

March/April 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)
- 29 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, Allsports GP 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)
- 13 BMW Karting League (1)

April

- 9 Autocross School
- 10 Spring Tour
- 21 Get-Together (Prince Georges County)

May

- 1 22nd Annual Deutsche Marque Concours
- 1 Autocross Council Event
- 7 Highway Safety School (Jefferson Circuit,
Summit Point, WV)
- 8 Drivers' Education (Jefferson Circuit,
Summit Point, WV)
- 21 Autocross #1
- 21 ///M School (Spartanburg, SC)

June

- 11 New Members' Party
- 16 Sweetwater Tavern Get-Together (Merrifield, VA)
- 16-17 Drivers' School with Audi and Mercedes-Benz at
VIR (Danville, VA)
- 18 Autocross #2
- 25-26 Drivers' Education (Summit Point Raceway,
Summit Point, WV)

July

- 16 Autocross #3
- Summer Tour

August

- 13 Autocross #4
- 18 On the Border Get-Together (Rockville, MD)
- 20-21 Drivers' Education (Shenandoah Circuit,
Summit Point, WV)
- 20 NJ Club Race and BBQ (Summit Point Raceway,
Summit Point, WV)

September

- 10 Shenandoah Concours (Edinburg, VA)
- 18-23 Oktoberfest - Greensboro, NC (2)
- 25 Autocross #5

October

- 8-9 Drivers' Education (Jefferson Circuit,
Summit Point, WV)
- 15 Maryland Brewers' Oktoberfest (Timonium, MD)
- 20 Get-Together (Washington, DC)
- 22 Autocross #6
- 29-30 Fall Tour

November

- 5 ///M School (Spartanburg, SC)
- 19 Autocross #7

December

Check the website for the latest calendar.

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

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National Capital Chapter BMW Car Club of America



NCC BMW CCA

VOLUME 35 NUMBER 2

2

PRESIDENT'S MESSAGE

4

FROM THE EDITOR

5

COMING EVENTS

6

**DRIVERS' SCHOOL
APPLICATIONS**

20

**WOODY'S
COMPETITION CORNER**

23

NEW MEMBERS LIST

25

CAR OF THE MONTH

26

STATE OF THE CHAPTER

27

CLASSIFIEDS

29

ADVERTISERS' INDEX



10. Secrets of Winning HPDEs

BY JED CARMONA



11. Why Autocross School?

BY JED CARMONA



14. Recovering... A Year-Long Autocross Process

PHOTOS BY DOUG ELLMORE, SR.



16. Visiting the BMW Factory

PHOTOS BY ROB WILLIAMS



18. Annual Tour to PTG

PHOTOS BY MIKE WILLIAMS

Cover photo: Raine Mantysalo

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P R E S I D E N T ' S

Message

Why did you join this Club?

For you, it could have been for our tours and rallies, the social events, the concours events, the parts discounts at local vendors, the *Roundel* or the *dB*. For me, it was to become a better driver through participating in our driving events. With my bias clearly stated, I offer the following (not in any particular order, so don't draw any conclusions):

Learn to Drive – Part 1

NCC Autocross School. An autocross is a driving event where one car at a time drives through a pre-set course in a large open lot. The course is defined by using traffic cones to make gates and turns. It's you against the clock (we use electronic timers that are hooked up to computers for scoring). In most cases the course is designed to be run in second gear, so the speeds are moderate. This is real racing, but do you think my wife would have let me compete in these events over the last, um, many years, if there was any real danger? Autocross is much more about car control than absolute speed. If you are competitive by nature, there are plenty of people to make you feel humble. If you just want to learn – ask an instructor to ride with you.

Learn to Drive – Part 2

Street Survival. Are you a brand new driver (or do you have a brand new driver in the family)? Then this is for you. The BMW CCA Foundation sponsors these teen driving clinics and the NCC will hopefully be hosting some of these events in 2005. These schools are specifically designed for the (fully licensed) beginning driver. They are a one-day program using your own cars. Exercises include braking, swerving and accident avoidance. Additional information can be found on the BMW CCA Foundation website which is at <http://www.bmwccafoundation.org/>

Learn to Drive – Part 3

///M School. Do you own an M3? Do you wish you owned an M3? Want to learn how to drive using somebody else's car? How about somebody else's M3 and/or M5? How about if they actually encourage you to go faster? This is a one-day school sponsored and put on by BMW NA and BMW Manufacturing at the BMW Performance Center in Greenville, SC. Last year, the NCC coordinated one event. Due to popular demand and the class size limit of 32, we have decided to coordinate 2 more ///M Schools this year – one in the Spring and one in the Fall. Details on our website.

Learn to Drive – Part 4

NCC Highway Safety School. If you have never driven on a track, but want to. If you have never thought about driving fast, or if you wonder what it would be like. If you have no idea what an apex is, but you want to learn how to corner better. If you want to learn the basics of car control in a safe environment that is free from 18-wheelers and beltway bandits. Then this event is definitely for you. This is one of my favorite events because you learn very practical skills in a no-pressure environment. This is a one-day event conducted at Summit Point Raceway by your local chapter instructors. It is a series of car control exercises in the morning and then some sessions on a short technical road course in the afternoon. You are not being taught to race or even to go fast. You are being taught about the limits of your car and of yourself. This event fills up quickly, so look

(Continues on page 3.)

der Bayerische

(Continued from page 2.)

at the instructions for registering in the application in this issue or go to our website.

Learn to Drive – Part 5

NCC Drivers' Schools. With the exception of the first event (which is the Sunday following the Highway Safety School), these are two-day events conducted by your local NCC instructors at three different tracks all located at Summit Point Raceway. Cars and drivers are placed into run groups that are designed to group together people with similar levels of experience. Again, this is not a racing school and the goal is not to teach you to drive faster. The purpose of these schools is to teach car control and to make you a better driver. The fun part about these schools is that as you become a better driver on the track, you will become a better (and safer) driver on the street. Look for registration information in the application in this issue or go to our website.

Learn to Drive – Part 6

NCC Go-kart Events. OK, I hear the snickering. Save it. If you want to be completely humbled, try going against one of the local 14-year-old racers. They'll kick your butt. Driving these karts is an exercise in maintaining momentum and being as smooth as possible (being of light weight helps also). Every mistake you make while driving one of these karts becomes magnified since you don't have a ton of horsepower to pull you out of a problem. I've gone way over my word limit. So, it must be time to . . .

Get out and Drive
Rafael



Do you want to receive an email of upcoming events? We need your email address so that you can begin receiving these important updates. Please visit our new message board at <http://www.nccbmwcca.org/forum>. Your email address is held in the strictest of confidence.

If the spelling of your name is incorrect you can make changes using the form at <https://www.bmwcca.org/join/membershipchanges.shtml>

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

Check the Web site at <http://www.nccbmwcca.org> for the latest details.

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From the Editor

Sometimes it's a bit of a struggle to come up with a topic for my *dB* column; generally I'm looking for something car-related that I think our members might take some interest in, and every now and then I have trouble coming up with something that meets those criteria that I haven't written about previously. This issue, however, I actually have too much material since I have attended two events since my last writing, both of which should be of interest to our members.

Over the Christmas holiday, my father-in-law and I took I-26 South from their home in Hendersonville, NC to the BMW factory in Spartanburg, SC (see photos on page 16). Even though I'm not a big fan of the X5 or the Z4 (the two models built there), I was excited to see the factory in action as well as the classic cars in the Zentrum (the museum). The tourists were given safety goggles and wireless headsets with microphones that enabled us to hear the tour director and ask questions while walking on the factory floor. It was amazing to see the massive assembly and welding robots performing such precise tasks as lifting an 85lb X5 driver's seat from a rack and rotating it through the passenger-side opening of a chassis, tilting it to clear the console, and gently setting it in perfect position on the other side.

The neatest part of the tour though, for me, was the "chassis/drivetrain marriage" segment. The drivetrains ride around the factory on tracks in the floor and the chassis are suspended from the ceiling; the two come together in "chassis/drivetrain marriage" (as you might imagine from the name), the drivetrain is elevated into position under the chassis and technicians swarm around it tightening various heavy chassis bolts to put the whole thing together. We saw the new diesel engine going in some X5s, as well as some right-hand drive Z4 2.0s being assembled in this area.

There weren't as many cars in the Zentrum as I expected, but they did have a Z1, the first I had seen in person, and a 3.0Csi that looked like it just rolled off the factory floor. The motorcycle display was very dramatic, with the bikes suspended on a steeply sloped wall that mimicked a banked turn on an oval track. Even though it is quite a haul to Spartanburg, we're very lucky to live as close as we do to the only BMW factory in the U.S., I highly recommend the tour and encourage you all to get down there if you can.

My other recent car-related event was the annual NCC tour of Prototype Technology Group's facility in Winchester, VA (see photos on page 18 by my brother Mike). In addition to building and racing M3s in the GT class of the SCCA Speed World Challenge Championships, PTG stores and cares for several classic BMWs that are owned by the factory.

PTG owner Tom Milner was very gracious in allowing club members to poke around the shop even as they were busily at work preparing cars for the Rolex 24 Hours at Daytona less than a week later. We saw several race cars in various states of construction, the engine shop, body shop, and even got a close look at a CNC machine and some of the parts that had been made using it. If you like the older cars, we were able to get close up to a CSL "Batmobile" racecar, a 320i racecar, an Alpina 2002tii, and a pair of M1s, amongst others.

Winchester is a lot closer than Spartanburg, so everybody should sign up for this tour when we do it again in late January next year.

Until then, have fun, be safe.

Rob Williams

Letter to the Editor

Where the Rubber Meets the Road

Hello Rob,

You do an excellent job with der Bayerische. I enjoy reading it each month. Your Jan/Feb column touched upon one of my own peeves – the notion that all-wheel or front-wheel drive is mandatory in snow.

Please let your wife know that I have tested all kinds of tires on all kinds of vehicles in all kinds of weather, and the sum total of that experience as it relates to winter driving is this: The difference between cars that are "good in the snow" and those that are not, is four good snow tires, period. This is true regardless of which or how many wheels drive the car. I have driven a rear-wheel drive BMW in Northeast winters for 24 years, including four years in Vermont, using four snow tires mounted on steel winter wheels. I have never been stuck in snow, and in fact I routinely pass struggling and stranded front- and all-wheel drive vehicles that do not have snow tires.

I have also driven an all-wheel drive BMW north of the Arctic Circle, over 150 miles of glare ice frozen river, all the way to the Arctic Ocean in Canada. Without snow tires it would not have been possible regardless of the all-wheel drive.

The fact that someone might view having two sets of tires as "ridiculous" does not change physics or the realities of four-season driving. Your wife is a victim of marketing, which has convinced people without automotive knowledge that they are not safe without all-wheel drive.

BMW's characteristic handling comes from rear-wheel drive; the company views all-wheel drive as a winter driving aid only. But in northern European countries, the law requires four snow tires regardless of drive configuration.

Blau mit Weiss,

Mike Miller

BMW CCA Roundel Technical Editor

techtalk@roundel.org

Editorial Note: While I appreciate Mike's kind words about the magazine, *der Bayerische* is a collaborative effort; kudos about the appearance and style of the magazine should really go to Raine Mantysalo, the *dB* Production Manager. - Ed

Spring Tour to South Mountain Inn**Sunday, 10 April, 2005****9:30 a.m.****Starting from Urbana, MD**

Spring is back, and none too soon. Shine that Bimmer and join your fellow NCC members for our first drive of 2005. We will cruise through the covered bridges of Frederick County, find some twisties into Pennsylvania, and enjoy some scenic stretches through Washington County. We'll conclude with brunch around noon at the South Mountain Inn in Boonsboro, MD. The tour will be self-guided using the usual basic road rally instructions. We start our trek at 10:00 a.m.; please be at the start no later than 9:30 a.m. for a brief drivers' meeting.

Start location is at the Park & Ride off I-270, exit 26 (Route 80), South of Frederick, Maryland. An Exxon gas station with restrooms and snacks is located near the start.

Brunch will be buffet-style and consist of the usual wonderful faire, in the South Mountain Inn tradition. The cost is \$20 per adult and \$9 per child. Please mail your check, payable to NCC BMW CCA to Steven Schlossman, 18265 Smoke House Ct., Germantown, MD 20874. For those who need a deadline, please send in your check no later than April 2, 2005.

You are also welcome to join us for the drive, but not stay for brunch. We have a reservation for 50 people. The last time we went to the Inn we had more than 80 members, so please mail your check as soon as possible to guarantee your place. For more information you may contact Steven Schlossman via email: steven@happytogether.com.

Directions to the Start: From the Baltimore Beltway (I-695) take I-70 West to Exit 62 (Route 75). Turn left at STOP to follow Route 75 South. After 3.2 miles, turn right at STOP onto Route 80 West. Continue 4.3 miles, straight at traffic light (Route 355), through traffic circle, then left into the Park & Ride. From the Washington, DC, Beltway (I-495) take I-270 North to Exit 26 (Route 80). Meet at the Park & Ride across Route 80.

22nd Annual Deutsche Marque Concours**Sunday, 1 May, 2005****Nottoway Park & Hunter House – Vienna, VA****Visit our website for updates and further details.**

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).

What is a Concours?

A concours is a "clean-car contest" and car show. Vehicles are judged by their condition, appearance, and cleanliness. This event will offer two classes: Top-only (judged) and Display (People's Choice). "Top-only" is when the exterior, interior (including engine bay), and luggage compartment are judged. The "Display" class involves the general public and participants voting 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 in the past years, racecars are also welcome to participate.

Schedule

- 8:30am – Grounds open to show participants for placement onto the field.
- 9:00am – General admission to the public begins.
- 10:30am – Judging begins. Cars not in place and on the field by 11:00am will not be allowed to show.
- 3:00pm – Scores are tallied.

March/April

3:30pm – 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 NCC BMW CCA, 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 Rypineda1@cox.net

Directions: Nottoway Park and the Hunter House are located at 9601 Courthouse Road in Vienna. The park may be reached by taking Beltway Exit 49 (Route 66) west to exit at Route 243 or Nutley Street north. Turn left on Courthouse Road from Nutley Street and the park entrance will be on the left.

Highway Safety School**Saturday, 7 May, 2005****Jefferson Circuit, Summit Point Raceway
Summit Point, WV**

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car-control clinic is only offered once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers' school or autocross for the first time, this is an ideal way to start. The clinic is low speed and you'll receive top-notch, individual instruction covering all aspects of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! You can make it an even more exciting weekend by signing up for the Drivers' School the next day, where you can put all your newly-acquired skills into practice. See the application in this issue, fill it out, and send it in!

Directions to Summit Point Raceway: From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charlestown. At about 1/2 miles, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock.

From Baltimore, Take I70 West to US 340 West. Continue on US 340 into Charlestown, WV. Continue straight onto Rte. 51 West in Charlestown. Bear left (go straightest) at the three-way stop intersection on Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.

If you are not driving, you can volunteer to work the course and help out your BMW Car Club. Workers with track experience are especially in demand. Each worker will get a credit towards a FREE day of a drivers' school. It takes only 3 working days to earn a FREE day. Start adding to your own driving skills today by participating as a BMW Car Club corner worker. To sign up as a worker send an email to our Chief of Workers, Steve Lowry at pitout@hotmail.com.

Additional information can be found at http://www.nccbmwcca.org/index.php?driving_schools

Drivers' School**Sunday, 8 May, 2005****Jefferson Circuit, Summit Point Raceway
Summit Point, WV**

Well, it's spring and what you want to be doing is tromping around in the backyard, right? Heck, no! You'd rather be at a Drivers' School! Come join your fellow Chapter members at our Jefferson Circuit Drivers' School at Summit Point Raceway and have some fun — the spring planting can wait. If you attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly-acquired driving skills. See the application form in this issue.

Additional information can be found at http://www.nccbmwcca.org/index.php?driving_schools

Directions and corner workers see Highway Safety School above.

///M SCHOOL**Saturday, 21 May, 2005****BMW Performance Center, Spartanburg, SC**

Come join us for the first of two ///M Driving Schools this year in Spartanburg. This acclaimed event is designed and directed by the enthusiastic and highly skilled instructors at the BMW Performance Center. The day is broken up into eight individual skill and competition events, including wet skid pad, braking & handling, accident avoidance, autocross, rat race around the oval skid pad, and classroom instruction. Best autocross time of the day takes home the coveted Club Day ///M Performance School Trophy. After a full day of driving, participants are treated to an M3 taxi ride — BMW style! Did we mention the Performance Center supply's the M3s, M5s, gas, tires and lunch for the day?

We are limited to 32 participants. The cost is \$500 per person. Applications with payment will be accepted on a first-come, first-served basis. Registration begins on March 1st. Deadline to receive payment is March 30th, but as with most NCC driving school events you should act early to ensure your spot on the roster. This one may fill up on the first day!

Further details, including the on-line registration form, transportation, meal and hotel accommodation information is posted on the NCC website. Please contact Doug Verner at ddverner@mac.com for questions or additional information. See you in Spartanburg!!!

PS. The next ///M School is scheduled for November 5th, 2005.



NATIONAL CAPITAL CHAPTER BMW CCA

JUNE 2005 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between April 22 and May 20, 2005 inclusive. Each applicant must submit a separate form; photocopy as needed. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission priority will be determined by postmark date. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org>.
- **Drivers** must be 18 years of age or older and have full, valid driver's licenses. Familiarity with the car is essential, and car sharing is strongly discouraged. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but *not* for the second day only.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged. If roll bars or cages are installed, they must be fully padded above the level of the front door window sills.
- **Convertibles**, SUVs, trucks, vans, motorcycles, and rental cars are not allowed.
- **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-2005 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

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

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

June 25-26 (Summit Point Main Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$40 per event. Make checks payable to National Capital Chapter BMW CCA.

Refund Policy: Refunds less a \$25 cancellation fee will be given for cancellations within four weeks of an event **only** if your place is filled from the waiting list. **No refunds** will be given for cancellations within

two weeks of an event. School admissions are non-transferable.

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

NCC Drivers' School
c/o Doug Verner
16205 Deer Lake Road
Derwood, MD 20855

Questions? Call Doug at 301-990-1315 evenings before 10:00 PM., or visit <http://www.nccbmwcca.org>.

Name _____ Membership # _____ T-shirt size _____
Address _____ ☐ Check here if new address (Adult S, M, L, XL, XXL)
City _____ State _____ ZIP _____ Chapter _____
Phone (home) _____ (work) _____ E-mail _____
Car Color _____ Year _____ Make _____ Model _____

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

And don't forget our 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). 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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- **Convertibles**, SUVs, trucks, vans, motorcycles, and rental cars are not allowed.
- **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-2005 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

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

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

June 25-26 (Summit Point Main Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$40 per event. 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
% Doug Verner
16205 Deer Lake Road
Derwood, MD 20855

Questions? Call Doug at 301-990-1315 evenings before 10:00 PM., or visit <http://www.nccbmwcca.org>.

Name _____ Membership # _____ T-shirt size _____
Address _____ ☐ Check here if new address (Adult S, M, L, XL, XXL)
City _____ State _____ ZIP _____ Chapter _____
Phone (home) _____ (work) _____ E-mail _____
Car Color _____ Year _____ Make _____ Model _____

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

And don't forget our 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). 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): _____



Because of strong demand for space in National Capital Chapter (NCC) drivers' schools, sometimes we are unable to accommodate all of the students who apply. For schools where applications exceed our school capacity, we will admit students as outlined below.

Priority Assignment

- Students will be admitted in order of application postmark date from among the following groups until school capacity has been reached. Within each group, applicants for both days of a school will be admitted first, and then, if spaces remain, single-day applicants will be admitted. Ties within groups will be broken by random drawings:
 1. NCC members
 2. Members of other BMW CCA chapters
 3. Non-members
 4. Those submitting applications postmarked outside of the registration period

To expand the ranks of qualified instructors as quickly as possible, and thus increase the number of students that can be admitted to future schools, applicants who qualify for the NCC instructor-training program (Instructor Academy; IA) or who lack a single IA qualification will be given highest admission priority. Qualification for IA is based on performance in earlier schools. Detailed information on IA can be obtained from the chapter's Web site at <http://www.nccbmwcca.org>.

In recognition of the importance of volunteer corner workers to our drivers' school program, two spaces (Jefferson and Shenandoah Circuits) or three spaces (Main Circuit) will be reserved for applicants using corner worker credits earned at previous schools.

- Unsuccessful applicants will be waitlisted. If spaces become available, applicants will be admitted from the waitlist in order as described above. Applicants who are waitlisted but not eventually admitted receive full refunds of their fees. Waitlisted applications **will not be "rolled over"** to later schools.

Notes

- "NCC member" priority will be given to applicants whose primary or secondary chapter affiliations include the NCC and to applicants with pending NCC membership applications.
- The number of novice students admitted will be limited to one-third of the total school enrollment.
- Every effort will be made to inform applicants of their admission status three weeks before the school.

2005 Event and Registration Period Dates

- These dates are subject to change. Check *der Bayerische* magazine or the Web site for the latest information.

<i>Date</i>	<i>Registration Period</i>	<i>Location</i>	<i>Event Type</i>
May 7	March 4 – April 1	Summit Point	Highway Safety School
May 8		Jefferson Circuit	Drivers' School
June 25 & 26	April 22 – May 20	Summit Point	Drivers' School
		Main Circuit	Drivers' School
August 20 & 21	June 17 – July 15	Summit Point	Drivers' School
		Shenandoah Circuit	Drivers' School
October 8 & 9	August 5 – September 2	Summit Point	Drivers' School
		Jefferson Circuit	Drivers' School



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Secrets to Winning HPDEs

By Jed Carmona, 2004 HPDE Champion

What separates a season-winning HPDE Champion driver from the rest of the herd? Driving skills? Racecraft? Cunning? Courage? Modifications to the car? If you want to be one of the best, by all means keep reading, however, if you are content to be a mere student just "wanting to learn," then turn the page.

There are several key concepts to capturing a win at an HPDE:

1) Point bys: Remember, your fellow Novice Group competitors are not concerned about you winning — but you are. If you see an opening, by all means, take the initiative. You see a straight-away coming and that pesky 3 Series isn't letting you by? Punch it anyway. Chances are that he is too busy focusing on HOW to drive (as with most Novice Group competitors) and is not prepared to put the hammer down. Tough day for him, easy pickings for you.

2) Straightaways: Your best friend on the track. Some of your competitors might be luckier on the turns than you are. You optimally want to floor the car in order to put distance between you and any cars that might've caught you in the

twisties. Don't give point bys if the car behind you is more powerful. Most likely they don't have the winning spirit and will not pass you without a point by, no guts — no glory.

3) Cooldown Lap: There are times when luck is on the side of your competitors and none of the above has helped. This is your sure-fire chance to capture the victory. As soon as you see the checkered flag drop, your competitors will reduce speed to cool down their brakes, tires, and engine. These sissies are more concerned with the health of their cars than with winning. They will be caught totally off-guard as you start picking them off one by one. Conversely, there is the...

4) The Warmup Lap: Coming from the paddock, everyone's tires, brakes and oil are not at optimal operating temperature. Use this knowledge to your advantage. Listen for the announcement prompting you to get ready to grid. Take that precious time to warm up your tires and oil. Burnouts. Drifting. Rapid runs and hard braking. As a side benefit, you will win the admiration of young people who are watching. While people are warming up their equipment on the first lap, you are already prepared to start passing people.

5) Black Flags: Your average corner worker is a pencil-necked geek who will not appreciate your racecraft and skill, they may try to sully your victory by waving a silly black flag at you in an attempt to make you quit the race. If you do get black flagged, keep going. Don't make eye contact, just pretend you didn't see them. The corner workers aren't out to win the DE, you are. They are just jealous that you are racing and all they are doing is waving a stupid flag.

6) Modifications: Sometimes the tidbits of racecraft I've shared are not enough. What is a racer to do? Buy the win. Remember — mod the car and not the driver. Seat time is really a waste. Why spend time learning when a simple call to anyone of the many aftermarket retailers can make you faster? R-Comps, chips, throttle bodies and shorter gears, what else are credit cards for? Horsepower is king — let no expense be spared in pursuit of it. As Vince Lombardi said, "Winning isn't everything, it's the only thing!"

And finally:

7) April Fools.

— SPECIAL ANNOUNCEMENT — Shenandoah Drivers' School Admissions Policy The Price We Pay to Play

The demand will be very high for admittance to the Shenandoah Circuit Drivers' School.

This year we will be instituting a slight change to the admission policies.

There will be 60 student slots available. We will hold a Dutch Auction on eBay prior to the event.

You will have 30 days of bidding and the top 60 bids will be accepted. After 60 you will go on a wait list.

We feel this will eliminate any confusion by eliminating hundreds of registration applications being received on the same day. Bids will be posted at the end of the auction. Bidding will start at \$300 for the 2-day school. Bidding starts April 1. Happy bidding and good luck.

Photo by Raine Mantysalo



Why Autocross School?

Text and photos by Jed Carmona

It's a Sunday afternoon, you're out for a drive, and you are taking that turn way too fast. You turn the wheel and you're still going straight – what is happening? You turn the wheel a little more and, still, nothing. What is going on? It's called understeer. One of the many things you'll learn about at the NCC BMW CCA autocross school.

Perhaps you've driven by a parking lot and have seen cars weaving and dancing around simple traffic cones. "What is that?" you may have thought to yourself. Well, it's called Autocross.

Autocross is a timed event in which drivers compete to see who can navigate a course the fastest; it is also an excellent venue for learning and practicing car-control skills. If you've ever taken a spirited drive on a country road you know that your Ultimate Driving Machine is quite a performer; maybe you've fantasized about how fun it would be if you

could be assured there wouldn't be another car in your lane around the next bend, or if the penalty for going off the road was something a little less drastic than smacking into a tree or running into a ditch, then you could see what your car could really do.

If this is you, then you have to try Autocross! The best way to introduce yourself to the sport is to sign up for the 2005 Autocross School this Spring. The date and location have yet to be ironed out, but keep an eye on the "Calendar of Events" on the website <http://www.nccbmwcca.org>.

We can't promise you'll be the next Michael Schumacher, but it is the next step to becoming a better driver. Come out to the school and we'll tell you what to do should you encounter that understeer situation I outlined above. Hope to see you there!



Meet Bill Shook, the new Chief Instructor for the National Capital Chapter

Bill Shook was recently confirmed as the new Chief Instructor for the NCC Drivers' School Program, replacing Miriam Schottland, who served with dedication and distinction for three years. In mid-January *dB* visited Bill at his shop in Alexandria—"Kraftwagen", where he was surrounded by BMWs in various states of repair.

dB: Bill, what's the plan for the year?

BS: We're going to run 4 weekend schools: Highway Safety and Jefferson Circuit on the weekend of May 7-8; Summit Point main circuit on June 25-26; Shenandoah Circuit on August 20-21 plus an extra instructor orientation day mid-week; and Jefferson Circuit on October 8-9.

dB: What are the "opening days" for registration that people need to mark on their calendars?

BS: Those would be, March 4, April 29, June 17 and August 5. Students should postmark their applications on these dates.

dB: So, Bill, how'd you get started with the BMW CCA?

BS: I used to work on a car belonging to a Club president in the early 80's. I procrastinated, he signed me up, and to this day I am thankful that he did.

dB: Did they do drivers' schools then? What were they like?

BS: (laughs) All I remember is my first time out they said we were short of instructors; it's lead and follow. We got separated, of course, what with passing and so forth, so I was out there all day alone. Fortunately I was in a 320, pretty anemic; bad tires and marginal brakes. This was on the Summit Point Main Circuit. The car actually handled well in stock form.

dB: Did you even know the "line"?

BS: No- I didn't know what a line was. There was no classroom, no instruction. At

the end of the day a rally driver from New Zealand, Peter Farrell, went for a ride with me to try to help me out. He said, "You missed the apex", and I said, "What's an apex?" He was talking an entirely different vocabulary that I couldn't understand. He said, "We have to get out of the car so I can draw you a picture of where you're supposed to be on the track."

dB: How fast were you going on the main straight then?

BS: I still don't know how fast I go on the straights. In those days we had an 85 mph speedometer so there would be no way to know if you were going faster than that.

dB: So how did you learn?

BS: It took me 10 years to break the bad habits I formed the first day out. Basically we had zero instruction. If you did have an instructor, you'd try to get him out of the car



because a lot of what you were being told was wrong. After a while, you figured out who to seek out for advice and try to learn from them; people like Bob King, Dave and Sue Bryan.

dB: Did you make any other mistakes?

BS: Yes, I modified my car. I bought an after-market suspension kit, and it took me years to make it safe after that. That car was hateful to drive. (laughs)

dB: Hateful?

BS: As soon as you put the power on, the back end would want to step out. I eventually found out that there was too much negative camber at the rear, so when the car squatted under acceleration, it would ride on just the inside of the tires, with a tiny contact patch, and the back end would come around. Anyone else would have fixed the car, but I decided just to learn to drive it like that.

dB: When did you first become an instructor?

BS: I became an instructor in 1990. I shouldn't even have been an instructor at that point. Are you kidding me? We had a shortage of instructors so I was made an instructor. I didn't know how to drive. In those days the instructors just stood by the

rail and hopped in the next car. I remember having Miriam Schottland as a student, and her debriefing of me as to why I became an instructor!

dB: When do you think you finally started to put things together?

BS: Until recently we had this philosophy that you had to make a lot of mistakes, go off the track a lot, in order to learn. But I didn't learn. I made big mistakes, because things happened too quickly. I learned to drive when Dave Bryan was made Chief Instructor in 1995, and we started utilizing the skidpad. Then it became an opportunity to learn. Before then we were just out there pounding around the track. Woody Hair and Al Zavala were instrumental in getting a committee set up and getting instructors who were there to teach and not just to test their race car in the morning and leave after lunch. A whole lot of people put a lot of time into getting the program set up; Walt Selva, Bob King, Dave Bryan, to name a few.

dB: What are your initiatives as Chief Instructor?

BS: Well, obviously, to carry on the good work that Miriam has done and build on that. Beyond that, I'd like to make the Chapter aware of the benefits of driving schools. My daughter attended; I'd like to see

more kids do the same; I'd like to do more Highway Safety Schools. We need to change the perception of what we do; our schools are unique, they are not race schools. In other schools, the instructors are driving race cars, and that sort of sets a tone. The only reason we're on a racetrack is to be able to have a safe environment. We want to teach stuff that people will use every day.

dB: Why do you volunteer for this?

BS: The reason I do this, is to save somebody's life. It's payback, because what I've learned from the Chapter has definitely saved me serious physical harm.

dB: What makes NCC schools different?

BS: Due to the efforts of a lot of people, we've got a multi-tiered learning environment, all the way from novice to advanced, and we have a training program for instructors after that. Our schools are better than any paid professional school that I know of. In our school, the people are there because they want to learn. They're not just there for the track time.

dB: Thanks, Bill.

BS: Any time. See you in school.



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Recovering...A Year-Long Autocross Process

By Doug Ellmore, Sr.



Photos by Eric Andreasen and Pete Lem

The 2004 National Capital Chapter Autocross season concluded with the 6th event at the 16 October ChapterFest at Bowie Baysox Stadium.

The event started off with great fall temps and partial sunshine. It looked like it was going to be an all-out great day. As we waited to start our runs, a number of concourse participants started showing up and re-cleaning their cars after their drive. As a surprise, the start of the second heat included rain being added to the technical challenge of the course. Looking over the ChapterFest results, it looks like the rain may have created opportunities for some and disappointment for others.

Even though there was some dampness on the course from the previous evening's rain, those who ran in the 1st heat might have had the best opportunities. The 1st half of the 2nd heat was the group most affected by the rain. The second half of the 2nd group found the rain event passed, but the course still wet. The 3rd heat found the course beginning to dry out from the breeze and the cars heating up the course. This was the first rain we had all year on the NCC events, which were blessed with great days.

The ChapterFest course started off with two quick and short hair pin turns, one right and one left, then a right hand skid pad. As co-pilot with my 16-year-old daughter Andrea, she shifted the dog leg 1st of the 1974 2002tii quickly into second. As Dad and instructor, the goal was to get her focused on steering, accelerating, breaking and turning at the optimum moments. This is the section where Andrea and I differed. I kept the 2002tii in 1st until the first skid

pad. I was able to keep the RPMs in the high but controllable range while not over powering the tires through the turns. When she rode with me after her runs, she was a bit upset about my change of tactics. I think she screamed, "That's not fair!!" Well the way I figure it, she needs to develop her shifting skills and graduate from a learners permit to a license so she



didn't need an arm chair father-co-pilot-navigator-instructor protecting his "baby." By baby, I meant my daughter and not the car!

Continuing on the course, Andrea did great, each time working and improving on each section of the course. After the first skid pad, the course had a short slalom into a Chicago box, and then a long gradual

right hand turn down hill into a tight left running into a second right-hand partial skid pad. After the skid pad, there was a short slalom opening to a long straight run up-hill for about 150 yds. Both Andrea and I approached redline on the Tach of the 2002tii in 2nd gear during this section. I, too, made the choice to carry the speed to the top of the section; which finished by going into a third tight right-hand skid pad to the stop box. Some may have shifted to 3rd, I thought this would be a mistake for my gearing and it seemed to work out just right!

2004 for me has been a year of recovery. For anyone who has experienced it, recovery can be a long process. Starting just before the Spring Autocross School with Andrea, I had made the choice not to run on R-Compounds this year. The decision was made in a large part because I had spinal fusion surgery in December 2003. As such, I was not supposed to be lifting and tugging on anything greater than 20 lbs for a year. Hence, changing tires at events with no crew support was not allowed. That required me forget about running R-Compounds and getting new street tires. Doing so, I moved up from my 14" lightweight PanaSports with Hooziers to the 15" TSW Hockenheim with new Falkens. The wheel change required me to make multiple adjustments to my spring perches to get the balance and height just right. I also had to prevent tires rubbing on the suspension and fenders, so camber adjustments were required. I

didn't have access to corner weights, so it was a difficult year-long process.

Finally getting the perches right after 5 events, I decided just before the ChapterFest to have the car alignment checked. Then, Friday before the ChapterFest event, on the way to get the front tires rebalanced due to negative camber wear, my exhaust came loose on 695 near Falls Road in Baltimore. So, I called Don Miller at Blue Ridge Sports Cars as they have a lot of great 2002 expertise. He had just done all my fluids Monday. He fit me in and lifted the car and helped me make repair with 3 new bolts. Friday night, I was excited to see if I finally had the car sorted out and could make an advance in the Prepared Touring Class. I don't do any other autocrossing, so it took all season to work through the motions. In the end, it may have been the rain, tuning, or driving. No matter, I ended the season on top at the final event. While I may have not taken 1st for the season, it ended up being a great year of autocrossing with my 16-year-old daughter none the less.

There were a lot of official winners at the ChapterFest. 1st place Chapterfest trophies were earned by: Eric Wong in Modified Super Sport, James Sheridan in Modified Sport, Bill Brochu in Modified Touring, David James in Prepared Super Sport, Rafael Garces in Prepared Sport, Brendon Bengermينو in



Showroom M Cars, Brandon Lindley in Showroom, Fatih Seleklér in Non-BMW on R Compounds, and Ken Kammerer in Non-BMW.

Everyone who participated in enough events to qualify for the championship was listed in last month's magazine. All the BMW classes have trophies for first, second and third places, and the non-BMW classes have first places, all of which will be available at the first event of the season.

A big thanks this year goes to Kevin Henry as the Autocross Chair, Fatih Seleklér who handled registration, and the rest of the autocross event volunteers.

Andrea and I will soon get the 2002tii ready for winter with a wash, wax and vacuum. On nice days, I promised Andrea I will take her out to work in some shifting time on our country roads. I am sure when the days begin to get longer again next spring, Andrea and I will begin to get that autocross itch, or is it a twitch?

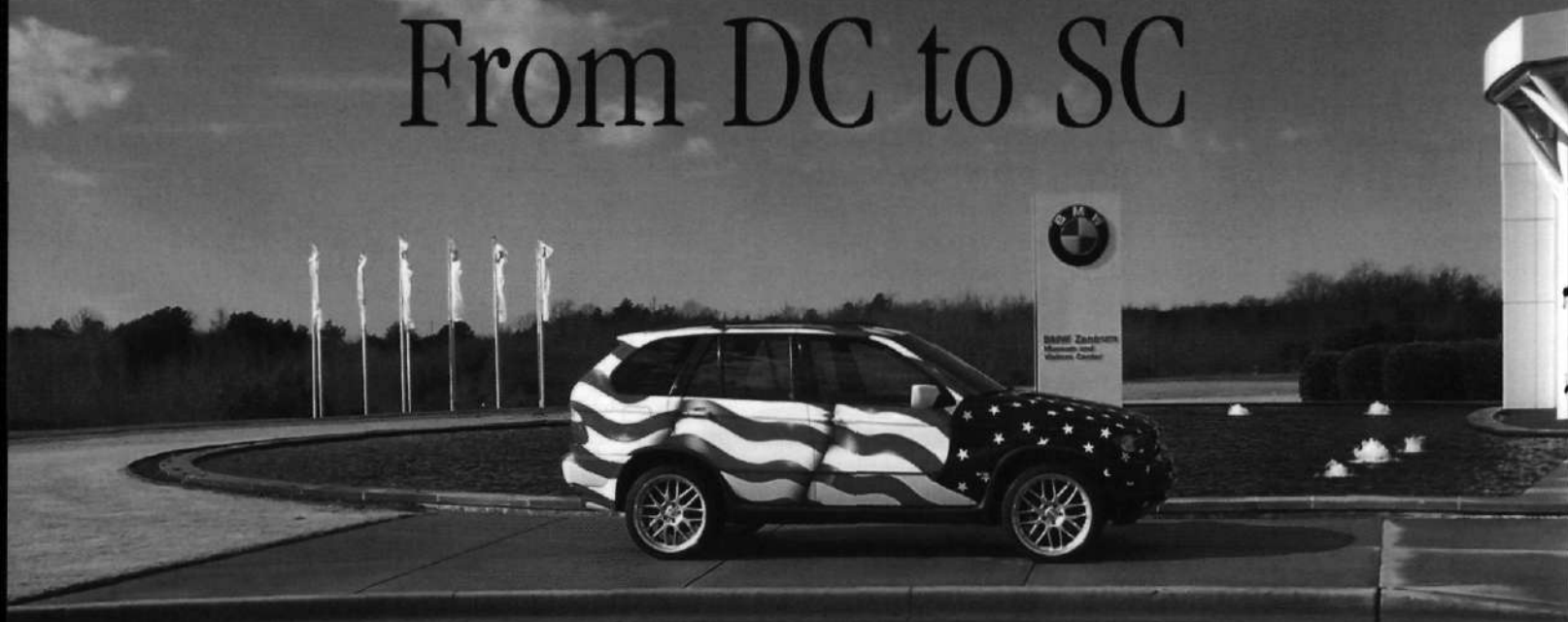
See Ya All in '05!

Doug Ellmore, Sr.
#81865
1974 Polaris 2002tii
2001 Sterling Grau Z3 3.0i



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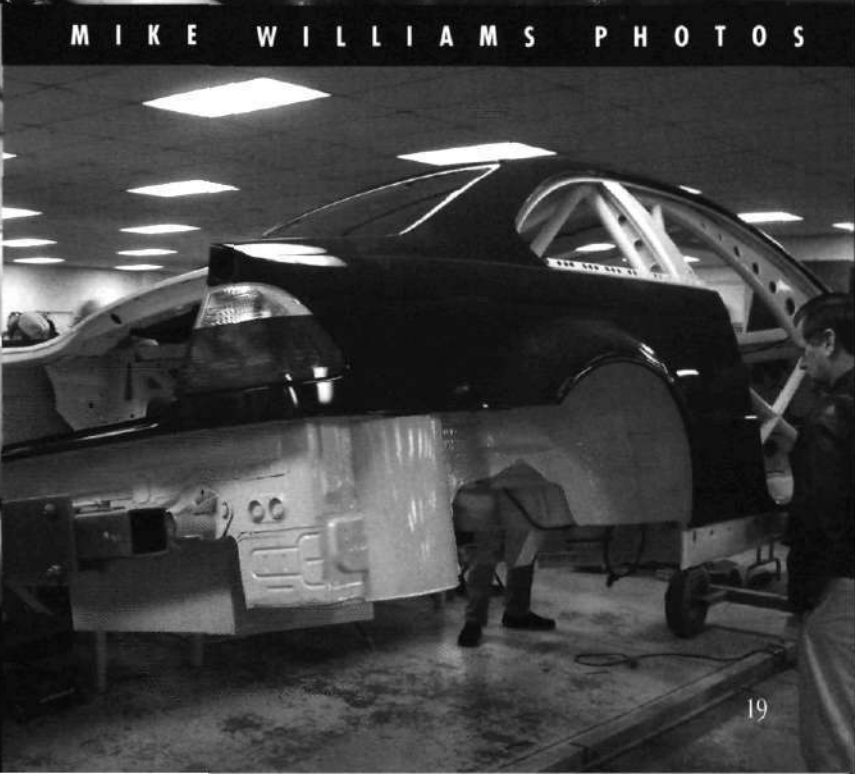
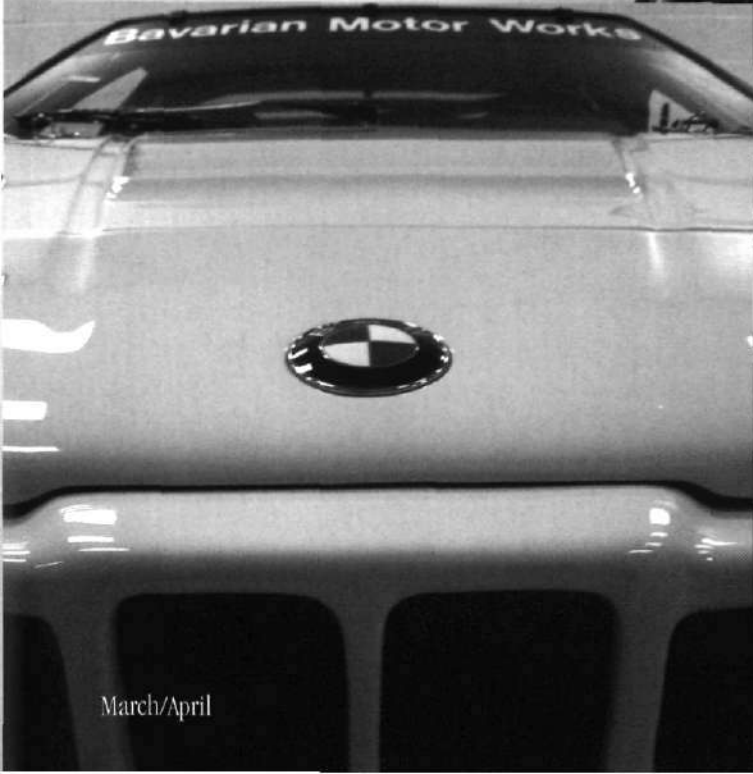
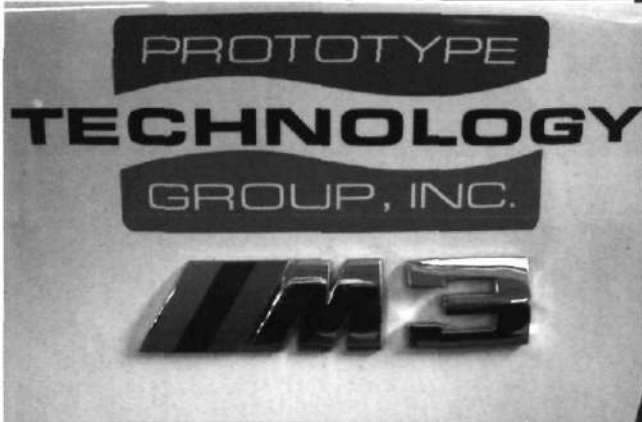
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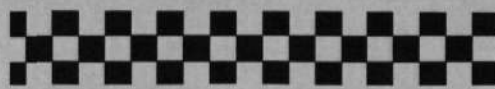




MIKE WILLIAMS PHOTOS



Woody's Competition



BY WOODY HAIR

C O R N E R

As this is being written on January 23 the wind chill is below zero and there have been no recent races or autocrosses to report on other than the 16-day Dakar Rally. A BMW X5 Diesel finished in 9th place, 13 hours behind the winning Mitsubishi. If you have already broken your New Year resolutions, here are some new ones you can make in March:

- Try autocrossing. There is no better place to start than our own chapter's events. We have an autocross school tentatively scheduled for April 9 and the first event on May 14. Even if you can't get in the school, newbies can get lots of help at any of our events. Any of the Metropolitan Washington Council of Sports Car Clubs championship events are suitable for first-timers too. A schedule and registration information is available online at www.autocrossers.org. A series of low-key autocrosses is also held throughout the season in beautiful Cumberland, Maryland. Check www.nationalroadrally.com.
- Attend an SCCA regional race (MARRS) at Summit Point. While a huge variety of sports cars, sedans, sports racers, and open-wheel formula cars run in the various classes, BMW 325s

dominate the Improved Touring S class and BMW 2002s are still competitive in the Improved Touring B class.

- Register for the club's annual national event, Oktoberfest. It's the week of September 18 in nearby Greensboro, North Carolina. The drivers' school will be at world-class Virginia International Raceway.
- Try a local rally so you can have just enough knowledge to win the novice class at Oktoberfest. A schedule of events can be found at www.branded.org.
- Attend a Rolex Grand-Am race weekend. The Daytona 24-Hour will be in the record books when you read this, but nearby events will be at Watkins Glen June 12, August 12, September 24; Mid-Ohio August 27, and VIR October 9 weekends. PTG will be running four M3s in the GT class and there will be three BMW-powered cars in the Daytona Prototype class. The Grand-Am Cup series features a variety of BMW M3s, Z4s and 330s in almost production trim, will support most of the Rolex races.
- Sign up for an on-track driver school. Most recommended is our own chapter events, but other chapters, NASA, Car Guys, Mazda club, Audi

club, BSR (Summit Point's own) are other options. Our chapter will be having a school at VIR for the first time on June 15-16. There's no better way to have fun in our own car.

- Attend the US Grand Prix race at Indianapolis or the Canadian GP in Montreal. Television cannot convey the sound and speed of an F1 car.
- Bored with driver schools? Go club racing. BMW CCA, SCCA, and NASA all have classes for every budget. SpecE30 for almost stock 325s can be dirt cheap and runs with NASA at Summit Point and VIR.

SPEED SHIFTS: The Williams BMW F1 team announced that Nick Heidfeld of Germany will be paired with Mark Webber at the start of the season March 6. Brazilian Antonio Pizzonia will continue as a test driver but Frank Williams left the door open for "Pizza Boy" to replace Heidfeld in races if the German doesn't perform well. . . . Plan to come out to Summit Point's Shenandoah Circuit early on Tuesday, May 3 to see the One Lap of America time trials. Teams will be arriving from New Hampshire about 7 am and the trials could start as early as 8am. After Summit Point the teams will head up to Mason-Dixon Dragway near Hagerstown, Maryland for some drag racing that afternoon. They then head down to VIR for three time trials on separate courses Wednesday. . . . It looks like the large lot at Rosecroft Raceway will not be available for autocrossing this year. As thirteen Council events are scheduled there this year, and with no other suitable venues available, this could kill the Council series for the time being. A news report says Ripken Stadium in Harford County will not be available for autocrosses either, but there is still a chance that some NCC events will be there. All autocross events in the following calendar are tentative. . . . Former PTG Teammates Bill Auberlen and Boris Said will be driving BMW M3s for opposing teams in the Grand-Am Cup series this year. Auberlen will be in a Turner Motorsports entry and Said is driving for Anchor Racing when his limited Nextel Cup schedule allows. CRUNCH



A Grand-Am Cup race at VIR. Photo by John Hartge.

Daytona 24-Hour Results: The two PTG BMW M3s were withdrawn from the race less than half way through the Daytona Rolex 24-Hour. The #21 car had been running in 5th place in the GT class, and the #22 car was briefly first in class during a round of pit stops. The cars had been plagued by a vibration throughout practice and qualifying. This was apparently due to faulty wheel studs, particularly on the right rear. This was the official announcement by BMW NA: "We have experienced recurring breakages of the right rear wheel studs on both of our M3s. This problem poses serious safety issues and we have made the decision to withdraw from the race." They were classified 57th and 59th in a field of 63 cars.

Two BMW-powered cars in the Daytona Prototype class suffered a multitude of problems and finished 34th and 42nd overall. The #19 Ten Motorsports Riley-BMW ran as high as fifth place early on.

In the 200-mile Grand-Am Cup race at Daytona two M3s finished 3rd and 4th to two new Mustangs in the Grand-Sport Class. A TC Kline Z4 won the Sport-Touring class, but was found to have an oversize fuel tank. The 3rd place ST finish was a Turner Motorsports 330i. Radial Tire Company owner Paul Moorcones was 8th in the ST class with his Acura Integra R.

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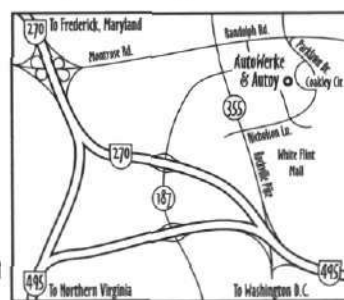
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COMPETITION CORNER CALENDAR

Mar 20	SCCA Practice Autocross, FedEx Field, Landover, MD
Apr 3	MWSCC Practice Autocross, Rosecroft Raceway, MD
Apr 3	SCCA National Races, Summit Point, WV
Apr 10	Crossroads Club Championship Autocross, Rosecroft Raceway, MD
Apr 17	SCCA Autocross, FedEx Field, Landover, MD
Apr 24	SCCA MARRS Races, Summit Point, WV
Apr 24	TARA Championship Autocross, Rosecroft Raceway, MD
Apr 29-May 7	One Lap of America
May 1	BMW Championship Autocross, Rosecroft Raceway, MD
May 3	One Lap of America Time Trials, Shenandoah Circuit, Summit Point, WV
May 8	Salazar Championship Autocross, Rosecroft Raceway, MD
May 7-8	SCCA MARRS Races, VIR, Danville, VA
May 7	SCCA Autocross, FedEx Field, Landover, MD
May 14	NCC Autocross, location TBD
May 22	SESCA Championship Autocross, Rosecroft Raceway, Landover, MD

... and, speaking of competition...



Future Racing Stars

In this corner... Robby and Sammy Hopkins, five month-old twin sons of NCC members Bob and Robin Hopkins, are suited up and ready for a couple hot laps.

Photo by Bob Hopkins.

Williams BMW FW27 Launches at Valencia



Nick Heidfeld (left) joins Mark Webber in the BMW WilliamsF1 Team 2005 driver line-up. Antonio Pizzonia (right) is retained as test driver (01/2005. BMW North America LLC)



NEW MEMBERS' LIST



Our membership is now at 5267 members as we continue to grow. That doesn't even count our 666 associate members who share all of the benefits of being a Car Club member. We also have 71 members from neighboring chapters. We have members from 40 states, Canada and Belgium. 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? 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 72% 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. 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.

Hamid Adeli	1997 M3
Brian Afnan	2000 323i
David Afzali	1998 528i
Richard & Ellen Agosta	2001 Z3
John Ajello	2000 528i
Allison Alvarado	2000 328Ci
Constantine Andritsakis	1994 740iL
Stephen Am	2003 Z4
Raymond Aylor	
Rick Baker	1985 528e
Chris Bangle	1987 535is '88 M3
Michael Barker	2001 330i
Griffin Barkie	1988 325i
Farah Barnes	1995 740i
Kenneth Bartee	2001 330i
James W. Barton	1998 740i
David I. Bavar	
Bavarian Stuttgart Motors	
Jennifer & Mathew Belmont	2004 325i
Mike Bishop	
Barbara Bodine	2001 325Ci
William Bogart	2001 325i
Gerard Boll	2002 330xi
Jeffrey Bonhomme	1989 325is
Erich Bonny	2000 Z3
Christopher Bowling	
Steve Bowman	1988 528e
Doris Brent	1997 318is
Eric D. Brotman	
Eric Brown	2001 530i
Gregory Bulkley	1999 M Roadster
Kim Butler	2004 330i
Omar Butt	1998 750iL
Ernest Caldwell	1992 318i
Mark Caropreso	2005 M3
Michael S. Cassidy	
George & Maria Charuhas	2002 M3
Smail Chikhoun	1997 528i
Seu Koo Cho	1998 323i
Chris Clark	2003 M5
Robert Coffman & Jeremy Coffman	1992 525i
Dennis Connolly	2000 M Coupe
Kent Cooper	1999 540i
Kirpatrick Day	2003 325i
Terry DeBardelaben	
Samir Deshpande	1998 528i
Michael Deutsch	2002 530i
Brian Dillow	1992 318i
Anh Do	2005 545i
Jason Donovan	2005 328Ci
Tijan Drammeh	2000 328i
Karl Dzioba	1999 323i
Warren Ellmore	2004 E85
George Eysmontt	1996 740iL
Josh Fahbush	2000 528i
Michael Farmer	
Russell Farr	1997 Z3 Roadster
Mohamed Fathelbab	2002 M3
Hesham Fayyad	1999 323i
A. J. Feggans	1987 L6
Doug Ferguson	1995 M3
Jenna Fiorito	2000 528i
Nicholas Fleming	2005 545i
William Fletcher	1998 318i

Aaron Frank	1996 328i
Kenneth Frengs	1998 540i
Larry Gaffey	1998 740iL
G. Gardineer & V. Gardineer	1995 740i
Kelva Garnett	2002 325Ci
Tom Gedosch	
Colleen Gerner	2000 740i
A. Goutzoulis	
Kenny Green & Kenneth Green	1994 325i
Colby Hall	1972 2002
Chris Handelman	2002 X5
Eric Hansen	2001 330Ci
Joe Harris	2001 X5
Rob Heltzel	2001 740i
Hector Hermosilla	1998 M3
John Hight	2000 323i
Norman A. Hill	1997 528i
David Hill	2002 M3
Richard Hinds	2005 530i
George & Elisabeth Hovis	2004 MINI
Scott Hunsicker	
Ferdy Illian	
David Isacoff	2004 740iL
Kristine Jaggard	2005 X3
Roger Jaldin	2002 330Ci
John Jerdine	1993 318i
Jeff Johnson	1998 540i
H. Lance & Landra Johnson	2002 530i
Richard Jones	1999 528i
Larry Katz	1996 Z3
Margaret Keapnoth	2004 330xi
Bert Kelley	2004 X3
Gerhard Kelm	2005 325i
Jamie Kerrigan	2004 330Ci
William Kise	2003 745i
Wade Knudson	2000 328Ci
Elihu Kromah	
Ken Kralick	1998 Z3
Shridhar Kochimanchi	1997 328i
Shana Lawlor	1998 323i
James Laws	2000 740i
James Lee	2001 330Ci
Harvey M. Levin	
Sean Looney	2003 530i
Joanne Lowry	2001 540i
Hernan Luis Y Prado	
John Lupo	
Abhijit Madhugiri	2002 325i
Len Mangiaracina	2004 Z4
Charles Marus	1999 323i
Brenda Mason	1995 525i
Kevin McCalla & John McCalla	1989 325i
Rainer McCown	2001 740i
Dennis McDonald	1995 525i
Miguel Mendez	
Thomas Merrill	2001 330Ci
Charles A. Meyer	
David Mezebish	2002 540i
Jennifer Milow	2002 525i
Thomas Mitchell	1995 530i
Robert Moore	
Leon E. Moores	
James Morgan	2002 M3
Laurie & Edwin Morman	2001 X5

Anthony Murdock	
Eliana Nanclares	2001 325i
Phutha Nanthavongsa	2000 323Ci
Randall Nash	2004 530i
Paul Newman	
Douglas & Diane Nichols	1998 Z3
Frederik Nkundikije	2000 323i
Christine Norman	2002 325Ci
Robert O'Connor & Tim O'Connor	1996 328is
Earl Olson	1994 325iC
Carol Owen	2001 540i
Jeremy & Emily Park	1997 M3
Jack Peterson	2002 M3
Chris Pettit	1997 318i
Van Phan	1994 525i
Michael Phillips	2001 325i
Fitzgerald Pollard	1997 M3
Maziar H. Rad	2004 325Ci
Michael Ragsdale	1995 M3
Felanda Reed	1997 740iL
James Reed	2001 325i
W. Renner	
David Richmond	2004 X3
Jonathan Richstein	1992 325i
Douglas & Mary Jane Rink	2003 Z4
Alan Robin	2002 330xi
Gordon & Jennifer Rock	2004 525i
Douglas Rogers	
Joseph Romanosky	
Mike & Jennifer Rose	1994 325i
Amy Rosenberg	
Jan Rosenberg	1998 540
Kenneth Rossato	
Joe Rothenbert	2005 330iPP
Robert Roytas	2005 325i
Marilyn Santiago	2004 M3
J. Robert Schiavone	1995 318i
Kristen Schmeiser	2001 330xi
Claude Schonberger	
Renee Speight	1998 540ia
Hans Stuck	2005 M5
Daniyal Syed	2000 323i
Robert Tann	1992 525i
Craig Timmins	
Cynthia Tompkins	2005 X3
Michael Trautman	2003 330xi
Craig Valentine	2001 X5
John Walley & Kendall Walley	1997 328is
Thomas Walsh	2001 525i
Barry Washaw	
Bill Wender	1999 M3
Chad & Julie Westendorff	2003 M5
Chuck Wienckowski	2005 X5
Brian Wilkinson	1995 325i
Efferlan Williams	2000 740i
Rohan Williamson	1998 528
Carl A. Wilson	
Lisa Wilson	
John Wise	1995 M3
John Wise	
Eddy Wudijono	1998 528i
Heidi Wyatt	
Roland & Ann Young	2003 Z4

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"Car of the Month" is 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.

In 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.

March

Owner: Alex Teitelbaum

Year: 1991

Model: 318is

Color: Red/Tan

Mileage: 121,000

Synopsis: I use it as my daily driver, and it's in very clean condition. It was a west coast two-owner car, prior to my finding it at a used car dealership in Fredericksburg. Using this car as my daily driver allows me to not pile up the miles on my e46 M3.

I'm currently setting up the 318is for my 19 year old son to be able to autocross this spring, including completely redoing the suspension this winter. Things added to the stock car include BBS wheels, Supersprint exhaust, and a cold air intake.



April

Owner: Faisal Ahmed

Year: 1997

Model: 840 Ci (Dinan 8)

Color: Arctic Silver / Black Leather with Bird's Eye Maple Wood Trim

Mileage: 101,700 Miles

Upgrades:

- 18" Staggered ///M Parallel Wheels With Michelin Pilot Sport A/S
- Plasma Ignition Coils
- DINAN Engine Management Software
- DINAN Transmission Chip
- HIR Lighting by GE/Toshiba (Primary).
- PIAA Plasma Lighting (Auxiliary).
- ///M Pedals (Footrest, Brake and Gas).
- ///M Interior Side Sills (Door).
- BMW Chrome Exhaust Tips.
- Color-keyed Front Spoiler Lip.



Synopsis: Faisal is a dedicated club member. He is often organizing local 8-Series drives and get-togethers. His car has been spotted at many NCC BMW CCA Concours and autocross events. Current performance is as follows: 0 to 60 MPH: 6.3 seconds / Mile: 14.005 sec @ 105.38 MPH / Horsepower at Rear Wheels: 248 / Torque at Rear Wheels: 290 ft/lb.

State of the Chapter

By Rafael Garces, President

You will notice that in this issue we have provided you (the members) with an abbreviated set of financial statements. We are doing this simply to provide you with information on the state of the Chapter and to give you an opportunity to provide us with feedback on our programs or to ask questions. This is nothing new; those of you who have been members for more than a few years may recall that we have done this in the past. Your current Board feels quite strongly that we need to operate in an open fashion and that members have a right to see exactly what we are doing with your money.

As an additional step towards independent confirmation of our fiscal responsibility, in December 2004, Mr. Maurice Whelan, CPA, Managing Director of American Express Tax and Business Services, Inc. reviewed our financial recordkeeping procedures on a pro bono basis. Mr. Whelan is not a member of the BMW CCA and he has no connection with the Chapter (although we are trying to convince him to join). His firm is the 9th largest accounting firm in the United States, and primarily serves middle market businesses. This was not a formal "audit," but his report gives the Board additional, independent, oversight of our accounting practices. His report both confirms the basic soundness of our existing procedures and offers suggestions for improvements. The Board is grateful to Mr. Whelan and to American Express Tax and Business Services for contributing their expertise to help improve your Chapter's operations.

Addressing year 2004 expense items, the largest expenses are associated with Drivers' schools, the *dB*, tours and rallies, the Holiday Party, and autocross. The drivers' school expense includes primarily the cost for track rental for 4 events (\$10,000 to \$15,000 per event) and insurance costs of nearly \$5,000. We (the DSSC and the Board) price these events to make them accessible to more members (lower price) rather than to turn a profit. While we weren't at capacity for every event, we were close and all events were well attended. The *dB* magazine is our single largest expense that is not directly offset by admission fees. We print and mail approximately 5,500 copies every two months. That is 33,000 copies at a cost of \$48,500, which is approximately \$1.50 per copy (including postage). The income and expense on the tours and rallies includes the fees collected for the ///M school (\$16,000 that we collected from participants and paid directly to the BMW Performance Center).

For the year, we generated a surplus of \$13,253 and now have approximately \$80,000 in reserves in our bank accounts. We have a busy calendar for 2005 and would like to hear from you about any additional events that we should offer. Again, I invite you to come to our board meetings (they are open to all members – just let me know you are planning on attending) and to ask questions.

Summary Income Statement-

Calendar Year 2004

Income:

Autocross	\$13,331
Club Store	231
Concours	1,440
<i>dB</i> Advertising	14,380
DIY Events	75
Driver's School	57,918
Holiday Party	3,330
Tours & Rallies	23,985
Nat'l Dues Rebate	77,199
Interest	290

Total Income \$192,179

Expenses:

Autocross	\$10,095
Charity	41
Club Store	1,054
Concours	4,471
<i>dB</i> Magazine	48,471
Driver's School	65,951
Gen. & Admin.	3,555
Holiday Party	12,180
Oktoberfest 2006	543
Social	2,700
TechFest 2004	3,603
Tours & Rallies	26,262

Total Expense \$178,926

Net Income \$13,253

Summary Balance Sheet- Dec. 31, 2004

Assets:

Current:	
Checking	20,032
Money Market	60,553

Fixed:

Autocross Trailer	1,625
-------------------	-------

Total Assets 82,210

Liabilities:

Current:	0
Long-term	0

Equity:

Retained Earnings	68,957
Net Income	13,253

Total Liabilities & Equity 82,210

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@nccbmwcca.org, or mail to Advertising Manager, *der Bayerische*, BMW CCA c/o Ellis Management, 8630 M-Guilford Rd. #195, Columbia, MD 21046. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

Advertising Rates

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

2001 BMW 330xi

WBAAV53481JR80233. Orient Blue/tan leather, 55k miles, 5-speed, sport, cold weather, and premium pkgs, Xenon lights, H/K, Navigation, 17" wheels with 225-45 ContiTouring Contacts, X-Pel paint protection applied "at birth", 1-owner, no accidents, no warranty claims ever, non-smoker, garaged, immaculate, lovingly maintained with Red Line Oil, Blitz Wax, all records. \$26,000. 301.869.2664; mk14617@comcast.net (MD)

1997 BMW 840Ci

101,600 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 \$25,000. Call Faisal Ahmed at 301.704.1301 (Day) or 301.210.1404 (Evening). (MD)

1995 BMW M3

WBSBF9324SEH03059; Daytona Violet/Black leather; 5 Speed; Recent Water Pump, Radiator, O2 Sensor, Yokohamas, Bosal; 98K; Mobil 1; Zymol; Fine Condition/Well Maintained; beautiful rare color; 13,800/Offers; 410.489.2886; mflu@comcast.net (MD)

1988 M5

VIN WBSDC9307J2791926 Black/Tan 154,000 miles. First generation M5 in excellent condition, 2,000 miles last 2 years. Four new Yokohamas 1,000 miles ago. Self-leveling system replaced w/BMW shocks, springs. Needs front shocks. Front air dam cracked, not noticeable. Period stereo upgrades in trunk. Custom black mats (Donner/Blitzen) Clean, rare, well maintained. \$9,200. Jim 301.262.0980 mpower5@netzero.net (MD)

1985 BMW 325e (coupe)

WBAAB6409F1212956. Arctic blue, all original eta engine, A/T, 125k miles. Absolutely NO rust, NO accidents. Body all original and straight but paint is faded. NEW head gasket, timing belt, radiator, H2O pump, t-stat, all water/vacuum hoses, ICV valve, rotor/cap, dash circuit board, exhaust. A/C, heater, elec sunroof works fine. Full function OBC. Sport seats with cloth interior, fronts recently re-finished with BMW original cloth. All 4 rims recently refinished, bottle cap design. New tires - Dunlop Sport A2, brakes and rotors good, brake fluid changed regularly. Original radio, recently passed MD state emissions inspection. A great daily driver (30 mpg open road). Pictures upon request. \$1000 firm. Kirk 410.266.0756 (home) 443.534.7653 (cell) ck_cover@hotmail.com (MD).

1988 E30 M3

4,010.5 miles. Perfect in every way. Special order BMW Individual in Macaublau over Alcantara and BMW Motorsport cloth. This car has never had the lug nuts removed. Original in every way. Wife says something has to go, and the M3 can't cook. \$34,995 (original sticker price). BenLinM3@hotmail.com

1990 E30 M3 Sport Evolution

DOT and EPA cleared with Virginia title. No excuses in Glan Schwarz and rare leather over BMW factory SRD Recaros. Car #2 of 600. Was Paul Rosche's test mule, then sold to Dieter Quester. 23k miles, all Sport options are there, down to the dash plaque. Full Documentation. This car was \$60,000 in Germany in 1990 and can be yours for \$40,120.05. BenLinM3@hotmail.com

TRUCK FOR SALE

97 Ford F350

Dually Crew Cab, 7.3L Turbo Diesel Grey/Grey, Power Windows/Locks, 68K Miles, Needs Nothing. Near Mint \$15,500 NEG. No Commercial Use, Dealer Maint'd. Contact Patrick 336.427.2739 (Greensboro, NC)

PARTS FOR SALE

(4) V-Spoke Style 63 19" wheels for BMW X5 (2 10x19, 2 9x19) with Michelin Diamaris. Some of the wheels have curb rash but all are straight, true and balanced; the tires are almost down to the wear indicators but do have some usable life left (maybe 3 to 5K?). I bought 20s and these must go! \$1,000 or best offer accepted. No shipping but may be seen and picked up in Gaithersburg, MD. George Williams 301.987.4546 or e-mail at george.williams@sodexhousa.com.

(4) 19" Style 63 (2 10", 2 9") V spoke wheels with Michelin Diamaris for BMW X5. Tires have some life left, wheels have some curb rash but are straight and true. Must pick up. \$1,000/obo. Please call 301.424.2710.

Autocross tires - 4 Kuhmo's, 225x50x16, used 1 auto-x event only, \$200/obo. Dan Dazzo, 410.552.5857, dizziedazzo@aol.com (MD)

Front and rear seats from 89 325i. Black vinyl in superb condition. \$200.00 Call Phil Holmes at 410.323.4697 or philipholmes@aol.com

M roadster Illuminated shift knob kit \$85, BMW radio removal tool \$11, Weathertech license plate cover \$18. Shipping additional. Chris: 703.726.0338; chrisosborne1@adelphia.net (VA) *Roundels* Most issues back to October 1988. \$5.00 each plus shipping. Chris: 703.726.0338; chrisosborne1@adelphia.net (VA)

Snow Tires, Four, Yokohama Guardex 600, size 205/65R15, very good condition, 10/32" tread remaining, \$100 Harry 410.665.5328 hmwbmw@comcast.net (MD)

Snow Tires and Wheels, 4 Vredestein Wintrac VR LX 205/50x17 on double spoke #79 (OEM 330xi) wheels. Wheels are in perfect condition w/caps, tires have approximately 4K miles. Fit 3 Series E46 from 4/98 except M3. \$750. 301.933.1880 (MD) r.mantysalo@comcast.net

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A D V E R T I S E R S

Alexandria Bavarian Service.....	22	J&F Motors, Ltd.	27
Autodynamics.....	17	Martin Motorsports.....	13
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BatteriesPlus.....	22	OG Racing.....	28
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