10:30 A.M. Judging begins

NOTE: Cars not in place and on the field by 11:00 A.M., without prior notice, will not be allowed to show. 3:00 P.M. Scores tallied / awards presentation. For pre-registration, please send the year and model of your car, along with your check, made payable to **BMW CCA/NCC, to: P.O. Box 1784 Washington, D.C. 20013**

Directions: Take Interstate 66 west to exit 62 (234N Nutley Street, Vienna). Go to the third traffic light and make a left onto Courthouse Road. Go approximately 0.3 miles and turn left into Nottoway Park. The show field is on the left but should be entered from the side near Hunter House (the big yellow house on the left)

Mid-Atlantik '02 Fest III

Carlisle Import-Kit/Replicar Nationals, Carlisle, PA
Saturday, 18 May, 2002, 9:00 A.M. - 5:00 P.M.

Last year's Mid-Atlantik '02 Fest brought together over 60 examples of "the car that started a cult." Now it's 2002, and "the year catches up with the legend." Come celebrate the original performance sedan at the Carlisle, Pennsylvania, fairgrounds, an easy 1 1/2-hour drive from the D.C. area. If you own an '02, bring it, no matter what its condition; if not, come take a gander at the wild variety of '02s.

The registration fee is \$10 for the '02 Fest.

For more information:

Carlisle Import-Kit/Replicar Nationals: <http://www.carsatcarlisle.com/> or call (717) 243-7855. Mid-Atlantik '02 Fest III: e-mail John Weese at im4bmw@aol.com

To get there from D.C.: 1. Take I-270 North toward Frederick

2. At Frederick, proceed straight ahead onto U.S. 15

3. Follow the U.S. 15 bypass past Gettysburg, then turn left onto Pa. 94, which becomes Pa. 34. Stay on 34 through Carlisle and to the fairgrounds

From Baltimore:

1. Take I-83 North toward York, Pa.

2. Stay on the bypass around York

3. Take I-76 West (the Pennsylvania Turnpike) for two exits (16 miles), then get off onto U.S. 11 South at Exit 16

4. Turn right onto 34 and follow it to the fairgrounds

Jefferson 500 Vintage Race Corral Sponsored by Radial Tire Company

Sunday, 19 May, 2002

9:00 A.M. till last race

If you love vintage racecars this is the place to spend your Sunday. From our vantage point between the carousel and turn 8 you can see old bathtub Porsches and skinny wheeled Sprites sliding through the turns and dicing it out for position. If we get lucky you might even see a vintage Elva powered by a BMW 2002 motor.

Thanks to Paul Morcones at Radial Tire, we will be treated to our famous open pit pig and chicken roast. This is one of our most fun events where new comers get to see what Summit Point Raceway is all about and the veterans come to share the fish stories about this turn or that apex.

Tickets are usually \$25 at the gate with a \$5 discount for BMW CCA members. Lunch is free for members and \$5 for guests. So don't forget your membership cards and your coolers, this is a BYOB event.

Please RSVP to M3EARLY@AOL.COM or call 1-410-484-4620.

2002 DEUTSCHE MARQUE CONCOURS ENTRY FORM

Name _____

Concours _____ \$25

Marque _____

People's Choice _____ \$25

Year _____

Add'l Reception Tickets _____ \$10 each

Model _____

Mail to: Paul Vessels, PO Box 1784, Washington DC 20013

Take Me Out To The Ballgame

Sunday, 19 May, 2002

Place: BaySox Stadium, Bowie, MD

Game starts at: 1:05 P.M.

Bring the family and friends out to BaySox Stadium to share a Sunday afternoon with your fellow NCC members. Tickets must be purchased in advance to guarantee our reserved seating area. Also that day will be Tennis Ball Mayhem. As you enter the ballpark there will be a table set up where you can purchase tennis balls (last year it was 1 for \$1 or 12 for \$10). At the end of the game, hula-hoops are placed onto the field with designated prizes for each hoop. A smaller hoop worth \$10,000 is placed behind second base. When told, everyone throws their tennis balls onto the field and tries to get them into one of the hoops (hopefully the one worth \$10,000!). The proceeds from the tennis balls go to a charity.

The cost is \$9.00 per person. Please mail your check payable to BMW CCA, NCC to: Steven Schlossman, 18265 Smoke House Ct., Germantown, MD 20874. You must also include a self-addressed stamped envelope to receive your tickets in the mail. Please also include your e-mail address and membership number. The deadline is May 11. Send in your check early because tickets are limited!

Directions: Washington DC, Northern VA, or Capitol Beltway [I-495] Follow Capitol Beltway or New York Avenue to U.S. 50 East (Exit 19 A off Beltway). Exit U.S. 50 at MD 197 South. Follow until it ends at U.S. 301. Turn left onto 301 North, then right at the first light into Ballpark Drive. Additional parking is available by turning right at the second light onto Governors Bridge Road.

Baltimore Beltway [I-695] Take Exit 4 [Route 97 South] toward Annapolis. Proceed to Exit 7 [Route 3, South to Bowie/Odenton]. Remain on Route 3 [approximately 11 miles]. After passing under the Route 50 Overpass, proceed to second traffic light and turn left into Ballpark Drive. [Note: Route 3 changes to 301 South at Route 50]. Additional parking available off Governors Bridge Road. Turn left at first light south of Route 50.

Additional information and directions: <http://www.baysox.com>

Blue Ridge Parkway Tour and 3rd Annual Wine Tasting

Saturday, 1 June, 2002

There's nothing finer than a relaxing cruise in our ultimate driving machines on the ultimate driving road, the Blue Ridge Parkway. And the 2002 Wine Tour brings you the big chance to do just this, along with BMW friends from numerous other chapters. It just doesn't get any better than the Parkway in our BMWs (some with tops down), good friends, fine wine, delicious food and beautiful surroundings.

Below is the itinerary for the 3rd Annual Blue Ridge BMW Chapter Virginia Wine Tour. The location and time make it an ideal outing for most of the chapters in the Central Atlantic Region. We hope that you can join us for this event.

Meet in front of the Kroger on the north side of the Tanglewood Mall off Interstate 581 and US 220, exit onto Rt. 419 N. Have those tanks full and the bladders empty.

Out time is promptly at 11:00AM. Our caravan should arrive at Valhalla Vineyards around 11:30 for a BYOB (Bring Your Own Basket) picnic and wine tasting. Their Chardonnay, Rheingold Chardonnay, Sangiovese, Syrah and Cabernet Sauvignon are delightful. The view is awesome. Leave the winery about 1PM and enter the Blue Ridge Parkway at about Mile Post (MP) 120. Leisurely cruise on the parkway south to Chateau Morrisette (MP 171.5), arriving about 2:30 PM for a 3:00 PM tour and tasting. Villa Appalachia (MP 170 at Rt 720) is just across the road, however they cannot handle our crowd. Perhaps if we trickle over on our own, who's to know. Their Italian style wines are outstanding and hard to find.

Check into your rooms if overnighting. Meet back at the Doe Run Lodge for dinner at 8:00 PM. Price for dinner will be \$29.00 per person for an all you can eat Prime Rib buffet. Also included are soup, fish, chicken, pork roast, several salads, veggies, potatoes, desserts. Special diet requirements can be accommodated, just let Sueann know. Pre-dinner games and cocktail hour will be held at Doe Run also.

Following Sunday morning breakfast at Doe Run or the Woodbury Inn, depart north or south towards home on the Parkway. Lodging options include:

- Doe Run Lodge (18 miles from Chateau Morrisette)-41 units all are 2BR/2 bath villas with kitchen, fireplaces and living area.
Phone 800/325-6189 or www.doeunlodge.com Mention BMW Car Club.

- Harmony Farm B&B (1 mile from winery)- 3 rooms
Phone 540/593-2185 or www.harmon-farm.com

- Woodberry Inn (2 miles from winery)-16 rooms
Phone 800/763-2567 or www.blueridgeparkwaylodging.com

- Meadowood B&B (2 miles from winery)
Phone 540/593-2600 or fwarren@swva.net

- Buckmont (6 miles from winery)
Phone 540/593-3112 or www.bbonline.com/va/buckmont

Tour participants are responsible for making their own accommodation reservations. Wine Tour cost will be \$12.00 per person. If staying for dinner include an additional \$25.00 per person. Please RSVP before April 15, 2002. Mail checks for the tour and/or dinner to:

Blue Ridge BMW Chapter
c/o Sueann Meskell
3672 Red Fox Lane
Keswick, VA 22947
434/296-3772 blm2e@yahoo.com

Please include your evening phone number and e-mail address with your check.

Summer Tour Naked Mountain Winery

Sunday, 9 June, 2002

Start: Centreville, VA

Time: 11:00 A.M.

Bring your picnic basket for these year's Summer Tour. We will assemble in Centreville at 11:00 A.M. and travel through the back roads of Virginia to the Naked Mountain Winery in Markham, VA. The cost will be \$3.00 payable at the beginning of the tour. It will cover a wine glass and tasting. There will be an area to open up those picnic baskets while we overlook the Blue Ridge Mountains.

Additional information about the Naked Mountain Winery can be found at <http://www.nakedmtn.com>

To get to the start. From Baltimore: From Interstate 95 south, take I-495 west. Follow directions below.

From Virginia and the Capital Beltway: From the Washington DC Beltway (Interstate 495) in Virginia, take the exit for I-66 west. Exit to Route 29 (exit 52). Left at traffic light onto north 29. Right at Centreville. Left at St. Germain Drive. We will meet in front of HAO HAO Buffet. There is a Bagel Bakery, Jaimie's Coffeeshop, and a Mobil gas station near the start.

COMING EVENTS

New Members' Party

Saturday, 15 June, 2002

BMW of Sterling

Sterling, VA

Time: 6:00 P.M. - 9:00 P.M.

It's that time of year again. Our area's newest BMW dealership will welcome our newest members. If you joined the Car Club within the last year, you are more than cordially invited. Prizes will be awarded to our new members. Further details will be updated on the NCC website at <http://www.nccbmwcca.org>.

Come meet some of the board members who plan and organize all the exciting activities that this, the 2nd largest chapter in the U.S., puts on each year. Don't know anyone? It doesn't matter. Come on down and get to know the great people who share the same interests and passion for our cars. Come hungry as our Chapter will also provide lunch.

Now all you old timers are more than welcome to join us and welcome our newest BMW CCA members.

Please RSVP no later than June 8, preferably by e-mail, to Steven Schlossman at steven@happytogether.com or by phone, 202/478-0768.

Directions to BMW of Sterling: From Baltimore, take I-95 South towards Washington to the 495W (Capital Beltway). Follow directions below. From the Capital Beltway, take I-495 to exit 45 (VA-267 TOLL ROAD towards DULLES AIRPORT). Take the VA-28 N exit, exit number 9B, towards STERLING. Merge onto SULLY RD. Turn LEFT onto VA-625 W. Go STRAIGHT. Turn SLIGHT RIGHT onto PACIFIC BLVD to 21826 Pacific Boulevard. For additional information see <http://www.bmwofsterling.com>.

National Grand Prix of Washington, D.C.

19-21 July, 2002

Place: RFK Stadium, Washington, D.C.

www.nationalgrandprix.com

Three-day ticket will be \$150.00. If you plan to attend this event, please contact Steven Schlossman, preferably by e-mail at steven@happytogether.com or by phone, 202-478-0768. We are trying to determine if there is enough interest for an NCC Corral at this event.



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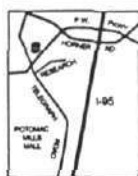
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In MD

SAT. 8:00-3:00
In VA



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Telegraph Road, 1/2 Mile on left

ALEXANDRIA



703 370-0850

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1/2 Mile Inside Beltway
Exit 3

FAIRFAX



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Lee HWY. & Gallows Road

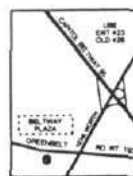
GAITHERSBURG



301 990-4100

9136 GAITHER ROAD
I-270 to east on Shady Grove Rd.
Left on Gaithers Road

COLLEGE PARK



301 474-1030

6105 GREENBELT ROAD
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NATIONAL CAPITAL CHAPTER BMW CCA

JULY 2002 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between May 3 and May 31, 2002. Each applicant must submit a separate form. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission will be by modified lottery with priority given to National Capital Chapter members and those attending the fewest prior schools this year. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must have full, valid driver's licenses. If the applicant is under 18, a *notarized* parental permission form (available from the registrar) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but may *not* register for the second day only.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **Convertibles**, motorcycles, and rental cars are not allowed. Trucks, SUVs, and vans are allowed in the Highway Safety School only.
- **Cars must be inspected** by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy.
- **Helmets** must be certified to Snell M- or SA-standards, 1995 or later. Full-face helmets with SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

Indicate the school day(s) to which you are applying below:

July 6-7 (Summit Point Jefferson Circuit)

\$125 ☐ Saturday Highway Safety School

\$175 ☐ Sunday drivers' school

\$300 ☐ both days

Fees: Nonmembers add \$35 per event (the nonmember fee is waived for the Highway Safety School). Make checks payable to *National Capital Chapter BMW CCA*.

Refund Policy: Refunds less a \$25 cancellation fee will be given for cancellations made three weeks or more before the event. Credit for a later school may be taken in lieu of a refund. For cancellations made within three weeks, a refund or credit will be given **only** if your place is

filled from the waiting list. **No refunds or credits** will be given for cancellations within one week of an event. School admissions are non-transferable.

Mail your application, payment, and copies of your driver's license and proof of insurance to:

NCC Drivers' School
c/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044

Questions? Call Gary at 410-715-9317 evenings before 10:00 PM., or visit <http://www.nccbmwcca.org/drivers-school/>.

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address	(Adult S, M, L, XL, XXL)
City _____	State _____	ZIP _____
Phone (home) _____	(work) _____	E-mail _____
Car Color _____	Year _____	Make _____
		Model _____

Guests are welcome...however students MAY NOT give rides.

And don't forget our three-for-one deal: corner-work any three track days and get a day at the track as a student FREE! *

* Note: To be eligible for credit for free schools, workers **MUST** preregister with Steve Lowry (telephone: 301-860-0048 before 10:00 PM; e-mail: pitout@hotmail.com). Worker spaces are limited, so contact Steve early.

Experience: List your previous experience as a drivers' school student by number of days and location. If no previous experience, state "None."

Days at Summit Point Main Circuit: _____ Days at Summit Point Jefferson Circuit: _____

Days at other tracks (please list individually): _____



NATIONAL CAPITAL CHAPTER BMW CCA

AUGUST 2002 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between May 31 and June 28, 2002. Each applicant must submit a separate form. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission will be by modified lottery with priority given to National Capital Chapter members and those attending the fewest prior schools this year. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must have full, valid driver's licenses. If the applicant is under 18, a *notarized* parental permission form (available from the registrar) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but may *not* register for the second day only.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **Convertibles**, motorcycles, and rental cars are not allowed. Trucks, SUVs, and vans are allowed in the Highway Safety School only.
- **Cars must be inspected** by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy.
- **Helmets** must be certified to Snell M- or SA-standards, 1995 or later. Full-face helmets with SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

Indicate the school day(s) to which you are applying below:

August 3-4 (Summit Point Jefferson Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$35 per event. Make checks payable to National Capital Chapter BMW CCA.

Refund Policy: Refunds less a \$25 cancellation fee will be given for cancellations made three weeks or more before the event. Credit for a later school may be taken in lieu of a refund. For cancellations made within three weeks, a refund or credit will be given **only** if your place is

filled from the waiting list. **No refunds or credits** will be given for cancellations within one week of an event. School admissions are non-transferable.

Mail your application, payment, and copies of your driver's license and proof of insurance to:

NCC Drivers' School
c/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044

Questions? Call Gary at 410-715-9317 evenings before 10:00 PM., or visit <http://www.nccbmwcca.org/drivers-school/>.

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address	(Adult S, M, L, XL, XXL)
City _____	State _____	ZIP _____
Phone (home) _____	(work) _____	E-mail _____
Car Color _____	Year _____	Make _____
		Model _____

Guests are welcome...however students MAY NOT give rides.

And don't forget our three-for-one deal: corner-work any three track days and get a day at the track as a student FREE! *

* Note: To be eligible for credit for free schools, workers **MUST** preregister with Steve Lowry (telephone: 301-860-0048 before 10:00 PM; e-mail: pitout@hotmail.com). Worker spaces are limited, so contact Steve early.

Experience: List your previous experience as a drivers' school student by number of days and location. If no previous experience, state "None."

Days at Summit Point Main Circuit: _____ Days at Summit Point Jefferson Circuit: _____

Days at other tracks (please list individually): _____



Admissions Policy

Because of strong demand for space in National Capital Chapter drivers' schools, and in order to maintain the quality of our students' educational experience, sometimes we are unable to accommodate all of the students who apply. For schools where applications exceed our school capacity, we will employ the admissions policy outlined below. You are encouraged to consider this policy when applying for future schools.

We have revised our admissions policy for 2002 to distribute drivers' school spaces more equitably among chapter members and, in particular, to reduce the possibility that an applicant to our program will be excluded from all of the year's events. The new admissions policy is based on a lottery system that is operated independently for each school, with admission priority given to students who have attended the fewest schools during the year.

General Requirements

- A separate application must be submitted for each event. Applications must be postmarked during a specific registration period associated with the event. The tentative dates for this year's events and the opening and closing dates of the corresponding registration periods appear below. As in previous years, applications must be submitted in writing on the official application form, which can be photocopied from *der Bayerische* magazine or downloaded from the chapter's Web site at <http://www.nccbmwcca.org/drivers-school/>. A check for school fees and photocopies of the applicant's current driver's license and proof of insurance (such as a state insurance card) must accompany each application.
- Applicants may apply for either or both days of each event. For two-day drivers' schools, first-time students may register for the first day, or for both days, but may not register for the second day only. For the weekend of the Highway Safety School, first-time students may attend the drivers' school without first attending the Highway Safety School.

Admission Priority

- For each event, applicants who are members of the National Capital Chapter will be grouped according to the number of NCC school days that they have attended during 2002. The groups will consist of those with 0 or 1 school day, 2 or 3 school days, and 4 or 5 school days. The Highway Safety School will not be counted. An NCC event to which an applicant has been admitted but that has not yet been held will be counted.
- Students will be admitted at random from among the applicants in the first group (0 or 1 previous school day). If spaces remain after all applicants from that group have been admitted, applicants will be admitted at random from the second group, and then so on until the capacity of the school is reached. Applicants who are not admitted will be placed on the waiting list. Within each group, all applications postmarked within the registration period have an equal chance of acceptance, regardless of the date on which they were submitted.

- If spaces remain after all NCC members who applied during the registration period have been accepted, then members of other chapters of the BMW CCA will be admitted by the same method. Non-members will be admitted to spaces that remain after all members of other chapters have been accepted. For the Highway Safety School, membership is not considered when assigning priority.
- Admissions from the waitlist will be by the same procedure.
- Applications postmarked outside of the registration period will be considered if spaces remain after all correctly postmarked applications have been accepted.

Additional Considerations

- BMW CCA members may be affiliated with more than one chapter. Applicants with either primary or subsidiary National Capital Chapter affiliation have "NCC member" priority for admission. New National Capital Chapter members, including those with pending membership applications, also have "NCC member" priority.
- Every effort will be made to notify applicants of their application status three weeks before the event.
- The Chief Instructor may admit up to six students who are enrolled in the chapter's formal instructor training program outside of the priority system described above.
- Applicants who are waitlisted and not eventually admitted receive full refunds of their fees, usually by return of their original check.

Tentative 2002 Event and Registration Period Dates

- These dates are preliminary and subject to change. Check *der Bayerische* magazine and the chapter's Web site for the latest information.

<i>Date</i>	<i>Registration Period (Dates Are Inclusive)</i>	<i>Location</i>	<i>Event Type</i>
March 30	January 26 – February 23	Summit Point Main Circuit	Drivers' School
March 31			Drivers' School
July 6	May 3 – May 31	Summit Point Jefferson Circuit	Highway Safety School
July 7			Drivers' School
August 3	May 31 – June 28	Summit Point Jefferson Circuit	Drivers' School
August 4			Drivers' School
September 14	July 12 – August 9	Summit Point Main Circuit	Drivers' School
September 15			Drivers' School



The Club, the DSSC, and the Drivers' School...

By Ronnie Lewis

I have been asked (if that is how you would characterize having the Board of Directors threaten to cut my pizza ration) to write a few words describing the inner workings of the driver's schools. The Driver's school program is the most expensive and complex undertaking of the Chapter. Over the course of a year it has the second highest participation level, autocrosses being first, of any of our events. The school program is a complicated undertaking that requires a large investment not only in money, but also in time and effort.

Driver's schools are an outstanding opportunity to experience the capabilities of modern automobile design and to learn how to use those capabilities to protect yourself and your family through safer driving. Those words are not a platitudinous ruse that allows the Chapter to run a covert race school or racing program. Those are the goals the program strives to achieve at every event. Schools are non-competitive high performance driving events. Participation in the school program gives the student the skills to be a better driver and the confidence behind the wheel to use those skills every day on the street.

The schools don't run themselves, nor do we contract with some company to operate them for our Chapter. Volunteers perform every function within the program. These are Chapter members who devote large amounts of their time to make our schools the best learning experience, the safest events, and the most fun. Our volunteers work year-round to produce a school program that is second to none.

BMW Club driver's schools are conducted according to the framework established by the National Club Office. This broad description of how a driver's school will be conducted specifies the goals of the program and the overall conduct of a school. It leaves a lot of latitude, however, in how a chapter might conduct an event so schools at every chapter are different. I could describe a litany of sins committed at other schools, but generally they range from wild-west shows of automotive carnage to parades. Some of the product of the hard work of our volunteers you experience at the event, and some is behind the scenes. I won't spend time discussing the events themselves; others have covered that topic well enough. Instead I would like to take you behind the curtain to see what one wag called a 'shadowy organization'. Cue the spooky music...

A year in the life of the school program starts in October of the preceding year. Following the last school of the preceding year the Driver's School Steering Committee (DSSC) meets to discuss the just completed year, to consider suggestions made by students or instructors, and to review any incidents that occurred during the year. Once the business of the prior year is completed, the DSSC begins to address the next year. The DSSC decides how many schools will be conducted in the next year and what to charge for them. The DSSC also discusses admissions policy questions raised by the Registrar, technical

inspection issues raised by the Chief of technical inspections, or concerns about corner worker training. The DSSC selects the Chief Instructor and Driver's School Coordinator for the coming year. A lot of work is either conducted or assigned during this last meeting of the year.

The DSSC as a committee is composed of a chairman (currently yours truly) who is always one of the elected board members, a representative of the Chief Instructor (currently Bill Shook), a student representative (currently Eric Carnell), an instructor representative (currently Bob King), and a representative of the School Coordinator (currently Adil Desai representing himself). The composition of the committee ensures that everyone involved with the schools has a representative on the committee.

The DSSC looks at the results of the year just completed to determine the number of schools for the next year. How many students attended and how many were new, what was the average size of the waitlist, did the program make or lose money, was the process fair to all applicants, are the Chapter's objectives being addressed? The Chapter has conducted 4 schools per year recently, but pressures from lack of qualified instructors willing to participate in every school, to the number of competing schools at other tracks that conflict with our dates, to the number of organizations vying for track time at Summit Point can all affect the number of schools we can support. The DSSC tries to strike a balance between competing interests and producing a program that will benefit the largest number of chapter members in an effective way.

The DSSC sets criteria for our schools, and tries to get the owner of Summit Point Raceway, BSR Inc., to satisfy as many of them as possible. Among those criteria are:

- 3 full-day access to the skidpad
- 2 Jefferson Circuit and 2 Main Circuit schools (a 4 school year)
- No dates earlier than the end of March or later than the end of October
- No holiday dates (Easter, Mother's Day, Father's day, 4th of July, etc.)
- No mixed dates (endurance race on the track until midnight and our school starting the next morning)
- Friday through Sunday dates (No Monday schools)

Depending on the circumstances of the year there may be others. The DSSC submits the date requests and requirements to BSR for them to de-conflict and assign dates. BSR will usually have date suggestions sometime in November which may or may not meet our criteria. Indeed it is common for BSR to present dates that satisfy some but not all of our requirements. The DSSC enters discussions with BSR that result in a final set of dates by late December. It is a seller's market, but BSR has been very helpful over the years in trying to accommodate our requirements. The DSSC approves the dates and BSR provides contracts in February or March.

It might be of interest to know that the DSSC has considered other tracks as Summit Point has become more popular with a larger number of groups. Decisions against the proposals are almost always made based on a number of factors. The distances to other tracks that might require Friday and Monday travel time, or people feeling self-imposed pressure to leave early on Sunday, or worse, tired students driving home Sunday night. Another concern is a lack of qualified instructors willing to drive those distances to instruct. A lack of skidpad and the necessity to change a large portion of the school documents to match a different track and surrounding areas: maps, lodging, meals, track maps and facilities would add a burden that no one has volunteered to undertake. Finally, the possibility that the school would serve members of other chapters more than it would serve National Capital members. For all these reasons, 'away' schools have seemed infeasible to the DSSC.

Once the dates are agreed to, but well in advance of the time we receive the contracts, the Chief Instructor surveys the instructor corps to determine which schools each instructor will attend. This establishes the number of students we can admit for each school. Of course, even with an unlimited number of instructors the physical track would be the absolute limit for the number of cars that can drive on the track while maintaining a safe environment conducive to learning.

During this same period, Dave Bryan "Mr. Database" (who is also the Instructor Academy Administrator) generates instructor rating sheets that tell each instructor how their students rated them during the year and how they rated each student. There is a wealth of information in these statistics. Information that is one element setting National Capital Chapter schools apart from the pack. An instructor can review his, or her, performance based on student ratings and comments and compare those scores against their peers. If there is an area where that instructor is below the standard, training is offered on the Friday's preceding every school to help instructors 'get better' through group discussions, class lectures, and in-car instruction from other instructors. Data concerning the scores given to students by that instructor offer the instructor a chance to review whether they graded students within a run group consistently with their peers. Again, the Friday preceding the schools is where instructors can work to align themselves with the scoring criteria and median values awarded by the corps in general. Clearly the advantage to the student is in knowing that a score from one instructor is not biased and likely any other instructor would give the same score. No other school that I am aware of gathers this data or puts it to as good use as the National Capital Chapter.

Also over the winter, with the parameters set for the coming year in draft form, the registrar begins generating forms for each school, and creates the form for registration that appears in the *dB*, usually in time for the January issue. Over the past several years schools have become increasingly popular so it is not uncommon for eager students to register for all the schools before the end of March! Students who cannot commit that early in the year have in the past missed out on the opportunity to experience one of the larger and more exciting activities presented by the Chapter. It is not uncommon for the schools to have waitlists that are dozens of people long. As an attempt to somewhat mollify these problems, the Registrar proposed this year to use a lottery prior to each school to determine acceptance. There are other criteria as well, such as your previous position on the waitlist, etc. It is a thankless job as only the accepted people are satisfied, and sometimes not even them.

As the first school gets nearer, the School coordinator is in regular contact with BSR to ensure that the contracts are being processed. The School coordinator will also obtain insurance for the school through the BMW CCA group insurance plan for driving events. He will get the Chief of workers prepared for the coming year by providing the dates and any guidance required by the Driver's School Plan (DSP) or the DSSC that the Chief of workers might not be familiar with. He will also contact the Chief of technical inspections with dates and any other information regarding the coming year.

The Chief Instructor will inform the Registrar of the number of students to admit to the school. The Registrar will submit a list of names to the CI who will make instructor assignments. The Chief Instructor will notify the Registrar and the administrator of the Instructor Academy of the student and instructor assignments. The Registrar then generates those packets with your car numbers and the evaluation forms that you pick up when you arrive at the track. The administrator of the Instructor Academy will ensure that instructor candidates who are admitted to the school are also invited and scheduled for the Academy day on the Friday before the school and assigned a qualified instructor trainer.

Meanwhile in December or January at the monthly board of directors meeting, the Chairperson of the DSSC reports to the Board of Directors the dates, prices, anticipated financial performance of the school year, and any issues the board should know about.

Just before the school, things begin to fall into place.

- Students have their admission packets, or the waitlist information
- Contracts with BSR are signed and a deposit check for the dates has been mailed.
- Insurance has been obtained for the event.
- Corner workers are scheduled for the school
- Instructor assignments have been made
- Instructor candidates have been scheduled for the Friday, and their day of class, track, and skidpad has been planned.
- Registration packages are ready for the track.

The DSSC will move into the background when the first school begins and the Chief Instructor and School Coordinator take charge of executing the program for the year.

The DSSC will meet around the middle of the season, typically after the second school, to evaluate the year-to-date performance of the program. It is rare that any corrections or changes are made since our volunteers do a great job of keeping the program on track (pun intended)

The meetings of the DSSC are open to all members. Come out and participate with other members who share your interest in BMWs and high performance driving. Now, where is my pizza?



“Once you become a convert, you’re inevitably led to the next step of becoming a missionary. And man, am I ever a true believer. Whatever took me so long?”



Photos: Raine Mantysalo

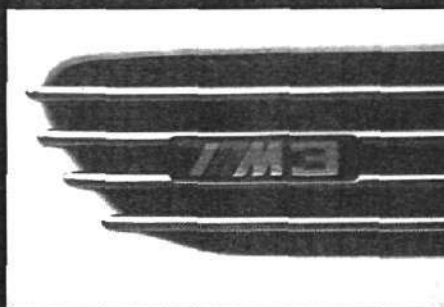
der Bayerische

"Please turn your hymnals to page M3".

by Andy Duncan



After 30 years of driving, I finally own my first BMW. Oh sure, I've ridden in plenty of them, even driven a few. Always admired the way they felt and drove. Secretly coveted them (especially those 535's.) But owning one just wasn't in the cards. Back in the long hair days, we started with quirky cars. Things like old Volvos and ubiquitous VW Bugs. Then, after a few years, maybe we were on to a Saab. To go luxury, meant an older diesel Mercedes. Sporty cars meant Japanese. But for many of us, a BMW was, well, kind of like, ummm, a BMW. Something that said something about who we were that didn't seem to fit. A bit too up-scale. A tad too yuppie. A mite pre-tentious. WHAT THE #%&#% WAS I THINKING?



Now I know I'm preaching to the choir and praying for the saved, but I can't hardly tell you what a terrific car my 2002 M3 with SMG is. It goes and turns and stops like no other car I've ever driven. (So that's what defining a whole car segment — sports sedan — is all about.) Its seats are as supportive as the best I've ever belted on. Its got enough room to actually take some people and their stuff and go somewhere for a few days. It even managed to bring home a new lawn mower. So you get a great looking car with pretty good room, a nicely tailored interior, a more than acceptable tune box with handling to beat the band, and you're just getting started. Now throw in that wonderful engine. And finally add something that no car and I mean NO CAR that I've ever been in has: that amazing SMG transmission. What a car.

After reading *Roundel* and *der Bayerische* for the past year or so and talking to some long-time BMW people, I've come to appreciate that many BMW

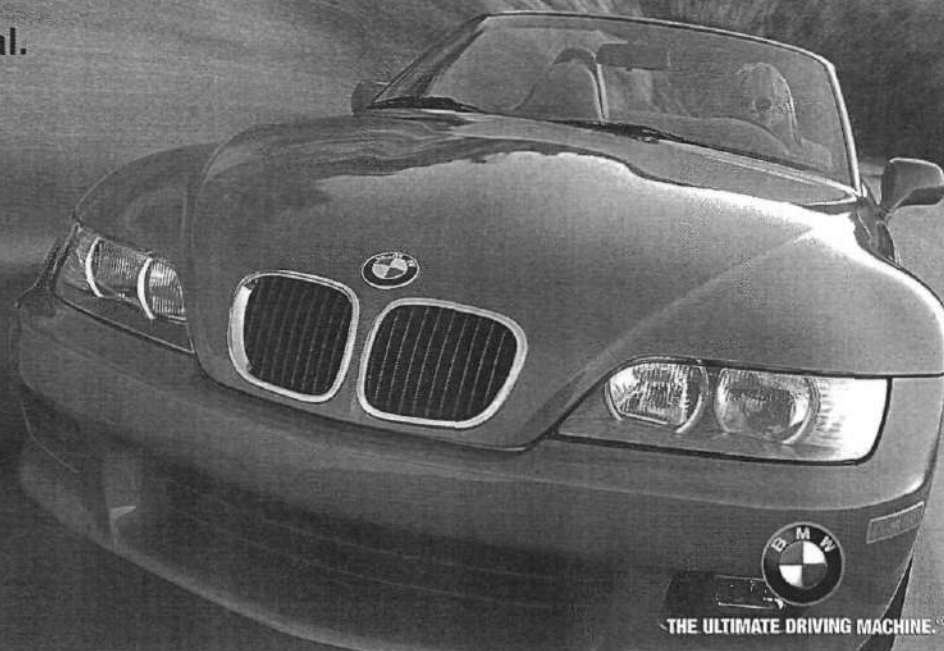
owners have long known and what I'm only just now figuring out — BMW has and is producing vehicles in just about every category that compete with the best in the world. And boy oh boy, am I happy with mine.

Finally, I've got to add that the dealership experience has been worthy of high marks as well. No price gouging on this somewhat hard to get model. Some freebies thrown in to make MSRP a bit less painful and a service department that handled the 1200-mile service in a bit over an hour. Way to go Passport.

So, if there's anyone else out there who thinks BMW's are for other people, come on down to the river and jump in. The water is oh so fine! Glad I'm finally finding out.



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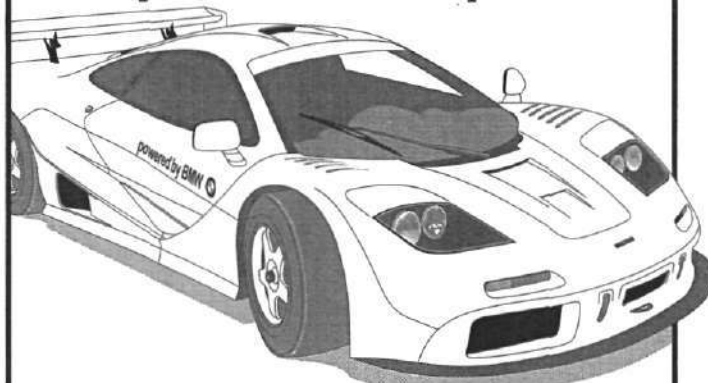
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Automotive Metal Performance Restoration Tour

By Roy Morris

About 9:15 a.m., on the sunny Saturday morning of February 16, eye candy started rolling into the Urbana Park & Ride lot off I-270.

M Roadsters in silver and red, a bright yellow 2002, an authentic M3 Lightweight, a Baur convertible E21, a well-seasoned '87 Euro 635CSi, we knew we were in the right place. Paul Vessels and Steven Schlossman, were our tour organizers. As we noshed on the donuts that someone had brought, everyone introduced themselves and, of course, some popped up a few hoods to check out the works. With directions in hand we headed off in an informal caravan down back roads, destination Automotive Metal Performance in Williamsport, Maryland.

We wound our way around rural back roads and through sleepy western Maryland towns. Our caravan of gleaming, brightly painted Bimmers brought some stares from locals, who were seen counting the cars as we went by. Apparently we attracted NO attention from the local constabulary, due to the restrained speeds we maintained.

Our excellent directions led, after about 45 miles of back road rambling, down a gravel path to a converted farm building that may charitably be

described as "off the beaten path." There we parked on the grass, stretched our legs, and hooked up with a few more participants who had driven directly to the shop.

Paul introduced Andris "Andy" Paza, President and founder of Automotive Metal Performance, whom he has known for 20 years. Andy and his wife,

Anita, welcomed our group of 30 Bimmerphiles with hot coffee, juices and homemade coffecake. The instant we walked in the door we knew they loved cars. The décor was pure automotive tribute: posters, memorabilia, models, antique tools, etc., with heavy emphasis on vintage Jaguar. Upstairs, in the paint room, rested a green 1950s Jaguar Type 120, with the hood up, the only concours car in the shop. In the showroom (a term I am using loosely), a white



Porsche 911 Targa from the early-70s (belonging to a member of our group), a blue '66 Jaguar MKII sedan, a turquoise/white flame painted Volkswagen microbus with a Buick V6 engine in the rear, and an XKE, as well as displays of photos of various projects.



The workshop area was downstairs and, again, was decorated with posters. The walls were stone, and everything was neat and clean. Air hoses and extension cords were neatly coiled around old Jaguar wire wheels attached to the walls for that purpose (a great use for dented wheels). In various stages of restoration were two Jaguar 120 bodies, a Studebaker convertible, a Mercedes 230 SL, a Nissan 280Z, and a vintage pickup truck. It's difficult to recognize a car that has no drive train, no interior, no glass, with the doors, trunk lid and fender detached.

Andy explained that his shop is a restoration shop, not a production shop. Thus, all work is strictly hourly and the labor rate for his three employees (including himself) is \$30 per hour. In a production environment, such as collision repair, workers strive to beat the book, generally by taking 1/3 to 1/2 the allowed time to complete the repair. Thus, there is no time for the details. When the work is straight hourly and the customer cares about the details, there is time to do whatever needs to be done.

The AMP philosophy is, "It is what it is." In his discussion of the methods and the madness of auto restoration, he frequently went back to this saying, as a way of saying, you have to embrace reality and then deal with it. For example, Andy explained when you take apart an old car you frequently discover hidden damage and rust that was not visible from the exterior. Whether you like it or not, whether you expected it or not, you have to deal with it. It is what it is.

Andy was refreshingly (some may say depressingly) candid about the whole restoration process. He said that car owners considering such a project should be realistic about their financial ability and willingness to sustain an open-ended process that would take a minimum of 6-9 months, but has no set delivery date and no limit on cost. Most customers apparently put him

on a \$1,000 or higher per month budget, and their car progresses at whatever monthly rate they can afford, year after year. His restorations range from about \$15,000 to \$150,000, with most being in the \$25-30,000 range. His most unusual project was a 1978 Pontiac Grand Am, where his customer sank \$15,000 in a car worth, upon completion, \$1,500. His customer was overjoyed, he said, and you couldn't get the grin off his face. They still wonder about him. Restoration is never a financial move, he said, it is a love affair. So you have to decide which car in your collection is the car you want to recommit to financially, knowing that it makes no financial sense. Andy apparently does a fair amount of counseling to car owners—but apparently he has never cured any of us. No physician can help someone who does not want to be cured!



Andy said the disassembly of a vehicle is a step that many owners can do themselves, up to a point, thus saving considerably in the total restoration costs. It is important to extensively photograph the disassembly process as you put those little pieces in hundreds of plastic bags, because, he says, it is often awhile before the car is reassembled. It could even take 12 years, as in the case of the vehicle of one of our tour participants.

AMP tries to avoid restorations for concours or show purposes, because they believe that cars should be driven and enjoyed. So, he said, they strive to turn out cars that are 8.5 on a scale where a MAACO repair is a 3 and a Pebble Beach winner is a 10. Andy is also not a slave to absolute originality when it comes to such things as placement of spot welds. He believes that a car should not look "over-restored." Every car has certain Achilles' heels, such as the tendency of the Jaguar 120 headlights to collect water and rust out, and restoration is a chance to take remedial steps to make sure those problems will not reappear in the future. Andy's primary objective is to make sure that the car is strong, straight and drive-able, ideally with all the



structural strengthening hidden from view. And he does not approve of using beer cans, street signs, or screens although he admits that they do constitute an "all-metal" repair. Andy said that about 80% of his customers select original or other correct colors, and the other 20% pick a color they like, and Andy has no problem with that. While he does a lot of lead-fill

body work, he says that Bondo has its place also (in sparing quantities to achieve perfectly straight body panels).

Andy said he used to feel bad about all the time he spent on a vehicle, thinking that he worked too slowly, but now he realizes that "it is what it is." If you are painting doors, you have to take them off. If you are restoring the doors, you have to put them back on, before you paint them, and then take them off again to paint. There is no other way. By the way, his wife confided that it takes him just as long to paint the walls in their house as to paint cars, because he has to have it just so.

After the tour of the shop, about half of the group drove over to the Schmankerl Stube Bavarian Restaurant in Hagerstown for lunch. One of our group, Ron McAlister, is a regular there and has his own beer mug (#42) on premises. He recommended the Octoberfest beer, which was delicious. After an excellent lunch and some spirited conversation about history, philosophy, politics and cars, we called it a day and headed back down I-270 to home.

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2nd Annual BMW Superbowl Mini Grand Prix

by Steven Schlossman



Allsports Grand Prix in Sterling, Virginia was once again the setting for our Annual Mini Grand Prix. Well, this year we had more people than anticipated so the format was changed to accommodate the larger crowd. I had chosen a heat-race format so that we could work in everyone who wanted to participate.

Once the drivers' meeting was complete, several folks went for a track walk getting tips and analyzing their strategy.

While Allsports was trying to revive their crashed computer, time-keeper, drivers were allowed to take the track for some practice laps. Then it was race-time. Ten points went to the top position of each race with less points assessed respectively to the others. The races were short which kept for a fast paced day. There was not much waiting around until the next heat.

A few hours later, the races was over. No surprise to see Gary Lin as the winner, with Howard Murphy 2nd and Rafael Garces, 3rd.

Place	Points	Driver
01	46	Gary Lin
02	40	Howard Murphy
03	38	Rafael Garces
04	38	Gary Ngo
05	36	Matthew Reinhart
06	35	Jeff Sander
07	35	Miguel Pilar
08	34	Darson Lau
09	33	Bill Brochu
10	33	Neil Janssen
11	33	Boyce Shelton

Place	Points	Driver
12	29	Neil Simon (not actual score)
13	28	David LaPoint
14	27	William Mackie
15	27	Winston Miller
16	24	Gil Smith
17	24	Chris Osborne
18	23	Doug Lerner
19	22	Nathaniel Ling
20	22	T Michael Radziewski
21	22	Amos Kwon

Place	Points	Driver
22	21	Hugh Tompkins
23	20	Ron Katona
24	18	Tony Couas
25	16	Charles Valado
26	16	Michael Fleming
27	15	Andrea Swenson
28	10	Mark Radels
29	09	Dale Swenson

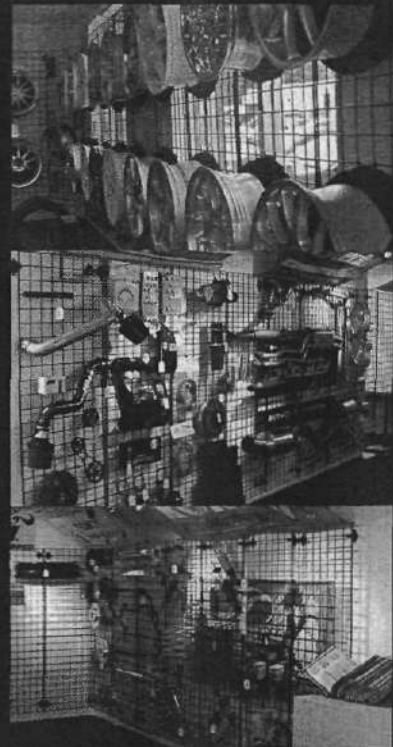


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this application form and send it, along with a photocopy of your BMW CCA membership card, to Rich Beebe at the address listed on the form. You will receive an MVA form from Rich that you can take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you can return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application.). Allow 1-2 weeks for your MVA form to arrive.

Mail to: Rich Beebe
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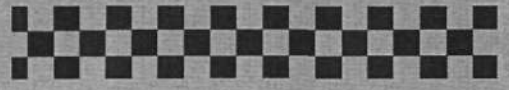
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Woody's Competition



C O R N E R

BY WOODY HAIR

Unless you just returned from outer space, you probably know that the 2002 Formula 1 season got off to a flying start for the BMW-Williams team. It looks like we will never know whether Ralf Schumacher (BMW-Williams) or Rubens Barrichello (Ferrari) should be assigned the major responsibility for the spectacular result. Regardless, Juan Pablo Montoya finished second in his Williams to Michael Schumacher (Ferrari) and ahead of the McLaren-Mercedes driven by sophomore sensation Kimi Räikkönen. Australia left lots of unanswered questions for the season.

Round two in Malaysia also had a Ferrari and Williams come together in the first turn, only this time it was Michael and Juan Pablo. As is the norm in F1, neither driver accepted the blame. It sure looked to me like the Ferrari ran real wide of the proper line and the Williams had a slight lead when they came together. No one, including Michael, could understand the reason Juan Pablo was assessed a unique drive-thru the pits penalty.

So the BMW-Williams of Ralf and Juan finished first and second. It was a F1 first for a BMW-powered car. With engine failures in both McLarens, I can only think that the head honchos at Daimler-Chrysler (Mercedes) are considering removing their logo from the Ilmor-built engines. It will be a very interesting season. If you don't get the Speed Channel, make friends with someone that does.

As this is written, there have not been any local SCCA races, and none of the DC area autocross series are underway yet. The first race in the 2002 American LeMans Series was held March 16 - the Sebring 12-Hour. No entries had BMW-power. In the Speed World Challenge support races, Ken Dobson (BMW 325Ci) finished 2nd to an Acura Integra Type-R in the Touring race, and Jeff McMillen (M3) was 3rd to an Audi S4 and a super-charged Acura NSX. Seventeen BMWs started the Touring race and you'll have a chance to see this exciting racing when the Speed World Challenge

series runs in support of the American LeMans Series at the National Grand Prix at RFK Stadium July 19-21. In case you haven't seen the TV or newspaper ads, you can call 202-546-8352 to order tickets. See www.nationalgrandprix.com for information and a map of the track.

SPEED SHIFTS: It appears the new Beaver Run track on the north side of Pittsburgh will be operating in time for Allegheny Chapter's drivers school on June 9. On the other hand, construction at the Rausch Creek Motorsports Park north of Harrisburg is on hold. In website posting dated February 4 the developers state they are still planning to produce a world class facility. The Genesee Valley Chapter will be hosting the first ever BMW Club Race at Watkins Glen on June 8 and 9. It will be run in conjunction with a vintage sports car racing weekend with BMW at the featured marque. I expect there will be more information in the *Roundel*. CRUNCH

COMPETITION CORNER CALENDAR

May 4	NASCAR Winston Cup, Richmond, VA
May 5	SCCA Autocross, FedEx Field, Landover, MD
May 10	One Lap Of America, Summit Point, WV
May 11-12	SCCA MARRS Races, VIR, Danville, VA
May 19	Jefferson 500 Vintage Sports Car Races, Summit Point, WV
May 19	TARA Club Autocross, location unknown
May 25-26	BMW Club Races, Mid-Ohio
Jun 1	SCCA 12-Hour, Summit Point, WV
Jun 1-2	SCCA ProRally, Wellsboro, PA
Jun 8-9	Vintage and BMW Club Races, Watkins Glen, NY
Jun 8-9	Vintage Races, VIR, Danville, VA
Jun 9	Canadian GP Formula One, Montreal
Jun 16	BMW Club Championship AX #2, location unknown
Jun 16	SCCA MARRS Races, Summit Point, WV
Jun 22-23	NASA Races, Summit Point, WV
Jun 23	TARA Club Championship AX #3, location unknown
Jun 29-30	ALMS/World Challenge, Mid-Ohio
Jun 29-30	Grand-Am Cup (cars)/Motorcycle Races, VIR, Danville, VA
Jun 30	SESCA Champion. AX #3, Rosencroft Raceway, Oxon Hill, MD
Jul 13-14	HSR Vintage Races, VIR, Danville, VA
Jul 14	SCCA Autocross, FedEx Field, Landover, MD
Jul 14-19	BMWCCA Oktoberfest, Keystone, CO
July 19-21	ALMS/Speed World Challenge/Trans-Am, RFK Stadium, DC



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Virginia International Raceway, Danville, VA, (Full Course) July 27-29 (three full days!) and (North Course) October 12-14 (three full days!)

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Meeting Date: February 13, 2002

Present: Al Zavala, Steven Schlossman, Ronnie Lewis, Rafael Garces, Mike Wendell, Andrej Dolenc, Roy Morris, Marc Plante, Matt Yip, and Paul Vessels.

President's Report:

- 2002 Holiday party went well. Possibly use Mt. Vernon again next year. Need to complete National's forms for officer changes and for comp memberships.

V.P. Report: Nothing to report.

Treasurers Report:

- Distributed and reviewed P/L for 2001. Problems with Driving Schools (including affects from 9-11) cost us money.
- Problems being addressed by DSSC and Board.
- Problems with 2001 Holiday party (bad weather, lack of attendance).
- Problems resolved before 2002 Holiday party.
- Overall, net cash for the year was down only \$3,000. Discussed budget for 2002.

Secretary's Report: Nothing to report.

Committee Chair Reports:

• Membership—

4,339 members, plus 474 associate members. Monthly e-mail to membership will be sent on 15th of the month as a reminder of activities, membership reminders.

• Autox—

Changed NCC championship autox from June 9th to June 16th. Schedule for 2002 has been set. First event is Autox School — April 14th at Rosecroft. Purchase of trailer. Needed to transport autox equipment (tents, timing equip, cones, tables, etc). Curry's Auto Service has agreed to store the trailer and to provide NCC vinyl stickers in exchange for their being able to include their own name on the trailer. Motion — Garces: To authorize Andrej to purchase enclosed trailer for a maximum of \$1,500. Seconded by Zavala. Motion passed unanimously.

• Concourse—

Deutsche Marque Concoers set for May 5th at Nottoway Park in Vienna, VA.

• Newsletter—

dB is done and goes to print at end of this week. We should print 4,500 copies. Deadline for next issue is March 21st. Need to solicit more articles.

• Advertising Manager—

Checks received and turned over to Treasurer.

• Driving School—

Lewis reporting as DSSC representative. Driving School Plan (DSP) presented to Board for approval. Major changes include:

- Incorporates establishment of Instructor Academy.
- Adds provisions for consideration of "guest" instructors.
- Instructor Academy Administrator is Dave Bryan.
- New Chief Instructor is Miriam Schottland.
- Remove reference to loaner helmets on Page 4, Section 3.1.1.3.

Motion — Lewis: To accept DSP and appointments. Seconded by Zavala. Motion passed — 3 yes, Garces abstained for not having received and reviewed DSP. Discussion of having Miriam use a large parking lot for a Driver Safety Training session. Initial reactions were favorable.

• Tours and Rallies—

Peaks of Otter Tour set for April 20 — 21. Being run by Woody.

Old Business—

- None.

New Business—

• Chapter Decals—

Discussion of need for decals to provide to membership. Schlossman conducted a search for vendors and solicited bids.

Motion — Schlossman: To authorize Steve to purchase 2,000 decals from DunLap. Decals would be sold to members for \$1 per decal. Seconded by Zavala. Motion passed unanimously.

Calendar of Events—

- Garces provided draft calendar to all Board members with request that appropriate events be added by the next Board meeting.

Meeting Adjourned.

Meeting Date: March 6, 2002

Present: Al Zavala, Steven Schlossman, Ronnie Lewis, Rafael Garces, Mike Wendell,

Read and Adopt Minutes from previous meeting —

Secretary's Report—

Discuss Yahoo Group for NCC communications.

Committee Chair Reports—

• Membership—

_____ members, plus _____ associate members.

• Concourse—

Deutsche Marque Concoers set for May 5th at Nottoway Park in Vienna, VA.

• Newsletter—

Deadline for next issue is March 21st.

Advertising Manager —

• Driving School—

Discusses driving school situation including:

- a. Instructor
- b. Attendance
- c. Fees
- d. Schedule
- e. Curriculum

• Tours and Rallies—

Peaks of Otter Tour set for April 20 — 21. Being run by Woody.

Old Business —

Autox — Purchase of trailer.
Chapter Decals — status of order.
Calendar of Events — incorporate updates.
New Board and Chairmen e-mail addresses.

New Business—

Vintage Races Oct 4-5 —

Mike Early has offered to coordinate a social at the Vintage Races at Summit. He says cost is about \$650 for the tents, \$1,200-\$1,300 for the food. Paul @ Radial Tire hosts for about \$1,000.

• Crabfest—

Mike Early can also coordinate CrabFest at Patapsco State Park as we've done in the past. Cost _____.

ChapterFest —

Schlossman suggests ChapterFest at BaySox Stadium, providing the price is reasonable. Provides a covered area for food. There are the two lots for the autocross and an area for the Concoers. Cost _____, Sponsorship.

Baysox game on May 19 —

Reserved seating is \$9.00 / person. Deposit of \$100. Schlossman to coordinate. Cost of tickets to be mailed to him (payable to the NCC). Minimum is 25.

Meeting Adjourned.

National Capital Chapter decals now available.

The new inside window decal is 2"x2".
The cost is 2/\$1.00.



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Make your check payable to BMW CCA, NCC, include your e-mail address and membership number on the check and send it in a self-addressed stamped envelope to:

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CLASSIFIED REQUIREMENTS

Members: ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

Non-members and Commercial Classifieds:

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Make checks payable to BMW CCA NCC. Send ad with payment to *der Bayerische*, BMW CCA NCC, P.O. Box 685, Arlington, VA 22216 or e-mail to: editor@nccbmwcca.org. Ads must be received by the first of the even-numbered months for inclusion in the next issue.

CARS FOR SALE

- 1950 Dodge** 2-door hardtop Wayfarer, Sitting in a barn for 20 years. 99K miles, has not run since being stored 20 years ago. Flathead 6-cyl., fluid drive trans., car is complete, no dents, minor rust. All glass intact. Perfect for Rod or Vintage restoration. Offered for what I have in it: \$1,625. Dave Toy (301) 770-0700 (MD) (M-F 8-6) Autoy & AutoWerke - autoy58@yahoo.com
- 1971 2800CS** VIN 2270619. Aquamarine metallic, navy blue leather, AM/FM 4 speakers, alloys, Michelins, strong engine, 4-speed recently replaced. \$4,750. Howard Moon (703) 534-5015 (VA)
- 1972 3.0CS** VIN 2240220. Fjord blue with navy blue leather, 3.5 liter motor, side drafts, AC. The paint is new as of 2001, the leather is nice with some minor cracking. The AC works but will not hold a charge. I have the owner's manual and the tool kit is almost complete. This is a nice, reliable 3.0CS. \$10,000/OBO. Rob Walker (703) 914-1054 (VA-home) 202-406-8324 (DC-work)
- 1973 3.0CS** VIN 2240220. Silver, navy blue metallic, new floor, straight body. \$3,950. Howard Moon (703) 534-5015 (VA)
- 1978 530i** VIN 5381550. 178K miles, Bordeaux red with black leather, 4-speed, A/C, power windows & locks, electric sunroof (needs cable). Original owner, factory delivery, Munich, May 1978. \$2,500. Jerry Rich (703) 560-0312 - jgsrich@erols.com
- 1981 635CSi** VIN WBA53410005580768. Silver with black pinstriping and rear spoiler on trunk. Front end rebuilt a year ago, new tires, radiator recored. 100K miles. Owners not mechanical and approaching retirement age. \$2,500/OBO. Liz (301) 589-3575 (MD)
- 1985 M6 Race Car** Euro M6 BMWCCA Racer, 300+ HP engine, just rebuilt. Eight point cage, Race logbooks, etc., etc., Ready for BMW CCA, SCCA, NASA, Vintage racing or driving schools. Fun, fast, unique, safe. \$18,500 OBO. Kempton Shields (804) 782-7040 - jks001@hotmail.com
- 1987 535is** VIN WBAADG7408H1716868. White w/tan leather. All records since new. 135K miles. In excellent shape. Original shiny paint. Bilstein Sports, rollbars at both ends, Racing Dynamics stress bar, APE chip (have OEM), short shift kit, M5 3.90 rear, BBS body color rear valance, M steering wheel (have OEM) BBS 3-piece wheels, polished lips w/white body color centers. 7x16 front w/225/50 Yokos A/S, 8x16 w/245/45 Yokos rear, Alpine CD (have OEM radio), phone. Everything works. \$7K/OBO. Raine (301) 933-1880 (MD) - r.mantysalo@worldnet.att.net
- 1992 535i** VIN WBAHD2318NBF73926 - 1992 535i, Dark green metallic/tan leather, automatic, 113K miles, all original, all options with obo, heated seats, sunroof, phone, keyless entry/alarm, Michelin Pilot XGT, great condition, \$9800. Paul Stillwagon (540) 665-8031 (VA) - pswagon@ntelos.net
- 1995 318is** VIN WBABE6329SJ17442. Alpine White with Sand leatherette interior. 160K miles, automatic transmission, cruise control, power windows, mirrors and sunroof, 6-disk cd-changer and cassette, heated seats. Asking \$7,700. Larry Hall (410) 297-6702 - lghallsgm@aol.com
- 1996 318ti** VIN WBACG7322TAF09609. M-Sport, Blk/Blk, 70k miles, Service II complete. New Brakes (OEM pads and rotors), Tires (Dunlop, 16"), UUC Short Shifter, Elbach Sports, Bilsteins. Mobil-1, second owner. Upgraded sound system with Alpine in-dash CD Head, MBQuart rear speakers. Car maintained at Curry's and bought from Auto Advantage. Located in Bristow, VA. \$11,500 firm. Gil Smith (703) 615-8818 (VA) - sharkedbmw@mindspring.com
- 1997 M3 Coupe** VIN WBSBG9323VEY76165. Boston green/magma, 5-sp, luxury package, every option except wing including phone, Harmon Kardon, CD, heated seats, garaged, 40K miles, cover, bra, keyless entry, VDO gauges, new Pilots front, Yokos rear, no modifications, no accidents, no track time, terrific condition \$28,400. Rob Woolley (301) 929-3112 (MD) - woolleyr@stanfordalumni.org

CARS FOR SALE

- 1997 740iL** VIN WBAGJ8329VDM01261. Silver, leather interior, moonroof, 55k miles, CD changer, voice-activated phone, heated seats, keyless remote entry, anti-theft system, AC, ABS, 2nd owner, all records, garaged, dealer serviced. \$27,000. Javier Rodriguez (703) 409-5363 - cell, (703) 502-8300 ext. 302 - work, dradcliff@macaerospace.com
- 1998 M Roadster** VIN WBSCK9330WLC86100. Arctic silver/black, 13k miles, keyless entry/alarm, spoiler. Upgrades: BBS RK wheels with Yokohama AV1, B&B Tri-Flo exhaust, AutoThorty chip upgrade and FlowTech intake system with K&N. Pristine condition, garaged and covered. No winters. \$33,500. Paul Stillwagon (540) 665-8031 (VA) - pswagon@ntelos.net
- 1999 540i Sport** VIN WBADN533XGCG91517. Silver/gray leather, 6-speed, orig. owner, winter/summer tires and wheels, garaged and covered, excellent condition, 64K highway miles, all service records. \$39,500. Richard (410) 827-3200 (MD)
- 2000 M Roadster** VIN WBSCK9349YLC92344. Titanium Silver with Imola Red & Black leather. In-Service Date 11/99. 5-Speed Manual, Hardtop, In-dash CD, Keyless Entry/Security System, Foglights, UUC Motorworks Short Shift and Clutch Stop Kit, NEW Tires. An eye catcher!! Asking: \$35,990. Chris Osborne (703) 597-1960 (days) (703) 729-2656 evenings) osbco@aol.com
- 2002 M3 Convertible** VIN WBSBR93482EX21618. 6 spd, silv, blk top, gray inter, HK prem. stereo + 6 disc CD changer, bi-xenon lights, cold weather package, rain sensor. \$64K/OBO. Mindy Benn (301) 908-0980 (MD)

PARTS FOR SALE

- Tires/Rims** Set of four (4) AT Flash Sport (split 5-spoke, graphite satin finish w/stainless steel lip, inner rim bolts simulating modular construction, roundel center caps, extended lug wrench, lug nuts), 16" x 7.5", 5 bolt. Fits 5-6-7 series, looks sharpest on models later than E28. New, 50 miles on one mounting, no defects. Invested \$800, asking \$660 the set, negotiable w/in reason. May be seen at Radial Tire in Silver Spring, Ask for Sam. Clayton Klemm (703) 451-0966 (home) (202) 628-8164 (Mon-Tue work) (202) 565-6324 (Wed-Fri, work) - w.klemm@mail.va.gov
- 2002 Parts** F&R subframes, L&R Doors, console with 3 VDO gauges, speedo console, driveshaft. All cheap. Chris (410) 893-8726 (Home) (301) 595-2139 (Work)
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- M Roadster Parts** Original factory wheels from '98 M Roadster with Dunlop SP Sport tires, barely used, \$1900; factory dual exhaust used 5 mos over summer, \$250; original airbox, \$75. Paul Stillwagon (540) 665-8031 - pswagon@ntelos.net
- Tire** One Michelin Pilot SX M03X 245/40-17, original equipment on E36 M3 rear; approx. 3000 miles; \$125 OBO. Rob Woolley (301) 929-3112 - woolleyr@stanfordalumni.org.
- Tires/Wheels** Four Borbet Type E 15" Wheels, w/ Lug Bolts. Mounted with a set of 4 Kumho V700 Tires, 205/ZR15. Tires only used in four autocrosses. Invested \$1200, asking \$600. Mike Howe (703) 690-8149 (VA)
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PARTS WANTED

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BMW of Arlington.....	16
BMW of Fairfax.....	17
Car Guys.....	25
Curry's Automotive.....	7
Dr. John's Motor Sports.....	20
Dulles International Motorsport.....	16
J&F Motors.....	28
OG Racing.....	23
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Tischer BMW.....	25
Wheel Worx.....	23



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