

January/February 2005

der Bayerische

National Capital Chapter BMW Car Club of America



2 0 0 5 C A L E N D A R O F E V E N T S

January

- 2 BMW Karting League (1)
- 9 Karting, Allsports GP Mini Grand Prix (1)
- 16 BMW Karting League (1)
- 22 Holiday Party and Annual Meeting
(Hyatt Reston, Reston, VA)
- 29 Annual Open House at PTG (Winchester, VA)
- 30 BMW Karting League (1)

February

- 6 Karting, 5th Annual Superbowl
Mini Grand Prix(1)
- 13 BMW Karting League (1)
- 17 On the Border Get-Together (Rockville, MD)
- 27 BMW Karting League (1)

March

- 6 Karting, Allsports GP Mini Grand Prix (1)
- TBA BMW Karting League (1)
- 31 - April 3 TechFest Midwest, (Indianapolis, IN 2)

April

- 9 Autocross School (tentative)
- 10 Spring Tour
- 21 Get-Together (Prince Georges County)
- 30 Autocross #1 (tentative)

May

- 1 22nd Annual Deutsche Marque Concours
- 14 Autocross #2 (tentative)

June

- 11 Autocross #3 (tentative)
- 16 Sweetwater Tavern Get-Together (Merrifield, VA)
- 16-17 Drivers' School with Audi and Mercedes-Benz at
VIR (Danville, VA)
- 18 New Members' Party

July

- 9 Autocross #4 (tentative)

August

- 13 Autocross #5 (tentative)
- 18 On the Border Get-Together (Rockville, MD)
- 20 NJ Club Race and BBQ (Summit Point
Raceway, Summit Point, WV)

September

- 10 Shenandoah Concours (Edinburg, VA)
- 18-23 Oktoberfest (Greensboro, NC 3)
- 25 Autocross #6 (tentative)

October

- 20 Get-Together (Washington, DC)
- 22 Autocross #7 (tentative)

November

- 5-6 Fall Tour (tentative)

December

Check the website for the latest calendar.

- (1) Allsports Grand Prix <http://www.allsportsgp.com>
- (2) <http://www.hoosierbmw.com>
- (3) <http://www.tarheelbmwcca.org>



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



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

der Bayerische

National Capital Chapter BMW Car Club of America



NCC BMW CCA

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PHOTOS BY RAINE MANTYSALO

Cover: The New 116i 1 Series
Photo: Raine Mantysalo

BMW CCA National Capital Chapter Officers

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

President

Rafael Garces.....president@nccbmwcca.org 703.255.3219

Vice President

Steven Schlossman.....steven@happytogether.com 202.478.0768

Treasurer

Roy Morris.....treasurer@nccbmwcca.org 703.851.6017

Secretary

Andy Grigor.....andygee@comcast.net 410.750.9212

Membership Chair

Steven Schlossman.....steven@happytogether.com 202.478.0768

Social Chair

Open

Drivers School Coordinator

Adil Desai.....ds-coordinator@nccbmwcca.org

Concours Chair

Richard Pineda.....concours-chair@nccbmwcca.org

Webmaster

Open

Autocross Committee

Pete Lem.....autocross-chair@nccbmwcca.org

Eric Andreassen.....autocross@nccbmwcca.org

Roy Morris.....treasurer@nccbmwcca.org 703.851.6017

Club Council Representative

Kevin Henry

Tech Chair

Jared Townshend.....jared.townshend@longandfoster.com

Assistant Tech Chair

Jon Taillon

der Bayerische Staff

Editors

Robert Williams.....db-editor@nccbmwcca.org

Jared Townshend.....jared.townshend@longandfoster.com

Production

Wylie Wong.....db-production@nccbmwcca.org 301.588.6675

Post Production Assistant

DJ Kim

Advertising Manager

Bill Iacobellis.....db-advertising@nccbmwcca.org

Advertising Manager, *der Bayerische*

c/o Bill Iacobellis, 12239 Green Meadow Dr., Columbia, MD 21044

Contributing Writers

Woody Hair, Kevin Henry, Firas N. Makarem, Vic Maslanka, Roy Morris, Samuli Salminen, Robert Williams

Club Address

NCC BMW CCA, P.O. Box 685, Arlington, VA 22216

National Membership Toll Free Number

800.878.9292

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P R E S I D E N T ' S

Message

Did you get the e-mail?

Once a month, we send an e-mail update about upcoming events to the more than 70% of you for whom we have an e-mail address. We also send special notices on those occasions when there are last-minute changes regarding the venue, date, or time of an event. If we don't have your current address, you should go the BMW CCA website at www.bmwcca.org and provide them with your correct address or e-mail your changes to list@nccbmwcca.org. This will make it easier for us to contact you and to keep you informed about our events.

Too impatient – can't wait for the email?

Check out the new website. Look at the calendar and visit the new message boards. These member forums are easy to use (if I learned, anyone can). There are numerous groups ranging from Drivers' Schools to Concours, making it easy to find information or ask questions. We recently used the message boards to gauge interest in using the Shenandoah Circuit for a 2005 drivers' school and also in starting a go-kart league.

Looking for a date?

The preliminary 2005 calendar of events is in this issue as well as on the website. As of this writing, many of the event dates are still tentative and subject to "refinement". Specifically, we did not list the dates for the 2005 drivers' schools. The reason for this is that we don't have final dates (yes, I'm a master of the obvious), because BSR (the operator of Summit Point) is still in the process of developing their 2005 schedule. We have tentative dates for four events: Highway Safety School on the Jefferson Circuit, Summit Point (big track), Shenandoah Circuit, and another Jefferson Circuit. The final decision on use of the Shenandoah will wait until we see and hear reports back from other users.

Vote early and often.

If you can't attend the Holiday Party (reminder - send in your registration), don't forget to mail in your ballot for our 2005 chapter elections. It is also particularly important for you to vote in the National Club elections. The race for secretary is the only contested election; I am one of the candidates running for that position and I would very much appreciate your vote. Please check my candidacy statement in the *Roundel* and in this issue. Please note that my intention, if I win the National Secretary position, would be to complete my term as NCC President. Obviously, I have discussed this with my fellow NCC board members. With their continued very capable support, I feel confident that we can continue to operate the NCC at its present high level. If you have any questions or comments, please feel free to send me an email. Thank you and don't forget to . . .

Get out and Drive
Rafael

der Bayerische

Candidacy Statements for NCC Elective Offices 2005

The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2005 term.

Rafael Garces – *Candidate for President*

Hello, my name is Rafael Garces and I would like to continue to act as your president for another year. I've been a member of the National Capital Chapter of BMW CCA for over 15 years. It has been my privilege the past two years, to serve on your Board as the President. Working with Steven (V.P.), Roy (Treasurer), Andy (Secretary), and all the dedicated committee chairmen, we work to bring you a very diverse set of activities. Our Chapter continues to grow and the Chapter's finances are strong. We are planning another busy schedule of activities for next year. Please don't forget that we need your comments and suggestions. This is your club and we need your input. Please join us at the Holiday Party and cast your vote.

Steven Schlossman – *Candidate for Vice President*

My name is Steven Schlossman. I am seeking re-election to the position of Vice President. I have served as the NCC's Vice President for the past two years, as Membership chair for the past three years, and as Tour chair for at least the past four years. Being involved with so many aspects of the Chapter, I feel I have a good understanding of the members' needs and have the desire to continue doing what I can to make this the best Chapter of the car club. I hope you'll vote for me.

Tim Wesling – *Candidate for Secretary*

As Secretary for our Club, you will benefit from my six years of Club membership. During this time, I worked as Hospitality Chair for 2004's very successful TechFest East. For those of you lucky enough to attend this significant event, each of you benefited from the work I did with the Hyatt hotel, including menu planning and budgeting. Also, if you've attended one of our social events over the past few months, then you know that I set each of those events in motion leading "to a great time had by all."

Roy Morris – *Candidate for Treasurer*

Serving the Club as its Treasurer and a Board member for the past two years has been a very rewarding experience. I've gotten to know a group of dedicated volunteers, many of whom have become close friends. This Chapter is filled with people who really care about the quality of our programs and put a lot of effort into doing their best.

The financial record-keeping aspect of this job is well organized on QuickBooks so it would be easy for someone else to take over this position. So if there is a willing volunteer to replace me, I would be happy to step aside and give my successor full cooperation and assistance. There are other Club programs where I could serve. Furthermore, I support the general principle that we need to continuously bring new leadership into the Chapter to keep our programs vibrant.

That being said, serving as an officer and director of this Chapter is not a burden, but a pleasure. My 2005 initiatives will be focused on implementing procedures and controls that will help guarantee the integrity and

transparency of the financial functions of the Chapter regardless of who serves as Treasurer. There are chapters that have had financial problems due to mismanagement, and the Board intends for the National Capital Chapter to set the standard for integrity and prudent management.

Therefore, I would welcome the opportunity to continue to serve in 2005 as Treasurer and as a member of the NCC Board of Directors. I would also encourage all who have an interest in serving the Chapter to attend our monthly Board meetings, which are open to all members. The more members we involve in Chapter leadership, the stronger we'll be.

Ballots must be received by January 21, 2005. Send your ballot to: NCC BMW CCA, P.O. Box 685, Arlington, VA 22216, or bring it to the Holiday Party.

THE OFFICIAL BALLOT

2005 Annual Elections

Please select one person for each position.
Write-in candidates must give their consent
and signature.

For President

- ☐ Rafael Garces
☐ Write-in _____ (signature) _____

For Vice President

- ☐ Steven Schlossman
☐ Write-in _____ (signature) _____

For Secretary

- ☐ Tim Wesling
☐ Write-in _____ (signature) _____

For Treasurer

- ☐ Roy Morris
☐ Write-in _____ (signature) _____

Your Name _____

Membership# _____

Annual Meeting and Holiday Party

Saturday, 22 January, 2005

Location: The Hyatt Regency Reston, Reston, VA

Time: 6:00 p.m. - 10:00 p.m.

We invite you to come and meet your fellow Chapter members, learn about the activities and events available to you for the coming year, and to vote for your candidates in the Club's Annual Elections. More information and the Registration Form on the next page.

Annual Open House at PTG

Saturday, 29 January, 2005

Winchester, VA

Time: 8:45 a.m.

Start: Chantilly, VA

Our tour of PTG, Tom Milner's 23,000-square-foot facility, will begin as soon as our group arrives. PTG has campaigned BMW M3s as quasi factory entry for over 10 years with great success in IMSA, USRR, ALMS, World Challenge and now Grand-Am. Right after our tour, PTG will depart for participation in the Daytona 24-Hour race. Be among the first to hear their 2005 driver lineup. In addition to the M3 racecars, we should be able to see a variety of historic BMW racecars that BMW NA entrusts to PTG for maintenance and transportation. Bring your questions for Tom to answer. If you have any doubts about whether the tour is on due to weather conditions check the website.

DIRECTIONS TO THE START:

From the Capital Beltway (I-495) in Virginia to Exit 49 (I-66 West) to Exit 57B (Route 50 West). Go approximately 5.5 miles, turn right into Sully Plaza, not Sully Place. (Northeast corner of Centerville Road and Route 50). We will meet between KFC and Wachovia Bank along Route 50. Gas is near the start.

Social Get-Together

Thursday, 17 February, 2005

On the Border

Rockville, MD

Time: 7:00 p.m. till closing

Come join fellow NCC members for a bite to eat and an evening of socializing at the On the Border Restaurant, 1488 Rockville Pike, Rockville, MD. There's a very open bar area that can accommodate a large crowd, it should be a lot of fun. If you get lost on the way, their phone number is 301.881.9257. For more information contact Tim Wesling at bimberbiz_99@hotmail.com

DIRECTIONS:

From the Capital Beltway (I-495 W) to Rockville Pike/MD-355 N via Exit 34 toward Bethesda/Rockville/Wisconsin Avenue. Travel 3.7 miles to On the Border.

22nd Annual Deutsche Marque Concours

Sunday, 1 May, 2005

Location - TBD

Please check <http://www.nccbmwcca.org> for updates including alternate for rain date, etc.

Time: 8:30 a.m. - 4:00 p.m.

Winter is almost over and you are excited to bring your car out and enjoy the nice weather. Well, you can do just that at the National Capital Chapter's 22nd Annual Deutsche Marque Concours. Following previous BMW CCA Deutsche Marque Concours tradition, this will be a "top only" concours that is co-sponsored with our fellow Deutsche Marque car clubs - Porsche Club of America (PCA) and the Mercedes-Benz Club of America (MBCA). This year we plan to have commemorative dash plaques and FUN for all participants, trophy awards for the winners, and T-shirts available for purchase.

A concours is a "clean-car contest" and car show. Vehicles are judged by condition, appearance, and cleanliness. This event will offer two classes: top-only (judged) and display (People's Choice). "Top-only" is where the exterior, interior (including engine bay), and luggage compartment are judged. The "display"

class is one that involves the general public/participants vote by a "people's choice" ballot to determine the winner. Depending on participation, the top-only class will be separated into different models (2002s, early/late 3 series, coupes, sedans, M, Z, X, etc.). As we have in the past, racecars are also welcome to participate. Event Schedule:

8:30 am - Grounds open to show participants for placement onto the field.

9:00 am - General admission to the public begins.

10:30 am - Judging begins. Cars not in place and on the field by 11:00 am will not be allowed to show.

3:00 pm - Scores are tallied.

3:30 pm - Wine and Cheese Reception - Awards will be given at the reception.

Please note: This concours is an all day event. Resources are spent in preparation prior to the show, as well as on the day of the event, by both event planners and participants. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you and the vehicle have departed, the award will be given to the next runner-up in class. Additionally, please be mindful that cars not registered and displayed in the show should not be parked in the show field.

Registration

The entry fee is \$25.00 per car if pre-registered by April 25, 2005, or \$30.00 per car if registered after (including registering on location the day of the show). Registration includes one Wine & Cheese Reception ticket; additional tickets are available at \$10.00 each. There is no charge to attend the event as a spectator.

For pre-registration, please send the year and model of your car, along with your check made payable to BMW CCA / NCC, to:

Richard Pineda

7704 Lakeloft Court

Fairfax Station VA 22039

For inquiries or questions, please contact your Concours Chairman, Richard Pineda, at (703)625-7416, or email at concours-chair@nccbmwcca.org

22nd Annual Deutsche Marque Concours Sunday, 1 May, 2005



2005 ANNUAL MEETING AND HOLIDAY PARTY

The Hyatt Regency Reston, Reston, VA
Saturday, January 22, 2005



You'll have voted for the President of the United States. You'll have survived a week-end at the in-laws for Thanksgiving. You'll have narrowly escaped an electrical fire from the 25 year-old lights you used to decorate your house during the holidays. And you'll have already reneged on two out of three of your New Year's resolutions. Set your New Year right by attending the National Capital Chapter's 2005 Annual

Meeting and Holiday Party at the Hyatt Regency Reston.

This is the time to see whom you actually elected last year and to make those critical character assessments (based on tie color) of this year's officer candidates. This is the time to practice your technical jargon, compare notes on the latest tires and tools, and ask forgiveness for not applying a coat of wax to your chariot

since the last holiday party.

NCC has a large, diverse, friendly, and fun loving group of members dedicated to the BMW marque. We invite you to meet your fellow chapter members, learn about the activities and events available to you for the coming year, and meet the people who breathe life into the organization by attending the Annual Meeting and Holiday Party.

Date/Time: Saturday, January 22, 2005;
6:00 p.m. - 10:00 p.m.

Place: The Hyatt Regency Reston, Reston Town Center, 1800 Presidents Street, Reston, VA.

Directions: 495 to Rt. 267 West (Dulles Toll Road). Follow 267 to Reston Parkway, exit 12. Turn right at end of the exit onto Reston Parkway and proceed 1/4 mile to second light. The Hotel is on the left.

Parking: Free parking available on the hotel grounds.

Schedule: Reception from 6-7 p.m.; Dinner from 7-8 p.m.; year in review, awards/trophies, election results from 8-10 p.m.

Check in: Each person will receive their name-tag, a card indicating their entrée selection, and a

door prize ticket at the check in table near the Regency Ballroom.

Reception: Light hors d'oeuvres and open bar during the reception. A cash bar will be available from 7:00-9:00p.m.

Dinner: The first course will be a watercress and endive salad. Guests have a choice of one of three entrées: roasted New York strip loin with caramelized shallots and port demi glace (beef); pan fried almond crusted chicken breast with Amaretto cream and gingered wild rice (chicken); and Maryland crab cakes with roasted pepper aioli. Desert will be a dark chocolate cheesecake.

Cost: \$30.00 per person. (This event is being substantially subsidized)

Overnight accommodations: Room rates for

Saturday night are not known in time for publication. Make reservations by calling the Hyatt at 703.709.1234. Please reference the "BMW Car Club" when making your room reservations.

Questions: Please contact Andy Grigor if you have questions concerning the Annual Meeting/Holiday Party; andygee@comcast.net, or 410.750.9212.

To register for the Annual Meeting/Holiday Party, mail the below form and **payment in full** to: NCC Holiday Party, c/o Andy Grigor, 8613 Goldenstraw Lane, Columbia, MD 21045.

Your registration must be RECEIVED by Saturday, January 15, 2005.

**** No registration will be accepted at the door. ****

NCC 2005 ANNUAL MEETING/HOLIDAY PARTY REGISTRATION FORM

Member name: _____

Membership #: _____

Guest name: _____

*** Please provide contact information so I can confirm your registration and contact you if needed.*

E-mail address: _____

Phone #: _____

Member entrée selection: _____ Beef _____ Chicken _____ Fish _____ Vegetarian (TBD by Hyatt)

Guest entrée selection: _____ Beef _____ Chicken _____ Fish _____ Vegetarian (TBD by Hyatt)

Number of persons: _____ x \$30.00

January/February



From the Editor

Did You Say Snow?

Mercedes has it in their C, E, and S classes. Audi and Subaru have it across the model range. Even Ford has it in their new mid-size sedan, the 500. What am I talking about? All-wheel drive.

All-wheel drive has gone from being a neat option that was of interest to some folks in snowy climates, to a safety feature that is almost expected as an option on high-end cars. Regrettably, BMW is behind the eight ball on this one.

Of course BMW offers AWD in the 3 Series, in fact I own one of them (two, actually, if you count the E30) but it is a shame that they do not offer AWD in the 5 Series as well. One can forgive the absence of AWD on the Z4, and even, to some extent, the 6 Series; the argument being that they are specialty vehicles that are not intended to be pressed into service in foul weather, and you might not even get too much push-back if you used the same argument as regards the 7 Series. But the 5 Series? Come on now...that is a four-door car that is intended as a family vehicle and buyers should have the option of ordering it equipped in such a fashion that they can feel confident that it

is available to tote the kids around in any weather.

Enthusiasts will often counter that they get around just fine in their rear-wheel-drive cars, provided they mount snow tires, and there may be something to be said for that. But perception is everything, and the debate I had with my wife prior to our last purchase is a case-in-point.

With the birth of our first child fast-approaching, we needed to trade in my wife's E36 Convertible for a family car. She loved her BMW, but she was not so Bimmer-crazy that the new purchase just had to be another. She wanted to be able to get around in any weather, and since she doesn't care for the high step-in height of an SUV, she was immediately thinking of a front-wheel drive wagon. I told her I wanted to get a 5 Series wagon, to which she replied, "Is that front-wheel drive?" I told her it wasn't, but that we could get dedicated winter tires, mounted on rims, and I would swap them out when the weather got bad. She, of course, thought the idea of having two sets of tires was ridiculous and she probably also didn't believe me that a RWD car with snow tires is as good or better than FWD with all-seasons.

Luckily BMW had just started offering the 325Xi Sportwagon, and that's what we settled on. It's a great car, but now I'm getting grief because she sees these nice E-Class Mercedes 4-Matic Wagons running around and thinks, rightly, that there would be a lot more room for cargo in one of those. Of course I'd like to stay in a BMW, but they are making it tough on me by not offering a 530Xi Sportwagon.

So, rightly or wrongly, my wife's perception is that AWD or FWD is needed for safety in inclement weather, and I don't think she's the only one with that mind-set. Unfortunately, BMW is forcing people who have that impression to downsize to the 3 Series, or go down the street to the Mercedes, Audi, Subaru, or Ford dealerships.

Maybe BMW, instead of giving Bangle carte blanche to "push the design envelope", and forcing iDrive down our throats, should focus on offering the best in engineering and safety advancements in more of their cars — and it should start with AWD in the 5er.

Have Fun, Be Safe

Rob Williams

BMW CCA National Board Secretary Candidacy Statement

Important Note The following is my candidacy statement for the Secretary position on the BMW CCA National Board. Please don't confuse this with our local chapter elections that happen to be occurring at the same time. I am not running against Tim Wesling for the NCC Secretary position (in fact, I strongly support Tim for the NCC Secretary position).

My name is Rafael Garces and I'm seeking election as Secretary to the CCA National Board. I have been a member of the BMW CCA since 1987. As an active member of the National Capital Chapter, I have held the positions of Autocross Chairman, Secretary, and I am currently the President (from 2003 to present).

In addition to coordinating, planning, and running numerous local chapter events over the past 17 years, I have attended six O'Fests and I was co-chairman of TechFest East 2004. These experiences have provided me with the specific knowledge of what is needed to operate successful events.

My work experience includes becoming a partner in a small general-practice DC law firm. This experience has given me the ability to quickly identify and understand the legal implications of policy issues. My current "real job" as an executive in the finance department of a large telecom company provides a good basis for helping me guide and run the CCA.

I view the CCA Board's role as that of providing guidance to both the National staff and to the chapters. In addition, the Board needs to maintain a clear set of rules, communicated to the members through appropriate policy and procedure manuals. I will help the Board to develop, implement, and maintain policies that will allow National events to be run in a fiscally responsible manner. I will also work to help the local chapters to operate in an efficient, safe, and appropriate manner. Developing these policies requires input from the membership. Therefore, if elected, I will continue to remain active in local chapter activities.

When you receive your ballot, either in the *Roundel* Magazine or in the mail, please take the time to complete your ballot (and check the box voting for me as your Secretary). I look forward to working for you on the National Board.

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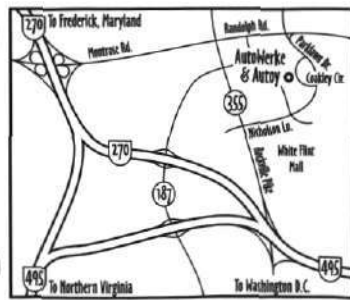
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Drivers' School Notes – Jan-Feb 2005

By Roy Morris

One of the 2005 initiatives for the Drivers' School Steering Committee is to do a better job of communicating to our Chapter members. In this first column for 2005 I'd like to put out some general information for people new to NCC Drivers' Schools.



Q: Who are the NCC Drivers' Schools for?

A: Any NCC member who wants to improve their driving skills and have a great time doing so.

Q: What should I do to my car to prepare it for driving on the track?

A: Well, lots of stickers, a coffee can-sized exhaust pipe, and a big honking aftermarket wing would definitely help you stand out. Actually, the club website has an FAQ under Chapter Programs, Driving Schools with a better answer to this question. All cars except convertibles are welcome, and the thought is that learning proceeds faster when the car is in stock form.

Q: When and where are the 2005 NCC schools?

A: Although the dates are subject to change, NCC has the following schools planned:

May	Jefferson Circuit (Saturday will be Highway Safety School)
June	Summit Point Main Circuit
August	Shenandoah Circuit
October	Jefferson Circuit

Precise dates will be posted on the Chapter website when we have firm commitments from Summit Point for the dates.

Q: Why only at Summit Point? I want to try VIR.

A: Logistics for our instructors are infinitely easier at a venue that is an hour from the DC area as opposed to four hours. So we only do NCC Driving

Schools at Summit Point. But, good news, the Chapter is going to team with the Audi and Mercedes clubs to put on a joint event at VIR on Thursday and Friday June 16-17. Also, consider maintaining a "dual Chapter" membership in BMW CCA with the Tar Heel Chapter, so that you can attend their schools at VIR.

Q: Aren't NCC schools impossible to get into?

A: Not if you mail your application on "opening day". The Main Circuit school admits 60 students (3 run groups of 20) and the Jefferson Circuit school admits 45 students (3 run groups of 15). A few years ago we went to a lottery system where applications received during the time window were subject to a lottery. That didn't work well for anyone. So we went back to the "first come-first served" approach. In 2004, every single person whose application was postmarked on "opening day" was admitted.

Q: How do I register?

A: Registration information is published on the website and in this magazine well in advance. Please note the date registration opens, and have your application postmarked on (not before) that date.

Q: Are DSSC meetings closed?

A: No, all members with an interest in the Drivers' School program are welcome to attend meetings and voice their opinions. We hold about 4 meeting per year, and although we have 5 people on the committee, we typically have about 12 people at the meetings.

Q: How are NCC instructors chosen?

A: Two ways. First, anyone who feels they are qualified to instruct can contact the Chief Instructor and asked to be checked out on a Friday afternoon prior to a school. Second, we run an Instructor Academy which graduates qualified instructors. In both cases, we have written procedures and standards which are intended to make this process as objective as possible, thereby warding off nepotism, cronyism, and other diseases. We are trying to expand the roster of NCC instructors (we currently have 53) so we welcome all expressions of interest. There are a bunch of highly qualified potential instructors out there who have declined to partici-

pate in the past for various reasons and we are hoping to bring them back into active participation for the benefit of the entire club.

Q: I instruct for other clubs and I want to be checked out to be able to instruct for NCC. Who should I contact?

A: Contact Bill Shook, at 703-941-0733 between 9 a.m. and 7 p.m.

Q: How can I get into the Instructor Academy?

A: Students attending NCC schools are evaluated by their instructor at every school for progress in skills, attitude and safety. Once your scores are at a specified level, you will be strongly encouraged to sign up for the Instructor Academy, which involves Friday training in addition to the regular school days. On average, instructor candidates graduate from IA in 2 years, meaning they graduate after about 6 IA days, but each student progresses at his or her own rate and IA works with every candidate until they graduate. We are extremely proud of our IA graduates' skills and dedication to the Chapter.

Q: Can I see my scores?

A: Sure. They are tabulated about a week after the school, and anyone who asks can have their composite scores mailed to them. Most people don't request them because the instructor has already verbally communicated extensively with them and the numerical score is unimportant compared to the advice and counseling they have already received.

Q: Who can I call if I have more questions that aren't answered by materials on the Chapter website?

A: Call the DSSC member with responsibility for the area pertaining to your questions:

Volunteering as a corner worker: Steve Lowry at 240-417-0286

Becoming an instructor: Pete Read at 703-533-7804

Registering as a student: Doug Verner at 301-990-1315



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Time for School... School That is!

Text and photos by Firas N. Makarem



Beep! Beep! Beep!
4:30 am the alarm sounds and, unlike a regular work day where one would contemplate whether to get up or not, there was no question, it's Friday November 19 and the caravan leaves the Manassas rest stop off I-66 at 6 am. Destination...Greer, SC. The Zentrum, and BMW Performance Driving School scheduled for all day Saturday the 20th.

I arrived just before 6 am to find about 13 cars there already and a group of guys huddled around sipping coffee and getting to know one another. Making final preparations before departure, I walked up and down the parking lane to see that most series and models were well represented. E36 M3s, a Z3 (with hardtop), 2 M Coupes, a couple E46 330 convertibles, E46 M3 coupe and convertible, a 5 series, and a Mini Cooper S. This was truly a family affair!

Our route was well-planned, I-66 to I-81 to I-77 to I-85, a total of 495 miles. Out of the 32 participants, about half would meet us at the destination. Each of us armed with cell phone numbers, some with radios, and others with GPS units, we drove off. It was still dark, temperatures were in the high 40s and warming up. The drizzle would taper off as the day wore on. We managed to stay together as a group but a few would drop off here and there for a pit stop and then catch up. We really didn't feel the hours pass. We were making good time until we had an unplanned pit stop in the middle of I-77. We couldn't see ahead for the details but we knew it was a bad accident. So we got out and stretched while others came by to admire our cars and inquire where we are heading. Oh, and we did pick up an extra E46 330 coupe that was headed to the Zentrum. It turns out the guy works there.

We found a way out of the traffic jam and decided it was best to fill up our tanks and our stomachs. While we ordered, I heard a few people say "Why are there so many BMWs here at

McDonalds?"no time to answer, we had to get back on the road and make sure we got to The Zentrum by 2:30 pm.

The first factory tour group started at 2:45pm while the 2nd group perused the row upon row of Bimmers and Beemers in the Museum until our time came. Anita was our tour guide. Yes, she was German, and you better make sure to move when she told you to move, focus on what she was explaining, and don't ask too many questions! OK, the last part was not true. All I can say is you gain a new appreciation for the brand when you see the way the factory is run. It was extremely well organized, with exceptional care given to each car, and with workplace innovations, and technology that created a truly fantastic place for the



employees at every level. Maybe I just wanted to hear this, but I was pretty sure Anita told us that part of the benefit package for employees in management was a brand new BMW! Since no pictures were allowed, I will leave it to your imagination as to how the factory worked and say only that it is a tour you must take at least once in your lifetime. Thanks to our BMW Chapter for picking up the \$3.50 per person factory tour fee.

After another couple of laps of the museum, and a run through the gift shop, it was 5:30 pm and time to drive to Greenville to check-in at the Hyatt where we enjoyed some food and beer at Barley's and anticipated the events of the next morning's driving school.

At 7:15 am we were on our way to the Performance Center, which is about a mile from the Zentrum. As we pulled into the parking lot, many of us scattered to look at the cars parked there and funny enough we all converged on a row of silver Z8 Alpinas. Were these the cars we would use that day? Apparently not all dreams come true, but it was fun to consider...

32 of us sat enjoying coffee and donuts while Matt Mullins and a group of instructors explained to us how we would spend our day. There were some safety rules and guidelines to be aware of, especially since the track was somewhat wet from the earlier rain. We walked out at 8 am to see 4 sets of BMWs awaiting us: 4 Laguna Seca M3s with 6-speeds; 4 Sterling Grey M3s with SMG; 4 M5s; and 4 Imola Red 330i PP. We were split into 4 groups of 8 drivers each and, before departing for our respective events, we were given a quick lesson in maximizing our seating positions and how to operate the radios so we could communicate.

Thumbs up! I led my group with the 6-speed M3s to one corner of the track where we had an autocross set up. We were led around it a couple of times to get a feel for it and then the instructor parked and stood at a turn and watched us go around. After a few laps we would switch drivers.



It was hard for me to let go and have Steve take over, but after a few laps I enjoyed being the passenger and we tried to apply some of the instruction that we had received. We had to keep the cars in 2nd gear all the way and it sure was easy to see the RPM redline! After an hour of this, with huge grins on our faces, we went back to base and switched instructors, jumped in the 330's, and headed over to the next segment. Ben was our instructor for the accident avoidance or emergency lane change segment, after leading us through the course a couple of times, we ran each car run through at 30, 35, and 40 mph. Each driver did about six runs, if not more, until we all cleared the cones at 40 mph. The key was not to drive it like an autocross, rather, once you reached the desired speed you'd have to assume an emergency and quickly avoid the obstacle by making lane changes and getting back on track. As Ben put it, you have to plan your escape route.

Another hour went by, and then it was time to head back to base and switch cars and instructors once again. The weather was still overcast with comfortable temperatures in the 50s. When we got back we were all exchanging stories, watching replays of digital recordings, and many of us waving our arms and making sound effects to give the other drivers an accurate and live simulation of our experiences!

The 3rd event for my group put us in the M5s. Whoooa! What a beast. They came in different colors, but they all had the sweet 400 horses. Passengers were welcome, but the driver and instructor would drive counter clockwise around the wet oval, following the inside yellow line as tightly as possible, in 2nd gear, wipers on, and when you thought you couldn't go any faster Jim would say "floor it!" and then the arm workout would start as you tried to get the M5 back on track. Just watching this exercise was almost as much fun as driving, 180s, 270s, 360s, we did it all and more!

The last morning event for my group was in the SMG M3s. We went out to a straight-away combined with a sharp turn and then a slalom back to the start. I had never driven an SMG before, so it was yet another new experience for me and some others. These cars can move! Matt stood at the turn and wanted us to come to a full stop at that point to illustrate if we were going through the proper motions to clear the turn. You would know when you were braking too early, too late, driving as if you were in a rally, etc. After a few of these runs, he let us go through the turn without stopping, and corrected us if necessary. I would say that everyone got ample time behind the wheel and at least one good run through. I am not sure I got used to the SMG, perhaps I need a few more laps.

It was lunch time. We had an hour to enjoy a sandwich or two, sodas, and some cookies. We heard a short lecture on the correct way to approach a turn, when to start braking, when to transition back to the gas pedal, and so on...it already felt like it was an entire day gone by but we still had the afternoon.

The weather continued to improve. It had cleared up and temperatures may have reached 60 degrees. If it didn't have MPH and RPM units, we didn't care. Now, the afternoon events were pieced together into 3 competitive events. My groups' first event was the "Rat Race", which was a small wet oval lined with cones. We got the SMGs with DSC off! It was single elimination, we each got a shot at 3 laps, you win you move on, you don't, you join as some put it, the "low premium risk insurance group". The final was seven laps, and these guys battled it out to the last lap! Did someone say something about being competitive?

The second event of the afternoon was a combination of the morning drifting track with

some enhancements such as a short straight-away, a slalom, and a couple of sharp turns. This time we got the M5s and everyone got to challenge and even invite passengers on board. It was loads of fun, everyone was a winner, as long as you didn't hit any cones. The commentary from Ben over the radios made it even more fun and was a reminder that there are others on the sidelines getting their money's worth in laughs.

The final event was the big one. Bring the M3s and we have an autocross circuit set up. This was a timed event and each driver got three full runs. Who won it? I will keep you in suspense for now. Most of us improved on our runs, some shaving as many as six seconds on their 2nd or 3rd runs. For me, my best was 68:19. It was up to us each to combine everything we learned throughout the day and have some fun!

Well, it was almost 4pm. The fun had to end at some point, right? WRONG! The instructors had a surprise for us. Something they don't normally do. These guys were true professionals, they wanted to take the time to make sure we learned as much as possible as well as have fun, and I must say that they were having a good time as well. So, the surprise? They offered to take each person around the entire track and show us how it's really done! It was the highlight of the trip and for me, I was holding on with both hands, legs, one eye on the road and the other on the instructor to see how they maneuvered the turns. It was truly incredible!

Finally the fun did come to an end as we expressed our appreciation to the instructors. Oh, about the autocross, our winner was Rafael Garces, with a time of 61:60. Congratulations Rafael!

Dinner on Saturday was at the Blue Ridge Brewing Company. It was a good thing that it was

der Bayerische



right across the street from the hotel. As we enjoyed the new friendships we made, we came to the realization that driving school definitely works every part of your body and brain and no matter how each person did; it was an experience that will always bring a smile to our faces.

Some departed that evening while others stayed on to enjoy more drinks and leave Sunday morning. The absolute biggest thanks goes to Doug Verner who made all these wonderful experiences possible for us. It was a lot of work on his behalf. You are a true friend and BMW enthusiast Doug!

Firas N. Makarem

2000 M Coupe (Alpineweiss III)

Firas' Top 10 Reason's to sign up for the next ///M School:

10. *Wonder what an apex is?*
9. *You hate the term AMG.*
8. *You think a pit stop in the middle of a highway is appropriate?*
7. *You think that if it weren't for BMW's there would be no reason to live?*
6. *You need some kind of excuse to drive 100 mph.*
5. *You find yourself racing around the cones in a construction zone.*
4. *You enjoy hearing the words "go faster!" and "floor it!"*
3. *If you think you are a good driver.*
2. *If you just bought a new M3 and want to burn someone else's.*
1. *You want to drive the ///M cars in the manner God intended for them to be driven.*

BMW Performance Center

///M School - Afternoon Autox

November 20, 2004

Name	1st Run	2nd Run	3rd Run
Group #1			
Adam Black	67.78	62.98	61.75
Aaron Slutsky	77.44	72.82	68.70
Jerry Poliquin	74.22	72.80	69.59
Bill Steele	65.12	65.44	64.00
Mary Howell	75.08	71.49	73.40
Marty Slutsky	77.16	91.09	76.60
Ed Ewing	64.09	63.86	63.88
Steven Schlossman	69.78	67.57	68.88
Doug Verner	68.42	64.06	64.03
Jon Canerday	75.16	72.25	70.94

Group #2			
Sasha Bergey	69.86	66.83	65.28
Rani Emad	64.53	63.06	62.51
Jason Garman	68.51	66.32	65.00
Richard Kramer	70.53	67.56	64.45
Mark Yu	66.17	66.16	64.37
Greg Bergey	69.68	67.81	67.35
Henry Garazo	65.18	64.30	63.93
Vic Maslanka	65.91	64.72	64.60
Fred Brinkel	70.60	69.63	68.84
Rafael Garces	62.25	61.79	61.60

Group #3			
James Kingsley	72.06	70.83	69.83
Howard Murphy	65.81	68.01	67.13
Bruce Smith	73.15	69.28	64.98
Linwood Mishler	69.27	66.25	64.97
Steve Klein	66.56	82.39	65.06
Andy Jones	65.74	64.00	62.37
Sundar K.	74.56	68.94	66.03
Fred Cocco	70.98	66.50	64.41
Firas Makarem	70.69	68.19	68.87
Alex Bailey	67.20	63.31	62.86
Steve Pera	64.21	62.67	62.03
Dan Bailey	64.73	64.92	63.25

Overall Top Three

Rafael Garces	61.60
Adam Black	61.75
Steve Pera	62.03

So Long, Frank Lloyd Wright Tour

(Apologies to Simon and Garfunkel)

By Vic Maslanka



Photos by Bob Stern

efforts, but it is a fun and scenic road. We eventually reached Ohiopyle and then US 40, continuing a few miles to our lodging destination.

The historic Summit Inn (www.summitinnresort.com) sits upon Chestnut Ridge, overlooking Uniontown about 1,200 feet below. Opened in 1907 as a grand mountain resort, the Inn was a perfect place for relaxation and socializing after a long day of spirited driving (about 240 miles). Its beamed ceilings, large stone fireplace, original

On an unseasonably warm and dry November weekend, thirty-nine bimmers and one MINI Cooper departed the congested urban environs of Washington and proceeded on a scenic tour to Western Pennsylvania to experience two houses designed by Frank Lloyd Wright. Mr. Wright, who chose honest arrogance over hypocritical humility, is arguably the most famous architect of all time. His masterpieces include the Guggenheim Museum in New York City and the Johnson Wax Building in Racine, Wisconsin. Our tour visited Fallingwater, perhaps the most famous house in the United States, along with Kentuck Knob, a relatively unknown Wright creation located nearby.

The tour started on Saturday morning in Urbana, Maryland, and continued northerly along I-270 and US 15 parallel to the Catoctin Range. In Thurmont, we left the busy highways and traveled on rural state and county roads past secret government installations into Pennsylvania. Our path along winding scenic roads eventually led us to the historic Lincoln Highway (US 30) at Caledonia State Park. The Lincoln Highway (www.lincolnhighwayassoc.org), stretching from New York City to San Francisco, was an early twentieth-century, two-lane predecessor to multi-lane, limited access interstate highways of today. The sections we traveled on are lightly traveled, since the interstate function of the road was replaced by the Pennsylvania Turnpike.

Our lunch stop was at the Jean Bonnet Tavern (www.jeanbonnettavern.com) west of Bedford. The restored tavern, built circa 1762, was an early

lodging point on the road from eastern Pennsylvania to the territories to the west. The premises are reportedly haunted, although no ghosts were sighted during our visit.

After lunch, we proceeded westerly to Gravity Hill (www.bedfordcounty.net/gravityhill) near Schellsburg. The laws of physics are apparently violated, as cars coast uphill without assistance. The techies dismissed the site as an optical illusion, the romantics attributed the effects to ghosts and the supernatural, while the conspiracy theorists had discovered Pennsylvania's version of Roswell and Area 51.

On a more somber note, the tour continued to the Flight 93 Memorial (www.ft93memorial.org) near Shanksville. Through the efforts of courageous crewmembers and passengers, United



Airlines Flight 93 crashed on this site on 9/11, avoiding the reported target of Washington, D.C.

From Shanksville, the tour continued west along US 30 to the outskirts of Ligonier, where we turned onto PA 381. This narrow, winding, assemblage of paved cow paths is not one of PADOT's best



Stickley designed Mission style furniture, and historic artifacts provide a glimpse into the past. We enjoyed dinner in one of the banquet rooms, where we renewed friendships and recounted the events of the day.

On Sunday morning, we retraced our path back to the town of Ohiopyle and Fallingwater (www.wpconline.org/fallingwaterhome.htm). Designed by Frank Lloyd Wright in the 1930s as a weekend house for the Kaufmann family (of department store fame), the house sits isolated in a deep forest and seemingly floats over Bear Run. Its cantilevered construction was very advanced for its time. In typical Wright style, the building is constructed primarily from local materials and respects its natural setting. The house is currently in the trust of the Western Pennsylvania Conservancy.

A few miles away, we toured the House at Kentuck Knob (www.kentuckknob.com), also known as the Hagan House. Designed near the end

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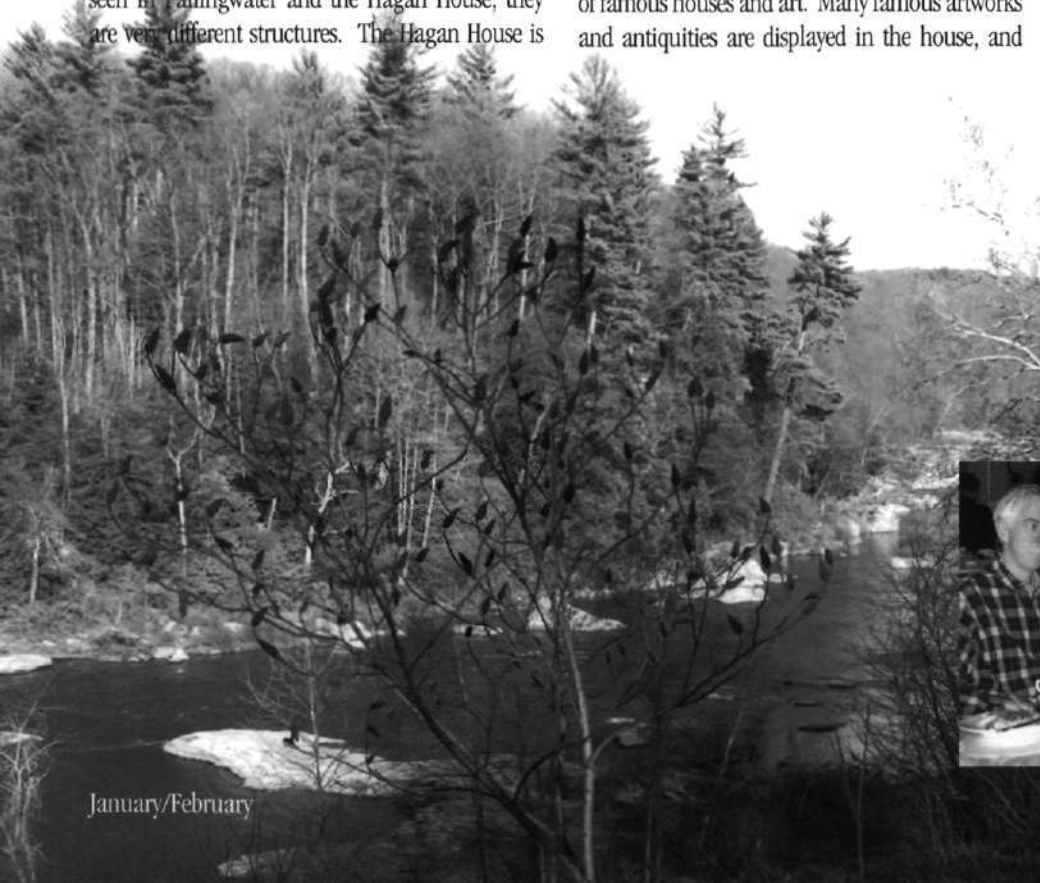
8427 Lee Highway (at Prosperity Avenue), Fairfax, VA

of his career in the 1950s, this Frank Lloyd Wright house was designed for the Hagan family (of local ice cream fame) as a year round residence. While many common Wright design principles can be seen in Fallingwater and the Hagan House, they are very different structures. The Hagan House is

constructed primarily of native sandstone and tidewater cypress, and is based upon Usonian design. The house is currently owned by Lord Peter Palumbo of Great Britain, who is a collector of famous houses and art. Many famous artworks and antiquities are displayed in the house, and

the grounds are the setting for many large pieces of sculpture.

Following our interesting tours, we returned to the Washington area via more direct routes. Many thanks to Herr Tourmeister, Steven Schlossman, for another outstanding tour.





Searching for Your Next BMW? Look What's Hiding in Your Neighbor's Garage.

Text and photos by Samuli Salminen, BMW Club Finland

About the author: Samuli Salminen, lives in Espoo, Finland and works for the Nokia Corporation. He has been a member of the BMW Club Finland since 1996. Samuli has contributed to the Club as the Webmaster, worked several years as a member of the Club's board and written several BMW-related articles for the Club's magazine, Bemaristi.

When it comes to finding the right collector car, it's not just how much you know, but who you know. As an owner of a few BMWs already, I had had an eye for a nicely kept 635CSi for some time. Then a friend of mine—who just happens to work at a local BMW dealership—mentioned to me that he knew of an '86 model that was for sale by the original owner.

The car, a BMW 635CSi, VIN 9404002, was manufactured on the 30th of July in 1986. According to the factory data, this CSi was the fourth to last car built during that model year. The original owner had purchased the car directly from BMW's Diplomatic Sales Department in Munich, Germany on Tuesday, August 8th, 1986. The color, "BMW Diamandschwarz", had been chosen and the car came loaded with lots of options. For the first years of its life, due to the diplomatic background of its owner, the car traveled mostly on the

roads of Central Europe and Finland. It was registered for the first time in Finland on the 10th of November in 1988 and got its official—and very appropriate—Finnish license plate "BKV-635". The owner stored the car in a garage in Helsinki as his career took him overseas more often, and for longer periods.

I went to see the car, accompanied by a representative of the owner, and was shocked at the layer of dust that had accumulated during its hibernation. The overall condition seemed to be much as expected: the interior was very original and equipped with lots of extras, the engine started with some hesitation, and ran rough initially. I took some pictures with my digital camera and promised the person showing the car that I would contact him the following day.

That night I found a sales brochure of the 1986-model-year 635CSi in my collection and

browsed the Internet to find any E24-related information. I contacted the owner's representative the following day and insisted that, before going any further, I'd like to see the car washed and take it for a test-drive. He informed me that the owner himself would be in Finland in the coming weeks, and I could speak with him directly concerning the car at that time. This was a positive development, in my mind, as I had many questions and I was certain the owner would have more information for me than his representative had.

I met the owner of the car at the garage and I began to examine the car more closely than previously. I carefully looked at the wheel arches with a flashlight, I also examined the chassis, the engine, and the trunk. I didn't find any rust at all, which is very rare in Finland.

We washed the windows with water, started the engine, and slowly drove to the nearest gas

der Bayerische

station to add air to the almost-flat tires, then to a good car wash. Once the car was clean I examined the paint and found it to be OK, although some repainting had been done over the years. I also noticed some dents on both sides of the body, but as we all know, they can be removed quite easily with modern dent-removal techniques. Overall, the condition was pretty good.

It was time for a test drive. My experience with E24s and the M30B35 engine was limited at that point. The heavy manual clutch and the powerful engine torque from 1,000 rpm up surprised

Back to the brake thing. After the purchase, while I had started to examine the car more closely, I was concerned about the way the brakes felt. I had read stories regarding the E24 "brake bomb" issues, and I was pretty sure that it had to be replaced to get the brakes working properly and ready for the car's inspection.

It turned out that the small brake oil pressure regulator was leaking brake fluid. I managed to get a new one from the local dealer and rushed back to the garage to change it. After a short test drive, I determined that the brakes worked properly.



The CSi's upholstery is Perlbeige leather, factory code 206. Sportseats are equipped with electrical seat adjustment, and with two-step seat heaters (above). Service booklet was filled appropriately all the way down (right).

me. The car felt quite good to drive, although the brakes felt a little weird. The suspension was just what you would expect from an 18-year-old car (yes, the shocks had never been replaced—during this winter they will be). As we drove along, the sun was shining and it started to get a little warm in the car. We switched on the air conditioning—and cold air flowed immediately.

As it turned out, the car was well kept and generally in good condition. The time for the final call came. Having prepared myself for this for almost two months, I told the owner that I would like to buy the car. We closed the deal and finished the required paperwork the following week.

The car's inspection time was getting close. Over three years had passed since the car was last driven, and I was a little bit worried on my way to the inspection site. But everything went just fine. The only citation I received was concerning the exhaust pipe. It would have to be repaired or replaced since it had a hole big enough for a mouse to get through! The CSi got inspected and was approved on the 20th of August 2004.

In Finland, traffic safety is taken very seriously, and owners are required to keep their cars in perfect running condition. Therefore, all cars must be inspected every year. But, if your car is not being driven, annual inspections are not required. The

only exceptions are vintage cars. They have to be inspected only every other year. Registering a car in the vintage register comes with some limitations, like a 30-day annual driving permit, but in return, you benefit from lower insurance rates and inspections half as often.

In the following weeks I changed all the necessary fluids; differential, gearbox, and engine oils. Also, and against the authorized BMW dealership's advice, I changed the power steering fluid. They told me that it is something that is never needed, according to the service program.

The CSi was given a professional paint refinishing treatment, and I cleaned and treated the leather interior with AutoGlym products. I also ordered new beige velour mats from Germany. I would say that the car looks very nice now.

As background information to BMW owners in the US, I should emphasize that buying cars in Finland has always been considered a luxury. Heavy taxation and high prices have kept most people from affording their own transportation. Certain goods have an added 22% "luxury tax" that customers (reluctantly) pay as part of their purchase. But the taxation of cars has been even higher, and the overall number of cars purchased has therefore been generally low. After Finland joined the European Union in 1995, taxation on cars was lowered substantially. In the old days, buyers paid over 130% in various taxes when purchasing new cars. For example, the list price of the CSi equipped as shown in this article was over \$140,000 in 1986. That was almost like paying for two and a half cars.

Nowadays, people here import their own cars, especially from Germany. Germans, in general, don't like to drive older cars and the selection of well-kept, low-mileage cars is abundant. Helping this trend has been the lower taxation of used cars,



a welcome change that came into effect only two years ago. It was the result of the European Union's protest of the Finnish government's practice of penalizing people purchasing goods and not being in compliance with the other members of the Union. With the average price of used cars in Germany being only approximately one third of the prices in Finland, the government had to change its method of taxing them. In 2003, the number of BMWs imported under this new regulation was already 4,543 units, or 13.7% of all imported cars in Finland, second only to Mercedes-Benz.

The moral behind this story is to tell the reader, anywhere in the world, that well-preserved and original cars can still be found, and more importantly, they may be closer than you think.

The engine compartment at the moment the CSi was found. The radiator and ECU were changed by the first owner in 2001 (top right). Exhaust gas measurement gave good readings in the inspection (right). Inspector Tapio Issakainen checks CSi carefully (far right).



The original color is Diamantschwarz metallic, paintcode 181, upholstery was in leather Perlbeige, coded 0206. The car was delivered with the following options:

- 206 5-speed manual sport transmission
- 209A 25% Limited slip differential
- 301 Anti-theft system
- 314A Passenger's rear view mirror, electrically adjustable and heated
- 320 Shadow Line
- 324 Green-tinted heat-insulating glasses
- 404A Steel sliding/vent roof
- 415A Sunblind for rear window

- 421 Fire extinguisher
- 427 Warning triangle
- 458A Electric seat adjustment
- 481A Sport seats
- 494A Heated front seats
- 498A Rear seat head restraints
- 500A Headlight washer system
- 510A Headlight adjustment control
- 530A Air conditioning

- 536A Park heating
- 675 BMW Sound System
- 682 Automatic radio antenna
- 708A M Technic II sports leather steering wheel
- 823A Hotland version
- 850A Lateral front direction indicators
- 975 Mud flaps rear
- 979 Velour floor mats (beige)



BMW CCA National Capital Chapter

2004 Autocross Series Year End Championship Points

(Qualifying Events: 3, dropped events: 2)

Event #1: National Capital Chapter 2004 Autocross #1

Event #3: National Capital Chapter 2004 Autocross #3

Event #5: National Capital Chapter 2004 Autocross #5

Event #2: National Capital Chapter 2004 Autocross #2

Event #4: National Capital Chapter 2004 Autocross #4

Event #6: National Capital Chapter 2004 Autocross #6

Pos.	Class	Car #	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/Drops
'Modified Super Sport'												
1	MSS	5325	Schreiber, Bud	1993 BMW 325is	10	9	9	10	10	-	48	39
2	MSS	5317	Ty, Glenn	1998 BMW M3	9	10	10	9	9	-	47	38
3	MSS	6216	Schreiber, Austin	1993 BMW 325is	-	7	5	-	7	7	26	26
4	MSS	6318	Doby, John	1998 BMW M3	8	8	8	-	-	1	25	25
5	MSS	6104	Wong, Eric	1995 BMW M3	-	6	-	-	8	10	24	24
6	MSS	6225	Hausmann, Bob	1994 BMW 325	7	4	6	-	-	4	21	21
7	MSS	6227	Grafton, Chuck	1990 BMW M3	5	3	2	7	-	1	18	17
12	MSS	6323	Nguyen, Bryant	1988 BMW M3	-	-	1	6	-	1	8	8
'Modified Sport'												
1	MS	6316	Henry, Kevin	1990 BMW 325i	9	8	10	10	10	8	55	39
2	MS	6336	Sheridan, James	1998 BMW 323is	10	10	-	-	-	10	30	30
3	MS	3101	Staib, Ted	1991 BMW 325i	7	6	9	-	-	-	22	22
4	MS	6338	Carmona, Jed	1994 BMW 325is	6	5	-	-	-	7	18	18
'Modified Touring'												
1	MT	6313	Brochu, Bill	1985 BMW 535i	10	10	10	10	-	10	50	40
2	MT	5129	Pantezzi, Todd	1973 BMW 3.0cs	8	9	9	9	10	-	45	37
3	MT	6123	Smith, Daniel	1987 BMW 635CSI	6	5	-	8	8	8	35	30
4	MT	6120	Bell, Sam	1986 BMW 325es	-	6	-	-	9	9	24	24
'Prepared Super Sport'												
1	PSS	5329	Vitamvas, John	1995 BMW M3	10	10	10	-	10	-	40	40
2	PSS	6320	James, David	1999 BMW M Coupe	7	7	-	10	5	10	39	34
3	PSS	6322	Potter, Chris	1997 BMW M3	-	-	9	9	4	8	30	30
4	PSS	6208	Derry, James	1998 BMW 323is	1	1	8	6	3	9	28	26
4	PSS	5305	Kammerer, Ken	2003 BMW M3	8	9	-	-	9	-	26	26
6	PSS	6111	May, George	1988 BMW M3	-	5	-	-	6	7	18	18
7	PSS	6115	Dolenc, Andrej	1997 BMW M3	6	3	-	-	-	6	15	15
7	PSS	5128	White, Paul	1995 BMW M3	-	-	6	8	1	-	15	15
9	PSS	6109	McDevitt, Sean	1998 BMW M3	-	-	-	5	2	5	12	12
11	PSS	5232	Rubenstein, Nicholas	2004 BMW M3	2	1	-	-	8	-	11	11
'Prepared Sport'												
1	PS	6228	Garces, Rafael	1996 BMW 328i	9	10	10	-	10	10	49	40
2	PS	6236	Hair, Brian	1998 BMW 323is	10	9	-	10	9	8	46	38
3	PS	6206	Lem, Pete	1998 BMW 323is	8	8	9	9	8	9	51	35
4	PS	5316	Poplacean, Bogdan	1996 BMW 328is	-	-	8	8	7	-	23	23
'Prepared Touring'												
1	PT	6309	Bullman, David	1998 BMW 318ti	8	7	10	10	10	9	54	39
2	PT	6124	Ellmore, Doug	1974 BMW 2002 tii	10	8	9	9	9	10	55	38
3	PT	6130	Shott, Eric	2002 BMW 540iA	7	-	8	8	-	7	30	30
4	PT	6201	Andreasen, Eric	1991 BMW 318is	4	5	7	7	8	6	37	28
5	PT	6303	Hallick, Jason	1998 BMW 318i	5	-	6	6	-	8	25	25
6	PT	5215	Tsui, Charles	1984 BMW 633CSI	-	-	5	3	6	-	14	14
7	PT	6102	Ellmore, Andrea	1974 BMW 2002 tii	-	4	-	1	4	3	12	12
'Showroom M Cars'												
1	SM	6229	Bengermino, Bren	2004 BMW M3	-	-	9	9	10	10	38	38
2	SM	6207	Dazzo, Dan	2002 BMW M Roadster	9	8	10	10	6	6	49	37
3	SM	6112	Boschetti, Max	2003 M3 Convertible	10	9	-	-	9	8	36	36
4	SM	6126	Turner, Joshua	2002 BMW M3	-	6	-	8	8	7	29	29
5	SM	6224	Marghescu, Silviu	2004 BMW M3C	7	4	-	-	7	-	18	18

BMW CCA National Capital Chapter

2004 Autocross Series Year End Championship Points

Pos.	Class	Car #	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/Drops
5	SM	6219	Teitelbaum, Alex	2004 BMW M3	-	-	6	7	-	5	18	18

'Showroom'

1	S	6325	Lindley, Brandon	1993 BMW 325ic	-	10	7	10	-	10	37	37
2	S	6203	Hair, Woody	1996 BMW 328is	7	-	8	9	10	9	43	36
3	S	6222	Hartge, John	2004 BMW 330Ci	-	9	9	8	-	8	34	34
4	S	5220	Bushar, Ronald	2002 BMW 330Ci	10	-	10	-	9	-	29	29
5	S	6127	Costanza, David	1998 BMW 540i	4	3	5	7	7	5	31	24
6	S	6305	Gajjala, Anand	2001 BMW 330i	-	-	6	-	8	7	21	21
7	S	6125	Markle, Holly	2002 BMW 325Ci	2	1	-	6	6	4	19	18
8	S	6324	Eikel, Robert	1997 BMW 328i	-	5	-	5	-	6	16	16

'Non-BMW on R Compounds'

1	XR	6231	Selekler, Fatih	2004 Subaru Sti	9	-	10	-	-	10	29	29
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'Non-BMW'

1	X	6220	Caplan, Clyde	2004 Mazda RX-8	10	6	9	10	6	7	48	36
2	X	6311	Miller, Jonathan	2002 Mini Cooper	7	-	6	4	1	6	24	23
3	X	6122	Spaulding, Scott	1993 Mazda Miata	8	3	2	9	1	2	25	22
4	X	6204	Nicolaysen, John	2000 VW GTI 1.8	9	7	-	-	3	1	20	20
5	X	6326	Chelikowsky, Adam	2002 VW GTI 1.8	1	5	3	-	1	5	15	14
6	X	5306	Schmidt, Mike	1998 Chevy Corvette	-	-	1	6	4	-	11	11
9	X	6205	Zavala, Al	2004 Mini Cooper S	-	-	-	5	2	3	10	10
14	X	5320	Frankel, Mick	2001 Porsche Boxster	-	-	1	3	5	-	9	9
14	X	5309	Saunders, Allen	2002 Honda S200	-	-	1	7	1	-	9	9
21	X	5102	Cunningham, James	1979 Porsche 911	4	2	1	-	1	-	8	8
30	X	6307	Coppy, Christina	2002 VW GTI 1.8	1	1	1	-	1	1	5	4
30	X	6321	O'Lone, Patrick	2002 Mini Cooper	1	-	1	-	1	1	4	4
30	X	6103	Spaulding, Doug	1993 Mazda Miata	-	1	1	-	1	1	4	4
35	X	5233	Crossin, Michael	1990 Honda CRX	-	-	1	1	1	-	3	3
35	X	6306	Doby, Nicole	1998 Chevy Corvette	1	1	-	-	-	1	3	3
35	X	5108	Estelle, Glenn	1992 Chevy Camaro	-	-	1	1	1	-	3	3
35	X	5312	Fillmore, Mark	1991 Mazda Miata	-	-	1	1	1	-	3	3
35	X	6110	Schmidt, Al	1966 Ford Capri	-	-	-	1	1	1	3	3



Gary Martin

460 A South Pickett Street,
Alexandria, VA 22314

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Photos by Eric Andreassen and Pete Lem

Another Great Autocross Season

The 2004 Autocross season is over, and all the participants seemed to have a great time at all the events this year. We capped off the season with our Chapterfest event at the Bowie Baysox Stadium, which went well despite some rain during the second heat. Unfortunately for Chapterfest, the rain kept the Concours crowd from showing up to show off their cars. What is it with rain and showing off your car? You can still see how great a job has been done taking care of it, even if there are water droplets on the car.

The Chapterfest winners of all our autocross classes (as published in this magazine) each received trophies, and will hopefully be back for another season next year. The season's points results for everyone who qualified for the championship are also published in this edition. The full results for everyone who ran can be found on our website. For all the championship competitors, there are trophies presented for the top three in each BMW class, and the winners of the non-BMW classes, which will all be presented at the Holiday Party. I hope you can all make it.

Let's all welcome our new Autocross Committee for 2005, Team BAR! All our autocrossers have certainly met most of them, and they will be taking over responsibilities from me for running the events. Let's do everything we can to help them out, and I personally thank them for being interested and involved in the sport.

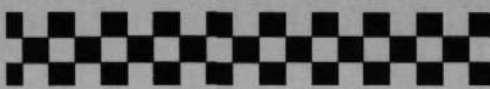
Signing off,
Kevin Henry
Former Autocross Chair





BY WOODY HAIR

Woody's Competition



C O R N E R

The team of M3s fielded by Winchester's Prototype Technology Group finished the 2004 season on a real high and PTG is looking forward eagerly to the first 2005 race, the Daytona 24-Hour on February 5. Running in the **Rolex Grand-Am** series GT class, the team won the Manufacturer's championship for BMW, first and second in the drivers' championship (Bill Auberlen and Boris Said), and the team championship. The last race of the season, at Fontana, California, saw young Tom Milner (the team owner's 19 year old son) take both the pole position in qualifying and the class win.

A GT class rule change will have PTG building new cars for 2005, and they plan to run four cars throughout the season. Rather than the exotic M3 GTR chassis that was specifically built for the special American Le Mans Series V8s, this year the cars will have to use a normal E46 chassis. The 8-member driver lineup is not set as of this writing, but Tom Milner will be one of the full-time drivers. PTG has sold their **Formula BMW** team to another local operation so they can concentrate on the Grand-Am. We should find out more at our annual PTG open-house tour on January 29. A tentative schedule for 2005 shows the Grand-Am visiting Watkins Glen three times (June 12, August 12, and September 24), as well as VIR on Oct 7. This will give us a number of opportunities to see the Grand-Am in person.

The **Formula 1** Contracts Recognition Board ruled against Williams-BMW's claim on Jenson Button, so he will remain at BAR-Honda. As of this writing, in November, Williams still has not selected a second driver to team with Mark Webber. Despite the availability of McLaren veteran David Coulthard, most speculation is on Antonio Pizzonia, Anthony Davidson or Nick Heidfeld to be the choice. The first race of the season will be in Australia on March 6. If you want to see an F1 race this year, Montreal is scheduled for June 12 and the USGP at Indianapolis will likely be the following weekend.

Final points in the SCCA's nine-event Mid-Atlantic Road Racing Series (**MARRS**) have been

calculated and the top three positions in the ITS class were swept by chapter members Ed York, Ted Giovanis, and Marshall Lytle. A BMW E36 325 was the car of choice for all three. Matti Vilkkila and Bill Radford were 3rd and 4th in ITB with their 2002s. Other chapter members doing well in the final standings include Bruce Shelton and Jim Harrison in the GT Pinto class, and Matt Polk who was 3rd in the highly-competitive Spec Racer Ford class.

Final 2004 standings from our chapter's six-event **Autocross** series are shown elsewhere in this issue. Our autocross committee of Kevin Henry, Fatih Selekler, and Roy Morris put on great events with creative courses. Members of an informal group of BMW autocross fanatics, Team BAR, will be conducting our series this coming year. They are working hard on locating some better venues for our events. Six of the classes were decided by one or two points.

A number of BMW drivers did well in the SCCA DC Region seven-event 2004 Solo II (autocross) series. All events were on the big lots at the Redskins' FedEx Field.

1st E Modified	Gary Lin	95 318ti
3rd A Street Prepared	Jason Kuper	03 M3
1st B Street Prepared	Eric Wong	99 M3
2nd B Street Prepared	Glenn Ty	98 M3
3rd B Street Prepared	Matt Williams	95 M3
1st D Street Prepared	James Sheridan	98 323is
2nd D Street Prepared	Kevin Henry	90 325i
2nd E Street Prepared	Tyler Stewart	82 Camaro Z28
3rd E Street Prepared	Fatih Selekler	04 Subaru STI
2nd Street Modified	John Doby	98 M3
1st B Stock	John Vitamvas	95 M3
3rd B Stock	Clyde Caplan	04 Mazda RX8
1st D Stock	Brian Hair	98 323is
2nd D Stock	Larry Spector	00 Integra Type R

Our third local autocross series, the Metro Washington Council of Sports Car Clubs (MWC-SCC) Championship, had eight events and the final point standings show:

1st B Street Prepared	Eric Wong	99 M3
2nd B Street Prepared	Glenn Ty	98 M3
1st C Street Prepared	Woody Hair	88 M3
2nd A Street Prepared	Mark Rebano	04 Vette
1st D Street Prepared	Pete Lem	98 323is
2nd D Street Prepared	Kevin Henry	90 325i
1st B Stock	Clyde Caplan	04 Mazda RX8
2nd B Stock	David James	99 M Coupe
1st D Stock	Brian Hair	98 323is

Team entrants for two of the Council events were lost. Results for the other five events show the BMW beating Salazar Racing Team for first place 187 points to 158.

SPEEDSHIFTS: Congratulations to BMW of Fairfax service writer Payton Wilson for winning the 2004 SCCA Pro Racing MazdaSpeed Miata Cup Atlantic Tour championship (whew, that's a mouthful). Payton drove his King RAT Motorsports Miata all over the east in pursuit of the championship. In the last race of the season at Mid-Ohio, his transmission lost all but 4th gear and he finished 16th. This dropped him to 2nd place in the season standings. The rules allow a driver to substitute two results from Pacific Tour events for their worst Atlantic results. So Payton went all the way to Portland, Oregon for the last two Pacific Tour events. He finished 6th and 8th, despite totally losing his brakes part way through the second event. These results put him back on top of the Atlantic Tour standings. I guess it had to happen one day. At the Autocrossers, Inc. event on November 7 at Ripken Stadium there were 117 entries including 10 BMWs. All of the BMWs were M3s except one, and that was a 325is with M3 engine and suspension. If you have ever considered doing the Cannonball One Lap of America, this might be a good year to make good on those dreams. The week-long event will visit four tracks within 5 hours of DC — Summit Point's Shenandoah Circuit, VIR, Beaver Run and Nelson Ledges. Visit the One Lap's official website for a schedule and entry information. www.onelapofamerica.com From 1953 to 1970 the

Sports Car Club of America held National sports car races on the long runways of the Cumberland, Maryland airport (actually the airport is across the Potomac in West Virginia.) These races drew as many as 45,000 spectators back when SCCA National races were the ultimate in road racing in this country. In 1955 there were 1,100 SCCA mem-

bers nationwide and over 25% (284) of those members were entered in the Cumberland races. A few years ago several Cumberland residents started a series of autocrosses and road rallies that pay homage to the races. This year there will be six autocross weekends on the long, wide airport taxiways. You can drive Saturday, Sunday, or both.

Each is scored separately. SCCA Solo II classes are used. In not too many years, the organizers hope to host a vintage race weekend at the airport. Their website www.nationalroadrally.com has a schedule, and entry and results information for the autocrosses, as well a written and pictorial history of the National races. CRUNCH



Photos by Raine Mantysalo

BMW AUTOCROSS RESULTS

SCCA Round 7, FedEx Field, October 3

Lee Piccione	95 M3	1st BSP	53.863
Mike Neary	95 M3	1st SM	54.402
Glenn Ty	98 M3	2nd BSP	54.502
James Sheridan	98 323is	1st DSP	54.523
Eric Wong	98 M3	3rd BSP	54.598
Matt Williams	95 M3	4th BSP	54.643
John Vitarnvas	95 M3	2nd BS	55.447
Ken Kammerer	03 M3	1st ASP	55.541
Nick Rubenstein	04 M3	Fun	56.55
Kevin Henry	90 325i	2nd DSP	57.388
Bob Hausmann	94 325is	10th SM	57.445
Bill Collins	95 M3	5th BSP	57.73
Gary Lin	95 318ti	1st EM	58.368
Brendon Bengermينو	04 M3	6th AS	59.66
Max Boschetti	03 M3	7th AS	59.695
Jason Kuper	03 M3	5th ASP	60.454
Chuck Grafton	90 M3	6th CSP	61.04
Alex Teitelbaum	04 M3	8th AS	61.388
Michael Poole	89 325i	6th STX	62.182

Shelby Dodge/ALTD/Lotus MSCCC Championship Round 7, Rosecroft Raceway, October 10

Brian Hair	99 M Coupe	2nd SM2	63.929
Eric Wong	95 M3	1st BSP	64.421
Glenn Ty	98 M3	2nd BSP	65.215
Nick Rubenstein	04 M3	1st ASP	65.748
Neil Simon	99 M Coupe	3rd SM2	66.253
Woody Hair	88 M3	2nd CSP	66.724
James Derry	95 325is	1st DSP	68.209
Bill Collins	95 M3	3rd BSP	68.736
Pete Lem	98 323is	2nd DSP	69.227
Kevin Henry	90 325i	3rd DSP	69.468
Chuck Grafton	90 M3	4th CSP	70.381
Bogdan Poplacean	98 323is	5th DSP	70.6
Jed Carmona	94 325is	6th DSP	70.963
David James	99 M Coupe	3rd BS	71.866
Eric Andreasen	91 318i	8th DSP	72.301

Corvette Club MWCWCC Championship Round 8, Rosecroft Raceway, October 24

Eric Wong	95 M3	2nd BSP	57.854
Woody Hair	88 M3	1st CSP	58.903
Nick Rubenstein	04 M3	1st ASP	59.459
Alex Teitelbaum	04 M3	4th AS	60.215
Neil Simon	99 M Coupe	2nd SM2	60.218
Brendon Bengermينو	04 M3	5th AS	61.115
Bogdan Poplacean	96 328is	1st DSP	62.137
David James	99 M Coupe	3rd BS	62.632
Charlie Simon	99 M Coupe	3rd SM2	63.176
James Derry	96 328is	2nd DSP	63.625
Eric Andreasen	91 318i	3rd DSP	64.406
Kevin Henry	90 325i	4th DSP	65.108
Bob Hausmann	94 325is	5th SM	67.272

Autocrossers, Inc., Ripkin Stadium, November 7

Lee Piccione	95 M3	1st BSP	46.347
Justin Bedard	88 M3	1st STX	48.419
Nick Rubenstein	04 M3	1st ASP	49.052
Doug newhard	95 M3	2nd BSP	49.587
Michael Snyder	95 M3	3rd BSP	49.643
Brendon Bengermينو	04 M3	1st AS	50.561
Bob Hausmann	94 325is	4th SM	51.058
John Dunnock	89 M3	6th STX	52.555
Alex Teitelbaum	04 M3	5th AS	53.55
George May	88 M3	8th STX	54.422



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Photos by Raine Mantysalo



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NEW MEMBERS' LIST



National Capital Chapter membership now stands at 5232 members. We welcome all of our new members and those new to the area.

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

Our email database now represents 72% of our members and it is growing 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. Occasionally there are changes

to the published calendar and the monthly email contains the most current information, so please send your email address to list@nccbmwcca.org to begin receiving this important update. Your email address is held in the strictest of confidence.

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.

Ken Adams	1998 528i	Tim Farris		Anena Metoyer	
Robert & Lynda Altman	2005 745i	Joe Gambino	2005 M3	Alex Miao	2002 330Ci
Alan Arena	1999 Z3	William G. Glorius	1997 318is	Sabrina Montes	
Thomas N. Armstrong	1997 M3	Graham Glover	1997 318ti	Carlos & Marisela Moreno	2001 530i
Allen Ashourian	2001 325i	Lyn Goodwin		David Morrow	2004 M3
Miguel Avila	2005 X5	Mitch Gordon		Kristina Morsell	2002 325i
Darin Ayers		R. Anthony Gordon	1999 528i	John Moylan	2001 540
Kyle Bacon	1987 329is	Sandra Graham	1997 328is	John Nickum	2005 X5
Alex Bailey	2002 M3	Rosamond Green		John D. Nogan	2001 330xi
Dennis & Sarah Baldwin	2000 528i	Seth Guanu	2004 325xi	Mitchell Nydich	2003 X5
Lisa Lockwood	2004 X5	Heidi Gundlach		Churchill Odili	
Kenneth Bassard	2001 M Roadster	Haywood Harrington	2004 X5	Michiru Oliver	
Bob Bean	1999 540i	Michael Harrington	1973 2002	Eric & Jamie Padmore	1999 540ia
Steve Bebee	2004 Z4	Steven Harris		Amanda & Chris Palmer	2005 545i
Jay Beckley	2001 540ia	Mark Hartline	1985 320i	Joseph Pappafotis	1999 M3
Princeton J. Bell	2000 528i	Richard Helbig	1995 525i	Young Joon Park	1995 740i
Hubert Benjamin	2004 330i	Ben Henning	2002 330i	Michael & Sandra Parker	2001 M Roadster
Robert & Peggy Bennett		Kathleen & Michael Higgins	2004 525i	Sanjay Patel	
Jamil Berry	1990 325ix	Frederick Hill	2001 740i	Tyrone Paxton	1987 325is
John Binford	2003 M3	Queen Esther Holmes	2004 325xi	Douglas Pelley	2003 325Xi
Graham Bishop	2004 645Ci	Charlene Honeycutt	2005 330xi	Jason Piscelli	2002 M3
Kevin Blanding	1995 M3	John Husak	2002 330Ci	Joseph Poole	2005 545i
Bob Bonaventure	1972 3.0cs	Fidrik Iskandar	2002 540	Erica Rice	2005 325Xit
Howard Bonds	2001 740iL	Nathaniel Jacobs	1989 525i	Keith Riniker	2001 325i
Peter Bota		Cassandra Johnson	2004 X3	Jorge Rodriguez	1987 325
Ronnie Boykin	1999 740iL	Lisa Lockwood	2004 X5	Manish Saboo	
Steve Braun	1999 323i	Kristin Kalanick		Ed Sales	2001 530i
Michael Brent	2004 325i	Nesrin Kanc		John & Nancy Sargent	1999 M3
Joel Brinkley		Patricia Kays	2005 530i	Grant Scherling	2004 325ci
Seth Brown	2001 330i	Breene Kerr	1996 Z3	George Seagraves	2004 645Ci
Pierre Brown	2004 X3	Thomas A. Kevern		Paul Seto	2002 X5
Lesia Bullock	2003 X5	Yasmin Khan		Con Silard	2004 X5
Delia Cacho-Avila		James H. Kim		Craig Smith	2004 645Ci
Jeff Carneal	1986 528e	Atila Kocsis	2001 Z3	Rebecca F. Smith-Kevern	
Boon & Nantawan Changramai	2002 325ci	Pam Lakof	1999 528i	Jeremy Snow	
Oliver Chantry	2002 330i	Beverly Larson		Christopher Stephens	1996 328is
Darrin Chase	1997 740iL	Kurt J. & Joyce E. Leithauser		Michale Stodick	2004 330i
Frank Conway	1990 325is	Mark Lemelin		Joseph Streb	2000 Z3
Ion Cotanis	2002 330i	Stanton Levinson	2003 X5	Dave Sutton	1998 540i
Justin Cross	1996 328is	Alicia Loney	1999 540it	Debra Talley	2005 330CiC
Michael & Carol DeBarto	2002 745iL	Joshua Lubarsky	1999 323i	Terry Thomas	
Robert DeFilippis		William J. Lynch	2005 X5	William Tiernay	1997 740iL
Eugene Delaune	1998 328i	Paul H. Madson	2004 525i	James Timberlake	1988 M3
Stephen Di Giulian	1998 528i	Alexis Malatino		Hieu Tran	1993 325is
Alex Diamantopoulos	2004 330ci	Fariz & Carolyn Mambu	1997 318ti	Michael Trent	2002 330i
John Dillard	2003 330i	Kimberly Mann		Lou Trotter	2002 M5
Theresa Do	2003 325ci	Kenneth Marians	1996 M3	Jason Van Wagner	1999 323i
Mike Dockery	1998 740iL	Nan Martin	1973 2002	Douglas Vasilas	1997 330i
Vickie Dorsey		Jeffrey Massa	2002 M3	Ann-Marie Waterman	2001 330ci
Rajan Eapen	2004 325i	David Mathes	2003 M5	Elsie Weinstein	
Alexander Eatedali	2004 Z4	Amar Matta	2001 325ci	David C. Wilkins	
Tarek Elaroussi	2004 645Ci	Jim McCullough	1997 M3	Gregory Williams	1994 325i
Alan Ellis	2001 525i	Chris McGowan	2001 525	Norm Wilson	2003 325IA
John M. Estep		Leo Medina	2003 M3	Scott Young	1999 328i
Hedyeh S. & Amir H. Farazad		Haig Melkessetian			



Car of the Month will be a continuing series in which Club members will have a chance to showcase *their pride and joy on the pages of the dB*. In turn, our members will see a variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a

"Car of the Month". Since this is a bi-monthly magazine, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send some photos of your car, along with a written description about the vehicle. Send your submission to the address listed below. But wait...there's more...the November/December issue of the *dB* will contain a

ballot for you to vote for the Car of The Year, from amongst the 12 Cars of the Month. The winner will receive a prize and be recognized at the Annual Holiday Party.

Send to: Richard Pineda, 7704 Lakeloft Court, Fairfax Station VA 22039 or email to concours-chair@nccbmwcca.org.

January

This 1996 318ti Sport belongs to Steven Schlossman. Purchased in 2000, the previous owner's list of modifications include a 2.8L and 328 transmission, 325/328 vented front rotors, and a wood steering wheel. Recent additions have been a Jim Conforti Cold Air Intake and chip, Quaife 3.46 differential, Dynomax custom exhaust, UCC short shift, solid transmission mounts and M3 lower control arms and bushings.



February

This 1998 M3 belongs to John Doby. He has several Dinan goodies including; cold air intake, big bore throttle body, and 540 HEM Stage V Programming. All that power is transferred through a Mental Motorworks Spec clutch with ACS short shift and a UUC clutch stop. He keeps it level through the turns with coilovers and camber plates from Ground Control; Iapdirect rear camber correction arms; and Eibach sway bars. Mille Miglia wheels and Sumitomo tires provide the interface with the pavement and a custom 3" exhaust takes care of the spent gases. John is also an avid autocrosser as you can tell.





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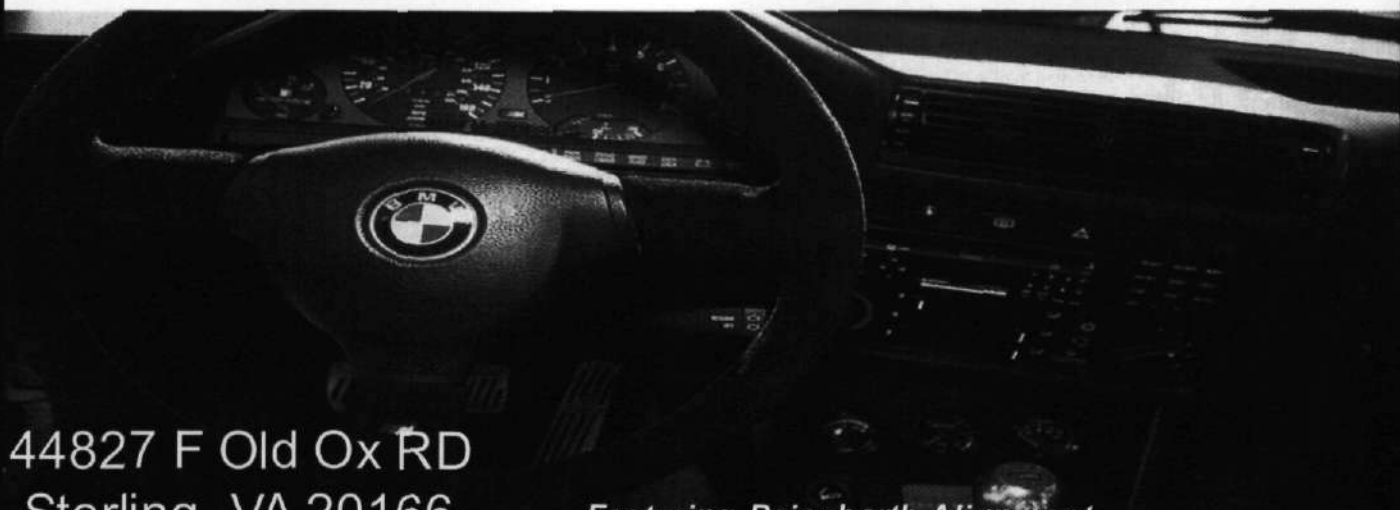


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Cost: Ads are free to current club members. Membership numbers must be included. Non-member/non commercial ads are \$15 per issue. Commercial ads are \$30 per issue.

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@nccbmwcca.org, or mail to Advertising Manager, *der Bayerische*, c/o Bill Iacobellis, 12239 Green Meadow Dr. Columbia, MD 21044. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

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Business Card size per issue	\$100	1/4 page per issue	\$200	1/3 page per issue	\$250
1/2 page per issue	\$350	Full page ad per issue	\$450	Back page ad per issue	\$550

CARS FOR SALE

2002 BMW 530iA

VIN # WBADT634X2CH90015, Titanium Silver Metallic/Black Leather, 28K miles, Premium, Sport, Cold Weather Packages, Xenon Headlights, Steptronic Transmission, New Falken tires, Garaged, One Owner, Perfect Condition, Joseph Fahey, 703-709-967, (VA), jfahey@msn.com \$33,900K OBO.

1998 BMW 328i

VIN WBACD432XWAV64101, White exterior, beige leather interior, excellent condition throughout. 87K miles, automatic transmission. New tires all around in September 2004 at 84K miles. Sunroof. Full front car bra from BavAuto included. Maintenance is current; all records available. Hate to part with, but must make room for my 5er. Jim Waldeck Centerville, VA. 571-235-3187, jimwaldeck@verizon.net \$13,200 OBO.

1997 BMW 840 Ci

Less than 100,000 miles. Pristine. Well cared for and garage kept. Arctic Silver with Black Leather interior. 18" ///M par rims. Dinan Software, Plasma Coils and other BMW Motorsport Upgrades. For more details and pictures visit http://members.roadfly.org/faisal_in_laurel/faisal.htm Asking \$28,000.00 OBO. 301-704-1301.

1996, BMW M3

VIN# WBSBG9325TEY73118 Silver w/black interior, cassette/cd, a/c, power sunroof, 5-speed, fully loaded, excellent condition. Bob @ 703 338-5046 (VA). marti.pattishall@verizon.net \$15,000.

1995 BMW M3

VIN# WBSBF9323SEH08107 Silver/Grey 199,400, engine completely rebuilt @ 188,000, 236WHP (Mustang Dyno'd at Curry's Dyno for Charity 9/04). JE Light weight forged pistons, Turner CamKit, UUC LtWght Flywheel/ShortShiftKit/UnderdrivePulleys/M5 Clutch, Borla Exhaust, H&R Race Springs, Bilstein Sport Shocks, X-Brace, RD Sway Bars/Turner Sway Bar Reinforcement, 6DiscCD, Heated Seats, Trip Computer, Euro HID Headlight Conversion and more. Set of Fikse FM5's & M3 Lightweight Forged, Complete Maint History. Pics' avail. \$17,500 OBO. Howard. 410-375-5051. hmoon65@comcast.net (Columbia, MD)

1993 740iL

VIN# WBAGD8329PDE86132 jet black with black interior, 175.8K miles, refurbished CD changer, window shades; \$3,500. 202-841-1549 or walter.roberts@lmco.com (DC)

1988 M5

Black with tan leather (of course), many quality mods including H&R springs with Bilstein shocks, always loved and cared for. The paint and body is good with 170K miles on the chassis. The best part is the fresh motor with 60K miles on it. Call Curt Kiser at 757-410-4321 (Virginia Beach) or email bmw4curt@cox.net

1988 E28 M5

VIN# WBSDC9307J2791926 Black/Tan 153,000 miles. First generation M5 great condition, 2,000 miles last 2 years. BMW drive shaft, four Yokohama tires 1,500 miles ago. Self-leveling system replaced w/BMW shocks, springs. Front air dam cracked, not noticeable. Period stereo upgrades in trunk. Custom black mats (Donner/Blitzen) Clean, rare, well maintained. \$ 9,500 OBO. Jim 301 262-0980 mpower5@netzero.net

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1978 Euro 635

Euro 635, with 5-speed close ratio dogleg 1st, new paint silver green, runs and drives great, some floor rust, interior needs attention, blue velour. New rear calipers and pads, vintage tag, no inspection needed. \$1500/b.o. Contact Bob Hausman at bmw325bob@comcast.net.

PARTS FOR SALE

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Description: Graf water pump, thermostat and hoses for M30-powered BMWs. Brand new; never installed. Hoses specifically for E28-based 6-series, pump fits E12, E23, E24 and E34 M30 engines. \$110, negotiable. See: <http://dvsmith.net/bmw/> for part numbers and photos. Contact: Dan 202-667-3900 x225.

Mroadster Illuminated shift knob kit \$85, BMW radio removal tool \$11, Weathertech license plate cover \$18. Shipping additional. Chris: 703-726-0338; chrisborne1@adelphia.net (VA)

Roundels Most issues back to October 1988. \$5.00 each plus shipping. Chris: 703-726-0338; chrisborne1@adelphia.net (VA)

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I have four stock (16" upgrades) rims from my 1999 528i. The rims are 7Jx16H2. I have the caps, the original factory lug bolts and BMW lug locks. The rims are in good shape reflecting typical wear with only minor flaws. The tires mounted on the rims are Continental Contitouring Contacts. Two of the tires are worn to the wear bars, the other two have some tread. If interested, I'd be happy to have you look at them. I live in Carroll County, Maryland near Sykesville. For a reasonable offer and they can be yours. I can arrange to have the tires dismounted if requested. Bill Euler 443-802-5763 weuler@adelphia.net

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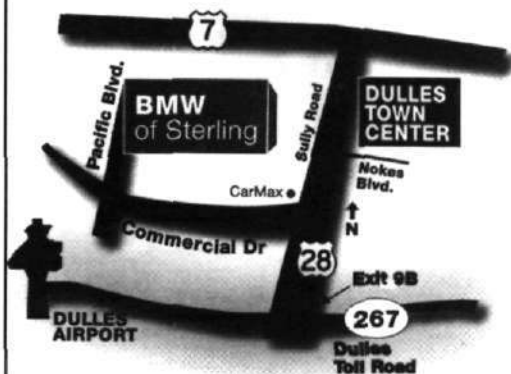


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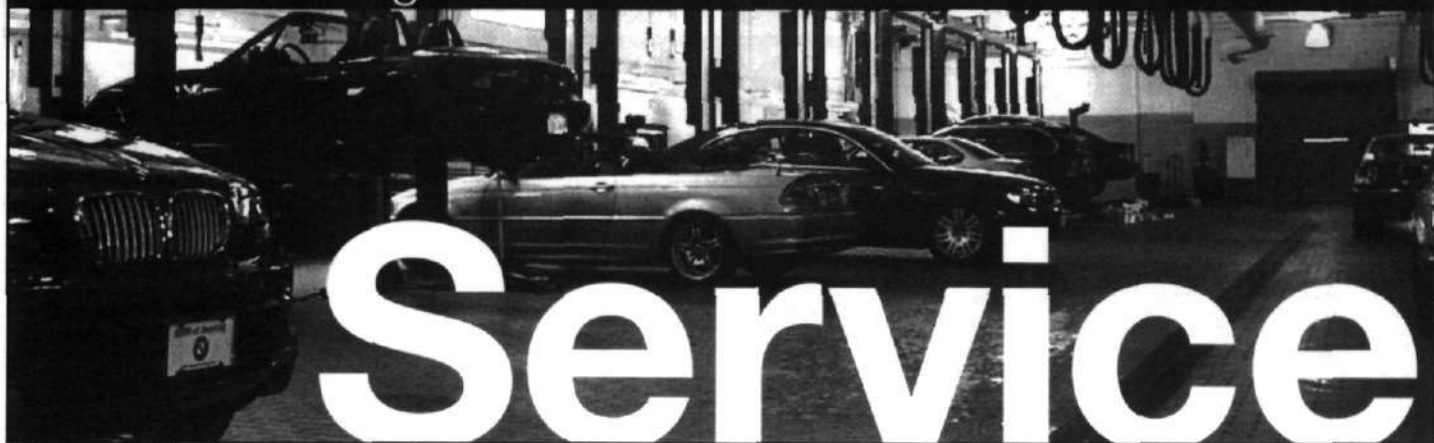
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