

September/October 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

- 30 Spring Snowflake Mini Grand Prix (Sterling, VA)

## APRIL

- 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 at Dr. John's Motorsports (Sterling, VA)
- 4 Deutsche Marque Concours
- 10 Evening of Baysox Baseball (Bowie, MD)
- 17 Mid-Atlantik '02 Fest IV (Carlisle, PA)
- 18 12th Annual Jefferson 500 (Summit Point, WV)
- 24 NCC Autocross #1
- 31 Drivers' School @ Jefferson Circuit (Summit Point, WV)

## JUNE

- 1 Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 8 NCC Autocross #2 (MWCSCC Championship)
- 14 New Members' Party (BMW of Sterling, Sterling, VA)
- 21 Tech Session at Wagonworks
- 29 Mountain Thunder Summer Tour

## JULY

- 12 NCC Autocross #3
- 26 DIY at Curry's Auto Service (Ashburn, VA)
- 26 E24 6-Series Driving Tour to the Naked Mountain Winery (Markham, VA)

## AUGUST

- 2 Evening of Baysox Baseball II (Bowie, MD)
- 9 Highway Safety School @ Jefferson Circuit (Summit Point, WV)
- 9 Fun Rally: What the Point Rally? Free food
- 10 Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 16 DIY at Dr. John's Motorsports (Sterling, VA)
- 23 NCC Autocross #4

## SEPTEMBER

- 6 Shenandoah Concours (Edinburg, VA)
- 7 NCC Autocross #5
- 20 Driver Education /Demonstration and Gokarting at Allsports Grand Prix (Sterling, VA)
- 27 DIY at Curry's Auto Service (Ashburn, VA)

## OCTOBER

- 5 MGs of Baltimore & SCCA present MGs Fun Rally (Cockeysville, MD) <sup>(1)</sup>
- 5-11 Oktoberfest (Austin TX)
- 12 SCCA present Rapidan On Time (Lahore, VA) <sup>(2)</sup>
- 18-19 Drivers' School at Shenandoah Circuit (Summit Point, WV) (Tentative)
- 25 NCC Autocross #6
- 25 ChapterFest
- 26 SCCA present Pumpkin Puzzler II (Hunt Valley, MD) <sup>(3)</sup>

## NOVEMBER

- 1 DIY at Curry's Auto Service (Ashburn, VA)
- 1-2 Cabin Fever Overnight Fall Tour
- 14-16 Tarheel BMW Driving School at VIR north course (Danville, VA) <sup>(1)</sup>
- 15 NCC Autocross #7

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

<sup>(2)</sup> Branded Rally Club of MD <http://www.branded.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



VOLUME 33 NUMBER 5

2  
PRESIDENT'S MESSAGE

3  
FROM THE EDITOR

4  
COMING EVENTS

6  
DRIVERS' SCHOOL  
APPLICATION

7  
DRIVERS' SCHOOL  
ADMISSIONS POLICY

10  
DIY FORMS

26  
NEW MEMBERS LIST

28  
WOODY'S  
COMPETITION CORNER

31  
CLASSIFIEDS

32  
ADVERTISERS' INDEX



9

## *3...2...5 lift off!*

BY JARED TOWNSHEND

## *11. DIY Curry's July 26*

BY JOHN TAILLON

## *2003 New Members Party*

BY STEVEN SCHLOSSMAN

## *12. All Aboard the Summer Tour*

BY STEVEN SCHLOSSMAN

## *13. Autocross Returns to Virginia*

BY ANDREJ DOLENC



12

## *14. Mini Grand Prix at Allsports GP*

BY MATT REINHART



14

## *16. WagonWork Tech Session*

BY JOHN TAILLON



16

## *18. Wheel Worx for Alloy Wheel Repair*

BY ROBERT WILLIAMS



18

## *21. A Rain-Free, Fun-Filled Drive*

BY DOUGLAS A. ELLMORE, SR

## *25. Canada Grand Prix*

PHOTOS BY BRAIN HAIR

Cover: 2003 325i

Photo: BMW NA

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## P R E S I D E N T ' S

# Message

America's Best!!!

Recently, *Autoweek* published the results of their readers' survey of the Best Cars in America. Not surprisingly (to us, the BMW faithful), BMWs took top honors in 4 of the 10 car categories (there were two truck categories). Some of the results were:

Best Sedan – BMW 3 Series, winning convincingly over 45 entries in this category.

Best Sport Sedan – BMW M5, beating out the Audi RS6 and the Subaru WRX STi (I don't know how the Subaru sneaked in there since it's less than half the price of the other two and I didn't even vote in this survey). Best Coupe – BMW 3 Series, with the MINI Cooper in second (combined the BMW and the MINI shared over 50% of the votes for this category). Best Sport Coupe – BMW M3. The BMW 7 Series came in third behind products from two other German car manufacturers in the Luxury category. The 7 Series was hurt by less-than-favorable comments about its "distinctive front and rear looks." The only category in which BMW participated but did not place a vehicle in the top three was in SUVs, a category in which the Porsche Cayenne took the top honors. The X5 was mentioned as a contender, but did not make the final cut.

Thank You Raine.

With this issue, we have a new person in charge of the production; he is a long-time Chapter member and a full-time magazine production artist. His name is Wylie Wong and he is replacing (make that "succeeding") Raine Mantysalo. Raine has served the NCC for many years and has produced very professional "newsletters" for our Chapter. He will continue to participate in our events and is helping with the transition. Raine, on behalf of the current Board and all the local members, Thank You for all your hard work.

How can we help you?

In the last issue, I asked you how you could help. Several people have volunteered, but we can always use more participation. With this issue, I'm turning the tables and asking the members how we (the Board and all the committee chairmen) can help you? The purpose of the BMW CCA, and its local chapters, is to serve the general membership. We need to hear from you. What events/programs do you like? What do you dislike? What programs are in the category of "keep these or I'm leaving"? Conversely, what programs do you consider to be a total waste of energy?

It's important to get your input now because soon we will begin planning events for next year. You can communicate your preferences by sending a letter to the editor, by sending an e-mail to any of the Board members or committee chairs (see the masthead), or by just talking with any of us at an event. Finally, see the note elsewhere in this issue on nominations for the 2004 officer positions.

Show me the Ring.

Congratulations to NCC member Margaret Hartka (#185376) for being selected as a finalist in BMW's Ultimate Driver contest. Margaret competed for and won the right to be one of the first to drive the new 5 Series - in Germany, on the Nurburgring, with Hans Stuck as her instructor. We eagerly await an update from her with pictures.

O'Fest 2003 -

Registration is on-going for O'Fest 2003 in Austin, TX between October 5 and October 11. Go register right now, before you forget.

Get out and DRIVE!

Rafael Garces

der Bayerische

# From the Editor

I've procrastinated in writing my column for this issue of the *dB*, I really should have started it a couple of weeks ago, but there just hadn't been an event or an observation that I thought was worthy of writing about. I'm glad I waited, though, because this week there were two experiences that are worth talking about: The old iX rolled over 200,000 miles and I met a club member in Denver who exemplifies what our Bimmer community is all about.

## A milestone for the E30...

My 1988 325iX had 178,000 on it when I bought it from the original owner a little over two years ago; I was somewhat concerned at the time about how many more miles I could expect from it, but it was so fun to drive that I threw caution to the wind and took a chance on the old E30.

I've fixed most of the little issues it came with (misshapen door gasket, water in the tail-lights, broken fog light) and I've learned to live with a few others for the time being (central locking has never worked right, antenna mast doesn't always go all the way down). I've done some major maintenance on it (timing belt, torx head bolts, new belts, fluids). And I've done a few mods (H&R Sport Springs, Bilsteins, Remus exhaust). But mostly I've just enjoyed the car, and it's never let me down, it's definitely made me a believer in the E30 cars. I had a great time in the snow this past winter and I'm looking forward to getting involved with autocross next season.

Next on the list for the iX is a short shift kit, various bushings and mounts, and a chip. Sometimes I think I must be crazy to spend money on mods for a car with crappy paint and 200k on the odometer, the market value has to be close to nil, but I guess market value doesn't mean much for me at this point. The value of this car is in how much fun I can have with it, and more go-fast parts will definitely make it more fun!

## Membership has its rewards...

My Sister-in-law lives in Denver, Colorado and is considering the purchase of a pre-owned 330Xi. She asked if I could get a recommendation for a reputable shop where she could get a pre-purchase inspection. I didn't know anyone from the club in Denver, but I dug around and found the email address of Darlene Doran, who is the editor of "MotorSport Report", the newsletter for the Rocky Mountain Chapter.

Not only did Darlene offer the name of a good shop in Denver, she also said that she owns a 330Xi herself (one of seven BMWs in her family) and that she and her husband Mark would be happy to meet Kelli (my sis-in-law) to help her look over a prospective car prior to purchase. It's really remarkable that a member of this club can call on someone they don't even know, in another city, and that person will go out of their way to assist - even going way beyond what was asked of them. This experience has proved once again that you meet the nicest people in this club!

Have Fun, Be Safe!

Rob Williams

# Buy your BMW parts online.

Introducing the smartest BMW store on the worldwide web. Simply enter your Bimmer's year and model; we'll show you only those parts that fit your car (plus universal stuff such as Zymöl). You'll get exactly what you need, even if you don't know the BMW part number. Log on and give it a try. It's just like driving your BMW - fast, safe and fun.

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## Candidacy Statements

Elections for positions on the National Capital Chapter's Board of Directors for 2004 are approaching soon. Members are encouraged to run for a position. Should you care to run for either President, Vice President, Treasurer, or Secretary please send a candidacy statement by email to: [president@nccbmwcca.org](mailto:president@nccbmwcca.org) or standard mail to the Club Address: NCC BMWCCA, P.O. Box 685, Arlington, VA 22216.

## NCC Autocross Series Event #5

Sunday, September 7, 2003

Location TBD

Time: 9:00 A.M.

Our fifth event of the season is scheduled, but the location isn't yet confirmed. Keep an eye on the website for the final location.

The autocross will feature 3 heats of 4 runs for 30 cars, with the heats starting at 9:00 A.M., 11:30 A.M., and 2:00 P.M. Pre-register for this event starting August 7 by contacting Fatih Seleklir by e-mail. Please note that only BMW CCA members can pre-register. Entry fee for the autocross will be \$20 for BMW CCA club members and \$25 for non members. Please provide your BMW CCA number when you're registering.

Please note that if you run, you must work. We will be running the standard split heat work rule, which means that for each heat, half the drivers will work while the other half is driving, and then we will swap so that those who were working will get to run. We will be enforcing this rule, and if you don't work, your times WILL NOT COUNT.

## Driver Education/Demonstration and Go-Kart Racing

Allsports Grand Prix,  
September 20, 2003

We have two go-kart events planned for Saturday September 20 at Allsports Grand Prix in Sterling. At 10:00 AM, Tom Milner will demonstrate some of the finer points of driving go-karts quickly, and racers Jeff Altenburg and Mike Copperthite will show us how it's done in shifter karts. In the afternoon, at 1:00 PM, we will have a sprint/heat race to try out our newly acquired skills. Members are welcome to attend either or both events if they choose.

Tom Milner is known among BMW racing fans for his team's success in prototype racing. Many successful racecar drivers believe that training in racing go-karts helps to make them better drivers when they get on the track in their full-size cars. Tom trained in go-karts when he was actively driving, and his current crop of drivers train in go-karts as well.

Jeff Altenburg and Mike Copperthite are both experienced with racing in cars and go-karts. Mike has demonstrated his skills at prior BMW club go-kart races. The morning session will include a combination of classroom discussion, demonstrations on the track, and for a lucky few... a chance to drive a shifter kart! There is no fee planned for the morning activity as the instructors are generously donating their time and materials, while Allsports is donating morning track time.

The afternoon session will be a sprint/heat race where we can test our skills in wheel to wheel racing. This

race is for adults only (18 and over) and this venue is not to be confused with tourist-trap go-kart tracks that are better suited for kids. Allsports features an indoor track with computerized scoring; and race-bred go-karts, with full safety gear supplied. Their excellent website ([www.allsportsgp.com](http://www.allsportsgp.com)) provides a good description of Allsports' karts and the facility. The sprint/heat format consists of a sequence of short races of about 10 laps each. The field will run in 5 heat races, with varying competitors and starting positions. The cost for this event is \$60.00, payable when you arrive.

Please RSVP to Matt Reinhart by September 1, preferably by e-mail at [matthew.reinhart@jhuapl.edu](mailto:matthew.reinhart@jhuapl.edu) or by phone at work 240-228-6410 or home 410-987-3027.

## CHAPTERFEST!

### NCC Autocross Series Event #6

Saturday, October 25, 2003

Bowie Baysox Stadium

Bowie MD

Time: 9:00 A.M.

Come on out and join us for the NCC's Chapterfest, our own little version of Octoberfest. We'll be holding an Autocross, Concours, and Swap meet, and we'll be providing lunch! This will be the first time we've held this event in several years, and we're looking forward to having a lot of people show up and enjoy all the cars.

We will be at the Bowie Baysox Stadium, starting at 9:00, and finishing about 4:30 with trophy presentations. The concours judging will occur in the morning, so those of you who want to do both the concours and autocross will be able to.

The autocross will feature 3 heats of 4 runs for 30 cars, with the heats starting at 9:00 A.M., 11:30 A.M., and 2:00 P.M. Pre-register for this event starting September 25 by contacting Fatih Seleklir by e-mail. Please note that only BMW CCA members can pre-register. Entry fee for the autocross will be \$20 for BMW CCA club members and \$25 for non members. Please provide your BMW CCA number when you're registering.

Please note that if you run, you must work. We will be running the standard split heat work rule, which means that for each heat, half the drivers will work while the other half is driving, and then we will swap so that those who were working will get to run. We will be enforcing this rule, and if you don't work, your times WILL NOT COUNT.

For the Concours, this will be a low key, top only Concours, so just have your car clean so people can come and admire it. The cost for entry into the Concours will be \$15. Contact Paul Vessels at [onboost@bellatlantic.net](mailto:onboost@bellatlantic.net) for information.

The swap meet will be very simple, and free to club members. Contact Kevin Henry to reserve a space.

## NCC Autocross Series Event #7

Saturday, November 15, 2003

Bowie Baysox Stadium

Bowie MD

Time: 9:00 A.M.

Our seventh event of the season will once again be at the Bowie Baysox Stadium. This will be our last event of the series, so come on out and get it out of your system before the really cold weather hits!

The autocross will feature 3 heats of 4 runs for 30 cars, with the heats starting at 9:00 A.M., 11:30 A.M., and 2:00 P.M. Pre-register for this event starting October 15 by contacting Fatih Seleklir by e-mail. Please note that only BMW CCA members can pre-register. Entry fee for the autocross will be \$20 for BMW CCA club members and \$25 for non members. Please provide your BMW CCA number when you're registering.

Please note that if you run, you must work. We will be running the standard split heat work rule, which means that for each heat, half the drivers will work while the other half is driving, and then we will swap so that those who were working will get to run. We will be enforcing this rule, and if you don't work, your times WILL NOT COUNT.

## Cabin Fever Overnight Fall Tour

November 1-2, 2003

Start Location: Cracker Barrel, Manassas, VA

Meet Time: 9:00 a.m.

Destination: Seneca Rocks, West Virginia

Get a case of cabin fever! Join us for a five-hour caravan drive through Virginia and West Virginia, all on paved roads that are seldom traveled, to our destination in Seneca Rocks, West Virginia. We will head out on our journey promptly at 9:30 a.m. There is a planned stop for lunch at 4B's Pizza and Subs in Augusta, West Virginia. We will then depart from there to our host lodging, Yokum's, which has 25 guestrooms reserved just for us. Guests are welcome to stay at the main lodge or the renovated lodge above the general store. If you like, you can reserve a cabin instead (\$85-\$110/night). After settling in, we will gather for dinner at 7:00 p.m. on the Yokum's property. Dinner is limited to 50 people. We will have a BMW trivia contest and door prizes at dinner. There are lots of great things to see in the Seneca Rocks area. Horseback riding is available at Yokum's, if you are interested, and Smoke Hole Caverns is only 13 miles away.

Rates at Yokum's vary from \$40.00 to \$59.00 for one night. Their website is at: [www.yokum.com](http://www.yokum.com) and their phone number is (800) 772-8342. Ask for Shirley, and don't forget to mention the BMW Car Club. Make reservations by September 20, 2003.

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

Additional lodging can be found at Smoke Hole Caverns Motel and Log Cabins. Their website is at: [www.smokehole.com](http://www.smokehole.com) and their phone number is (800) 828-8478. The BMW Car Club has not made any special arrangements with Smoke Hole.

Lunch and dinner are included in the trip, for a mere \$30. Lunch includes pizza for two and sodas, or a sandwich or sub with fries and a soda, and the dessert is ice cream (\*see below for choices). Dinner is buffet style and includes roast beef, honey dipped chicken, mashed potatoes and gravy with corn, vegetables, salad and a soda. You may bring your own beer or wine to dinner. Please mail your check in advance, payable to NCC BMW CCA for \$30.00 to Chenty Carpenter, 9447 Park Hunt Court, Springfield, VA 22153, as soon as possible. Lunch selections must be made and checks received no later than October 19.

Once you have made your lodging reservations, please call or send an email to Chenty Carpenter at [cicarpn@opm.gov](mailto:cicarpn@opm.gov) (703) 582-8388. Chenty will take your lunch requests and send you a confirmation

email. 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 have one.

\*Pizza toppings (up to 2 toppings): tomato, pepperoni, onion or sausage

Sandwiches: BBQ, Cheeseburger or Fish Filet  
Subs: Ham & Cheese, Italian Cold Cut or Sausage & Cheese

## Directions to the Start:

*From the Washington, DC, Beltway (I-495)*

*Take I-495 to I-66 west. Exit at 47B (north 234).*

*Turn right at traffic light onto Battleview Parkway to the Cracker Barrel.*

*From the Baltimore Beltway (I-695)*

*Take I-95 south to I-495 west. Follow the directions above.*

Look forward to seeing you there.

## Charity Autocross for Sonny's Kids

We are adding another autocross to the schedule for this year. It will be a charity event for Sonny's Kids and will NOT be a part of the NCC autocross championship series. This autocross is just for fun and all proceeds from this event will directly benefit the Sonny's Kids Foundation. On October 3, 2002 at 7:41 am, James L. (Sonny) Buchanan became the third victim in the sniper attacks in the Washington D.C. metropolitan area. This foundation was established in his memory and more information can be found at <http://www.sonnyskids.org>

This autocross will be held in late September or early October. We don't have all the details worked out yet, so please keep an eye on the NCC web site for the location and registration information for this event.



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# NATIONAL CAPITAL CHAPTER BMW CCA

## OCTOBER 2003 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between August 15 and September 12, 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 be at least 18 years old and have full, valid driver's licenses. 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.*

### October 18-19 (Summit Point Shenandoah 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  
% 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 _____
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Car Color _____	Year _____	Make _____
		Model _____

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

**And don't forget our volunteer credit program: corner-work any three track days and attend a two-day school as a student for half price, or work six days and attend a two-day school FREE! \***

\* Note: To be eligible for credit for free schools, workers **MUST** preregister. Parents of workers under 18 must execute a Minor Waiver before the event. To preregister, or for additional information, contact 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: \_\_\_\_\_ Jefferson Circuit: \_\_\_\_\_ Shenandoah Circuit: \_\_\_\_\_

Days at other tracks (please list individually): \_\_\_\_\_

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# Admissions Policy

NATIONAL CAPITAL CHAPTER BMW CCA

REV 3.2

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.
- The October school at the Summit Point Shenandoah Circuit is tentative. The circuit is under construction, and delays may require event cancellation. In the interim, we are planning to hold the event as scheduled. If cancellation is ultimately required, notification will appear in the chapter's magazine and on the Web site.

<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	May 29 – June 27	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



# 3...2...5...lift off!

*By Jared Townsend*

I'm the kind of car guy who tends to favor the sportiest version of any car. So, if I had my choice of 3 Series loaner cars, I would choose the 330. However, this time I did not get a choice, and BMW of Arlington furnished me with a 325i sedan with the 'auto-manual' transmission (apparently BMW of Arlington does not enjoy replacing clutches while its customers learn to drive a manual transmission). I have had the car for 5 days and have rarely turned on the radio; preferring, instead, the symphony of engine bass and tire-squealing treble. I have felt right at home in the bare-bones loaner edition of the 3 Series, a car that I thought would bore me to death.

## In the eye of the beholder-

Clad in the standard issue silver exterior with black trim, the 325i is always appealing, but this color combination is all too common these days. Overall, the interior of the loaner 325i car is very clean, respectable, and simple. Steering wheel mounted controls, such as cruise and radio, are always appreciated. The stereo system is excellent, in line with the dependable level of excellence that all BMW stereo systems have attained. The leatherette seats are comfortable and durable, but lack the luxury car look of real leather. There are two cup holders and two large sun-glass trays in the center console, one of which I would transform into a gauge

cluster. On a side note, I am surprised that BMW has not started to put round gauges in the center console more often, as seen in the Z3; I think gauges look great!

## In the hands of the driver -

At 3300lbs and 184 hp (175 lb-ft torque), I did not expect the performance of the E46 325i to out-shine the performance of my E30 325i which is 2800lbs and 170 hp. In addition, my E30 has a 5-speed manual transmission and the E46 has a 5-speed steptronic automatic, which I like to call auto-manual. However, the gear ratios in the steptronic automatic make the E46 much more versatile and responsive than my E30. In fact, the combination of engine, transmission, tires, and suspension on this E46 renders my E30 almost obsolete. The E46 runs all season 205/55 R-16 tires as standard equipment, compared to the 205/55 R-14 tires that were standard equipment on my E30. The increase in tire diameter, combined with the superior suspension and chassis, add up to an E46 3 Series that is much more capable of putting its power to the pavement than my E30.

The joy of shifting is partially maintained with the 5-speed steptronic automatic transmission, making for a gear-box that is just plain fun to drive. The manual mode allows the driver to remain in one

gear, unless the rev-limiter is tagged under acceleration triggering an up-shift. Thus I was able to precisely pick a gear as I entered a turn without the car downshifting as I mashed the throttle. However, I found the motion of the shift lever to be counter intuitive. Pushing the lever forward results in a down-shift; pulling back on the lever results in an up-shift. I am now accustomed to it, but I drove a friend's 330ci with steptronic transmission and his shifting operates in the opposite manner.

The five gear ratios in the 325i deliver flexibility and response by providing "shorter" gearing (higher engine speeds) in 2nd, 3rd, and 4th gears. In 5th gear, overall gearing is "taller" (lower engine speeds) for quieter, potentially more fuel-efficient cruising. Fuel economy is also aided by the new ability for lockup of the torque converter in 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> gears instead of the traditional 5<sup>th</sup> gear only. I am hoping to have time to train the Adaptive Transmission Control (before I must return the 325i), the control system that automatically adapts its operation to how the car is being driven, to adapt to my driving style and allow quicker shifts. However, I would still prefer a control that would allow me to choose how aggressively the transmission would shift.

# 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. By purchasing parts from the sponsor, we provide an incentive to host an event. There are usually several NCC members, as well as technicians provided by the sponsor, who can assist when advice or an extra pair of hands is needed. We are 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 the event will be first-come-first-served, and we will maintain a waitlist. The cost of registration is \$20. Please make checks payable to: BMW CCA NCC. 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 DIY Registration Forms to:**  
**Jon Taillon, 2704 Curzon Ct., Vienna, VA 22181.**

**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.

**Detach appropriate form below, enclose your check for \$20 (payable to NCC BMW CCA), and mail promptly to Jon Taillon, 2704 Curzon Ct., Vienna, VA 22181. Registration is via USPS only.**



## DIY Registration Form

**Martin Motorsports - Saturday, September 13, 2003, 8:00 AM to 2:00 PM**  
**460 A South Pickett Street, Alexandria, VA 22314**

Name \_\_\_\_\_ Hm phone \_\_\_\_\_ Wk phone \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
BMW Year \_\_\_\_\_ Model \_\_\_\_\_ I'll Need help (Y/N) \_\_\_\_\_ E-mail \_\_\_\_\_  
BMW CCA Member # \_\_\_\_\_ Work I plan to accomplish \_\_\_\_\_  
Special Tools Needed \_\_\_\_\_



## DIY Registration Form

**Curry's Auto Service - Saturday, September 27, 2003, 8:00 AM to 2:00 PM**  
**1510 Moran Road, Sterling, VA 20166**

Name \_\_\_\_\_ Hm phone \_\_\_\_\_ Wk phone \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
BMW Year \_\_\_\_\_ Model \_\_\_\_\_ I'll Need help (Y/N) \_\_\_\_\_ E-mail \_\_\_\_\_  
BMW CCA Member # \_\_\_\_\_ Work I plan to accomplish \_\_\_\_\_  
Special Tools Needed \_\_\_\_\_

## DIY Curry's July 26

*By John Taillon*

Curry's Auto Service opened its Ashburn location for the members of the National Capital Chapter on Saturday July 26. Five lifts and four mechanics were on hand to make the DIY tasks easier for the NCC members. To create a nice mid-job distraction, a super charged Honda S2000 was on the Dyno in the back of the shop. Numerous pulls on the Dyno were performed, filling the shop with a 9000 RPM, supercharged, VTEC roar. I offered to put my '87 ETA on the Dyno, but the guys at Curry's didn't want me showing-up the owner of this super charged beast.

There was a wide variety of jobs performed, many members were prepping their cars for the upcoming drivers school. I personally gave my car a once-over on the lift to make sure every thing was bolted down and ready to go for the August school. I even replaced a broken hood release cable that I had been dreading to fix for weeks. With Austin's help this job was easily finished in less than an hour. There was also an E46 getting ready for the track, with some new brake pads, stainless lines and some fresh brake fluid. The mechanics even obliged by completing the pre-track technical inspection.

Replacing various worn rubber mounts was the other common task of the day. The transmission mounts on a 525 was replaced, a simple job on a lift, but a nightmare on a garage floor. The thrust arm bushings were replaced on a pristine M5 and a Guibo replaced on an M3.

All in all the day went by very smoothly. The assistance of the Curry's mechanics, pre-ordered parts waiting, and open lifts made the jobs much easier. The club looks forward to going back to Curry's on September 27<sup>th</sup> for another successful DIY. Hopefully I won't be there for any major post-track repairs.



## 2003 New Members Party

*By Steven Schlossman, Membership Chairman*

Once again, BMW of Sterling opened their doors after hours to host our annual New Members Party. Lunch was provided by the National Capital Chapter with raffle prizes donated by BMW of Sterling and the NCC.

Approximately 60 people attended despite the gloomy forecast of sever thunderstorms. It was great seeing and meeting all of the new members as well as some of the old timers. Whether people showed up for the food, to win some prizes, pick up some parts, or just to look over the showroom, many new members did not go home empty handed. In addition to the great prizes that BMW of Sterling donated, the NCC gave away coupons for service at BMW of Sterling, admission to an autocross, and one lucky winner even won a spot in our Highway Safety School!

Many thanks to Mike Winter, Chico Motely and Doran Gayer of Sterling BMW for keeping the showroom and parts department open late. You helped to make this event a rousing success.

I hope to see many of you newcomers at upcoming BMW events.





# All Aboard the Summer Tour

By Steven Schlossman, Tourmeister

In my never-ending search for tour destinations, I borrowed this one from the Mazda Sportscar Club of Washington. Tours are generally planned three months in advance to meet the der Bayerische deadline and there was little time after completing the last tour before starting the next. The Western Maryland Scenic Railroad in Cumberland looked like an interesting trip. Past summer tours have been in sweltering heat so I figured a moving train might just work this time. I had originally planned to take the highway, but after seeing how close Cumberland was, I decided to map out an easy route along scenic Route 40. After three trips out to Cumberland, I had our journey planned.

So on June 29th everyone met at the usual Maryland gathering point, the Park & Ride off I270 in Urbana. From 2002s to an 8 Series, Z3s and M3s all showed up. We had a tight schedule since the train was departing at 11:30 a.m. with or without us. After a quick drivers meeting, we headed out on I270 for a bit where we picked up Route 40. We circled around Hagerstown onto I70 to avoid some traffic and jumped back onto Route 40. Keeping close watch of the time, some left the caravan and headed onto I68 to be sure they'd make the train departure. Others pressed on. Scenic Route 40 offers some nice twisty roads and it didn't take that much longer to go the road less traveled.

We all arrived in Cumberland with plenty of time to pick up our tickets and board the train. Some folks chose coach while others went first-class where an enjoyable lunch was served on the 32-mile excursion to Frostburg and dessert was served on the trip back. For those who chose not to eat on the train, lunch was available in Frostburg at quite an eclectic choice of eateries and there were even some quaint shops to browse through.

After we arrived back at the train station in Cumberland, some chose to take the highway back while others chose Route 51 to Route 9 and then, finally, home. It was a nice, pleasant trip for kids of all ages. I think we all had quite an enjoyable time going back in history and experiencing what a real dining car must have been like and how it felt to travel on the rail.

For more information about the Western Mountain Scenic Railroad go to: [www.wmsr.com](http://www.wmsr.com)



Photos: BMW NA



Photos by Steven Schlossman



## 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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# Autocross Returns to Virginia

*By Andrej Dolenc*

Saturday, July 12th brought us another autocross in the National Capital Chapter's 2003 Autocross Series. This wasn't just an ordinary autocross, it was the Autocross program's triumphant return to the Commonwealth of Virginia. It's been quite a number of years (do we have a chapter historian who can tell us exactly how long?!), and the many Virginia based autocrossers rejoiced at the shorter drive to the event.

Autocross #3 took place at Osbourne Park High School in Mannassas. While the lot was not very big, the excellent pavement was a very welcome change from the near gravel condi-

tions of the Rosecroft lot. The tight and twisty course designed by Kevin Henry had everybody testing their brakes before every corner, and many tires complained loudly as they were pushed around just a bit too fast. Tire screeches and all, it was a fun day of autocrossing, everyone whocame enjoyed the chance to drive hard and the camaraderie of their fellow BMW CCA members.

The autocross program will keep moving around, look for our next event at PG County Community College. Come on out and join us!

# Mini Grand Prix at Allsports GP on June 22, 2003

By Matt Reinhart

Our fourth go-kart race at Allsports GP this year brought out 20 racing enthusiasts who participated in a "Mini Grand-Prix." Two groups of 10 drivers raced for 25 laps to establish their starting position in the main 40-lap race. The main race was also split into two groups of 10 based on each racer's single fastest qualifying lap, which helped make for some close racing.

In the "B" main race, Raul Escobar led from start to finish turning 40 laps in 15 minutes and 35 seconds. Patrick Veltri started in 5th position and managed to move up to a 2nd place finish just 7 seconds behind Raul. The 3rd through 5th place finishers were separated by only 5 seconds, with Gregory Meyer taking 3rd place.

The "A" main also held some close racing. Rafael Graces qualified on the pole with a laptime of 22.034 seconds, which turned out to be the fastest time of day. In the main race, Rafael was unable to hold off the hard charging Brad Evans who started 3rd, but quickly moved into the lead and held that position to the finish. Brad finished 40 laps in 15 minutes 11 seconds, with Rafael 14 seconds behind in 2nd place. The really close racing was again for 3rd place, with just 2 seconds separating the next three finishers after more than 15 minutes of racing. Mike Radziewski held off Gary Lin and me to win the coveted 3rd place trophy.



Photos by Steven Schlossman



## A Main race

<u>Position</u>	<u>Name</u>	<u>Laps/time down</u>
1	Brad Evans	winner
2	Rafael Garces	14.3 seconds
3	Mike Radziewski	1 lap + 1.3 seconds
4	Gary Lin	1 lap + 2.7 seconds
5	Matt Reinhart	1 lap + 3.2 seconds
6	Luis Rinsivillo	1 lap + 12.7 seconds
7	Brian Hair	1 lap + 20 seconds
8	David LaPoint	1 lap + 26 seconds
9	Tod Zuscin	2 laps + 6 seconds
10	Blair Lee	2 laps + 14 seconds

## B Main race

<u>Position</u>	<u>Name</u>	<u>Laps/time down</u>
1	Raul Escobar	winner
2	Patrick Veltri	7.3 seconds
3	Gregory Meyer	1 lap + 10.6 seconds
4	Steven Meyer	1 lap + 11.5 seconds
5	Fatih Selekler	1 lap + 14.9 seconds
6	Dan Wade	2 laps + 13.2 seconds
7	Tarik El-Bashir	2 laps + 13.8 seconds
8	Joshua Turner	2 laps + 19.1 seconds
9	Stephen Tenney	3 laps + 10 seconds
10	Gary Brown	4 laps + 10 seconds



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# WagonWork Tech Session

By John Taillon

WagonWork is a family-run auto body shop in Alexandria, owned by Mike Andersen. Originally founded as a Volkswagen body shop (hence the the WagonWork), it has expanded its service offerings to primarily high-end European cars. WagonWork now has two locations in Alexandria, they hosted the National Capital Chapter at the location that serves BMWs.

Sixty NCC members attended this event, one of the most popular club events of the year. Those on hand were treated to some extremely informative demonstrations and presentations. The morning started with a demonstration on straightening a Unibody quarter panel. Pins were attached to the damaged rear quarter panel of an A4. The pins were gently pulled until the panel was back in place. After the panel was shaped, the welds from the pins were sanded off and the panel prepped for paint. This first demonstration proved that body work is definitely an art.

One of the most interesting demonstrations came next. A heavily damaged 540 Sport was put on the straightening rack. Tension was placed on the chains attached to the frame rail. A NCC member was able to work the hydraulic peddle, pulling the frame straight. This demonstration showed why WagonWork is the premier shop in the area. Mike Andersen and his staff highlighted the secondary damage to the car. The rear seat was removed and damage was found there, as well as along the top of the rear door.

An interesting discussion followed about the car insurance industry in Virginia, including the emergence of insurance-company-run body shops and the fact that the DC metro area has one of the lowest priced auto body costs in the Nation. Mike even ranked the insurance companies ease of claim and gave insights on how insurance adjusters operate. I was happy to learn that my insurance company, USAA, was a hands-down favorite.

Other highlights of the day included demonstrations on trim replacement, detailing, painting, and paint matching. NCC members were able to learn through watching and even participating in almost every demonstration. Throughout the day Mike and his staff proved why they are the best shop in town. This was definitely one of the most informative and enjoyable events of the year. Luckily for those who were unable to attend, WagonWork offered to make this tech session an annual event.





*Photos by Steven Schlossman*

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*Photos by Steven Schlossman*

# Wheel Worx for Alloy Wheel Repair

By Robert Williams

I finally did it. Disgust at the condition of the cross-spoke alloys on my E30 finally got to be too much and I sent them away to be professionally straightened and refinished. I only wish I had done it sooner.

Cleaning my wheels had become a terribly disappointing procedure. I knew how great looking these wheels could be, and I had spent countless precious weekend hours furiously scrubbing with whatever new brush or appliance I was sure would finally make them shine. Eventually I came to accept what I really knew all along, my wheels were basically sand-blasted by years of brake dust, road grime, and salt — there was no finish on them to bring forth no matter how much I cleaned them.

I was also fairly certain they were not straight. The early alloy wheels made by BBS are notoriously soft; one of the E30 buying guides even goes so far as to say one must just assume, when buying an E30 with the BBS alloys, that they are bent to some degree. My car always

had a slight vibration at high speed and I was pretty sure that was the cause.

Former NCC president Al Zavala pointed me toward Wheel Worx in Millersville, MD. They are a long-time *der Bayerische* advertiser and Al was sure they could fix what ailed my once-beautiful wheels. I gave them a call and spoke with Mike Harman who told me a thing or two about the business.

The company got its start when owner Bruce Preissler hit a pothole in his Porsche 928 and

damaged an expensive alloy wheel. Bruce took the wheel for repair and stuck around to watch how they did it; the process intrigued him. He felt there was enough of a market for this kind of work to support another shop and made up his mind to enter the field himself, his initial investment was the princely sum of \$1500. He had some shop space, bought some specialized equipment, and hired a couple of experienced wheel technicians. That was 11 years ago and now Wheel Worx is the premier wheel repair shop in the metro area, repairing and refinishing approximately 400 wheels a month.



*Before*



*After*



*Wheels side by side.*

*Photos by Robert Williams*

Millersville is not exactly my neck of the woods, but when I spoke with Mike he told me that they pick up wheels from as far a field as Fairfax to the South, Westminster to the North, Annapolis to the East, and Howard County out West. In other words, they'll send a driver to just about any business address in the Washington-Baltimore area. I arranged for Mike's guys to pick up my wheels at a shop in Fairfax, saving me the cost and hassle of shipping them.

The driver picked them up on Monday, they were back on Friday, and man did they look great! Wheel Worx uses a proprietary straightening machine that can detect and correct imperfections in a wheel as small as 10/1000 of an inch; for comparison, most factory wheels are considered straight if they are within 25/1000 of an inch. Once straight, they are media-blasted to bare metal and re-coated with four coats of primer, four coats of color, and then four coats of

clear. The result is a wheel that is probably straighter than when it left the factory and with a tough finish that will last for many years.

Cleaning my wheels is a lot easier now that they actually have paint on them and the reward is much more, well...rewarding. They look as nice as I always knew they could, the high-speed vibration is gone, and taking time to clean them is time well spent.



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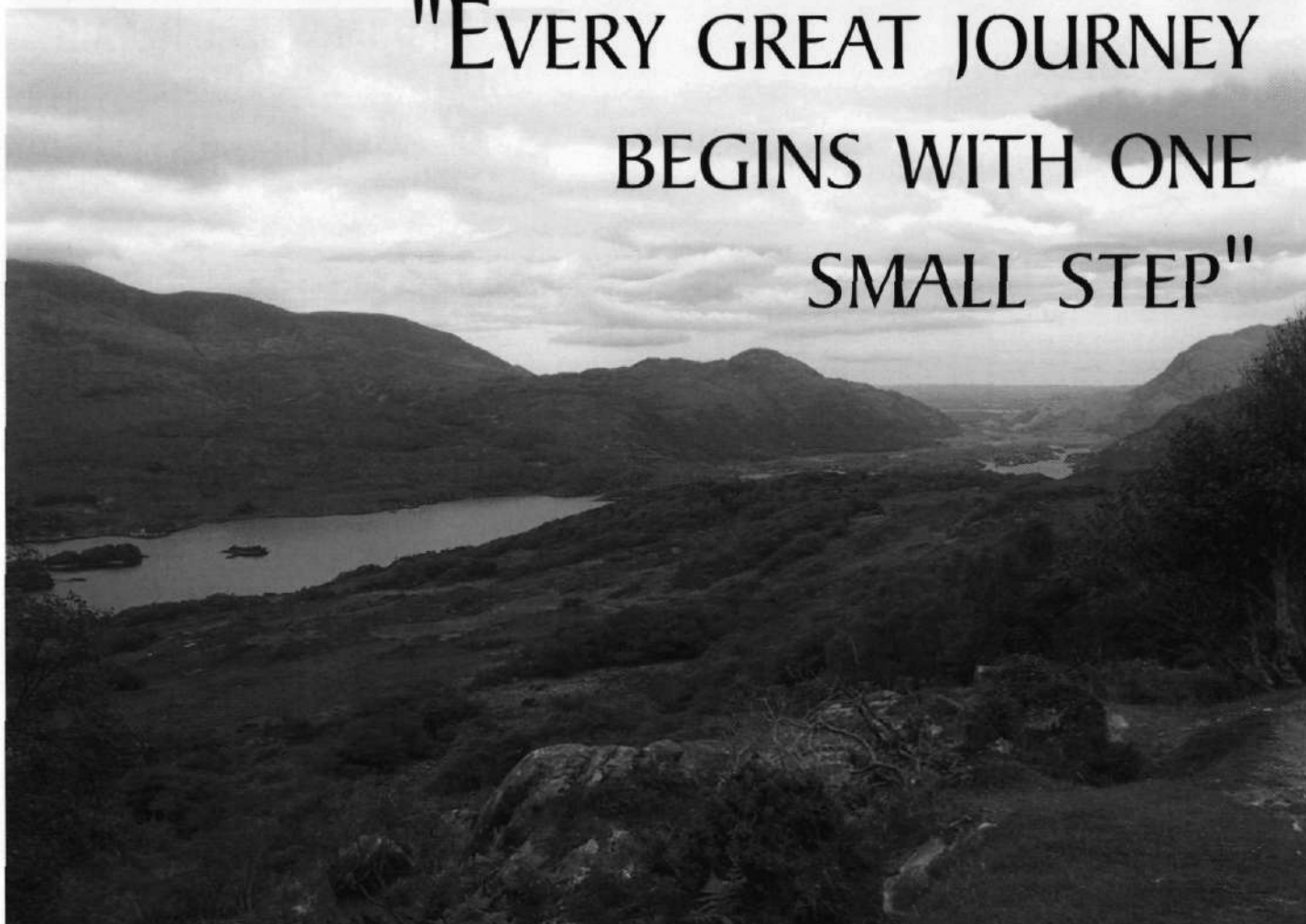
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# A Rain-Free, Fun-Filled, Sunday Drive at Rosecroft Raceway

By Douglas A. Ellmore, Sr

On June 8, 2003 the National Capital Chapter held the second event of the Autox season under rain-free conditions. The event was co-sponsored with the local Metro Washington Area SCCA group. There were 128 racers spread over 4 heats.

The course started with a high-speed slalom that transitioned into a large-radius figure eight, followed by a hard 90-degree right hand turn and short slalom sprint. The fourth major section presented a tight decreasing radius 120+ degree left hand turn that put a few folks out of control and riding on three wheels. Coming out of the tight left hand turn was a small right hand turn to the finish.

The fastest time of the day (49.054 seconds) was by Andrej Balanc in his Red 1994 Chevrolet Corvette. Andrej met with some unfortunate luck, however, when his car failed in the middle of the figure eight during his fourth run. This caused a delay in the event and required course workers to clean up oil on the course in this critical section of the figure eight.

The categories were organized according to SCCA regulations, which included a Ladies category and a Novice category. There were four ladies who competed with Angie Brochu taking first place with an index time of 41.441 seconds in a 1987 BMW 325es. There were 22 novices at the event, which is sending a strong signal to area event organizers of the increasing interest in autocrossing, or Solo2 as it is called by SCCA. Greg Obadia earned the first place Novice position in a Silver 2002 Honda S2000 with an indexed time of 41.062 seconds.

Another highlight of the event was the strong showing of vintage cars, many of which also turned in very fast times. A few of these were concourse quality cars. It is nice to see these classics driven fast and performing well for their Sunday drives.

The events are filling up quickly and there is often a waitlist prior to the event. So keep watching the BMW CCA web site and the SCCA local autocross group site at [www.autocrossers.com](http://www.autocrossers.com) for registration information.

## BMW CCA National Capital Chapter Autocross Results

Summary Results, #3 - 2003 Series Event 3 - 7/12/03 Total Entries: 92

#	Driver	Car Model	Time	#	Driver	Car Model	Time	#	Driver	Car Model	Time
Class: 'SSM' Total Entries: 14				4	3323 Kyle Mathews	95 BMW M3	50.365	10	3115 Jim Cunningham	86 Porsche 944	51.848
1	3211 Bob Hausmann	94 BMW 325	47.332	5	3203 Bill Steele	99 BMW M3	51.020	11	3127 Chris Maier	02 Subaru WRX	51.887
2	3320 John P. Vitamvas	95 BMW M3	48.085	6	3231 George Hendricks	95 BMW M3	51.093	12	3310 Han Park	98 Chevy Corvet	52.113
3	3313 Neil Simon	99 BMW M Coupe	48.732	7	3111 Bud Schreiber	01 BMW M5	51.190	13	3306 Scott Spaulding	93 Mazda Miata	52.131
4	3312 Brian Hair	88 BMW M3	48.832	8	3130 Tom C. Davis	98 BMW M3	51.407	14	3119 Paul Verra	01 Ford Mustang	52.369
5	3307 Han Ah-Sue	90 BMW M3	49.015	9	3107 Kevin S. Lewis	02 BMW M Roadst	53.200	15	3232 Chris Smith		52.561
6	3228 Elaine Wong	95 BMW M3	49.177	10	3108 Martin Shay	91 BMW M3	53.228	16	3110 Charles Miks	02 Subaru WRX	52.701
7	3321 Jeremy Warfield	95 BMW M3	49.210	11	3214 Mike Counts	00 BMW M Coupe	53.398	17	3118 Tim Maire	97 Mazda Miata	52.803
8	3212 Woody Hair	88 BMW M3	49.213	12	3202 Roy Nicholson	95 BMW M3	53.946	18	3216 Sanjay Sharma	00 Honda Prelud	53.400
9	3318 John Doby	98 BMW M3	49.641	13	3206 Peder Andersen	00 BMW M Coupe	54.108	19	3222 Terry Speegle	Audi S4	53.402
10	3205 Eric Wong	95 BMW M3	49.689	14	3314 Sam Friedman	88 BMW M3	54.851	20	3336 Jim Brewster	03 Subaru WRX	53.571
11	3325 Charlie Simon	99 BMW M Coupe	49.741	15	3103 Jamal Haque	01 BMW M3	54.916	21	3327 Doug Spaulding	93 Mazda Miata	54.649
12	3338 Gary Lin	95 330ti	49.873	Class: 'S1' Total Entries: 7				22	3337 Jessy Houston	Ford Probe	54.772
13	3225 Chuck Grafton	90 BMW M3	50.443	1	3226 Rafael Garces	96 BMW 328i	49.961	23	3330 John Willemin	03 Subaru Impre	54.873
14	3208 Greg Sober	97 BMW M3	50.644	2	3317 Al Zavala	00 BMW 323i	50.534	24	3114 Winston Chow	94 Mazda Miata	55.291
Class: 'S1M' Total Entries: 6				3	3229 Jeremy Caplan	BMW 325XiT	50.605	25	3207 Kwok Chang	03 Honda S200	55.611
1	3324 James Sheridan	98 BMW 323is	47.515	4	3315 Roy Morris	99 BMW Z3	51.393	26	3129 Christina Copty	VW GTI 1.8T	61.760
2	3218 Kevin Henry	90 BMW 325i	48.390	5	3220 Nicholas Rubenstein	BMW 325 XiT	52.105	27	3209 Steve Sumitra	99 Subaru Impre	DNF
3	3227 Mark Rebano	89 BMW 325is	49.827	6	3309 Brandon T. Lindley	93 BMW 325 ic	52.237	Class: 'FUN' Total Entries: 1			
4	3304 Pete Lem	98 BMW 323is	51.662	7	3213 Susan Lake	95 BMW 325i	56.030	1T	3339 Peder Andersen	00 BMW M Coupe	53.817
5	3204 Jed Carmona	94 BMW 325is	54.377	Class: 'S2' Total Entries: 4				Class: 'N' Total Entries: 8			
6	3329 Jim Colbert	90 BMW 325i	58.456	1	3105 Marvin Poindexter	00 BMW 540i	51.917	1T	3303 Glenn Ty	E36 BMW M3	46.510
Class: 'S2M' Total Entries: 5				2	3124 David Costanza	98 BMW 540i	54.732	2T	3223 Zachary Catlin	96 Chevy Corvet	49.182
1	3322 Ron Katona	96 BMW 318ti	49.423	3	3120 Eric Shott	02 BMW 540iA	55.333	3T	3316 Fatih Seleklor	02 BMW 330Ci	49.254
2	3311 Bill Schofield	96 BMW 318ti	50.398	4	3121 Tawfiq Khan	98 540i	58.941	4	3319 Andy Dhillon	92 Honda Prelud	53.069
3	3201 David L. Bullman	98 BMW 318ti	52.475	Class: 'T' Total Entries: 1				5	3125 Holly Markle	BMW 325Ci	53.261
4	3102 Steve Kim	87 BMW 535is	52.895	1	3301 Jason Hallick	98 BMW 318iA	55.805	6	3224 Anthony Smith	94 BMW 325 is	53.761
5	3122 Mark Kim	87 BMW 535is	52.920	Class: 'X' Total Entries: 27				7	3104 Paul White	95 BMW M3	54.622
Class: 'TM' Total Entries: 4				1	3126 Stephen Catlin	96 Chevy Corvet	47.039	8	3221 Hammad Dasti	99 Nissan Maxim	55.626
1	3106 Todd Pantezzi	73 BMW 3.0CS	51.183	2	3210 Dean Lake	74 MGB	49.852	Top Time of Day:			
2	3335 Steve Arndt	92 Honda Civic	51.428	3	3131 George Stanton	02 Subaru WRX	50.129	NSSM	3303 Glenn Ty		46.510
3	3334 Andrew Love	85 BMW 318	52.217	4	3230 Gene Lemoine	92 Nissan Sentr	50.586	Top Pax of Day:			
4	3101 Douglas Ellmore	74 BMW 2002ti	53.927	5	3123 Adam Molaver	96 Mazda Miata	51.132	T	3301 Jason Hallick		42.635
Class: 'SS' Total Entries: 15				6	3302 Adam Chelickowsky	VW GTI 1.8T	51.457				
1	3326 David W. James	99 BMW M Coupe	49.793	7	3219 Vinay Sharma	00 Honda Prelud	51.474				
2	3109 Andrej Dolenc	97 BMW M3	49.884	8	3331 Tom Milner	Mini Cooper S	51.780				
3	3308 Ken Kammerer	03 BMW M3	50.047	9	3113 Edward Quackenbush	02 Honda S2000	51.843				

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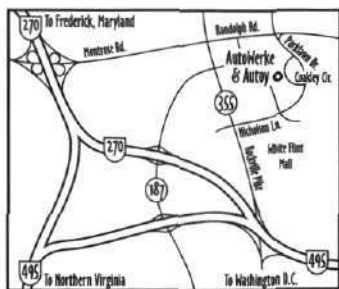
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## Application for Customized Maryland Club License Plates



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 Ed MacVaugh at the address listed on the form. You will receive an MVA form from Ed 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.

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

# Canada Grand Prix

Photos by Brian Hair



Ralf Schumacher in the Williams-BMW leads brother Michael in the Ferrari early in Canadian Grand Prix



Juan Pablo Montoya qualifying in the rain



Ralf Schumacher in the Williams-BMW

## BMW CCA National Capital Chapter Autocross Results

Summary Results, #2 - 2003 Series Event 2 - 6/8/03 Total Entries: 128

#	Driver	Car Model	Time	#	Driver	Car Model	Time	#	Driver	Car Model	Time
Class: 'SSM' Total Entries: 18				3	2222 Nicholas Rubenstein	2002 BMW 325XiT	54.498	43	2412 Christopher Dobbins	2002 Lexus IS30	54.029
1	2108 Eric Wong	1999 BMW M3	50.466	4	2215 Brendon Bengermimo	2002 BMW 325Ci	56.468	44	2124 Steven A. Brown	1994 Mazda Miata	54.202
2	2409 John Vitamvas	1995 BMW M3	50.620	5	2202 Berkeley Jefferes	1991 BMW M5	56.586	45	2317 Dave Mapes	1966 Ford Musta	54.223
3	2220 Woody Hair	1989 BMW M3	51.284	6	2205 Wayne Rubain	1991 BMW M5	56.943	46	2413 John Nicolaysen	2000 VW GLS 1.8	54.551
4	2111 Neil Simon	1999 BMW M Coup	51.565	7	2216 Steven Barr	1987 Pontiac Fi	66.795	47	2407 David Potter	1999 Mazda Prot	54.718
5	2330 Elaine Wong	1995 BMW M3	51.890	Class: 'T' Total Entries: 2				48	2115 James Cunningham	1986 Porsche 94	54.784
6	2416 John Doby	1998 BMW M3	52.201	1	2404 Bob Hausmann	1985 BMW 635	58.304	49	2301 Rob Robeson	1999 Mazda Prot	55.247
7	2427 Jeremy Warfield	1995 BMW M3	52.321	2	2306 Jason Hallick	1998 BMW 318i	59.140	50	2406 Filip Wojcikowski	2003 Mitsubishi	55.248
8	2206 Kevin Cuellar	1988 BMW M3	53.334	Class: 'X' Total Entries: 79				51	2424 Chris Doolittle	2000 Subaru Imp	55.312
9	2329 James Clay	1988 BMW M3	53.444	1	2229 Andrej Balanc	1994 Chevrolet	49.054	52	2326 William Byrd	2003 Ford Musta	55.384
10	2402 Kyle Mathews	1995 BMW M3	53.887	2	2117 Chuck Sieber	1970 Lotus Euro	49.103	53	2324 Alex White	1991 Nissan Sen	55.428
11	2430 David Kolodny	1999 BMW M Road	53.961	3	2322 Barry Miles	1985 Dodge GLH	49.644	54	2127 Rick MacInnes	2000 Porsche 99	55.486
12	2102 George May	1988 BMW M3	54.057	4	2426 Greg Obadia	2002 Honda S200	49.772	55	2210 Adam Chelikowsky	2002 VW GTI 1.8	55.545
13	2224 Chuck Grafton	1990 BMW M3	54.424	5	2104 Steve Church	1973 Saab Sonne	50.249	56	2126 John Clay	2000 Nissan Max	55.582
14	2134 Greg Sober	1997 BMW M3	54.676	6	2419 Jason Zapol	1986 Honda CRX	50.624	57	2122 Paul Bylis	2000 Chevrolet	55.669
15	2232 Jason Marks	1988 BMW M3	55.627	7	2305 Ian Baker	1989 Honda CRX	50.836	58	2226 Sanjay Sharma	2000 Honda Prel	55.719
16	2214 Victor Hall	1988 BMW M3	57.404	8	2211 Eric Gallipo	2001 Subaru Imp	50.850	59	2107 Ching Lee	2001 Ford Musta	55.917
17	2309 Dave Ferrara	1995 BMW M3	57.883	9	2113 John Todd	2003 Mitsubishi	51.016	60	2431 Christopher Bender	2001 Honda S200	56.179
18	2432 William Speegle	2001 BMW M Road	59.802	10	2429 Kevin Pisz	1996 Chevrolet	51.044	61	2114 Andrew Marshall	2002 Subaru WRX	56.675
Class: 'S1M' Total Entries: 7				11	2422 Greg Olsen	2000 VW GLS 1.8	51.061	62	2318 Mason Beale	1985 Mercedes 1	56.716
1	2234 Dan Dazzo	1998 BMW Z3	49.525	12	2328 Sam Kline	2002 Chevrolet	51.222	63	2334 Marvin Poindexter	1989 Porsche 94	56.761
2	2302 Brian Hair	1987 BMW 325is	50.970	13	2310 Robert Lower	2002 Chevrolet	51.223	64	2123 Paul Veraa	2001 Ford Musta	56.790
3	2223 Mark Rebaro	1989 BMW 325is	53.170	14	2130 Mike Cole	2002 Subaru Imp	51.317	65	2201 Chad Dalton	2000 Ford Musta	56.856
4	2208 Janeen Hair	1987 BMW 325is	55.044	15	2323 Marshall Cone	2002 Mini Coope	51.390	66	2428 Ann Popels	1998 VW GTI VR6	56.962
5	2308 Pete Lem	1998 BMW 323is	55.432	16	2312 Darren Mass	1995 Acura Inte	51.422	67	2411 Crystal Lillard	1991 Toyota MR2	57.072
6	2204 Jason Hickey	1988 BMW 325is	57.692	17	2410 Ron Shurie	1995 Dodge Neon	51.470	68	2106 Ronald Lee	2002 Subaru WRX	57.303
7	2418 Gary Lin	1985 BMW 325	57.701	18	2408 Jay Deleyos	1994 Mazda Miata	51.519	69	2112 Brian MacInnes	1997 Honda Civi	57.310
Class: 'S2M' Total Entries: 4				19	2230 Todd Michel	1995 Ford Musta	51.547	70	2110 Brian Gluckman	1995 Jaguar XJR	57.639
1	2133 Bill Brochu	1985 BMW 535is	50.309	20	2320 Michael Patnode	1990 Chevrolet	51.574	71	2307 Steve Sumitra	1999 Subaru Imp	57.694
2	2425 Bill Schofield	1996 BMW 318ti	53.133	21	2212 Dan Donohue	1985 Mazda RX-7	51.614	72	2225 Dasti Hammad	1999 Nissan Max	58.033
3	2132 David Bullman	1998 BMW 318ti	57.112	22	2118 Karl Sachs	1998 Ford Musta	51.661	73	2313 David Wechsler	2001 VW GTI VR6	58.616
4	2332 Phil Gosnell	1995 BMW 318ti	58.438	23	2203 Larry Olsen	1990 VW Jetta	51.909	74	2103 Michael Wendell	1984 Renault R5	59.188
Class: 'TM' Total Entries: 4				24	2217 Roy Schwartz	2001 Honda S200	52.006	75	2209 Jim Philapy	2001 Honda Prel	60.697
1	2129 Angie Brochu	1987 BMW 325es	52.994	25	2311 Stephen K Brown	1986 Ford Musta	52.113	76	2213 Kurt Styer	1994 Ford Probe	60.795
2	2231 Bill Elliott	1975 BMW 2002	53.280	26	2120 David Lane	1985 Mazda RX-7	52.118	77	2227 Robert Clark	2001 Honda Civi	64.505
3	2331 John Fuston	1992 BMW 850i	54.735	27	2403 Rani Emad	1993 Honda Civi	52.118	78	2101 Al Grzech	1999 Chevrolet	71.781
4	2434 Doug Ellmore	1974 BMW 2002ti	55.678	28	2333 Carlos Schooler	1991 Toyota MR2	52.189	79	2417 David Hubah	1995 Dodge Neon	DNF
Class: 'SS' Total Entries: 7				29	2321 Jon Krogsund	1998 Porsche 92	52.210	Class: 'FUN' Total Entries: 1			
1	2303 Des Burke	2003 BMW M3	53.625	30	2315 Dan Schiller	1993 Mazda RX-7	52.294	1T	2218 Eric Wong	1999 BMW M3	51.511
2	2233 Bill Steele	1999 BMW M3	53.948	31	2423 Philip Emad	1993 Honda CRX	52.347	Class: 'N' Total Entries: 3			
3	2314 Roy Morris	1998 BMW M3	56.169	32	2128 Douglas Johnson	2000 Mazda Miata	52.736	1T	2207 Glenn Ty	1998 BMW M3	49.078
4	2121 Gary Moore	1995 BMW M3	56.386	33	2405 Bob Walker	1996 Audi A4	52.764	2	2316 Fatih Seleklir	2002 BMW 330Ci	51.399
5	2304 Kevin Lewis	2002 BMW M Road	56.429	34	2219 Jeff Sander	1998 Acura Inte	52.835	3	2325 Paul White	1995 BMW M3	59.440
6	2119 Roy Nicholson	1995 BMW M3	58.205	35	2433 Alex May	1999 Porsche 91	53.115	Top Time of Day:			
7	2414 Julian Meer	1995 BMW M3	65.105	36	2125 Ben Harper	2002 Mazda Miata	53.423	X	2229 Andrej Balanc		49.054
Class: 'S1' Total Entries: 7				37	2415 Brian Karwan	1996 Honda Civi	53.491	Top Pax of Day:			
1	2228 Rafael Garces	1996 BMW 328i	52.008	38	2116 Lee Owens	1990 Mazda Miata	53.634	T	2404 Bob Hausmann		44.544
2	2221 Jeremy Caplan	2002 BMW 325XiT	53.438	39	2319 Jamie Sculerati	1992 Honda Prel	53.650				
				40	2105 William Simmons	2000 Saab Vigge	53.759				
				41	2109 Keefe Lee	2002 Subaru WRX	53.942				
				42	2327 Frank Supik	1994 Ford Probe	53.966				

Our membership is now past the 5000 mark with 5087 members. That doesn't count our 626 associate members who share all of the benefits of being a Car Club member. We welcome all of our new members and those new to the area. And a special welcome to Robert Levin. Thanks for returning to the club.

Special thanks this month goes to no one. Nobody recommended any new members. Shame on all of you. But it is good to see several more 318ti Compacts into the Club. Hope to see you at an event or two or three.

Do you know someone who owns a BMW and is missing out on the rewards of the belonging to the BMW CCA? Parts discounts at local BMW dealerships and select independent service centers. The national monthly publication of the Roundel. The Membership Rewards Program from BMW NA. Not to mention all of our local activities.

Our email database now represents 63% of our members and grows each month. 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). Your email address will not be given out to anyone.

If the spelling of your name is incorrect please use the form at <https://www.bmwcca.org/join/membershipchanges.shtml> to make changes. For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

To our newest members, you joined the club, now join the fun. Check the website at <http://www.nccbmwcca.org> for the latest details.

Name	Year/Model
Adeleke Adeyiga	2003 X5
Altaf & Feroza Ahmad	1995 540iA
Larry E. Albert	
Shawn Alcarese	1999 328is
Eric Amhof	2002 325xi
Andre J. Anthony	2003 325i
Richard A. Anzolut	2002 Z3
Brent Arthurs	1985 535i
Kay AuMiller	2000 X5
Simonique Avilez	1993 318is
Nigel Azer	2002 M5
LaTina Bailey & Gerald Lee	2003 530i
Jerzy Bala	2003 530i
Eric & Greta Ballard	1996 318ti
Joseph Barta	
Christopher Bartley	2003 M3
Richard Becker	1990 325ix
Ralph Bell	2001 Z3
Todd Bendus	2003 530iA
Ian Berenholtz	1995 M3
Wayne Bethea	1998 318i
Robert Beug	1999 525iT
Laurence Bezirdjian	2002 330i
Ann Birns	1997 528i
Richard Bishow	2002 530i
Rob Blount	2000 M Roadster
Mark Bohannon	2002 330i
Marc Bonarigo	2003 530i
John N. Bowers	1994 318i
Donald Bradford	2002 330Ci
Sherlyon Brathwaite	1997 528i
John Brittingham	1985 635
Debra Broadus	1996 Z3
Christopher Broden	1998 M Roadster
Larry Bruneel	2003 325i
William Bryant	2000 323i
Kent Buckham	2002 Z4
Donnie Bullock	2001 525i

Name	Year/Model
Jason Burd	1996 328i
Stephen R. Burdt	1993 325is
Phillip Byrd	2003 540i
Douglas Cable	2002 330Ci
Michael Cady & Justin Cady	1999 323i
Bruce Carpenter	2002 325i
Paul Carraro	
Adam Cashman	1993 325iC
Jerry Chado	1999 M Roadster
Borden Chase	1984 M635
Richard Choi	1992 850i
Shamsuddin Chowdhury	2002 325xiT
Jonathan Christensen &	
Allen Christensen	1989 325i
Keith Chu	1998 740iL
Steve Clawson	1995 325iC
Tudor Cojan	1998 M3
J William Colbert	2000 M Roadster
Jon Conley	1996 318ti
Cynthia Cooper	2002 325i
Yolanda Cooper	2001 325xi
John & Shirley Corkill	
Frank R. Crantz	2003 X5
Frederick Curdts	1998 M Roadster
Bruce D'agostino	
Hammad Dasti	
Herb Davis	2003 330i
Michael Deeley	1987 325e
Paul DeHaven	2002 Z4
Christina Devine	2001 Z3
Chayan Dey	1999 528i
Robert DiCocco	2003 M3
Daniel Doherty	2002 330Ci
Denton Douglas	1999 528i
Walt Drabik	2001 325xi
Kevin Eaglet	1997 540i
Ruby Ellis	1976 2002
Daniel Eshelman	1997 328is

Name	Year/Model
David Evans	2003 530i
Tucker Farman	1997 540i
Karri Fedorowicz	
Daniel Finberg	
Barry Fishman	2001 Z3
Craig Fleury	
Tanja Francis	1997 M3
Jason Gates	
Michael Gelman	
Chris Gerow	1999 540i
John Gervasi	2000 540i
John Gill	1999 M Roadster
Don Gillikin	1986 735i
Roger & Becky Gilmore	1999 528i
Garrett Gluth	
Juan Gomez	
Ronald Gomez	2002 M3
Alex Gorenstein	2002 X5
Gregory E. Grabus	1996 318i
Edward Graubart	1999 M3
Dwight Green	2002 Z3
Wallace Greene &	
Carrie Bumgarner	2000 M Roadster
James Greig	2001 330i
Douglas J. Grossman	2003 530i
Michael & Diana Haase	2003 Z4
John Haffey	2000 328i
Wanda N. Hale & Michael J. White	2003 530i
Geoff Harkness	1998 M3
William R. Harlowe	2002 M5
Joseph Harris	2003 530i
Phillip & Margaret Harris	2003 M3
Dwight Harris	
Jerry Hartman & Eloise Durrett	2003 X5
Mark & Barbara Havlik	2003 530iA
Webb Hayes	1995 325i
Leroy Haynes	
Mike Heath	2003 320Ci

# NEW MEMBERS WELCOME!

Name	Year/Model	Name	Year/Model	Name	Year/Model
Don Hekler	1973 3.0CS	Chris Meierling	2001 X5	Jason Silva	1997 328is
Jed Hiken	1995 M3	Dean Merritt	1995 M3	Karen A. & Robert A. Silverman	2003 X5
Paul Ho	2002 M3	David Mier		Daniel Smith	
Linda Hodgson	1997 Z3	Charles Miks		Tom Speelman	2002 745i
Darren Holokai	1999 740i	Terry Tyrone Miller &		Richard Spivack	1989 525i
Brian Hooper		Travis McLain Miller	1994 530iT	Amanda Spratley	1997 328i
Charles Hoover & Jamie Bulken-Hoover		Raymond Millien		William & Rachael Stallings	2000 323i
Thomas Home	2003 330xi	Robert & Pamela Mirelson	2003 325i	Kenneth Staver	1974 2002
Joshua House	1996 328iC	Chekisha Mitchell		Lou Stein	2002 325Ci
Michael Humphreys	2000 Z3	Kelly Mitchum	2000 328i	Drew Stephens & Skip Stephens	
Sania Hussain		John Morris	2003 M3	Norvin Stevens	2003 M3
Nigel Ings	1989 635CSi	Seth Morris	1995 325i	Daniel Stevens	2000 Z3
Sameer Ismael	1999 328i	Anthony Moses	1999 323i	George Stiles	1995 525i
Karen Jacobs	2001 330Ci	Steven Nadell	2001 530i	Anthony Stogner	1985 325e
Jonathan Jagolta	1984 533i	Anh-Thu Nguyen	2000 528i	Pete Storm	2000 323Ci
Greg Johnson	2000 528i	Rich Nguyen		Johnny & Teri Strain	1988 325is
Davis Johnson	2003 330i	Richard Pait	1989 535i	Jeffrey Summers	2000 740iL
Kenneth Kammerer	2003 M3	Song Pak	2001 330xi	Patrick Sutton	2000 528iT
Erik Kaustel	2001 330i	Santosh Panicker	2004 330Cic	Scott Swanson	2002 325i
Tawfiq Khan	1998 540i	Anita & Robert Patton	2000 540i	Robert Taft	1990 325ix
J. H. King	1982 733	Jack Pepper	2000 Z3	Haley Tate	2003 330i
Mary Lee Kingsley	2002 Z4	Dom & Cynthia Perno	2000 Z3	Stephen Teague	1976 2002
Robert Kirkhorn &		Ron Pettit & Suwannee Fagan	2003 540i	Jane & Luke Terry	2003 330xi
Zachary Kirkhorn	2000 528iT	Donald Peyton	1988 M3	John Thiede	1990 325i
Thomas Klinger	2003 Z4	Hieu Phan	2000 323i	Barbara Tintes	1997 528i
Casey Kost	1986 635CSi	Cecil Pharr	1997 740iL	Richard Toussaint	2003 330i
Paul Kozik	2000 328i	William Pietsch	1986 325es	Nicholas Transier	2002 M3
Douglas Kruth & Lynne Ragazzini	2004 330Cic	Tom Pietsch	2003 M5	Peter Truncale	1995 740i
Thomas Kuker	1992 325i	Rinaldi Pisani		Randy Tyson	2003 540i
John Landshof	2003 330Ci	W. D. Pittsnogle	2003 Z3	Jason Urquhart	2000 323Ci
Daniel Lane	2001 325Cic	Steven Ploof & Jacqueline Reid		Ronald Vandervort	
Russell Langham		Scott Powell	1989 325iC	James G. Vaughter	
Michael Lau	1999 328i	Enrique Prado		Steven Verber	1999 M3
Shane Lehman	1988 M3	Richard Provencher	2000 328i	Graham Vink	1988 735i
Peter Leiberg	1999 323i	James Qian	1996 318ti	Johnson R. Waite	
Ben Leitner & Benjamin Leitner	2002 330Cic	Vinay Raman	1999 M3	Erica Waitman	1997 328iC
Vinny Leto	1989 325i	Paula & Rob Ransone	2003 540iA	Reed & Diana Waters	1989 325i
Robert Levin	2001 Z8	Jeanne Rapa	2001 Z3	Eric Weingarten	2001 330i
Bill & Linda Lillie	2003 Z4	Acif Rehman	1987 325is	John C. Weiss	
Robert Louthian	1999 740i	Louis Del Riego	2000 328i	Frederick C. & Doris Weiss	2002 745iL
Alan Lovinger	1999 323iC	Ronald Roades		Steve Wells	1998 328iC
Jorge Lozano	2002 325Ci	Sanford Rodgers	2002 530i	Sean Wells	
Chidi Maduka	1988 735i	Andrew Rosenbaum	2004 330Cic	Mike Wheelock	2003 M5
Baljot Mahal	2003 330Ci	Douglas Roth	1993 325is	Barton Whitman	2003 745Li
Claude Mallinger	2002 Z4	Sam Said	1998 528i	Mark Williams	2002 M3
Brett Mangum	1986 635CSi	Carline Saint-cyr		Marc R. Wine	1987 325is
Don Manlove	2001 740iL	Gabriel Sales	2000 323i	Justin Wine	2003 330Ci
Amesh Mansukhani		Naveed Sarkari	1997 M3	Rana Woodcock	1999 323i
Ed Markley	2002 325i	Denise D. Saunders &		Matthew Woolley	2003 325i
Matthew Marraccini & Alexis Valentine	1990 325i	Darrin Thompson	2002 525i	Warren Wright	
Scott Maslin	2002 M3	Johan Severtson	2003 325iT	Mikhail Yelovich	2001 540i
David Masser	1998 M3	Saurabh Sharma	1996 328iC	Alex Zaft	1997 540i
James McAtee	2000 528i	Scott & Susan Sherman	2001 325Ci	David Zorich	2003 530i
William McKenney	2002 330i	John D. & Carmen Shippy		Caroline Zweibel	
Margaret Medlin		Russell Shumway	2003 Z4		



# Woody's Competition

## C O R N E R

BY WOODY HAIR

The last issue of *der Bayerische* documented the success of the Williams-BMW team in the Monaco Grand Prix. Little did we know that it was the start of an incredible turn-around from a rather dismal start to their season.

Two weeks after Monaco a number of National Capital members either drove or flew to Montreal to cheer for "our" team. Friday's wet practice and qualifying sessions gave no indication it would be a good weekend for Williams, but Saturday Ralf Schumacher and Juan Pablo Montoya qualified 1 and 2 on a drying track. Potential rival Kimi Raikkonen (McLaren) spun on his qualifying attempt and would have to start from the back of the 20-car field. Both drivers were extremely confident in their BMW M-Night interviews Saturday evening on Peel Street. JP said, "last year I won 6 pole positions, but didn't win any races. This year I will let Ralf win the poles, but I will win the races." I wondered if they would travel back to their lodging together.

Race day was sunny and bright. It was a clean start and Ralf held his lead over JP and brother Michael Schumacher in the points-leading Ferrari. Near the end of the second lap JP spun at the chicane and spent the remainder of the race playing catch up. With the incredible braking ability of all F1 cars, passing is very difficult on the Circuit Gilles Villeneuve and Ralf maintained his slim lead over Michael until the first round of pit stops. Ralf stopped first and when Michael stopped a lap or two later he was able to exit the pits just in front of Ralf. The brothers Schumacher maintained this order for the remaining two-thirds of the race, including the 2nd round of pit stops. With a few laps remaining, Juan Pablo, followed by Fernando Alonso in a Renault, caught up with the two leaders; but again, passing seemed out of the question unless someone made a mistake. No one did and the result was the closest one-through-four finish for a Formula One Grand Prix under green flag conditions. Yes it was exciting, but some passing would have made it more so. Anyway, this was the best combined-finish for the Williams-BMWs so far this season.

The point standings now had Ralf (33 points) in 4th and Juan Payblo (31 points) in 5th, still quite a ways back from Michael's 54 points. Raikkonen (51) and Alonso (34) were 2nd and 3rd.

Ten days after Canada, Williams and BMW signed an extension of their contract that would see them as chassis-engine partners through 2009, and two days after that was the GP of Europe on the 3.2 mile Nurburgring GP circuit. Kimi Raikkonen grabbed his first pole position in Saturday's qualifying and his McLaren appeared to be on the way to an easy win when the Ilmore Engineering-built Mercedes engine blew up less than half way into the race. Ralf's Williams-BMW inherited the lead and held it the rest of the way. JP put a surprise outside move on Michael's Ferrari in a turn and the two cars made contact when the Ferrari appeared to push a little wide, touched the Williams, and spun. Thus Ralf and JP grabbed the top two positions for the first time and gave BMW tremendous bragging rights over their rival Mercedes in front of the German fans. The point standings now had Michael with 58, Kimi 51, Ralf 43, Juan 39 and Alonso 39.

One week after the Nurburgring was the French GP. Ralf and Juan Pablo qualified and finish 1 and 2 in a rather boring race if you weren't a BMW fan. Michael and Kimi were 3rd and 4th, so the points standings now showed M. Schumacher 64, Raikkonen 56, R. Schumacher 53, JP Montoya 47 and Rubens Barrichello (Ferrari) had overtaken young Alonso for fifth place with 39 points. Suddenly Williams was only 3 points behind Ferrari in the Constructors Championship competition, and talk of Ralf being sacked by Williams-BMW next season has been replaced with Ralf winning the 2003 World Championship.

Next up was the British GP at Silverstone. Rubens Barrichello was a surprise pole winner (Ralf and JP were fourth and seventh) and kept the early lead. On the 6th lap part of the head restraint on David Coulthard's McLaren came off and Ralf collected some of the debris. They pitted for repairs and several other top runners stopped for fuel.

It was quite a scene a few laps later as a fanatic priest snuck onto the track and started running against race traffic on one of the fastest straights. The safety car was brought out to pace the field until order could be restored and all who hadn't already pitted did so then. This caused chaos as F1 pit crews can only service one team car at a time. JP and Michael emerged from the pits in 12th and 14th positions. Montoya immediately tore through the field - passing cars right and left, including teammate Ralf. Michael had a much harder time getting past the backmarkers. Raikkonen was the race leader at mid-point, but ran off the track when trying to fend off Barrichello, and then JP. Michael eventually got his Ferrari into fourth, but Ralf finish out of the points in ninth. It was a most interesting race with lots of close racing and passes throughout the field. Now Michael led the championship race with 69 points, followed by Kimi with 62, JP 55, Ralf 53, and Rubens 49.

Two weeks later the F1 circus gathered at Hockenheim for the German GP. JP nipped Ralf by 18-thousandths of a second for the pole position Saturday and sped away to a quick lead at the start of the race. Ralf move left from his right side starting position to set up for the right hand turn one and collided with the hard charging Barrichello just as he was being passed by the even harder charging Raikkonen. The result was that three of the top five in points were out of the race by the first turn. Montoya was then able to turn laps at over a second faster than any of his pursuers and won easily. It looked like Michael was a shoe-in for 2nd, but a flat tire, perhaps caused when he ran off the track during a successful pass of Jarno Trulli (Renault), knocked him back to seventh.

Thus, in the last six races Juan Pablo has scored 50 of the 60 points possible. Ralf had received points in every race this season until the last two where he got zero. Defending champion Michael Schumacher had only one win during this time. Last year he had clinched the championship half-way through the summer. Four races remain as of this writing and the standings are Michael 71, JP 65, Kimi 62, Ralf 53, Rubens 49, Alonso 44, and Coulthard 41. In the Constructors' standings Ferrari leads Williams by a mere two points, 120 to 118. McLaren is third with 103 and Renault has 66.

Several bits of significant news concerning the 2004 F1 schedule include the popular Spa, Belgium event being put back on the calendar, the US GP at Indy being moved from late

### COMPETITION CORNER CALENDAR

Sep 7	BMW Club Autocross (tentative)
Sep 14	SCCA Autocross, FedEx Field, Landover, MD
Sep 21	Salazar Championship AX, location tbd
Sep 28	Shelby Dodge Club Championship AX, location tbd
Sep 27-28	SVRA Vintage Races, Summit Point, WV
Oct 4-5	Grand-Am Cup and BMWCCA Races, VIR, Danville, VA
Oct 12	SCCA MARRS Races, Summit Point, WV
Oct 12	SAAB Club Championship Autocross, location tbd
Oct 19	SCCA AX, FedEx Field, Landover, MD
Nov 1-2	NASA Races, Summit Point, WV
Nov 2	Salazar Championship Autocross, location tbd
Nov 9	Z-Car Club Charity Autocross (tentative)
Nov 22-23	EMRA Races, Summit Point, WV

September to late June and, news I received as I am writing this, the wonderful Canadian GP is off the schedule due to a ban on cigarette advertising. Apparently the F1 teams feel they cannot afford to do another event without their primary sponsor logos, as they have done for several years in France and England. Speaking of sponsors, the Williams-BMW team added Budweiser as one of their primary sponsors. The deal is said to be worth \$80 million over the next 5 1/2 years.

**SPEED SHIFTS:** I attended my first MARRS race in two years and witnessed Ed York romp to an easy ITS win with his E36 325is. Ed has won all five races so far this year and looks likely to win another championship. Brian Shipman (325i) had finished 2nd in each of the first three races, but blew his engine in the fourth race and may not be back this year. A number of chap-

ter members competed in the Spec Miata class including Michael Fox, Billy Ollinger and dad Bill, Brad Burns, and Mike Early. Bill Ranford is leading the ITB class with his 2002 Tidewater Chapter president Bob Eveleigh is 2nd in the anything-goes ITE class with this S50 M3-powered E30 M3. Bob has also been performing well in NASA events competing in both the small-bore and big-bore races. Chapter members Alex May and Vic Hall drove their first races at NASA's August event at VIR in the 325e that competed in the One Lap and is pictured in the August Car & Driver magazine. . . . . Jim Miner was a class winner in a national SCCA rally with his yellow M Coupe. . . . . Our chapter may host a big charity autocross in Rockville soon. This may come together too quickly to make derBayerische, so check the website or sign up for the chapter email list if you haven't already.

## BMW Autocross Results

SCCA Event #2, June 1, FedEx Field				
James Sheridan	98 323is	2nd	DSP	53.127
Lee Piccione	95 M3	1st	BSP	53.788
Ron Katona	95 M3	2nd	BSP	53.793
Glenn Ty	98 M3	3rd	SM2	54.439
Jim Stauffer	89 325is	7th	DSP	54.966
Bob Hausmann	94 325is	2nd	SM	55.2
Neil Simon	99 M Coupe	4th	SM2	55.295
Kevin Henry	90 325i	8th	DSP	55.98
John Vitamvas	95 M3	6th	BS	56.572
Han Ah-Sue	90 M3	4th	STX	56.666
Brian Hair	87 325is	9th	STX	57.765
Mark Hochstein	99 M3	10th	BS	57.924
Gary Lin	95 318ti 3.0	2nd	EM	58.511
Chuck Grafton	90 M3	7th	CSP	59.025
Jeremy Warfield	95 M3	4th	BSP	59.254
Mark Rebano	89 325is	12th	STX	59.44
Jeremy Caplan	02 325xiT	3rd	DS	60.099
Wayne Rubain	91 M5	3rd	FS	60.24
Nick Rubenstein	01 325xiT	13th	STX	60.461
Jim Eagan	97 328is	5th	DS	60.507
Todd Pantezzi	73 3.0CS	12th	SM	60.537
Michael Dougherty	01 Z3	14th	BS	61.523
Janeen Hair	87 325is	16th	STX	61.828

BMW, MWCSCC Round 3, June 8, Rosecroft				
Glenn Ty	98 M3	2nd	BSP	49.078
Dan Dazzo	98 Z3 2.8	1st	ASP	49.525
Bill Brochu	85 535i	1st	ESP	50.309
Eric Wong	99 M Coupe	1st	SM	50.466
John Vitamvas	95 M3	2nd	BS	50.62
Brian Hair	87 325is	1st	DSP	50.97
Woody Hair	88 M3	3rd	CSP	51.284
Neil Simon	99 M Coupe	3rd	SM	51.565
Elaine Wong	95 M3	3rd	BS	51.89
Rafael Garces	96 328i	4th	STS	52.008
John Doby	98 M3	3rd	BSP	52.201
Jeremy Warfield	95 M3	4th	BSP	52.321

Angie Brochu	87 325es	1st	Ladies	52.994
Bil Schofield	96 318ti	4th	ESP	53.133
Mark Rebano	89 325is	1st	STX	53.17
Bill Elliott	75 2002	Fun	DSP	53.28
Kevin Cuellar	88 M3	2nd	STX	53.334
Jeremy Caplan	02 325xiT	3rd	DS	53.438
James Clay	88 M3	Fun	STX	53.444
Des Burke	03 M3	3rd	AS	53.625
Kyle Mathews	95 M3	5th	BSP	53.887
Bill Steele	99 M3	5th	BS	53.948
David Kolodny	99 M Roadster	4th	ASP	53.961
George May	88 M3	4th	STX	54.057
Chuck Grafton	90 M3	9th	CSP	54.424
Nic Rubenstein	02 325xiT	5th	STX	54.498
Greg Sober	97 M3	6th	BSP	54.676
John Fuston	92 850i	5th	ESP	54.735
Fatih Selekler	02 330Ci	4th	DS	55.031
Janeen Hair	87 325is	4th	DSP	55.044
Pete Lem	98 323is	6th	STX	55.431
Jason Marks	88 M3	7th	STX	55.627
Doug Ellmore	74 2002tii	4th	EM	55.678
Roy Morris	98 M3	6th	BS	56.169
Gary Moore	95 M3	7th	BS	56.386
Kevin Lewis	02 M Roadster	5th	SM	56.429
Brendon Bengermينو	02 325Ci	5th	DS	56.468
Wayne Rubain	91 M5	3rd	FS	56.493
Berkeley Jefferes	91 M5	4th	FS	56.586
David Bullman	98 318ti	5th	GS	57.112
Victor Hall	88 M3	11th	STX	57.404
Jason Hickey	98 325is	8th	SM	57.692
Dave Ferrara	95 M3	7th	BSP	57.883
Gary Lin	85 325	5th	EM	57.912
Roy Nicholson	95 M3	8th	BSP	58.205
Bob Hausmann	85 635CSi	7th	FS	58.304
Jason Hallick	98 318i	2nd	HS	59.14
Paul White	85 M3	11th	SM	59.44
William Speegle	01 M Roadster	6th	SM	59.802
Julian Meer	95 M3	9th	BS	65.105

# BMW Autocross Results

## SCCA National Tour, June 21-22, FedEx Field

Lee Piccione	95 M3	1st	BSP	104.038
James Sheridan	98 323is	2nd	DSP	106.263
Matt Williams	95 M3	3rd	SM	106.581
Ron Katona	95 M3	2nd	BSP	106.725
Terry Baker	88 325is	4th	SM	107.492
Doug Newhard	95 M3	3rd	BSP	107.604
Tom Bleh	87 325is	6th	DSP	107.968
Mike Snyder	95 M3	4th	BSP	108.339
Dean Sapp	95 M3	5th	BSP	108.462
Andrea Cairone	02 M3	2nd	AS	108.683
Vince Gladfelter	72 2002tii	8th	DSP	108.948
Carlos Gomez	02 M3	3rd	AS	109.056
Steve Snow	03 Z4	10th	BS	109.548
Neal Sapp	03 Z4	11th	BS	110.758
Matthew Murray	96 318i	1st	HS	110.888
Glenn Ty	98 M3	6th	SM	111.149
Bob Hausmann	94 325is	7th	SM	111.157
Neil Simon	99 M Coupe	8th	SM2	111.864
Woody Hair	99 M Coupe	9th	SM2	111.89
Travis Dixon	98 323is	11th	DSP	112.483
Greg Olsen	98 M3	8th	SM	113.02
Justin Bedard	88 M3	4th	STX	113.429
Gil Diaz	00 M Coupe	15th	BS	113.468
Curtis Staples	87 325is	12th	DSP	113.641
James McIver	95 M3	6th	BSP	113.793
Mark Hochstein	99 M3	17th	BS	114.633
Kevin Henry	90 325i	13th	DSP	114.904
David James	99 M Coupe	18th	BS	115.425
Garrett McWilliams	95 M3	19th	BS	115.889
Mark Rebano	89 325is	8th	STX	118.019
Wayne Rubain	91 M5	12th	FS	119.936

## SCCA #3, July 6, FedEx Field

Ron Katona	95 M3	1st	BSP	55.201
James Sheridan	98 323is	1st	DSP	56.495
Glenn Ty	98 M3	1st	SM2	56.607
David James	99 M Coupe	3rd	BS	57.293
Greg Olsen	98 M3	2nd	BSP	57.853
Bob Hausmann	94 325is	2nd	SM	58.123
Mark Hochstein	99 M3	4th	BS	58.209
Neil Simon	99 M Coupe	2nd	SM	58.403
Garrett McWilliams	95 M3	6th	BS	58.99
Kevin Henry	90 325i	3rd	DSP	60.02
Han Ah-Sue	90 M3	5th	STX	60.143
John Doby	02 M3	8th	SM	60.145
George May	88 M3	6th	STX	60.662
Mark Rebano	89 325is	8th	STX	61.466
Gary Lin	96 318ti 3.0	1st	EM	62.295
Todd Pantezzi	73 3.0 CS	Fun	SM	62.583
George Hendricks	95 M3	3rd	BSP	63.501
Nick Rubenstein	01 325xiT	15th	STX	64.95
David Kolodny	99 M Roadster	4th	BSP	66.966
Jason Hallick	98 318i	6th	HS	67.689

## SCCA #4, July 20, FedEx Field

Lee Piccione	95 M3	1st	BSP	53.91
Ron Katona	95 M3	2nd	BSP	54.621
Glenn Ty	98 M3	1st	SM2	54.793
Eric Wong	99 M Coupe	2nd	SM2	54.795
James Sheridan	98 323is	3rd	DSP	54.829
Dan Stauffer	89 325is	5th	DSP	55.165
Bob Hausmann	94 325is	2nd	SM	55.321
James McIver	95 M3	3rd	BSP	55.621
Neil Simon	99 M Coupe	4th	SM2	55.681
David James	99 M Coupe	3rd	BS	56.144
John Vitamvas	95 M3	4th	BS	56.206
Kevin Henry	90 325i	8th	DSP	56.776
Woody Hair	88 M3	8th	CSP	56.838
Jim Stauffer	89 325is	9th	DSP	57.054
Garrett McWilliams	95 M3	8th	BS	57.286
Elaine Wong	95 M3	9th	BS	57.375
Gary Lin	95 318ti	2nd	EM	58.248
Mark Rebano	89 325is	4th	STX	58.417
Chuck Grafton	90 M3	9th	CSP	58.51
Jeremy Warfield	95 M3	5th	BSP	58.531
Andy Turnbull	94 325i	2nd	DS	58.722
George May	88 M3	8th	STX	59.176
Jeremy Caplan	02 325xiT	3rd	DS	59.388
Kyle Mathews	95 M3	6th	BSP	60.485
Todd Pantezzi	73 3.0CS	10th	SM	60.752
Bernard Schreiber	01 M5	8th	AS	60.921
Kenneth Kammerer	03 M3	9th	AS	61.22
Austin Schreiber	93 325is	13th	DSP	61.949
Nick Rubenstein	01 325xiT	11th	STX	62.442
Bob Smith	01 Z3 3.0	Fun	BS	62.781
David Kolodny	99 M Roadster	7th	BSP	62.918
Wayne Rubain	91 M5	4th	FS	64.964

## Z-Car Club, MWCSCC #4, July 27, Rosecroft

Neil Simon	99 M Coupe	1st	SM2	43.092
Kevin Henry	90 325i	1st	DSP	43.464
Mark Rebano	89 325is	2nd	STX	44.447
George May	88 M3	3rd	STX	44.525
Gary Lin	95 318ti 3.0	2nd	EM	44.724
Tyler Stewart	97 540i	1st	FS	45.462
Ron Katona	98 323is	5th	STX	45.664
Jeremy Caplan	02 325xiT	2nd	DS	45.77
Wayne Rubain	91 M5	2nd	FS	45.962
Nick Rubenstein	01 325xiT	7th	STX	47.348
David Kolodny	99 M Roadster	3rd	ASP	47.69
Pete Lem	98 323is	8th	STX	48.15
William Speegle	01 M Roadster	5th	SM2	48.2
Fatih Selekler	02 330Ci	5th	DS	48.414

## 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@ncbmwcca.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
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## CARS FOR SALE

**1985 735i** WBAFH8408F09727172: Polaris Silver/Blk Leather, auto, loaded, 134K mi, lowered w/Bilstein shocks & Suspension Techniques springs, Euro M-tech body kit, 745 rear deck spoiler and Euro headlights, M5 forged alloy wheels w/235/45x17 tires. Interior very clean w/MoMo wood and leather steering wheel, Alpine in dash CD, fresh mats. Car runs, drives and handles excellent, always maintained previous owner's winner. Original spare never been mounted, jack & all tools complete. I'll guarantee its one of the cleanest E23 sevens in the country! \$6,000 or best reasonable offer.  
**Paul Vessels (202)726-7971 (DC)**

**1987 635CSI** WBAEC80400H0614321 \$8,000 Bronzitbeige-Metallic/Natur 83K miles. If Your looking for a Classic 6er in very good condition, this is the ONE. Completely stock, all schedule maintenance completed. Paint is very good, interior is excellent car is 99.8% rust free. This is my daily driver out of the three BMWs I own. Military transfer forces sale or I would not be parting with her.  
**Barron Brooks (301)396-4433 after 5pm Barron756@AOL.COM (MD)**

**1987 535is** WBADC8408H1723339, \$2300, dark gray/black, automatic, 15 inch Borbet wheels, replacement cat and oem muffler 2 years, motronic and under hood harness, a/c converted, more.  
**CharlesRichards, 703-683-1431 charlesrichards@sprintmail.com (VA)**

**1988 M5** WBSDC9307J2791411 Black/Tan, 107k miles, Excellent inside and out, heated seats, aftermarket exhaust otherwise everything stock. In Richmond, VA. \$13,900 obo  
**Justin Friedrichs (804)339-7532 Justin@FriedrichsAssetManagementLLC.com (VA)**

**1989 325i** WBAAA2306K4259965 \$4700.00 Dolphin Gray / Tan Interior 2dr, 102k hwy miles, Automatic, Good Original condition, Gently driven, regularly serviced and maintained by independent BMW Shop, Everything works, must sell - baby on the way.  
**Alberto L. Meer III (703)980-3108 albertomeer123@hotmail.com (VA)**

**1991 318i** WBAJ9314MEJ02871: Diamond Blk/grey cloth, 183K mi, 5spd, S/R, Pwr windows, new tires and battery. Dent in left rear door. Everything works, runs very well but needs clutch. Great commuter car or back to college. \$1,500 obo  
**Paul Vessels (202)726-7971 (DC)**

**1992 325i** WBACB331XNFE07387 Black/Black, 197k miles, 5-Spd, Euro Snorkel Intake, BavAuto Performance Chip, Supersprint Exhaust, Bilstein Sport Shocks/Struts, BavAuto Lowering Springs, BMP Lower Control Arms, Zimmermann Cross-drilled Rotors, Porterfield R4-S pads, Alarm w/Proximity Sensor & Rear Window Controls, Illuminated Shift Knob; OPTIONAL: M5 Throwing Star (fits E36) 17x8 wheels, Michelin Pilot Sports Tires 225x45ZR17; \$4500 (obo)  
**Jude (410)336-6358 jdmobileaudio@comcast.net (MD)**

**1994 740i** WBAGD4329RDE67933 White, Tan Interior, 159000 Miles, CD Changer, Extra set of steel wheels, Car is in Excellent Condition, Oil Changed with Mobil 1. Meticulously maintained. Tires have less than 8000 miles.  
**Lou Balla (202)320-8975 louballa@yahoo.com (VA)**

**1995 525ia** WBAHD6321SGK84110 Arctic Grey. 80K miles. Premium package (burlwood trim, leather, premium stereo, all-power) and winter package (heated seats, traction control). 6-changer. New tires and brakes, and recent service. Needs nothing. Near perfect condition. \$11,500.  
**Alan More (703)356-8028 alclymo@aol.com (VA)**

## CARS FOR SALE

**1995 318is** WBAHE5321SJA11526 E36 Coupe, Immaculate.\$10,200obo Midnight Black/Grey leather 94K,5spd,loaded, Rear Slip Diff,Premium Sound,CD,Leather bra/mirror covers,Car Cover, Dealer Serviced Schedule II done.1 owner,nonsmoker,new Michelin MXV4s.  
**Lance (410)269-7694 Freelancemedcons@comcast.net (MD)**

**1995 530i** WBAHE2321SGE92142, Automatic, Oxford Green w/ tan leather, alarm, heated front seats, integrated ("hands-free") BMW phone, 6-disc CD changer, Thule roof rack, non-smoker, one owner, beautiful - very clean, dealer maintained, 111K miles. Call w/questions. \$9,800.  
**Sean Gallagher (443)271-4156 gallaghers@alum.mit.edu (MD)**

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**M Roadster Parts** Floor mats \$55, clear side lamps (pair) \$30, cockpit tonneau cover \$48, hat \$12, shift lever \$45, illuminated shift knob \$90, wiper inserts (pair) \$11.  
**Chris (571)435-1660 superleggera1@yahoo.com (VA)**

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Alexandria Bavarian Service.....	22
Allsports.....	24
Autodynamics.....	22
AutoWerke & Autoy.....	22
Bavarian Autosport.....	3
BMW of Fairfax.....	22
BMW of Sterling.....	34
BMW of Towson.....	15
Car Guys.....	13
Connoisseur Golf & Travel.....	20
Curry's Auto Service Inc.....	23
Dulles International Motorsport.....	5
Eurobahn Automotive, LLC.....	31
J&F Motors, Ltd. ....	32
Martin Motorsports.....	32
NAB Auto Saloon.....	3
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Wagonwork Collision .....	19
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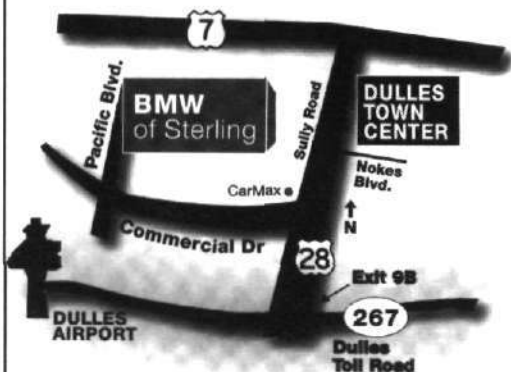


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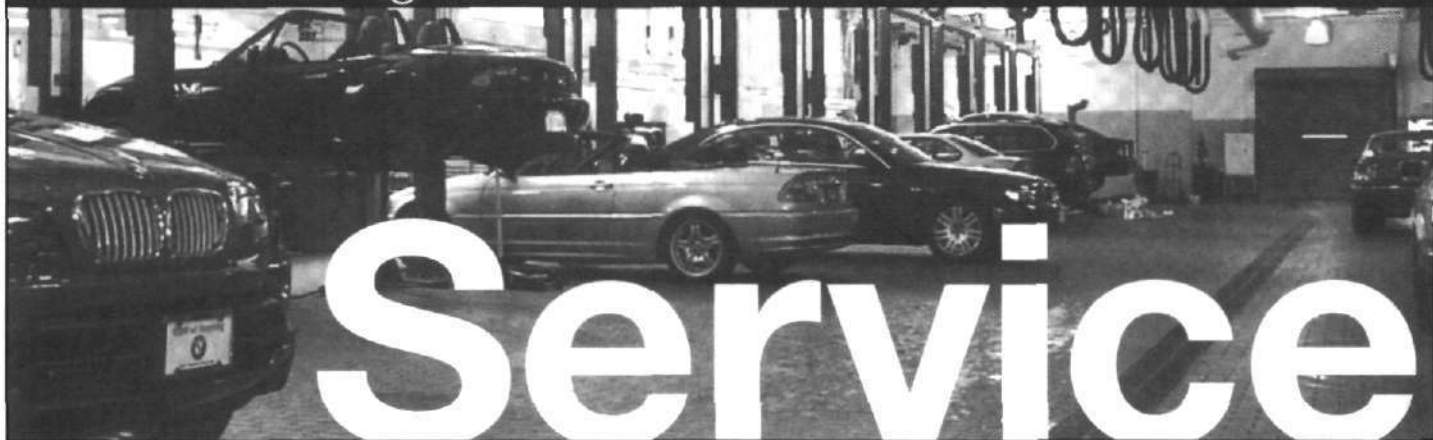
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