

March/April 2003

# der Bayerische

National Capital Chapter

BMW Car Club of America



# 2003 CALENDAR OF EVENTS

## JANUARY

- 18 **Annual Winter Tour to PTG (Winchester, VA)**
- 19 **Holiday Party (Vienna, VA)**
- 25 **DIY BMW of Fairfax**
- 26 **3rd Annual Super Bowl GoKarting event (Sterling, VA)**

## FEBRUARY

- 22 **DIY BMW of Fairfax**

## MARCH

- 7-9 **Tarheel BMW Driving School @ VIR full course (Alton, VA)** <sup>(1)</sup>
- 9 **SCCA present Ides of March III & Training Wheels II Rally (Chantilly, VA)** <sup>(2)</sup>

## APRIL

- 6 **Branded/SCCA present Sand in the Gears III Rally (North Beach, MD)** <sup>(3)</sup>
- 12 **NCC autocross school**
- 12-13 **Drivers' School @ Summit Point Raceway (Summit Point, WV)**
- 13 **Gokarting @ Allsports Grand Prix (Sterling, VA)**
- 26-27 **Spring Tour (Monterey, VA)**

## MAY

- 3 **DIY Technical Session @Dr. John's Motorsports**
- 3 **Blue Ridge Chapter Annual Wine Tour** <sup>(4)</sup>
- 4 **Deutsche Marque Concours**
- 4 **MGs of Baltimore & SCCA present Dust Off (Howard Co. MD)** <sup>(5)</sup>
- 10 **Evening of Baysox Baseball (Bowie, MD)**
- 18 **12th Annual Jefferson 500 (Summit Point, WV)**
- 23 **SCCA present Crab Cakes Night Rally (Frederick, MD)** <sup>(6)</sup>
- 24 **NCC Autocross #1**
- 24 **SCCA present Soft Shelled Crab (not for beginners) (Frederick, MD)** <sup>(7)</sup>
- 25 **SCCA present Hard Shelled Crab (not for beginners) (Frederick, MD)** <sup>(8)</sup>
- 31 **Drivers' School @ Jefferson Circuit (Summit Point, WV)**

## JUNE

- 1 **Drivers' School @ Jefferson Circuit (Summit Point, WV)**
- 7-8 **Allegheny BMW @ BeaveRun (Big Beaver Borough, PA)** <sup>(9)</sup>
- 8 **NCC Autocross #2 (MWCSCC Championship)**
- 8 **Porsche Club & SCCA present Cumberland National Road Rally (Cumberland, MD)** <sup>(10)</sup>
- 14 **New Members' Party**
- 22 **Branded & SCCA present Summer Fun Rally (Germantown, MD)** <sup>(11)</sup>
- 29 **Summer Tour**

## JULY

- 4-6 **Tarheel BMW Driving School @ VIR north course (Alton, VA)** <sup>(12)</sup>
- 12 **NCC Autocross #3**

## AUGUST

- 2 **Evening of Baysox Baseball (Bowie, MD)**
- 9 **Highway Safety School @ Jefferson Circuit (Summit Point, WV)**
- 9 **Fun Rally: What the Point Rally? Free food (tentative)**
- 10 **Drivers' School @ Jefferson Circuit (Summit Point, WV)**
- 23 **NCC Autocross #4**
- 30 **Branded & SCCA present Catootin Monte XIII (Frederick, MD)** <sup>(13)</sup>
- 31 **SCCA present Get the Dust On (unpaved, Frederick, MD)** <sup>(14)</sup>

## SEPTEMBER

- 6 **Shenandoah Concours (Edinburg, VA)**
- 7 **NCC Autocross #5**

## OCTOBER

- 5 **MGs of Baltimore & SCCA present MGs Fun Rally (Cockeysville, MD)** <sup>(15)</sup>
- 5-11 **Oktoberfest (Austin TX)**
- 12 **SCCA present Rapidan On Time (Lahore, VA)** <sup>(16)</sup>
- 18-19 **Drivers' School @ Shenandoah Circuit (Summit Point, WV)**
- 25 **NCC Autocross #6**
- 25 **ChapterFest**
- 26 **SCCA present Pumpkin Puzzler II (Hunt Valley, MD)** <sup>(17)</sup>

## NOVEMBER

- 2 **Fall Tour**
- 14-16 **Tarheel BMW Driving School @ VIR north course (Alton, VA)** <sup>(18)</sup>
- 15 **NCC Autocross #7**

<sup>(1)</sup> Tarheel Chapter <http://www.tarheelbmwcca.org>

<sup>(2)</sup> Allegheny Chapter <http://www.alleghenymwcca.org>

<sup>(3)</sup> Branded Rally Club of MD <http://www.branded.org>

<sup>(4)</sup> Blueridge Chapter <http://www.blueridgebmwcca.org>

Events in bold type are sponsored by the NCC.



For the latest info check out  
the Chapter website: [www.nccbmwcca.org](http://www.nccbmwcca.org)



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

# der Bayerische

National Capital Chapter BMW Car Club of America



NCC BMW CCA

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*Cover: The new Z4 Roadster  
Photo: Williams Automotive Photography*

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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

Hello and welcome to the largest chapter of the BMW CCA. You read that correctly. I was just informed that the National Capital Chapter has the greatest number of members and that we just surpassed our friends (rivals) in the Golden Gate Chapter. What a great way to begin the New Year!

I'd like to begin by thanking you for electing me to represent you for this coming year. Between your elected Board and a dedicated group of active volunteers, we hope to bring you a year full of various automotive and social events. Please review the Calendar of Events (or check the NCC webpage) for a list of activities. You will note that we are including both NCC events (in bold) and regional events that may be of interest.

With nearly 5,000 members in our Chapter and a busy calendar, we need more volunteers. If you see an activity in which you have an interest, (whether it's concours, tours, rallies, autocross, driving schools, DIY sessions, or social gatherings) please consider helping to plan or produce an event. This is easy and rewarding work that I think you will really enjoy. All you have to do is contact the current coordinator or one of the elected board members. What most people don't realize is that a majority of our coordinator positions are really supposed to be committees. Having the ability to distribute the workload is a big help. This is your Chapter, please volunteer.

A new program that I have asked our event coordinators to begin implementing is a charity food drive. At every National Capital Chapter event this year, we will have a box for collecting non-perishable food items. This is purely voluntary and is not a requirement for admission to any event. All we ask is that in addition to the "regular" price of admission (if any), that you please bring one non-perishable food item. These will be distributed periodically to the Capital Area Community Food Bank in the name of the National Capital Chapter. Since this is the first year of the program, I don't have a particular goal for the number of pounds of food donated. I challenge you to make me take frequent trips to the Food Bank to deliver "the goods".

Thank you and drive safely.

Rafael Garces

der Bayerische



## Letter from the Editor

**W**ow did I underestimate this winter! I realize it'll be March by the time you see this, but as I write we are under what I'm told is the longest winter storm watch that any of the weather persons in the area can remember. This comes after we've already had several snow events this winter, including a Christmas Eve dusting.

I wish I had gone ahead and splurged for those snow tires back in October. Don't get me wrong, the iX is a blast in the snow even with all-season tires, and getting stuck is not even an issue, but I hear having dedicated snow tires on one of these cars makes it even more fun. There is plenty of traction to accelerate quickly, and it will only break loose when you want it to, but the snows provide more turning bite to get the front end pointing where you want without snowplowing.

I'll be ready with snow tires next year, though, and I may even take the iX up to New Hampshire where some hearty souls in the Boston Chapter Autocross their cars on frozen lakes. That sounds like too much fun!

Allright, I hear you, enough about the snow and ice. We have some exciting features for you in this March/April issue; Jared Townshend test drove the new Z4 3.0i, he's written a column with his impressions, a member wrote to tell us about his modified 330Ci, and of course, there's Woody Hair's "Competition Corner". In the next issue we're going to interview Mohammed Fares, the NCC member whose stolen 2002 was recovered due to the sharp eye of another NCC member. It's quite a story, be on the lookout for that.

Be sure to mark May 4th on your calendar as the date of the 20th Annual Deutsche Marque Concours. NCC Concours Chairman Paul Vessels always does a fantastic job with this show, there were some rare BMWs there last year, as well as some other cool German autos. If you find you have an interest in Concours, Paul is looking for some help running the program, see him at the show for details.

Have fun and drive safely!

Rob Williams

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# NATIONAL CAPITAL CHAPTER BMW CCA

## APRIL 2003 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between February 7 and March 14, 2003. 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 register for **both days** of the school. Sharing or splitting attendance between two drivers is not allowed. 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.
- **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.*

### April 12-13 (Summit Point Main Circuit)

\$385 ☐ two-day drivers' school

**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 within four weeks of an event **only** if your place is filled from the waiting list. **No refunds** will be given for cancellations within two weeks 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: 240-417-0286 before 10:00 PM; e-mail: [pitout@hotmail.com](mailto: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

## MAY/JUNE 2003 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between March 28 and April 25, 2003. 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 register for **both days** of the school. Sharing or splitting attendance between two drivers is not allowed. 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.
- **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.*

### May 31–June 1 (Summit Point Jefferson Circuit)

\$385 ☐ two-day drivers' school

**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 within four weeks of an event **only** if your place is filled from the waiting list. **No refunds** will be given for cancellations within two weeks 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 \_\_\_\_\_ ☐ Check here if new address (Adult S, M, L, XL, XXL)  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_ Chapter \_\_\_\_\_  
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: 240-417-0286 before 10:00 PM; e-mail: [pitout@hotmail.com](mailto: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): \_\_\_\_\_



Because of strong demand for space in National Capital Chapter drivers' schools, 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.

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

## General Requirements

- Applications for a school must be submitted during the published registration period for that school. A separate application must be submitted for each school; waitlisted applications **are not** "rolled over" to later schools. School and registration period dates are listed below.
- 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.
- Unlike previous years, students must register for **both days** of an event, except for the weekend of the Highway Safety School, when students may register for either the Highway Safety School or the drivers' school or both. Shared or split registrations are not allowed.

## Priority Assignment

- A random priority number will be assigned to each application postmarked within the published registration period. Priority numbers will be assigned separately for each school.
- Students will be admitted in order of their priority numbers (*not* postmark date) from each of the following groups in sequence until school capacity has been reached:
  1. Applicants currently enrolled in the NCC instructor-training program (the *Instructor Academy*; see the "Notes" section below) or who lack a single "IA" admission qualification.
  2. NCC members who have attended 0 or 1 previous NCC drivers' school days in 2003.
  3. NCC members who have attended 2 or 3 previous NCC drivers' school days in 2003.
  4. NCC members who have attended 4 or more previous NCC drivers' school days in 2003.
  5. Members of other chapters of the BMW CCA, according to criteria 2-4 above.
  6. Non-members, according to criteria 2-4 above.
  7. Applicants applying outside of the published application period.



- Unsuccessful applicants will be waitlisted. If spaces become available after the first round of admissions, applicants will be admitted from the waitlist in the order described above.

## Notes

- Giving admission priority to instructor-candidates is intended to expand the ranks of qualified instructors as quickly as possible, which will in turn increase the number of students that can be admitted to future schools. Qualification for IA admission is based on student performance at earlier schools. Detailed information on IA is available at <http://www.nccbmwcca.org/drivers-school/>.
- 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.
- The number of novice students admitted will be limited to one-third of the total school enrollment.
- The Highway Safety School is not counted for determining priority.
- Every effort will be made to inform applicants of their admission status three weeks before the school.
- Applicants who are waitlisted and not eventually admitted receive full refunds of their fees, usually by return of their original check.

## 2003 Event and Registration Period Dates

- These dates are subject to change. Check *der Bayerische* magazine or 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>
April 12	February 7 – March 14	Summit Point Main Circuit	Drivers' School
April 13			Drivers' School
May 31	March 28 – April 25	Summit Point Jefferson Circuit	Drivers' School
June 1			Drivers' School
August 9	To Be Announced	Summit Point Jefferson Circuit	Highway Safety School
August 10			Drivers' School
October 18	August 15 – September 12	Summit Point Shenandoah Circuit	Drivers' School
October 19			Drivers' School

**Overnight Spring Tour****Saturday-Sunday, 26-27 April, 2003****Start Location: Cracker Barrel, Manassas, VA****Time: 9:00am**

It may not be too late to join us for our six-hour caravan through Virginia and West Virginia, all on paved roads that are seldom traveled, to our destination in Monterey, Virginia. We will head out on our journey promptly at 9:30 a.m. There is a planned stop for a light lunch at the Shenvallee Golf Resort Restaurant in New Market, Virginia. The next stop will be at our host lodging, The Highland Inn, which has 18 beautifully appointed guestrooms reserved just for us. All the rooms have been individually decorated with antiques and collectibles, and they each have their own private bath and cable television, but no phone! Guests are welcome to use the parlor or relax on the porches, which run the full length of both the first and second floors of the Inn.

After settling in, we will gather for dinner at 7:00 p.m. in the Monterey Dining Room, which is located at the Inn; dinner is limited to 50 people. The next morning, a complimentary continental breakfast will be served to all Inn guests in the Black Sheep Tavern, also located at the Inn, from 7:30 a.m. to 9:30 a.m. Sunday morning.

Rates at the Highland Inn vary from \$69.00 to \$109.00 for one night. There may be no more vacancies, but please check with the Highland Inn at 1-888-466-4682 to be sure. Don't forget to mention the BMW Car Club.

Additional lodging can be found at the Montvallee Motel and there are several Bed & Breakfasts in the area.

For those having dinner at the Inn, please select your dinner entrée.

Your choices are:

- 10 oz. Ribeye, Char-grilled tender and juicy
- Roasted Pork Loin, sliced and served with gravy
- Chicken Breast Marsala, chicken breast lightly dusted and sautéed in Marsala wine

Each dinner includes: salad, twice-baked Potatoes, Chef's selection of vegetable, rolls, a beverage, and Chef's selection of dessert. Please email Steven Schlossman directly with your selections and let Steven know if you have special considerations.

The cost is \$30.00 per person, which includes both lunch and dinner inclusive. Please mail your check in advance, payable to **NCC BMW CCA for \$30.00 to Steven Schlossman, 18265 Smoke House Court, Germantown MD, 20874**, as soon as possible. Dinner selections must be made and checks received no later than March 26.

Once you have made your lodging reservations, please send an email to Steven Schlossman at: **steven@happytogether.com** and be sure to get a confirmation email in return. Don't forget, dinner is limited to 50 people, so first-come is first-served.

Anyone who has FRS radios (talk-about's), please bring them along; extras may be available at the start for those who don't.

*Directions to the Start: I-495 to I-66 West. Exit 47B (North 234) Right at traffic light onto Battleview Py to the Cracker Barrel.*

For more information:

- The Highland Inn (888-466-4682)

<http://www.highland-inn.com/>

- Montvallee Motel (540-468-2500)

<http://www.montvalleemotel.com/>

- Ginseng Mountain Lodging (540-474-5137)

6 miles north of Monterey

Additional lodging:

<http://www.highlandcounty.org/Dir-pages/bd-lodgt.htm>

<http://www.highlandcounty.org/lodging.htm>

Look forward to seeing you there.

**Blue Ridge Chapter Annual Wine Tour  
Blenheim Vineyards – Monticello Visitor's Center  
Saturday, 3 May, 2003  
Time: 10:00am**

Please join the Blue Ridge Chapter for their fourth annual wine outing – Mr. Jefferson's Country Winery Tour. The event is scheduled for Saturday, May 3rd. Out time will be 10am at the Monticello Visitor's Center on Rt 20 south and I-64, exit 121.

The 2003 tour commences with a real treat - a visit to Blenheim Vineyards which is not open to the public. Blenheim is an historic farm among rolling hills that are now flourishing with vine instead of cattle. Here we will taste several Blenheim vintages plus more from the Gabriele Rausse Winery. None of these vintages are widely available in the wine stores. Hosts for our tasting here will be Brad McCarthy- owner/winemaker at Blenheim and Gabriele Rausse. Brad has a long pedigree of wine making in Virginia, notably the remarkable, award winning Whitehall wines, plus he is a big BMW enthusiast to boot. Gabriele could be considered the godfather of wine making in central Virginia, having started in the 1970's at Barboursville Vineyards. Currently his main responsibility has been the re-establishment of vines at Monticello and the production of wines that Mr. Jefferson only dreamed about. Plan on relaxing under the giant trees while tasting some very limited wines such as the Chardonnay, the Cabernet Sauvignon, and the Meritage (Merlot, Cabernet Franc and Petit Verdot). As well as sharing the vast knowledge and great stories our hosts have to offer.

Around noon, the tour will move down to road to our lunch stop at First Colony Winery. Formerly Totter Creek, this winery has undergone extensive renovations – with both the winery and the wines. Their large decks and patios will be perfect for a BYOB (bring your own basket) picnic. Tours of the winery, as well as tasting of their Chardonnay, Merlot,

Vidal Blanc, and Cabernet Franc will be offered. It's gonna be hard to leave this tranquil setting, but there is more in store.

It doesn't really makes sense to hit the twisting roads after the picnic and with full stomachs, but that's just what the tour route does. Reaching the heights of the Blue Ridge, we'll stop at Afton Mountain Vineyards. Besides the breathtaking views over the valley and unique caves for wine storage the winery offers several varietals for sampling- Gewurtztraminer, Reisling, Chardonnay and Pinot Noir.

Departing Afton, we'll cross the road for our happy hour stop at Veritas Winery. Veritas is a totally family run operation that just opened June of 2002. With Brad McCarthy (name familiar?) as their consultant, their wines are outstanding. Owner, Andrew Hodson is very excited about our tour visiting his winery, but don't leave the keys in your car or he'll be off in your BMW.

Deadline for tour registration is April 20th. Checks to cover the tasting must be received by that date, NO EXCEPTIONS. The 2003 tour fee will be \$18 per person. **Please make the checks to Blue Ridge Chapter and mail to P.O. Box 3463, Charlottesville, VA 22903.** Also include your phone number or email address. Questions? Contact Sueann at **lbm2e@yahoo.com** or **434/296-3772**. Hope you will join us and don't forget to pack a picnic and bring a lawn chair. For out of town guests, this year marks the celebration of the Lewis and Clark Expedition. Monticello will be featuring several special exhibits throughout 2003. Tours start at 8:00 am, plenty of time to enjoy before the wine tour begins.

Closest lodging to the start of the tour is a very new Sleep Inn, I-64 exit 120 on 5th Street extd. (434/244-9969) or the Holiday Inn Monticello, same location (434/977-5100). The Omni is a bit further, but located on Charlottesville's historic downtown mall which boasts numerous outstanding restaurants ([www.omnihotels.com](http://www.omnihotels.com) or 434/971-5500).

**20th Annual Deutsche Marque Concours  
Sunday, 4 May, 2003  
Nottoway Park & Hunter House Vienna, VA  
Time: 9:00am to 3:00pm**

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 20th Annual Deutsche Marque Concours. This year's Deutsche Marque promises to be extra special as we celebrate its 20<sup>th</sup> anniversary. We will have T-shirts available this year, and every participant will receive a commemorative dash plaque. Oh, and the trophies...they are special anniversary awards that look terrific!

As in the past, the National Capital Chapter will co-host this event with the local chapters of the Porsche and Mercedes Clubs. Our location is once again Nottoway Park & Hunter House, located in Vienna, Virginia. This year we hope to have food vendors available for those who get hungry, and,

der Bayerische

of course, there is plenty of room for a casual picnic lunch as well as 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.

Following tradition, this will be a "top only" concours, and we need all of our "concours regulars," as well as you shy newcomers, to get your cars spiffed up and bring them out to the 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/wash & shine 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 your car is clean, that should cut down on 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:** It should be known that a concours is an "all day event", quite a bit of time and money are spent in preparation prior to the show, as well as on the day of the event, by both the event planners and 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.

Additionally, please be mindful that **by order of the Fairfax County Park Authority**, cars not registered and displayed in the show should not be parked on the show field. The park has designated areas for non-participatory parking. Also by order of the Park Authority, alcoholic beverages will not be permitted on the show field; alcohol may only be consumed on the immediate grounds of the Hunter House. If either of these rules are violated, the clubs will be fined by the Park Authority...your cooperation is both expected and appreciated.

The entry fee is \$25.00 per car if pre-registered by April 28, or \$30.00 per car if you register after April 28 (including registering on location the day of the show). Registration includes one Wine & Cheese Reception ticket; additional tickets are available at \$10.00 each. There is no charge to attend the event as a spectator.

## Event schedule:

8:30 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:

**Paul Vessels**  
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).*

## Take Me Out to the Ballgame

**Saturday, 10 May, 2003**

**BaySox Stadium, Bowie, MD**

**Time: 7:05pm**

Bring your family and friends to BaySox Stadium to share a Saturday evening of fun with your fellow NCC members. Tickets must be purchased in advance to guarantee our reserved seating area. After the game, point your eyes to the sky to watch the fireworks display.

Tickets are \$11 each, send your check, payable to **NCC BMW CCA**, to: **Steven Schlossman, 18265 Smoke House Court, Germantown, MD, 20874**. Please include your email address and membership number on the check. Your tickets will be held at the Will Call window at Baysox Stadium. Tickets are limited, so send your check in early! The deadline is May 3rd; starting May 4th our reserved seats will be released to the public.

*Directions: Washington, DC, Northern VA, or Capital Beltway [I-495] Follow Capital Beltway or New York Avenue to U.S. 50 East (Exit 19A off the 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] towards Annapolis. Proceed to Exit 7 [Route 3 South to Bowie/Odenton]. Remain on Route 3 for approximately 11 miles. After passing under the Route 50 overpass, proceed to second traffic light and turn left onto 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> Questions? Email **Steven Schlossman** <[steven@happytogether.com](mailto:steven@happytogether.com)>

**DIY Technical Session**  
**Dr. John's Motorsports**  
**Saturday, 3 May, 2003**  
**Time: 8:00am to 2:00pm**

The National Capital Chapter of the BMW CCA will continue the DIY (Do It Yourself) program for 2003.

**Program Overview** - The DIY program is primarily intended for maintenance and repairs that you can complete within a three-hour time period. All Club members are expected to bring their own tools, and to perform their own work. Each participant is expected to buy all parts from the event sponsor (if the DIY is held at a dealer). Club members usually enjoy a 10%-15% discount at the dealer. By purchasing parts at the sponsor, we provide an incentive to host an event. There are usually several NCC members and technicians, provided by the sponsor, who can assist when an extra pair of hands or some advice is needed. We are routinely happy to show newcomers the joys of working on their own cars. If you need a special BMW tool for your repair, be sure to include a note to that effect with your registration form, and understand that we cannot guarantee its availability. We have the use of a limited number of service bays with lifts. Each participant is expected to immediately clean up any spills, as well as ask first before dumping any liquids.

**Registration** - The NCC must receive the registration form at least three business days prior to the event via US postal service only. This allows enough time to consult with you about the work you plan to do and order any parts you need. Acceptance to an event will be first-come-first-served, and we will maintain a waitlist. The cost or registration is \$20. Please make checks payable to: **NCC BMW CCA**. Please include one separate check for each event for which you are registering. Participation is on a strict registration basis through NCC only; please do not contact the event sponsor. The NCC will notify you that you have been admitted to an event, as well as discuss the repair or maintenance. **Mail registration applications (located on the inside back cover) to: Jon Taillon, 2704 Curzon Ct., Vienna, VA 22181.**

Dr John's Motorsports is located at 203 Holly Avenue East, Sterling, VA, 20164



# Team Go-kart Racing at Allsports Grand Prix

By Matt Reinhart

With the local full-size racetracks covered with snow and ice, the indoor go-kart track at Allsports proved the ideal venue for a December club event. We enjoyed wheel-to-wheel competitive racing, albeit on a smaller scale. We had a good turnout of racers, with 2 women and 39 men. We decided to try the team-racing format; we formed 10 teams and the object was to complete as many laps as possible in 90 minutes of continuous racing. Driver changes were done on the fly, so scheduling became a strategic decision left up to the individual teams. At the onset, it was not apparent whether it was better to have fewer changes with fatigued drivers, or have more changes with fresher drivers.

While getting things organized prior to the race, we were treated to a demonstration of the new Mini's maneuverability on the go-kart track. The Mini looked downright maxi on the narrow confines of Allsports' track, with plenty of tire squealing in search of traction on the smooth concrete surface. We also had sandwiches and sodas provided compliments of Mini/BMW of Sterling; thanks to their service manager, Chuck Joffe. What some of the participants did not realize was

that we were secretly reducing their power to weight ratio with free food and drink.

The kart racing was also preceded by a driver's meeting, which included repeated warnings about bumping. "The karts are not bumper cars." Excessive bumping earns the driver a "black flag", and forces the team to make an unscheduled driver change. We were clearly warned to take it easy on the first lap, as the race was 90 minutes long with plenty of time for passing. The excitement of the first lap proved too much for teams 5 and 10, and so they were the first to earn black flags, dropping them to the bottom of the standings after only one lap of racing! Competition throughout the race was intense, and several more black flags were shown to overly aggressive drivers. While there was indeed 90 minutes of racing, the reality is that passing is difficult with closely matched vehicles. Clean passing succumbs to wishful thinking where "incidental" contact is often unavoidable in taking away the racing line.

There were many lead changes during the race, with team 4 leading late in the race until their last driver change. Teams 10 and 5 had worked their

way back up the standings, and the brief time taken by team 4 to change drivers was enough for team 10 to take over the lead with team 5 in hot pursuit. The race came down to a battle between Allsports veterans Brad Evans and Mike (Ledfoot) Copperthite. Brad managed to squeeze by Ledfoot and put team 5 into the winner's circle. With only an 8 second span between first and second place after 90 minutes of racing, perhaps the extra driver change really is a significant disadvantage.

There was also an element of luck, either good or bad, in the random assignment of karts. While the karts have similar performance, they are not absolutely identical. Furthermore, team 7 suffered a breakdown and had to revert to a spare kart, losing precious time. As they say, that's racing.

The trophy ceremony was followed by a random drawing of participants' names to give away prizes, also compliments of Mini/BMW of Sterling. Prizes awarded included jackets, watches, hats, and license plate frames. Thanks again to Chuck Joffe.

## 1st Five Team Members

1st place	Team 5:	Brad Evans, Kurt Johnson, Mike Radziewski, Matt Reinhart
2nd place	Team 10:	Bill Brochu, Ledfoot Copperthite, Gerard Haagensen, Cory Laws, Jay Mitchell
3rd place	Team 4:	Dave LaPoint, Pat O'Brien, Patrick Veltri, Tod Zuscin
4th place	Team 9:	Raul Escobar, Woody Hair, Bob Hammond, John Wang
5th place	Team 3:	Jeremy (Clyde) Caplan, Blair Lee, Josh Turner, Hunter Wilson

## Other Team Members (in numerical order)

Team 1:	Christiane Allan, Scott Allan, Dick Leggin, Russ Potee
Team 2:	Phil Dregalla, Jim Fleischer, Sydney Fleischer, John Haberland
Team 6:	Marcello Aguilar, Eduardo Arispe, Greg Hull, Jerome Krisak
Team 7:	Frank Brochu, Rafael Garces, Roy Morris, Nick Rubenstein
Team 8:	Joseph Chedid, Rich Jaskiewicz, Howard Murphy, Fatih Seleklir





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*Photo by Hunter Wilson*

JANUARY 26, 2003

# Sprint Kart Racing at Allsports Grand Prix

*By Matt Reinhart*

Despite salted roads and imminent snowfall, 36 racing enthusiasts converged on Allsports Grand Prix for an afternoon of competitive go-kart racing. This activity is becoming a regular event on our calendar and offers a great opportunity to test your driving skills against other drivers. We returned to the sprint/heat format with a series of short races composed of randomly selected racers and starting position.

The sprint/heat format tends to average out discrepancies in kart performance; but also provides little time to set-up and execute passes. The result is intense racing with inevitable bumping. There were more than a few "black flags" waved at offending drivers, signaling a mandatory time-out in the penalty box. Even our new chapter president, Rafael Garces, received the black flag...so much for setting a good example!

Each driver participated in five races, with an opportunity to earn points based on finish position. First place earned 10 points, with subse-



*Photo by Nicholas Rubenstein*

quent places earning fewer points (10, 8, 7, 6, etc.) The point summary below shows Gerald Haaglsnsen, remarkably, earned a perfect score of 50 points for his five first place finishes. Good going Gerald! There was a tie for second place between Brad Evans and Mike Copperthite who have both demonstrated their prowess in these karts at previous NCC sponsored go-kart races.

The computerized scoring system at Allsports Grand Prix also monitors lap times. The fastest lap for each participant is shown below, with the fastest time of the day award going to Brad Evans. Our only female participant, Joanie Hill, was not intimidated by the men and raced well against them.

Mike Winter, the new service and parts director at BMW of Sterling, provided sandwiches and sodas for the event. Thanks Mike!

der Bayerische

**Points Earned**   **Position**   **Racer**

50	1	Gerald Haaglsnsen
41	2	Bradley Evens
41	2	Mike Copperthite
39	4	Matt Reinhart
38	5	Chris Baker
38	5	Shane Brittingham
36	7	Rafael Garces
35	8	Greg Johnson
35	8	Rob Johnson
35	8	Neil Simon
33	11	Mike Radziewski
33	11	Patrick Veltri
33	11	Michael Fox
32	14	Hunter Wilson
31	15	Kurt Johnson
30	16	Nick Rubenstein
29	17	Ashley Taylor
29	17	Kevin Dolan
28	19	Woody Hair
28	19	Josh Turner
27	21	Cory Laws
27	21	David LaPoint
27	21	Luis Rinsilvillo
27	21	Duane Watkins
27	21	Tom Davis
26	26	Dick Leggin
26	26	Joanie Hill
25	28	Jay Eubanks
24	29	Kris Johnson
24	29	Robert Walker
23	31	Jeremy Caplan
23	31	Blair Lee
21	33	Brendon Bengermينو
20	34	Tom Owens
DNF	35	Will Langhorne
DNF	36	Ed Whitman



*Photo by Michelle Bengermينو*

<b>Best Lap Time</b>	<b>Position</b>	<b>Racer (sec.)</b>
21.66	1	Bradley Evens
21.69	2	Gerald Haaglsnsen
21.84	3	Chris Baker
21.90	4	Shane Brittingham
22.10	5	Rafael Garces
22.12	6	Mike Radziewski
22.13	7	Mike Copperthite
22.14	8	Patrick Veltri
22.41	9	Michael Fox
22.44	10	Hunter Wilson
22.46	11	Greg Johnson
22.54	12	Woody Hair
22.60	13	Matt Reinhart
22.65	14	Cory Laws
22.68	15	Kurt Johnson
22.69	16	Kris Johnson
22.76	17	Rob Johnson
22.81	18	David LaPoint

<b>Best Lap Time</b>	<b>Position</b>	<b>Racer (sec.)</b>
22.84	19	Jeremy Caplan
22.92	20	Neil Simon
22.97	21	Blair Lee
23.04	22	Luis Rinsilvillo
23.07	23	Ashley Taylor
23.07	23	Jay Eubanks
23.14	25	Brendon Bengermينو
23.14	25	Duane Watkins
23.31	27	Dick Leggin
23.36	28	Nick Rubenstein
23.42	29	Kevin Dolan
23.42	29	Tom Davis
23.42	29	Josh Turner
23.47	32	Robert Walker
23.50	33	Joanie Hill
24.12	34	Tom Owens
DNF	35	Will Langhorne
DNF	36	Ed Whitman



*Photo by Tom Davis*



# Spring is for Driving, Not for Repairs

*By Les Julien*

An avid car nut, having owned some 35 cars before my 35th birthday, I consider myself somewhat of an automotive expert.

I fondly recall when I was smitten with my first exotic. I was a child in Middle school living with my parents in an apartment. Like the world around me, my automotive daydreams were filled with Chevy Novas, Impalas and other American iron, an affinity for which I retain to this day. Sometime in the mid 80s our neighbor from upstairs, an insurance salesman, brought home a new BMW. I had never seen a BMW before and I was told it was an expensive vehicle. It certainly looked expensive as well as unique. This car was like nothing I had ever seen. It had glossy blue metallic paint, and a tan, almost cream colored, leather interior. The BMW looked expensive, it looked exotic, yet its lines were simple.

It certainly looked like the beginning of my love affair with German automotive technology. When my father, not an automotive enthusiast, looked inside the car, his only comment was, "Why would anyone want an expensive car that requires you to change gears." My neighbor and I tried to explain the sporty nature of this car to my father, but we were unable to change his mind. It seemed this apple did fall a little far from the tree, as our neighbor's BMW suited me perfectly. It would be at least ten years before I would purchase my first BMW, but my impressions of that car stay with me to this day. As an adult, when I finally could buy my first German auto, I purchased a Mercedes Benz. I guess I believed their advertising hype more than I did BMW's. My Mercedes was the largest and best handling car in the world up to that point. I quickly realized the difference between rack and pinion, and re-circulating ball steering. Despite all the virtues of the Mercedes (and there are many) I was still curious about BMW, and of

course Porsche. Nothing compared to the excitement I felt with my first Porsche purchase.

My first Porsche was a turbo, and I liked it so much I often said that I couldn't imagine heaven without a 911. Zero to 100mph acceleration of this car was so astonishingly quick, I considered it the second-best adrenaline rush that a guy can ever have. Memories of the BMW were pushed to the back of my mind, as I was now a Porsche-ophile. However, it was not all fun, as I began to have frequent break-downs in the Porsches I owned. It got so bad, that I soon learned not to leave home without a travel safety kit and a cell phone.

My 944 Turbo was a monster of torque, and a titan of the repair shops. It also seemed that each time the vehicle left me on the side of the road, I would see a BMW; its owner happily driving along and enjoying the day, while I called AAA again. Soon I found that I was paying more for maintenance than I was in monthly payments and insurance combined. Porsche club events came and went and it seemed whenever I was looking forward to taking my car to a show, it would konk out on me and I would sadly be forced to drive one of my other cars. Once, when my Porsche was actually running on the week of a Porsche club picnic, I decided to enter my car in drivers concours competition. I had a great time, however, I was filled with anxiety as to whether the car everyone took pictures of in the show would get me home that evening.

The last straw came on a hot summer day as I was exiting the freeway toward my home. The AC was on the blink, my mechanic having been

unable to exorcise its gremlins, and the sunroof was also not operational. It was a sweltering 90-degree-day and I was not happy to be a Porsche owner at that very moment. Turning left at an intersection, I noticed a beautiful red 3 Series convertible, I caught the driver of the BMW admiring my car as well as we passed one-another. It was one of those great days to have a convertible, and the 3 Series driver was making the most of it. Just as I cleared the intersection there was a loud thump from under my hood; the engine died and I rolled it to the curb, it was the death knell for that car – a broken timing belt. I called my best friend, who had helped me push my car many times, for one final shove. The mechanic diagnosed this as the worst possible scenario, with valves crashing into pistons and ruining the engine. A complete rebuild of the top end would be required and the repair estimate was astronomical.

That day changed everything for me and I've owned nothing but BMWs ever since. If you see me be sure and give a wave (MD vanity tag "hygoals"). And if you are one of my old colleagues from the Porsche or Corvette clubs, and you need a ride, I understand.



# 330Ci Not a Track Car? Au Contraire!

By Barry Brown / Rob Williams

*NCC member Barry Brown took umbrage with Jared Townshead's assertion in the last der Bayerische that the E46 330Ci would not make a very good track car. Barry wrote us a letter about his car; and, since he's modified it quite a bit, we thought we run this as our Modified Car for the March/April issue.*

Barry's letter is as follows:

I just read Jared's article on the 2003 330Ci and I have to disagree with his assessment of the car's potential as a track car. I took delivery of my 2001 330Ci in August of 2000 and I've got lots of experience with the car including several hundred track miles. The car is outstanding on the track with the right tires. My 330 came with Michelin Pilot Sports and all I needed to do was set tire pressures and drive. When the Michelins wore out at 25K miles I replaced them with Bridgestone Pole Position S-03's, and they're even better.

The car has excellent brakes but there's not enough cooling to the front rotors, so if you brake aggressively at the track, you will warp rotors. When this first happened to me I contacted Mike Miller who writes Tech Talk for *Roundel* and he confirmed that the 330's front rotors aren't sturdy enough for track use, at least the 330's made for US consumption. Since I was unable to locate the Euro spec rotors I fixed the problem with EvoSport vented, slotted front rotors.

I think my car would make a good candidate for modded cars page of the magazine. Mine has an Autothority ECU upgrade, an AutoThoriy CAL, a B&B exhaust, ATE Super Blue, stainless steel braided brake lines, EvoSport front rotors, and the S-03 tires. The car has been dyno'ed at 217 HP and the dyno charts are posted on the [www.bmw330ci.com](http://www.bmw330ci.com) website.

Barry Brown BMWCCA Member # 187259  
BMW CCA Driving Instructor  
FAIT Instructor Car Guys Instructor  
SCCA National racer

*I corresponded with Barry about his letter and we specifically discussed Jared's point that the E46 330Ci is not the track performer that the legendary E36 M3 is. Barry has spent a lot of time on the track with his 330Ci and even mentioned that he "ran down" an E36 M3 at a FAIT event. As an instructor we might assume Barry was the superior driver, but he says even though the M3 was faster in the straights, he was able to make up that time, and then some, in the corners.*

*Stock E36 M3s better watch out for Barry at the track, and he also says even E46 M3 drivers have cause for concern if they underestimate his 330Ci!*

*Thanks for writing Barry, we enjoyed hearing about your car. Der Bayerische encourages other members to write and tell us about their cars, we'll do our best to get your letters in the magazine.*

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# Z4 Roadster 3.0i, Think i Want One...

By Jared Townshend

If I had \$45,000 lying around, I'd consider buying a Z4 roadster 3.0i.  
But what about you?

I'll tell you what I experienced when I had opportunity to drive a 2003 BMW Z4 3.0i, thanks to Jim Cottom, Sales & Leasing Consultant at BMW of Sterling in Sterling, VA. Hopefully this will help you make your decision.

## **In the eye of the beholder-**

My first impression is that BMW finally got it right- they made a roadster attractive to both sexes, as well as a perfect car for James Bond... too bad he won't get to take a spin. Reminiscent of Corvettes and the exotic BMW Z8, the Z4 has a long sweeping hood. Coupled with the upwardly curved trunk lip, the Z4 bears a resemblance to an old Corvette Stingray, which in turn makes me think...hmmm... this car must be fast! The sweeping hood, angular headlights, and slanted windshield give the Z4 a very athletic stance. Visual accents include the strikingly classy fourteen spoke rims, unique metallic steering wheel, and the detail lines on the side mirrors. So often the design of the side mirror is overlooked, usually just a rounded protrusion from the side of the car, but the lines on the side mirrors on the Z4 actually are designed to reflect light and direct wind.

Although the negative aspects are few, one may be the side markers that protrude from the front fenders; the amber lens, although covered by a Roundel, is still very noticeable from any angle. We might expect to see an aftermarket clear lens available soon. Another potentially negative design aspect of the Z4 is the disappearance of a distinctive bumper, an increasingly common design trend within the industry. The Z4's front bumper has a considerable amount of smooth molded plastic, similar to the X5's bulbous bumper, but less pronounced. Setting aside the minor negative aspects, the styling of Z4 Roadster will remain unique for years to come.

The interior is elegant, yet sporty. The controls on the center console are simple and refined. For instance, the climate control is back to being basic- there is one temperature control for the whole cockpit, rather than the dual zone controls for his and her pleasure. At night, the familiar amber backlight makes BMW enthusiasts feel right at home; however, the gas and temperature gauges are bit too small and tend to blend in to the tachometer due to the indicator needle's lack of color contrast, but who really needs a gas gauge with a six liter 225hp engine that gets 29 mpg on the highway? I also grew to appreciate the simplicity of the passenger side dashboard, once my eyes adjusted to the absence of a passenger side glove box. Since I love the simplicity of the old E30, I enjoyed interior of the Z4.



### In the hands of the driver-

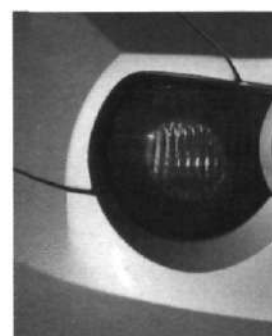
The hands of this driver found it very difficult to fight the urge to press the sport mode button as soon as they were in reach of it. I usually try to cruise for the first five minutes of a test drive before attempting more spirited driving, but the Z4 tempted me from the beginning. Very few cars these days give the driver the feeling of being connected to the road. In the Z4 roadster, when you stab or lift the throttle, you get immediate feedback from the hood of the car as it lifts and dives in response. That feature helps to sell the Z4 as a true roadster and makes the ride exhilarating. Of course the automatic soft-top helps, as well as the two leather bucket seats and the sporty suspension. I was handsomely rewarded when I finally activated the sport mode and the Z4 quickly became the Z... "fore!" and as I overtook the cars ahead... I yelled out, "Mind if I play through?"

In normal mode, the gear changes of the Steptronic transmission caused a short, but noticeable, pause in acceleration. However, in sport mode, the shifts were quick and precise. Even though all my sports cars have manual transmissions, I enjoy the ease of the manual shift mode of the Steptronic transmission and would recommend it to anyone who wants control for spirited weekend driving, but still sits in rush-hour Beltway traffic. The most salient aspect to driving the Z4 is the steering response. I have driven and owned many sports cars, but the manner in which the Z4 responds to steering input is remarkable. The Servotronic electronic power steering provides even more dynamic response in sport mode. The engine is lively, but has a slightly different sound in the cockpit thanks to a little vacuum operated gismo that sends intake resonance from the engine compartment into the cabin in proportion to the amount of throttle input. As far as being a suitable track car, I would say... suit up! However, convertibles are not allowed to participate in NCC drivers' schools.

To sum up the car in a few words, I'll repeat what Mike and Pat Wagner (club members) had to say the day they were at BMW of Sterling to pick up their new Z4 roadster, beaming from ear to ear, "We like the cup holders." Yes, it's true, the Z4 has those too.



*Photos by Williams Automotive Photography*







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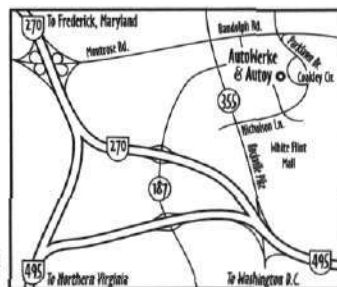
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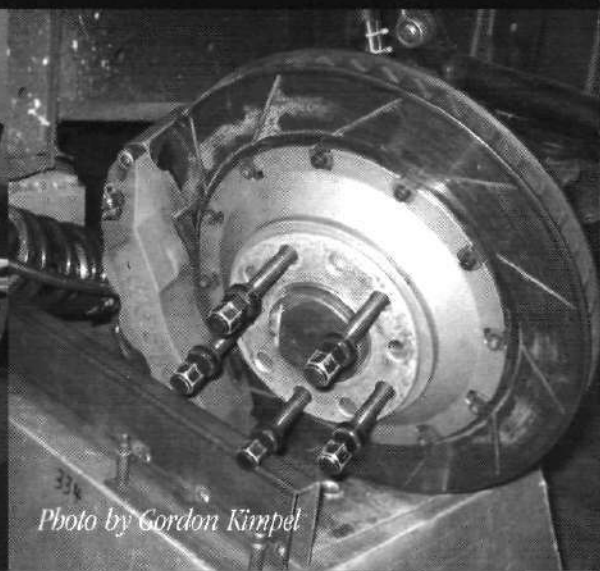


*Photos by Doug Dolan*

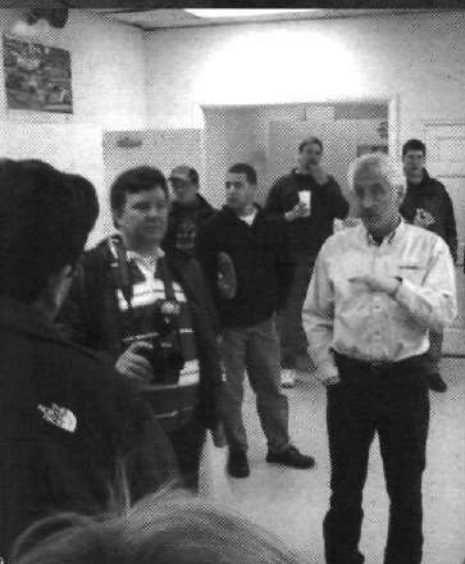
# Prototype Technology Group



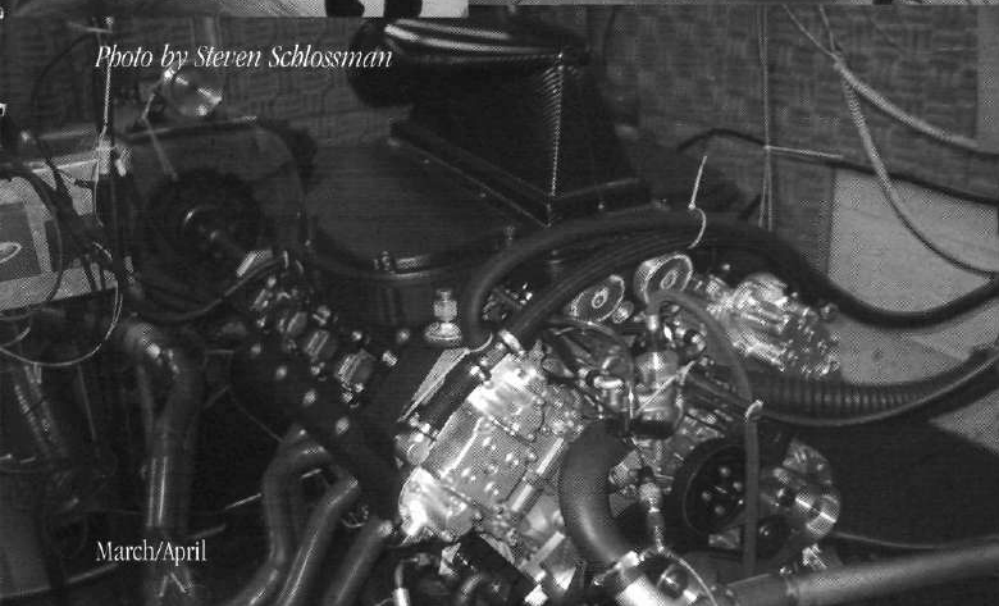
*Photo by Steven Schlossman*



*Photo by Gordon Kimpel*



*Photo by Steven Schlossman*





# Do-It-Yourself Session at BMW of Fairfax

*By Jon Taillon*

BMW of Fairfax opened ten service bays on a cold Saturday morning to kick off the 2003 DIY season. Five techs were on hand to provide guidance and assist the NCC members who attended. With the assistance of the techs and the willing help of other members, everyone was able to finish the jobs and bring their cars home. The techs even provided some inside secrets including a demonstration on how to reset oil service and inspection lights without using a Peake tool.

There were a number of different jobs performed, but brakes were definitely the theme of the day; owners installed new rotors, high performance brake pads, and even a set of stainless steel brake lines on an E30 track car (don't try this one in your garage at home). Several new exhaust systems were installed and one system was re-installed more securely. At the request of his wife, one member even un-lowered her E36 M3, replacing the too stiff H&R springs with the OEMs.

There was a wide variety models on hand, but the star of the event was a newly purchased 2002. Fresh off the auto train from its old home in Florida, the new owner was able to put the car on a lift to inspect the underpinnings. Luckily, the underbody looked as nice as the exterior (no rust); which gave the new owner confidence that he had purchased the right car.

One of the most enjoyable parts of the event was the camaraderie amongst the members. Everyone there was willing to lend a helping hand, provide a tip on a job, or discuss a future modification. A fellow member bailed me out after I snapped the head off my rear brake bleed valve; removing the broken part for me while I ran in search of a replacement.

The NCC would like to thank the following people at BMW of Fairfax: Nathan Wheaton, Pat Fitzpatrick, Justin Kennedy, Ron Wagner, and Jay McGovern. The parts department was able to come through with several unplanned replacement parts including a replacement tie-rod for a M3 and new exhaust hangers.

This was my first DIY with NCC BMW CCA but it definitely won't be my last. It is a great opportunity to meet other BMW enthusiasts and learn about your favorite BMW models. The advice I received definitely helped me finish a job I otherwise couldn't complete by myself. The DIY Program is a membership benefit everyone should think about using.

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# Our Great NCC Drivers' Schools

I bet you thought High School Drivers' Education classes taught you how to drive! Well, they do teach you what a stop light looks like...but not much more than that!

Here's the problem, Drivers' Ed didn't teach you anything about real driving. But we do. The National Capital Chapter has one of the best Drivers' Schools in the country. We really teach you how to drive, how to control the forces acting on your car, why cars do what they do, and how to prevent bad things from happening. Most drivers do not realize that driving is literally the *most dangerous thing* we will ever do!

There are two types of schools in our program:

Our terrific Highway Safety School teaches you stuff that you never learned in HS Drivers' Ed, but what you really should know to be a good driver. We put you through a series of diabolical car control exercises designed to sharpen your skills as a driver and thinker behind the wheel. We start very early in the morning, and end around five in the afternoon, it's a long course, and it's very intense! This course should be mandatory before you get your driver's license, and it is for everyone who races with us. It is also highly recommended before you attend any of our high-speed drivers' schools so you know what you are doing out on the track. We torture, treat, tickle and tempt you only once a year with this fabulous and highly effective course.

Our other school is the Driver's School, which is at higher speeds. It is still a school to teach you how to drive; it is not a racing school. It does go further into being a good driver and you will find out you can't just get out there and go fast. Speed is the reward for doing everything right; do one thing wrong and it will slow you down. By the way, ANYONE can go fast in a straight line; that takes no skill at all. Understanding the turns is the key, and not only on a racetrack, but on the street too. Believe it or not, whether you are on a racetrack, the street, a highway or country road, it is all the same stuff; and it ain't easy to be a good driver either. So our drivers' schools are a learning environment, they are not a place for egos!

Our instructors must also go through the wringer before becoming instructors. They go through intensive training in our Instructor Academy before we let 'em loose to help you. They are an extremely patient and brave lot, and all get rave reviews from their students.

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M. Schottland,  
Chief Instructor, NCC BMW CCA



Photos by Raine Mantysalo



## The Largest Chapter in the U.S.!

The NCC now has 4,983 members." We have members in more than 30 states, Canada and Europe. As of two months ago, we have the distinction of being the largest chapter in the US. With that goes increased responsibility to our members. Please contact any one of the officers or committee chairpersons on how we can make your stay with the National Capital Chapter a beneficial one.

We welcome all of our new members and those new to the area. Special thanks to Frank Brochu, Jeff Holland and Peter Marshall for referring a new Club members.

Do you know someone who owns "The Ultimate Driving Machine" but is missing out on the rewards of the belonging to the BMW CCA? Do your friends a favor by referring them to the club so they can reap the benefits including: parts discounts at local BMW dealerships and select independent service cen-

ters, the national monthly publication of the Roundel, the Membership Rewards Program from BMW NA, as well as all of our local activities.

Our email database now represents 58% of our members. Let's make it 100%. If you did not receive an email of upcoming events the past month, we need your email address. There are sometimes changes to the published calendar in which we need to reach you, so please send your email address to [list@nccbmwcca.org](mailto:list@nccbmwcca.org).

For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

Below is the list of our newest members, you joined the club, now join the fun!

Name	Year/Model	Name	Year/Model	Name	Year/Model
David Aaron	1991 M5	Mark Blacknell & Megan Jones	2000 540i	Joseph P. Detorie	1999 528i
Ovo Adhekegba	2002 X5	George Bockelmann	2002 M5	Gerard DiNardo	2001 X5
Jeffrey S. Adler		David Boice		Michael Dixon & Gary Cooper	2003 745Li
Farhad Ahad	1996 318iC	James & Mary Boomgard	2000 328i	Vipul Doshi	
Faisal Ahmed	1997 840Ci	David Bossler	1995 325is	William Dowling	2003 530i
Asem Akhtar & Khadija Pervez	2000 740iL	Tina L. Burgan	2001 525iA	Peter Downes	2002 M3
Abraham Alvarez	1988 325ix	Mark & Barbara Burns	1992 525iT	William Drohan	2002 525i
Mohammad Amir	2003 X5	Clark Campbell	2002 745Li	Joe Duffy	2003 530i
Sardil Anam	1995 M3	Maria Canfora	2003 330xi	Arthur J. Dukes & Scott Q. Dukes	2003 325CiC
Ali Arefzadeh	1995 325i	Sandra Cary	1997 740iL	Lance Dunbar	
Amiee Arora	2003 M3	Renato Castillo		Charles Dyes	1993 525i
Henry Asri & Septiana Rustandi	2003 325i	Anthony Chambers & Marge Britt	1999 540i	Steven J. Eagle	2003 540iA
Faton Bacaj	2003 Z4	Jason Chang	2003 M3	Steve Edmunds	1975 2002
Sarvi Bajwa	1995 325is	Wayne Chang	1994 530i	Adrian Edwards	1994 850CSi
James Baker	2000 323	Nancy & Dick Chiapparoli	2000 328Ci	Lawrence Eng	2001 330Ci
Charles Balling		Moon Choi	2003 745Li	Gersohn Epstein	1996 Z3
Felix Barba	2002 X5	Dae Chung	2002 330Ci	Lars Erickson	1986 635CSi
George Barber	1984 635CSi	James & Mary Clark	1987 325is	Keyte Ernst	2001 330i
Robert Baronner	2001 530i	Chuck & Jill Clopton	2001 330Ci	John Farmer	2001 325i
A Thomas Beckman	1995 M3	Tom Cooney		Gary Fearnow	2001 525
Gus Benton	1990 325i	William Cooper	1985 325e	Darren Fisher	2000 528iT
Thomas Berger & Daniel Berger	2002 X5	John P. & Wendy Counts	2003 M3	Joseph Fitzgerald	1998 Z3
Mark Berglund	1996 328is	Tim Davenport	2003 745iL	Keven Fitzsimmons	2003 325i
Bill Betzner	2003 X5	Jeffrey J. Davidson	2003 X5	Bill Fox	1990 735i
Pranu Bhargava		Nick Davis	2002 740iL	Nancy Fragoyannis	2000 740iL
Dmitriy & Natalia Biryukov	2003 330Ci	Henry Deford	1992 325i	Justin Francis	1998 M3



# N E W M E M B E R S W E L C O M E !

Name	Year/Model	Name	Year/Model	Name	Year/Model
Fred Frederick	1998 540i	Frances & Ronald Kelly	2002 X5	William & Laura Peugh	
William & Susan French	2002 525i	Bob Kelly	2001 330Ci	Fred Phelleps	2001 540i
Rich & Judy Fristik	1995 318i	Jacqueline L. Kenny	2002 525i	Alan Porter	
Carl Fulp	2003 X5	J Jill Keown	2003 325i	Evelyn S. Revels	2002 325i
Thomas Funk	2001 325	David Kerns	1998 528i	Adam Rew	1999 M3
Anand Gajjala	2001 330i	Robert Kerr	1998 M3	Thomas R. Reynders	
John & Gloria Gallagher	1983 320i	William Kevit	1999 540	Rob Richardson	1993 325is
Durga Prasad Gangiseti &		Peter Kilroy	2001 330i	Bruce Richardson	
Suhas Uppalapati	1995 325i	Thomas Kylo	1994 530i	Dan Ripberger	1995 M3
Dave Garrett	2002 M3	James Lansburgh		Daniel Rogers	1998 M3
Sean Gerstle		Noel Lara	2000 M Roadster	Dave Sames	1999 328i
Judith E. Glassie		Gary Lauer & Leah Potts	1999 M3	Stephen Sandberg	2000 Z3
Art Gompf	1998 M Roadster	Jonathan Laughlin	1990 325i	Keith Sanders	
Reed & Angel Grabowski		Earl F. & Judith Leites	1999 M3	Mike & Jackie Saunders	1999 528i
Suzanne Gracewski	1984 318i	Joyce Lewis	1999 528	Deborah Sauri	
Donna Gray		Stephen Lightfoot	1998 528i	Kristen Schaible	1995 318i
Ernest Gziryán & Arthur Gziryán	1997 740iL	Greg Lindsay	2002 330Ci	Chris Schiavone	1999 528i
Parice Halbert	1998 Z3	T J. Lipinski	1999 M3	Donald Scott	1998 M3
Caroline Hall		Kenrick Lockhart	1986 528e	Dorothy Sheehi	2002 525i
Chris Hall	2000 328Ci	Gary Loikith	2003 330i	John Shepley	1985 524td
Andrew H. Hardman	1998 M3	Mike Lynch		Dave Sherrill	2000 528
Hussein Hassan	1999 323is	David Marshall	1999 323i	Ira Silverberg	1985 535i
Michael Hayes	1997 318ti	Peggy McCain	1996 328i	Alan Slepian	2003 M3
J. C. Haynes	1989 325i	Kevin McCloskey	2000 323i	David & Tylee Smith	2003 325xi
Brian Hazelwood	1997 M3	Sean McDevitt	1998 M3	Lawrence Stanley	1997 528i
Jennifer Heimert		Mistie M. McElroy	2000 325i	Everton Stephenson	1991 525i
Michael Herron		David & Karen McElroy	1989 735i	Richard Sternitzke	1996 740iL
Jason Hickey	1988 325is	Paul & Jan Mikolashek	1973 2002	Peter Stramese	1999 M3
Carolyn Hofig	2002 M Roadster	Daniel C. Miller	1993 318is	Ivan Strizenec	2002 525iT
Nancy Holawesko		Amanda & Paul Mink	2001 330Ci	Mark Sullivan	1992 325i
Andrew Holmes	1992 325i	Trudy Mitchell-Gilkey	2002 325xi	Michael & Carol Sutton	2003 530i
Gregory P. Honshul	1988 535i	Carlton Moffett	2001 540i	Timothy Swann	2000 323i
Mary Hopkins	1999 540i	Kit Molden	2003 745i	David Teague	2002 330ci
Frank Howard	2000 528	Cheryl Montgomery	2003 325CiC	Terrie Templemon	2003 540iA
Ann L. Huffman	1985 635CSi	Joseph Morganti	2000 328i	Steve Terrio	1999 528i
John Huston	2001 325Ti	John D. Muench	1984 733i	Melissa Thompson	
Robert Hutchison	1990 535i	Tanya Muir	1995 325is	Boris Tkacenko	1987 325
Todd Hutchison	2002 325i	Michael Mullen	2002 530i	Brian Topping	1985 325e
Michael Hynes	2002 330Ci	Christopher Naughten	1995 525itA	David Tran	2000 328Ci
Virtus Ifeanyichukwu	2000 X5	John Nelson	1985 535i	Steve Trautwein	1998 540i
Daniel Isaacson	2002 525iT	J Spencer Newman	1996 M3	Timothy Virostek	2000 328Ci
Jonathan Jagolta	1984 533i	Terje & Carolyn Nilsen	1997 328iC	Alan Vogel	1996 318is
Bob Janicki	2001 740iL	W Dana Nuon	2001 330xi	Terry Warren	2000 528iA
Zhaokang Jiang & Lin Zhu	2003 330i	Michael Ocampo	2003 325i	Marco Washington & Cheryl Johnson	2001 X5
Colleen Johnson	1998 M3	Geoffrey & Kathleen Palcher	2000 323Ci	Keith Weibe	1989 325i
Robert Johnson	2002 330i	Steven E. Parker	2003 745i	Edward Williams	2000 M5
Gregg Johnstone	2002 745iL	Floyd L. Patterson	1997 528i	Thomas Winnenberg	1987 325i
Derek Jones	1996 328i	Manjula Perera		Christopher Wolske	2001 M3
Steven Katz	2003 325xi	Keith Persinger	1998 528i	John Yagesh	2003 530iA
Patrick Kavanaugh	1974 2002	Robert Peters	2001 Z3 2.5	Diane Yamini	1985 325e
Tracy Keels	2003 325CiC	Kimberly A. Peters		Robert Zulandi	1995 740i



BY WOODY HAIR

# Woody's Competition

## C O R N E R

When the Chapter had its annual tour to Prototype Technology Group in Winchester January 18, we learned that, despite the rumors that had been around since last July, there was nothing official about an M3 entry in the SCCA Speed World Challenge. PTG owner Tom Milner was in Germany at the time, and PTG engine guru Brian Krem told the large gathering that he could only say there might be a two-car PTG team in the GT class and if there was such an entry, the drivers would be Bill Auberlen and Boris Said. A couple of bodies-in-white were on stands having their factory-installed roll cages up-graded to PTG standards, and there were tons of S54 engines on hand in various stages of completeness.

Well as this is being written on February 13, PTG finally put out an official press release that they will be competing in the World Challenge GT class with Auberlen and Said driving. This will surprise no one.

The World Challenge will be quite a change from the American LeMans endurance races that has been PTG's mainstay since 1995. All WC races are 50 minute sprints. A pit stop means you will finish well back in the pack. Instead of the Yokohama racing slicks covered by ultra-wide flared fenders, the WC cars will be shod with DOT-approved- for-the-street Toyo RA-1s. The suspension components will be about the same thing as many modified M3s running around on the street use.

The privateer M3 driver Jeff McMillan has been competitive the past two seasons running against a formidable group of Audi S4s (now V8-powered), Corvette C5s, Porsche 911 Cup cars, supercharged Honda NSXs and Saleen Mustangs. One must remember, if you win in this series you are "awarded" penalty weight for the next event. The SCCA uses this and air-intake restrictors to keep this wide variety of cars on an even keel. McMillan will continue with his private entry, but will be getting lots of technical support from PTG. There will be some other M3s entered, as well as a BMW V8-powered Morgan.

After the season-opening event at Sebring March 14, the series goes to Mosport in Ontario, Lime Rock in Connecticut (Memorial Day weekend), and then will be one of the support races for the American LeMans race at the DC Grand Prix June 27-29. All 5,000 chapter members should be there for that one. As usual, expect a one-hour highlight package to be shown on Speed Channel two or three weeks after the event. Note that the World Challenge weekend scheduled for the last weekend in April at VIR has been canceled. Apparently the promoters and track could not agree on contract terms.

Formula One will see a number of changes in the rules regarding the practice, qualifying and actual race sessions. Briefly, Saturday qualifying will be confined to a single timed lap on an empty track. Previously teams got an

effective four laps during a one-hour open-track session. Traffic was an issue sometimes. The run order for the new qualifying format will be set by a Friday qualifying session. Expect lots of sandbagging here because running late in the Saturday session will be considered an advantage. After qualifying the cars will be impounded in Parc Ferme and required to start the race with the same engine, tires, fuel load and suspension settings. If a team chooses to use a light fuel load to aid in qualifying, they will be forced to make an early pit stop during the race. Figuring the proper strategy will be a nightmare for team managers.

Half way through the F1 season, all forms of traction control and electronic launch controls will be banned. Ferrari, BMW-Williams, and McLaren, all with the same driver line-up, are again expected to be the top teams in 2003. Start time for the races has been switched from 1 PM to 2 PM local time. Plans for TV coverage in the US have not been announced as of this writing, but I would expect it will continue to be on the Speed Channel. The first race is March 9 in Australia.

**Speed Shifts:** Both the National Capital Chapter and the Metropolitan Council of Sports Car Clubs have a full slate of autocross events planned for this year, but both series could be in jeopardy due to a lack of suitable sites. The Rosecroft Raceway that hosted most events last year may not be available due to new ownership and the possibility of slot machine gambling at that harness racing facility. The old pavement is becoming marginal anyway. So keep in mind that current schedules are very tentative. The local SCCA series at FedEx Field is the only sure thing right now. . . . . Congratulations to Gary Lin for winning his class in the SCCA's off-road RallyCross series. Gary was driving his 1985 325 in the rear-wheel drive class. . . . . TC Kline entered two BMW Z4s in the 3-hour Grand-Am Cup race at Daytona. One car, driven by Steve Pfeffer and Don Salama qualified and finished 5th in the ST1 class. . . . . There were several new faces autocrossing BMWs this past season that really impressed me with their results. Among them were Han Ah-Sue (E30 M3), Mark Rebano (E30 325is), Tyler Steward (540iA) and Wayne Rubain (E34 M5). . . . . Chapter members Alex May and Vic Hall are building a 325i for use in the new Spec E30 race class. NASA seems to have the series that will attract most Spec E30 cars for the time being, but they are eligible for the SCCA ITS class and the BMW CCA Club Racing series. . . . . Alex and Vic also plan to run the car in this year's One Lap of America. The event will run May 3 to 10 and the closest stop will be at Beaver Run near Pittsburgh on May 9. Other chapter members competing will be Neil Simon and myself in Neil's M-Coupe. . . . . There's nothing definite about completion dates, but it is my understanding that the Shenandoah circuit at Summit Point, Rausch Creek north of Harrisburg, PA and the Beaver Run South Circuit are all under construction. Crunch.

## COMPETITION CORNER CALENDAR

*(autocrosses are very tentative)*

Mar 9	SCCA Rally
Mar 22-23	SCCA Race Drivers School, Summit Point, WV
Mar 23	SCCA Practice Autocross (members only)
Mar 30	TARA Champ AX, location TBD
Apr 6	SCCA National Races, Summit Point, WV
Apr 6	Salazar Champ AX, location TBD
Apr 12	NCC Autocross school, Rosecroft Raceway, Oxon Hill, MD
Apr 18-19	BMWCCA Club Races, VIR, Danville, VA
Apr 27	SCCA MARRS Regional Races, Summit Point, WV
Apr 27	SCCA Autocross, FedEx Field, Landover, MD
May 3-10	One Lap of America, start and finish at Watkins Glen, NY
May 4	SESCA Champ AX, location TBD
May 4	SCCA Rally
May 10-11	SCCA MARRS Regional Races, VIR, Danville, VA
May 18	Jefferson 500 Vintage Races, Summit Point WV
May 18	SCCA AX, FedEx Field, Landover, MD
May 24-25	SCCA Rallies
May 24	NCC Autocross, location TBD
Jun 1	SCCA 12-Hour Race, Summit Point, WV
Jun 1	Salazar Autocross, location TBD

## NATIONAL CAPITAL CHAPTER AUTOCROSS SERIES 2002 CLASS CHAMPIONS

(Best 4 of 6 events)

Touring - Jason Hallick, E36 318i  
 Touring Modified - Bill Elliott, 2002  
 Sport 2 - Tyler Steward, 540iA  
 Sport 2 Modified - Bill Brochu, 535i  
 Sport 1 - Rafael Garces, 328i  
 Sport 1 Modified - James Sheridan, 323is  
 SuperSport - David James, M-Coupe  
 SuperSport Modified - Alex May, M-Roadster  
 X-Cars - Eric Wong, C5 Corvette  
 Indexed PAX winner - Bill Brochu

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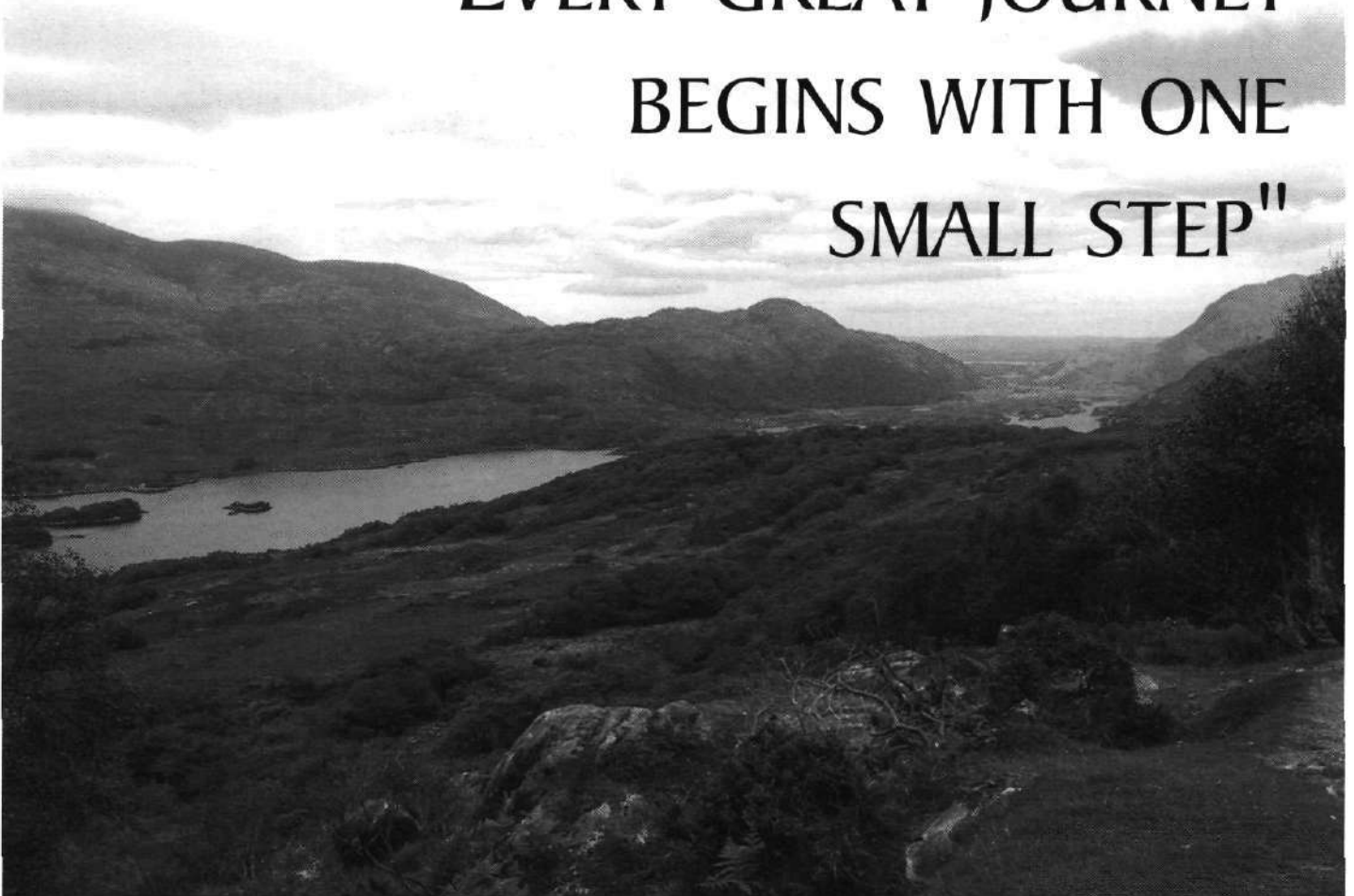
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Just tell them you are with the BMW Car Club.  
They are \$4.95 plus shipping.

## License plate frames are now available.

They will be available at most NCC events.

A sample can be found at  
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You can also obtain your frame by mailing a check to  
the NCC.

1 license plate frame \$ 5.00 plus \$2.00 (s/h) = \$ 7.00  
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Please note: The fit is very tight on some E36 3-Series, front  
and rear. The rear frame may need to bend slightly below  
the trunk lock. The front frame may not fit on all bumpers.  
Sorry, no returns. No one says they MUST go on a BMW.

Please send a check payable to NCC BMW CCA and mail to:

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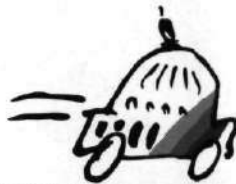
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## National Capital Chapter decals now available.

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



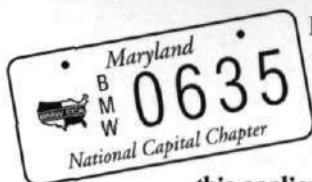
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Make your check payable to NCC BMW CCA,  
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NCC BMW CCA  
P.O. Box 685  
Arlington, VA 22216

**Maryland Club Plate applicants!** If a quick turnaround is necessary, please inquire with Rich when sending in your form. Rich does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership card with the form.** If you don't, Rich can not be sure that you are a current member and he will **not** be able to send you a form.

## Application for Customized Maryland Club License Plates



Interested in having personalized National Capital  
Chapter license plates? If you live in Maryland, you  
can now have them. The four digit number on  
the plates will be given in sequential order as  
applications are received. **To apply, fill out**

**this application form and send it, along with a  
photocopy of your BMW CCA membership card,** to 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  
1258 Nursery Manor Drive  
Finksburg, MD 21048

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (W) \_\_\_\_\_ (H) \_\_\_\_\_

Present plate number \_\_\_\_\_

## 2003 On-Track Driver Education Schedule

Join us at world famous tracks such as Watkins Glen International Raceway, Virginia International Raceway and Summit Point Raceway during our 2003 season

**February 28** – Jefferson Circuit (Summit Point), WV – Seat Time (Special rules apply – contact office for more information) – \$175.00

**March 1 & 2** – Summit Point, WV – Main Track – \$500.00

**June 16 & 17** – Lowes Motor Speedway – Charlotte, NC – \$500.00

**June 28 & 29** – Summit Point, WV – Main track – \$500.00

**July 7 & 8** – Watkins Glen, NY – \$475.00

**August 15, 16 & 17** – Virginia International Raceway, Danville, VA – \$675.00

**August 30, 31 & September 1** – Shenandoah Circuit, (Summit Point), WV – \$550.00

**October 18 & 19** – Virginia International Raceway, Danville, VA – \$500.00

**November 14** – Jefferson Circuit (Summit Point), WV – Seat Time (Special rules apply – contact office for more information) – \$175.00

**November 15 & 16** – Summit Point, (Main track) – \$500.00

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## CLASSIFIED REQUIREMENTS

**Cost:** Ads are free to current club members. Membership numbers must be included. Non-member/non commercial ads are \$15 per issue. Commercial ads are \$30 per issue.

**Format:** All ads *must* be typed. Ads for cars or motorcycles *must* be in the following format: Classified Category (e.g., Cars for sale), Year, Model, VIN, Price, Color, Description, Contact Name, Phone Numbers including area code, Email, State. Ads for parts *must* be in the following format: Classified Category (e.g., Parts for sale), Part Name, Description, Contact Name, Phone Numbers including area code, Email, State.

To place an ad, send an email to: db-advertising@nccbmwca.org, or mail to Jared Townshend, Advertising Manager, *der Bayerische*, 4027 Mapleton Dr., Chantilly, VA 20151. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

## Advertising Rates

1/4 page ad per issue \$200	1/3 page per issue \$250	1/2 page per issue \$350
Full page ad per issue \$450	Back page ad per issue \$550	

## CARS FOR SALE

### 1992 318i

VIN WBACAS310NFG01537 Price \$5,695 70K miles, Sterling silver, gray cloth interior, original owner (non-smoker), 5 spd., PS, PB w/ABS, PW, A/C, sunroof, heated seats, AM/FM cassette stereo, OZ Monte Carlo alloy rims. Oil & filter every 3-4,000 miles, all maintenance records available. Just inspected (safety & emissions 1/03), very clean, needs nothing. I can e-mail pics.

Mike Muth (703) 734-0469 mmuth@cox.net (VA)

### 1995 318is E36 Coupe

VIN WBABE5321SJA11526 \$12,200.00 OBO certified. Midnight Black/Grey Leather 94K Highway miles, 5-spd, Rear Slip Diff, Loaded, Premium sound, Leather bra/mirror covers, Car cover, Dealer maintained Inspection II just done, lowner, non smoker, New Michelin MXV4 Tires. Immaculate.

Lance (410) 269-7694 FreelanceMedCons@comcast.net (MD)

### 1995 M3

VIN WBSBP9323SEH00010 \$17,000 obo, Dakar Yellow / Black int. 120,000 miles (many highway), original owner, very clean inside and out, excellent mechanical condition, upgraded stereo, new Yokohama AVS intermediates. Fast and beautiful. Own the 10th E36 M3 delivered in the US.

Mike Early (410) 484-4620 m3early@aol.com (MD)

### 1995 740i

VIN WBAGP6321SDH01736. \$15,900. Oxford green/tan interior, 144k, new factory engine at 67k, lowered w/ Bilstein shocks and Eibach springs, Breyton Inspiration 5 spoke wheels with new 18 inch Pirelli tires, non-smoker, fully loaded, a beautiful car in excellent condition.

Greg Lewis (410) 474-1331 glewis@pscommllc.com (MD)

### 1995 318ti

3-door, VIN WBACG5322SAM52867, red/black cloth interior, 92K miles, excellent condition, no rust, 5-speed, sun roof, keyless remote entry, cassette, air, alloys, M3 body kit, \$8,900, extra set of BBS wheels & tires available, BMP intake or stock intake, all services, picture e-mailed upon request.

David Dunmire (301) 989-0331 ddunmire@eoph.org (MD)

### 1999 Z3 2.3

VIN 4USCH9336XLF79873 Atlantic Blue roadster, 38K miles. This 5 speed Z3 is loaded with Heated Seats, Automatic Top, CD Player, Front and Side Airbags, ABS, Traction Control, and Air Conditioning. The car just came off the new car warranty in November and is still covered by the BMW certified pre-owned two year warranty. A new top and back window was replaced in November as a result of wear. THERE IS NO BACK WINDOW CREASE!!! I love the car but not practical with the new family. The car is in excellent condition. Car is located in Northern Virginia. \$24,000 firm.

Paul Zeitlin (703) 924-1180 (703) 924-1180 zeitlin@rocketmail.com (VA)

### 2000 Z3 2.3

VIN WBACH9341YLF92205, Siena (Dark Red Metallic), Tan Leather and Top, 21k miles, heated seats & mirrors, power top, AC, 5 speed, AM / FM / CD, cruise control, fog lights, 1 owner, always garage kept, covers, everything perfect. \$24,500.

Vic Obringer, (410) 628-8009 victor@comcast.net (MD)

### 2000 323iT Wagon

VIN WBAAR3348YJM01647, \$25,500/OBO, Blue, fully loaded, automatic, 30k, excellent condition, leather, HK stereo, roof, fog lights.

Matthew Brach, (410) 897-5072 or (240) 353-7872 matthewbrach@yahoo.com, (MD)

### 2001 530ia

VIN WBADT63421CFO1014, \$38,500, Titanium Silver, Black Leather, Steptronic Transmission, Sports Premium Package (17" wheels), Moon Roof, Xenon Headlights, Convenience Package, Cold Weather Package, Sports Seats, 6 CD changer and hands free phone. 25,000 miles, garaged, non-smoker, one owner, hand washed only. 16" snows on aluminum wheels optional.

Richard W. Sander, Jr. (410) 229-0186 or (410) 933-0575 rsanderjr@aol.com (MD)

### 2001 Z3 3.0

VIN WBACN53471LJ55698 \$30,900 Titanium Silver, Black Top, Topaz Blue Sport Interior, 19,000 miles. heated sport seats, 2 piece BBS wheels, onboard computer, in dash CD. Garaged, original owner, BMW warranty until 7/06

John Hartge (703) 549-6445 jh@pressroom.com (VA)

## CARS FOR SALE

### 1970 2002 IT-B Race Car

This is the Olympic Quality Racing blue with silver stripe car. Built 1995, best of everything. Coil-over front suspension with spare springs. Fully adjustable rear sub-frame. Nascar front bar and adjustable rear swaybar, 8 Panasports plus 4 steel rains with Hoosier dirt. Two engines (One with 5 races, One fresh): E12 heads, 9:1 compression, .040 pistons, Accusump, Mocal Filter and cooler, spare trans, 8 gallon cell, OMP seat, minimum weight, 1:31 at Summit. Many body spares (doors, fenders, etc.) suspension (struts, trailing arms, halfshafts, etc.) parts included since I'm getting out of BMWs. \$10,000. Car and parts located in Rockville, MD.

Chuck Allard (301) 258-0210 callard@erols.com. (MD)

### 1974 2002 IT-B Enduro Race Car

This is the Fifty Plus white and black enduro car that was built and won both the 12 hour at Summit Point and the 24 Hour at Mosono in 2000, best of everything. Coil-over front suspension with spare springs. Nascar front bar and adjustable rear swaybar, 4 Panasports plus 4 steel rains with Hoosier dirt, OMP seat. One fresh engine, one with two weekends: E12 heads, 9:1 compression, .040 pistons, Accusump, remote Mocal Filter and cooler, two 12-gallon cells with female dry breaks, three 11-gallon refueling jugs with male dry breaks, fuel jug stand. Package deal since I'm getting out of BMWs. \$12,000. Car and parts located in Rockville, MD.

Chuck Allard (301) 258-0210 callard@erols.com (MD)

### 1974 2002

VIN 4226744. Asking \$3,000. White/blue interior, front seats w/cloth inserts, sun roof, 172k miles, body and engine rebuilt, 4-spd, 185/70R13, AM/FM cassette, 2nd owner.

Pete Robison (703) 455-8530 probison@erols.com (VA)

### 1974 2002 Turbo

VIN 4290903, \$20,000 /obo, Silver, black, 29,000 original kilometers, excellent mechanical condition, fresh paint, all new seals, no rust, fast and fun! Own a piece of BMW history.

Mike Early (410) 484-4620 m3early@aol.com (MD)

### 1976 2002

Original owner; car stored for 8 years while owner overseas; great original condition; runs fine; metallic brown, sunroof, 4-speed, no cracks in dash or rust on the car; upholstery is fine; photos available; 105K miles; asking \$4,000 OBO

Werner Kalatschan (202) 712-0893 (202) 712-0893 wkalatschan@usaid.gov (DC)

### 1981 323i

VIN WB4AH131048723682 Fresh Black Paint, Black Int. 120,000 KM, strong engine, very little rust, make offer.

Mike Early (410) 484-4620 m3early@aol.com (MD)

### 1985 M635CSi (Euro)

VIN WBAE310101051554 Schwartz black/anthracite leather, over \$20K in Dinan modifications: 3.9 liter Dinan Stroker Engine (dynoed @356hp), Dinan upgraded exhaust system, Dinan Stage 4 Suspension Kit, and Stage 1 Brake Conversion Kit, Dinan High Performance 17" x 9" Road Wheels with Goodrich Comp T/A Z-rated 255/40-17.

David Livingstone (301)-396-4460 livingstones@aol.com

### 1988 528e

VIN WBADK8305J9885067. \$3,000/obo. Bronze/Tan leather, 154,000 miles, automatic, air conditioning, AM/FM/CD, premium sound, ABS, power steering, power windows, power seats, power locks, cruise control, sun roof. Original owner, maintenance records, runs great.

Allan Foy (703) 938-3835 foyaoc@aol.com (VA)

### 1991 318is

\$1,000/OBO Immediate Forced Sale - Red in very good condition except: Motor developed noise which was tracked down to timing chain. Metal found in oil. Reluctant to get into repair. Rather sell to CCA member than other options. You must act ASAP as you want the car. Was daily driver until this week. Nothing missing. Car has Jim Conforti "Shark" chip, manual 5-speed trans, in-dash Sony Radio-CD player, OE driving lights, and manual sunroof.

Dan Zeitlin (410) 765-9155 (202) 481-9784 dan\_zeitlin@yahoo.com (MD)



NCC BMW CCA

Continued on the next page.

## PARTS FOR SALE

### Wheels/Tires

E 36 - Four Stock 15" Alloy Wheels with Pirelli 205/60R15 Tires. 15K Original miles on wheels and tires. \$500/OBO.

Mike Nader (202) 431-9742 nmnader@yahoo.com (MD)

### Spport Seats

Black leather front seats and a rear backrest from 1987 325i Convertible. Passenger seat in excellent condition. \$175 for all.

Peter Lassovszky (703) 242-9150 after 5pm

(202) 564-4882 daytime papagaj@bellatlantic.net (VA)

### Garage Sale

Everything sold at BEST OFFER PRICE as of 2/15/03. Full tan interior (less dash, carpet, and headliner) for E30 2-door cars. Front Seats in good condition (driver's side needs welding on back frame). Rear Seats are near perfect. Door cards passenger and driver side. All trim plastic throughout, in good to very-good condition. All speakers, rears with original housing. M-type 3-spoke Steering wheel solid but needs new cover. Power windows & switches available (but still need to be removed). Want to add a sunroof? I have the full power sunroof tub, including all motors, switches, and trim plates. Just have your body shop cut the right size opening and weld the tub to the rails between the A- and B-pillars. Pictures available upon request. Payment via money order only. You pay actual packing/shipping. DC-area can pay via cash/money order and pickup is available, possibly delivery for the heavier stuff.

Kurt Johnson (540) 338-9692 (540) 338-9692

kwjohn@mindspring.com (VA)

### M Roadster Parts

Bootsaver \$20, trunk mat \$37.5, wheel locks \$20.5, wind deflector \$100, mats \$55, Mlicense frame \$23.5, clear side lamps \$30, tonneau \$48, armrest \$45, hat \$12, light switch \$26, clutch stop button \$2, shift lever \$45, illuminated shift knob \$90, belt pads \$20.

Chris (703) 597 1960 osborne.christopher@epa.gov (VA)

### Z3 2002 Black Roll Hoops

Excellent condition. Lists for \$318, will part for \$250. Price includes shipping USA only.

Norman Harvey (202) 693-5418 Harvey-Norman@dol.gov (MD)

### Blizzak Snow Tires

Set of 4 Blizzak LM-22 snow tires for E-39 540L. 2-235/45 r17, 2-255/40 R17. Used one season - 3000 miles. Makes a huge difference in snow handling. New - \$700, asking \$475 + shipping.

Allan Lanzo (410) 832-5516 (410) 832-5516 dalpod@comcast.net (MD)

### Tires/Rims

Set of four factory wheels with snow tires for E34 5-series. Wheels are 15 in. "bottlecap" wheels from a 525i. Tires are Bridgestone Blizzak with one season of use (about 4,500 miles). The set is stored in Columbia, MD. \$350 obo (+shipping if out of the area).

Sean (202) 669-3525 seanflaherty@earthlink.net (DC)

### Yokohama Tires

4 Yokohama A/S 185 65 15. Less than 400 miles, mold marks still show on tread. All 4 for \$140. Tires are in Fairfax, adjacent to BMW of Fairfax.

David Ramatowski (703) 876-6300 (703) 876-6300  
dr.amo@verizon.net (VA)

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IF YOU ARE INTERESTED IN BECOMING A MEMBER, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 640 South Main Street, Suite 201, Greenville, SC 29601.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: STATE: ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ BUS. PHONE: \_\_\_\_\_

BMW MODEL/YEAR: \_\_\_\_\_

RECOMMENDED BY CLUB MEMBER: \_\_\_\_\_

MEMBER'S NUMBER: \_\_\_\_\_

**MY SPECIAL INTERESTS ARE:**

- |                                   |                                    |                                      |   |
|-----------------------------------|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> RALLIES  | <input type="checkbox"/> AUTOCROSS | <input type="checkbox"/> MAINTENANCE | <input type="checkbox"/> DRIVER SCHOOLS |
| <input type="checkbox"/> CONCOURS | <input type="checkbox"/> SOCIAL    | <input type="checkbox"/> MODEL CARS  | <input type="checkbox"/> OTHER          |

FOR FASTER SERVICE CALL (WITH CREDIT CARD READY):

# 800.878.9292

☐ **YES, I WANT TO BECOME A BMW CCA MEMBER.** Membership is \$35 for one year.

☐ **ASSOCIATE MEMBERSHIP.** This is available for a family member living at your address who will receive all membership benefits but will not receive an additional *Roundel* magazine. Cost is \$5.

NAME \_\_\_\_\_

**PAYMENT**

☐ **I'VE ENCLOSED A CHECK FOR** \_\_\_\_\_ (U.S. Funds only)

☐ **VISA** ☐ **MASTERCARD**

CARD NUMBER \_\_\_\_\_

EXPIRATION DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

Detach below form, enclose your check, and mail promptly. Registration is via USPS only.

Mail registration applications to: Jon Taillon, 2704 Curzon Ct., Vienna, VA 22181.



### DIY Registration Form

Dr. John's Motorsports - Saturday, May 3, 2003, 8:00 AM to 2:00 PM

Name: \_\_\_\_\_ Home phone: \_\_\_\_\_ Work phone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

BMW year: \_\_\_\_\_ Model: \_\_\_\_\_ I'll need help (Y/N) \_\_\_\_\_ I'll need special tool (Y/N/?) \_\_\_\_\_

BMW CCA Member # \_\_\_\_\_ E-mail: \_\_\_\_\_ Work I plan to accomplish: \_\_\_\_\_

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