

September/October 2005

der Bayerische

National Capital Chapter

BMW Car Club of America



2005 CALENDAR OF EVENTS

January

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

February

- 6 Karting, Allsports GP Mini Grand Prix
- 13 BMW Karting League
- 17 On the Border Get-Together (Rockville, MD)
- 27 BMW Karting League

March

- 6 Karting, Allsports GP Mini Grand Prix
- 13 BMW Karting League

April

- 9 Autocross School
- 10 Spring Tour to South Mountain Inn
(Boonsboro, MD)
- 21 Get-Together (Prince Georges County)
- 23 Street Survival

May

- 7 Highway Safety School (Jefferson Circuit,
Summit Point, WV)
- 8 Drivers' Education (Jefferson Circuit,
Summit Point, WV)
- 20-21 BMW Club Day (formerly ///M School)
(Spartanburg, SC)
- 21 Autocross #1
- 22 15th Annual Jefferson 500 and BMW Corral
(Summit Point, WV)

June

- 4 DIY @ Martin Motorsports
- 11 New Members' Party @ BMW of Towson (Towson, MD)
- 16-17 Drivers' School with Audi and Mercedes-Benz
at VIR (Danville, VA)
- 18 Autocross #2

- 23 Fast Eddie's Get-Together (Fairfax Circle, VA)
- 25-26 Drivers' Education (Summit Point Raceway,
Summit Point, WV)

July

- 9 DIY @ Convenience Car Care
- 16 Autocross #3
- 20 Instructor Orientation Day (Shenandoah Circuit)
- 23 Summer Tour

August

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

September

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

October

- 2 22nd Annual Deutsche Marque Concours
- 8-9 Drivers' Education (Jefferson Circuit,
Summit Point, WV)
- 15 Maryland Brewers' Oktoberfest (Timonium, MD)
- 20 Get-Together (Washington, DC)
- 22 Autocross #6 – ChapterFest (Ripkin Stadium,
Aberdeen, MD)
- 29-30 A Jeffersonian Weekend Fall Tour

November

- 4-5 BMW Club Day (Spartanburg, SC)
- 5 Media Blasting and Powder Coating Tech Session
at American Stripping Company (Manassas, VA)
- 19 Autocross #7

December

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

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



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September/October 2005

der Bayerische

National Capital Chapter BMW Car Club of America



NCC BMW CCA

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Photo: Robert Williams

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P R E S I D E N T ' S

Message

Driving 101 – NASCAR Style.

I recently had the opportunity to participate in a Richard Petty Driving Experience at Richmond International Raceway. I was a guest of my brother Dan Garces at his "company picnic". Dan works for Capital Automotive REIT and they have some really cool company outings. Do I need a new employer? Anyway, back to my story.

Get up at 0 dark 30 and drive to Richmond in time to arrive at the track by 7:00am. So far, this is just like the BMW CCA schools I've attended. Wait for the rest of the Capital Automotive people to arrive (well rested) by short bus ride from their Richmond hotel where they stayed. Did I mention that Capital Automotive was a cool employer? Sorry, sidetracked again. They get to the track by 7:45 – I'm jealous already. Our orientation starts at 8:00am and consists of roll call where the "chief instructor" makes everyone stand up so he can decide which car you'll be driving. Choices are "small", "medium", "large", and "extra-large". This label applies to the seat size in each of four available cars. As expected, various comments are made about specific people's assignments. Once the "introductions" are complete, we get to watch a 4 minute video featuring "The King" Richard Petty thanking us for participating in his driving program.

Next step is the instructional ride around the track in a full size van. We are told time and again that we should "just follow your instructor" and to maintain a 3-4 car length gap. They point out the "deceleration cone" (we are warned not to brake, just lift off the throttle) and the "acceleration cone" (gently apply the throttle – don't floor it). I should point out that each participant will be driving a real NASCAR race car, with nobody else in the car. The instructor will be in a separate car and we are instructed to "just follow your instructor". The instructor will pace you around the track and you get to drive eight (8) whole laps under green.

The last part of the instruction was how to get in the car (through the window), how to buckle the 5-point harness (just let them do it), and how to exit the car (back through the window).

OK, we're ready! Hey wait. What about braking points, apexes, track-out points, and those pesky terms understeer and oversteer (um, I mean "push" and "loose")? Nope, don't need those – "just follow your instructor".

I've gotten my driver's suit and been fitted with a helmet and a Hutchins Device (that's a head and neck support). I'm ready and sweating like a pig in the Richmond heat. My turn to drive (the "extra large" car – no comments, please) finally arrives. I jump in (figure of speech), get strapped in, have my picture taken in the driver's seat (for sale when you're done), they hit the start button and warn me "no burn outs on pit road" (do they know me?).

I was ready to go out there and set some records by bump-drafting my instructor. No such luck. I was watching the previous drivers. If you get too close, they wave you back and slow down. Not good. I decide the best way to get some good lap times is to "just follow my instructor". It worked. I got one of the best lap times of the day by acting like a lemming and "just following my instructor".

If you get the impression that I didn't enjoy this experience, you're wrong. It actually was fun. However, it was not a driving school. It was an opportunity to drive a "real race car" on a "real track" at "speed". For learning how to drive, I'll stick to the CCA driving schools and to the Street Survival schools.

Don't forget to register for O'Fest (where you can register for both a driving school and a Street Survival school).

Elsewhere in this issue you'll see our annual call for Candidacy Statements for next year's officer positions. Please consider sending in your statements and helping out the Chapter.

Get out and DRIVE,
Rafael Garces

der Bayerische

Candidacy Statements

Elections for positions on the National Capital Chapter's Board of Directors for 2006 are approaching soon. Members are encouraged to run for a position. Should you care to run for either President, Vice President, Treasurer, or Secretary please send a candidacy statement by email to: president@nccbmwcca.org or standard mail to the NCC club address: NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. Statements need to be submitted by September 21, 2005 in order to be published in the November/December issue of the *dB*.

What About the Fans?

By Sam Bell, Member #189391

I should have stayed home and gone autocrossing. Instead, I traveled with my father to Indy for the USGP. As we all now know, the 2005 USGP will go down in F1 history as the race that didn't happen. An interesting experience overall, it was anticlimactic to say the least.

Friday practice was exciting to witness. Seeing those cars in person is thrilling. The sound that a V10 makes at 19000 rpm is amazing. You feel the noise in your chest as they scream by. I won't soon forget the impression of power the cars make.

Qualification was again exciting to experience. My man Kimi Raikkonen did well and sat on the front row of the race. The Williams-BMW's did not do so well, but with fuel strategies unknown the race promised to be a good one.

On race day all the pageantry went on as if nothing were wrong. After the formation lap, 14 of 20 cars, all on Michelins, pulled into the garages. To the disbelief of 100,000 fans, six cars took the green flag. The race had been diluted into a Ferrari test session. After the shock, anger, and cussing, many fans left. The stands started to empty after the second lap. In the end, both Ferrari's lapped all the other cars at least

once. The only excitement came when M. Schumacher ran Barrichello off course while coming out of the pits. I must admit that I would have enjoyed seeing the Ferraris take each other out at such an absurd race. M. Schumacher took the checkered flag and accepted his trophy without celebration and to the boos of the crowd.

The reason for the Michelin boycott was safety. During practice R. Schumacher spun into the wall at the entrance to the main strait due to rapid deflation of the tires. Michelin believed the lateral loads of the turn to be too much for the tires. The Michelin teams' solution was new tires, or a chicane to slow down the turn onto the main straight. The chicane was accepted by all of the teams except Ferrari. The FIA solution was to have the Michelin teams voluntarily drive slower through the turn or pit and change an unsafe tire. The Michelin teams opted not to run, guaranteeing their drivers would not end up in the wall.

Feel free to place blame for this on your choice of contributing factor. I blame Bernie

Eccelstone for not being able to negotiate a compromise to conduct a safe race amongst the teams. I believe that Michelin and the teams have a responsibility to keep their drivers safe. It would have been criminal if the drivers slammed one after the other into the wall at 180 mph. Formula One management let politics come before safety and the fans. In the long run this only hurts F1 as a whole.

Ultimately the USGP ended up looking like a second rate race as perceived by F1. The lack of respect for the fans is disgusting. I won't be going back to the USGP (if there is one) any time soon. I certainly don't believe that this would have happened had the venue been Monaco.

One high point of the weekend was the Hoosier Club corral. It was a great place to hang out while not at the speedway. I saw many nice cars and got to sit in a Formula BMW car. Great food and great people were also abundant. Ironically, the t-shirts commemorating this year's corral had "What Race?" printed on the front.

I had to listen to my father tell me how NASCAR would never treat their fans like this the whole flight home. I should have gone autocrossing.



From the Editor

Following the DIY at Convenience Car Care on July 9th (see article on page 14), CCC owner Timmy Tyrrell insisted that I accompany him to Old Dominion Speedway for some circle track action. It sounded like fun, but it had been a long day, I was tired, and couldn't make up my mind; then Timmy mentioned it was "Free Fishing Lure Night" at the track – and that, of course, settled it for me!

***If he doesn't already have them,
he deserves merit badges in
shin-kicking, kidney-punching,
and toe-stomping.***

It turned out the fishing lures were actually for the kids.

I found this out the hard way, as Timmy and track owner Steve Britt struggled to break up a pretty heated dispute between me and a Boy Scout over the last lure. It was case of extraordinarily bad timing for me. I was in line for a beer when I heard the announcer say they were handing out the lures. I was torn between the biological imperative that is beer, and the magic that is a free fishing lure. Since there were only three people ahead of me in line, I opted to get a beer in my hand first; I was sure there would be plenty of lures to go around. I was wrong, on my way back to my seat I saw this kid getting the last lure; I'm not proud of this, but things escalated and I'm afraid it got a little physical.

He was the toughest 10 year-old I ever fought, I'll never mess with a Scout again. If he doesn't already have them, he deserves merit badges in shin-kicking, kidney-punching, and toe-stomp-

ing. He was whipping me pretty good, but I think I was about to turn the tables on him when Timmy and Steve intervened; grabbing me by the arms, just as I was getting the kid in a head-lock, they screamed in my face that the lures were for the kids, not adults. As distasteful as it was to me, they said I had to be the "bigger man" and walk away.

The Scouts were there in force for "Free Fishing Lure Night", all in uniform and sitting in the same section of the bleachers. There were plenty of other kids there too; they all seemed to be having a great time. The announcer especially enjoyed entertaining the kids, during breaks in the action he would ask trivia questions about the drivers and hand out prizes including tee shirts and stick-on tattoos.

As for the action on the track, it was thrilling! The first race when we arrived was the INEX legends. These are very light racecars with modern bodies and chassis that are meant to look like vintage hotrods, the '37 Ford seemed to be one of the most popular body styles. They have heavily modified 1200cc motor-cycle engines and gear-boxes in them. I know you're probably thinking, "How fun could a car be with a motor cycle engine in it?" Well, the thing to remember is how light they are, and how quickly that motor cycle engine can rev. They accelerate incredibly quickly and drift around the banked turns like you wouldn't believe, when the rear hooks-up after the turn, they take off like a shot down the straight.

The Grand Stock cars were next in the line-up, with the Late Models following them. To the untrained eye the GS and LM cars look similar enough they could be mistaken for one-another. The chassis are basically identical; the big differ-

ence between the classes is that the GS cars have "only" about 350hp, while the LM cars have around 450hp. The Late Models are the main attraction at ODS and these cars are a lot of fun to watch! I have never been a big fan of NASCAR-style racing, but it's hard not to get excited by the sights, sounds, and even the smells of these cars as they tear around the track with their drivers jockeying for position.

Closing out the night were the "U-Cars." Timmy is heavily involved in the U-Cars, in addition to racing them (he's currently in the lead in the points); he's also prepared several cars for others. U-Cars is a class that is designed to be cheap enough that a lot of people can get involved. They are front-wheel-drive American cars that

***The Late Models are the main
attraction at ODS and these cars
are a lot of fun to watch!***

must remain stock except for safety improvements. Obviously these cars are not terribly fast, but the competition is fierce and they are a crowd favorite.

We had a great time at Old Dominion Speedway. It almost feels like a walk back through time to the '50s when you go the track. If you've never been, I highly recommend it; it's the kind of wholesome family fun that is in short supply these days. See their web-site at www.olddominionspeedway.com for information.

Have Fun, Be Safe
Rob Williams

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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.

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.

BMW CCA Carolina Oktoberfest 2005**Saturday - Friday, 17-23 September, 2005
Greensboro, NC***(See the Oktoberfest information on page 7 and the Club's website.)***Columbus Day Cabriolet Show****Sunday, 9 October, 2005
Baltimore, MD**

Calling all convertible owners who enjoy showing BMW Style. On Sunday, October 9, 2005, the Baltimore City Columbus Day Parade will again need our help. Last year 5 members spent the morning and early afternoon in social fun and cruising Baltimore City at 5 miles per hour...Photos are on our web site. We must give them an approximate number of cars participating this year. Please contact SpongeBob at RSTERN9007@aol.com as soon as possible if you are planning on joining our fun.

**October Social Event at
DC Waterfront****Thursday, 20 October, 2005
Time: Starting at 7:00 p.m.**

Nick's Riverside Grille is a family-owned restaurant serving American fare. There are spectacular views of the Potomac River and the surrounding area, with an outdoor terrace to take in the waterfront ambiance.

Nick's Riverside Grille is located in Georgetown's Washington Harbour, 3050 K Street N.W., Washington, DC 20007, phone (202) 342-3535.

**2005 NCC BMWCCA Fall Tour -
A Jeffersonian Weekend****Saturday & Sunday, 29 & 30 October, 2005
Destination: Charlottesville, VA and
surrounds****Departure Time: 9:00 a.m. (arrive at start
no later than 8:30 a.m.)**

Last year's Fall Tour took us to see two works by one of America's most recent, great architects, Frank Lloyd Wright. Now, turn back the clock and plan on visiting two works by one of America's first, and perhaps, greatest architects, Thomas Jefferson. This year's overnight tour will take us through the Virginia Piedmont, including tours of Monticello and The

University of Virginia. Saturday's events will include driving, lunch at historic Michie Tavern, and a tour of Mr. Jefferson's pride and joy: Monticello. After Monticello and another drive, we will find ourselves at the Wintergreen Resort in the Blue Ridge Mountains.

After checking in to the lodge, we will have some time to enjoy all that Wintergreen has to offer, including golf and horseback riding (if it stays light late enough), tennis, swimming, a spa, hiking trails, and many other activities. Indoor pool, hot tubs, steam rooms, saunas and workout rooms are included with the room. Other activities (spa treatments, golf, etc.) may have additional charges. Wintergreen is also completely networked for WiFi, so you work hounds can check your e-mail fireside if you'd like.

We'll have an outdoor reception (weather permitting, otherwise indoors) overlooking the valley followed by dinner in the lodge. After dinner, there are several night spots that will be available including a night club with live music or, for those seeking a quieter evening, several nice bars and fireside lounges. Also, since we will be at Wintergreen for Halloween weekend, the resort will have a Haunted House (accessible by ski lift), pumpkin carving, and other holiday activities.

There are 40 rooms reserved for us at the lodge at the special rate of \$139 (plus resort fee and tax of approximately \$20 total). All of the rooms are in the lodge and are very nice lofts with views of the mountains or the valley. Reservations may be made by calling 1.800.611.6888. *Note: you must mention the BMW Club Outing when making your reservation or you will not get the \$139 rate.*

Sunday morning, we'll return to the roads and head toward Charlottesville by way of the Blue Ridge Parkway. After a tour of the University of Virginia grounds, lunch will be on your own. There are numerous restaurants and sandwich shops on and near campus (your Tourmeister can provide recommendations). After lunch, you will have two options. For those who want to get home early, it is a relatively straight shot from Charlottesville back to the Washington area. For those who are interested in logging more miles driving through the beautiful scenery, there will be a scenic route offered for the return trip that includes more time on Skyline Drive (note that there is a \$10/car charge for Skyline Drive access) and a few more twisties that will deliver you back to I-66 and the way home.

The total cost for lunch, reception, dinner, and the tours is \$75 per person, payable in advance. This includes a buffet lunch at Michie Tavern, admission

to Monticello, reception and dinner at Wintergreen, and the tour of the University of Virginia. Please go to the NCC BMW website at www.nccbmwcca.org, and click on the Fall Tour, fill out the registration and meal selection form and send it along with a check made out to NCC BMW CCA to:

2005 NCC BMW CCA Fall Tour
c/o David Costanza
14106 Wood Rock Way
Centreville, VA 20121

Note: Registration has been ongoing for months and will be limited to 90 people. Please contact David to see if there is any room available before mailing in your registration fee. If there is room you must use the form on the website and send in your registration fee (\$75/person) in order to eat lunch and dinner, attend the reception, tour Monticello and UVa. Hotel reservations are on your own, made and paid for individually, although the 40 rooms are being held as a block for us. Please note that there is not much else nearby to Wintergreen so if you do not book early enough, the alternative will be to stay in Charlottesville, about 45 minutes away.

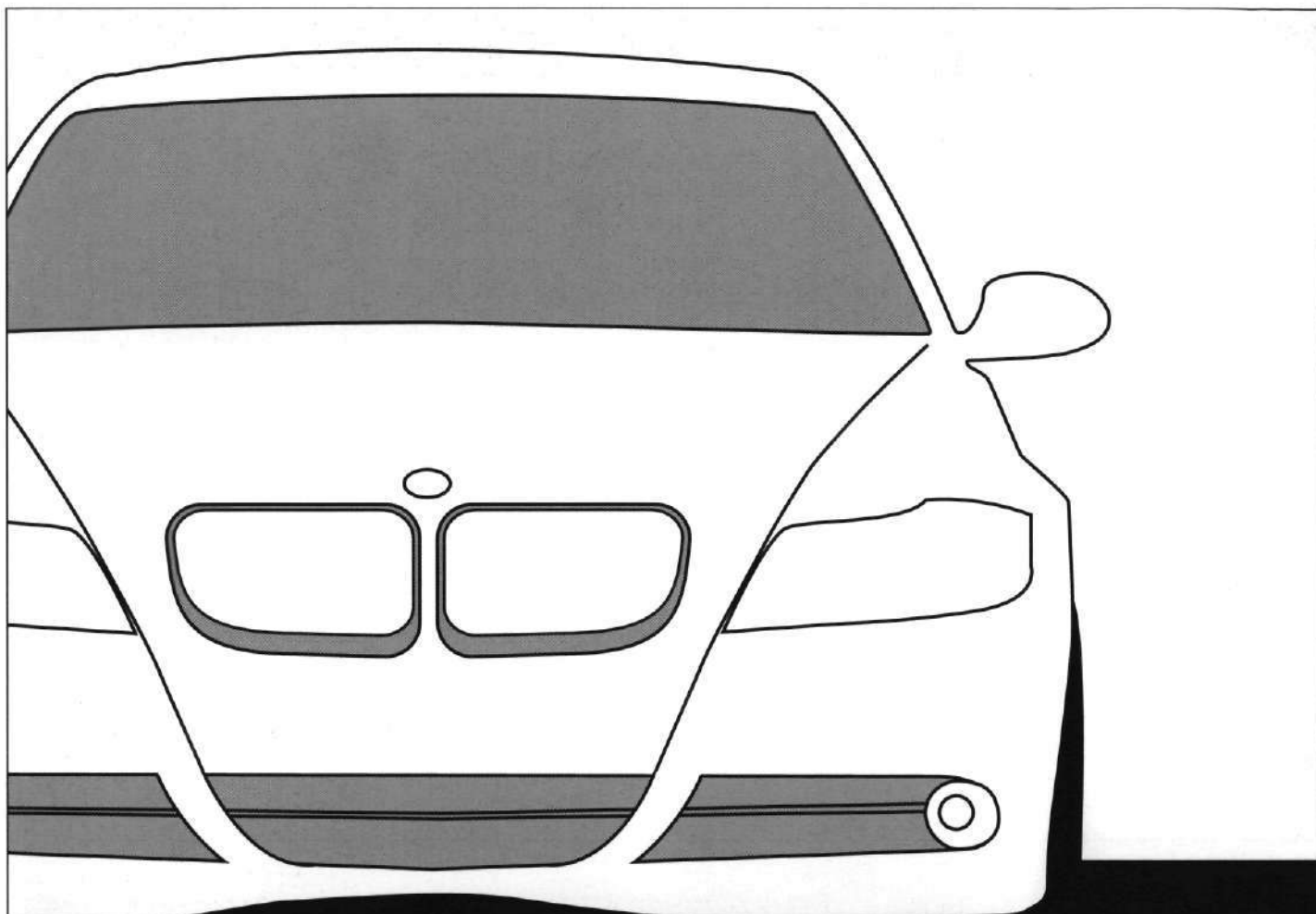
As an alumnus of the University of Virginia, Charlottesville and the surrounding areas are one of your Tourmeister's favorite places to visit. We hope you will join us for this weekend of Jefferson, the Blue Ridge, and Charlottesville. If you have questions, please e-mail the Tourmeister, David Costanza, at dcostanz@gwu.edu.

For more information on our destinations, go to:

Michie Tavern:	http://michietavern.com/
Monticello:	http://monticello.org/
Wintergreen:	http://www.wintergreenresort.com/
University of Virginia:	http://www.virginia.edu
Shenandoah National Park:	http://www.nps.gov/shen/index.htm

Directions to start:

From the Washington DC Beltway (I-495): Take I-66 West to Exit 47B, Route 234 North Turn RIGHT at the first light. The Cracker Barrel is immediately on the right. Gas, coffee, and food are available near the start. Please arrive at the start point no later than 8:30.



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Oktoberfest '05 in Nearby Greensboro, NC



Oktoberfest, the BMW Club's national gathering will take place September 17 to 23 in nearby Greensboro, North Carolina. At five hours from Washington, DC, this is the closest the event has been to us since we hosted O'fest in '96. And it might not be this close again. You should seriously consider attending this event with, or without, the family. The following information and schedule was lifted from the host Tarheel Chapter's website. Registration information should be available in the Roundel by the time you receive this. Don't wait to register.

Clearly, those of us who have attended previous editions of this annual BMW CCA bash (including the one we co-hosted in 2000) know what it's all about, and have greeted the news with considerable pleasure, if not unbridled enthusiasm. Which is only to be expected. Believe you me, once you've been to one or two of these national events you tend to develop a real taste for the experience. But I suspect some members don't share this attitude, while others haven't formed an opinion. And I can't fault either group.

For one thing, it's a safe guess that many of you have never been to any O'fest, and so you're not quite sure what to expect. And there may be some of you who take a ho-hum view of the whole affair. What's the big deal, you might say. After all, you figure, it's only going to be another big gathering of BMW nuts, milling around and talking car talk, sort of like a dealership's open house. Well, let me assure you, it isn't like that. It's bigger and has much more to offer.

So, whichever of these two groups you may fall into, this seems like a good excuse to give you a little preview of what OKTOBERFEST 2005 has in store for you. Mind you, it's just a thumbnail sketch. You can't do an event like that justice in a couple of pages. But we hope it will tell you enough to convince you to attend this great event.

Basically, Oktoberfest is a weeklong national event, an annual gathering for the Club as a whole, a sort of family reunion for Club members from all over the country. Anyway, that's the intent. In practice, attendees tend to come largely from areas within 'reasonable' driving distance from the event site. Which is one reason why Oktoberfest moves around the country from one year to the next; and why there's often a trophy for longest distance driven to O'fest. (Clearly, if it's O'fest, there are always some members who consider a 1,000-mile drive quite reasonable!)

Of course, whatever the site, Oktoberfest is always a

terrific opportunity to meet Club members from all over, socialize, talk shop, and hobnob with National officers. But its greatest appeal is probably the fact that its activities program has something for everyone. Whether you're a fan of Club Racing, or love driver schools, or prefer other driving events such as autocross, road rallies or tours, O'fest's got it. The same goes if you need tips for maintaining your late-model BMW, or restoring a Classic. All that, and more, takes place under one roof, as it were.

That's the concept behind every O'fest, and a great concept it is. But we — your O'FEST 2005 Committee — feel next year's event will have even greater appeal for you. One big bonus, to start with, is that it's going to happen right here in our own backyard. In other words, your trip to O'fest won't take any more time than a drive to one of our regular chapter events. So what if that takes you out of the running for the long distance trophy. There are lots more trophies to compete for.

What's more, the hotels chosen as O'fest headquarters are centrally located in the Triad, and all activities will be based there or at VIR. Which means most of your driving will be as part of one O'fest event or another, not while commuting between widely scattered event sites. I mean, O'fest is supposed to be fun, not a replay of your daily grind.

But the real treat is the events schedule. Sure, on paper, it looks pretty much like any other O'fest calendar of events. That's by design. But we like to think it's the quality of the sites and events we have scheduled that will make our Oktoberfest stand out. Here's what you can look forward to:

- VIR, where OKTOBERFEST 2005 will kick off with a Club Race and a driver school, is arguably one of the nicest tracks in the country. It's challenging, yet safe for drivers, and its park-like layout and modern facilities make it about as spectator-friendly as a racetrack can be. So whether you're driving or watching, you just can't beat a day or two at VIR.

- If running solo against the clock is your thing, O'FEST '05 will provide two opportunities to do so — an autocross and a straight-line slalom contest. Having held dozens of such events in our Joe Autocross series over the years, this chapter's experience in this type of competition guarantees you won't be disappointed. And if you prefer doing this in a more sedate, family-style kind of way, we'll have a Gymkhana, too — sort of an autocross and egg race combined. (Don't take this last part too literally. The details haven't been worked out yet.)

- Both O'FEST '05 road rallies — a Time/Speed/Distance (TSD) rally for the more serious competitors and a fun rally-

cum-tour — will take you into the foothills of the Blue Ridge and the Smoky Mountains. That alone is pretty special. After all, the brilliant spectacle of foliage in the fall is something folks from all over the Eastern Seaboard come to see and enjoy. And having an experienced team of rally planners lay out the rally routes will ensure you'll have a great time, whether you're a novice or an experienced rallyist.

- If you're raring to show off your Bimmer to a really big audience, you should enter the O'FEST '05 Concours d'Elegance. It will be held on the spacious grounds of one of the O'fest hotels, the Grandover Resort. As always, it will feature several classes ranging from basic Clean Car to all-out, not a speck inside and out, pristine Concours, with allowances for the age of your BMW. It's an awesome spectacle, to see hundreds of spic and span BMWs, including rare classics, arrayed on the lawn, as crowds of fans stroll leisurely amongst them. We guarantee you'll love the show, the background music, the judging, the festive atmosphere, and the trophies — even if you don't enter your car.

- As always, O'FEST '05 will feature two more or less formal dining occasions, the Motorsports Banquet mid-week and the Awards Banquet finale. But the central location of the main O'fest hotel, the Sheraton Four Seasons in Greensboro, will also let you avail yourself of lots of places to eat, drink and socialize between events. And many of them are within the Koury complex itself, just an elevator ride and a short walk from your room.

These are just highlights. Other attractions will include a swap meet; a driver safety school; tech sessions with nationally known BMW experts; a Little Car exhibit featuring collections of BMW models; a photo contest; opportunities to visit nearby attractions or attend a dinner theater presentation; and exhibits and demos by national and local vendors, some of whom — especially Billy Revis of Motorsports Connections — have already been extremely helpful by assisting us in developing our OKTOBERFEST 2005 Campaign. (Thanks, Billy!)

In short, OKTOBERFEST 2005 will be a unique opportunity to savor all the Club has to offer, right here in our state. And it's not too soon to start thinking about attending, since registration forms will start showing up alongside our ads in the *Roundel* early this spring. Meanwhile, be sure to mark September 17 through 23, 2005 on your calendar. And if you feel like helping us make CAROLINA O'FEST '05 a success as a volunteer worker, contact any Chapter officer. But either way, do make plans to show up!

BMW CCA CAROLINA OKTOBERFEST 2005 September 17-23

Schedule of Activities and Events

(Note: Registration open each day of event. All activities take place or start at hotels unless specifically identified as taking place at Virginia International Raceway — VIR.)

Saturday, Sept. 17

- Club Race/Competition School (VIR)

Sunday, Sept. 18

- Club Race (VIR), Welcome Reception

Monday, Sept. 19

- Autocross (VIR), Car Control Clinic (VIR),
- High-Performance Driving School (VIR),
- Vendor Reception, Raffle & Prize Drawing

Tuesday, Sept. 20

- Autocross (VIR),
- Car Control Clinic/Safety School (VIR),
- High-Performance Driving School (VIR),
- Exhibits, Tech Sessions, Evening Social, Raffle & Prize Drawing

Wednesday, Sept. 21

- High-Performance Driving School (VIR),
- Gymkhana (VIR), Rally Meeting, Tech Sessions,
- Mini Concours, Photo Contest & Vendor Exhibits,
- Cocktails & Motorsports Bavarian Banquet
- Awards, Raffle & Prize Drawing

Thursday, Sept. 22

- TSD Rally, Fun Rally, Tech Sessions, Exhibits, Vendor Exhibits, Photo & Trivia Contests Conclude
- Dinner at your pleasure

Friday, Sept. 23

- Concours d'Elegance, Swap Meet, Cocktails & Awards Banquet Awards, Raffle & Prize Drawing

Other Activities available throughout the event include: Karting at Plantation Valley Kart Track (VIR), 'EuroRally' Course (VIR), Golf Outing, Winery Tour, "Mayberry USA" Tour, NASCAR Run, NC Zoo Tour.



NATIONAL CAPITAL CHAPTER BMW CCA

OCTOBER 2005 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between August 5 and September 2, 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:

October 8-9 (Summit Point Jefferson 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 301-990-8123 evenings before 10:00 PM, e-mail NCCDSRegistrar@mac.com, or visit <http://www.nccbmwcca.org>.

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

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

And don't forget our 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: 301-464-1910 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.

Date	Registration Period	Location	Event Type
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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PTG's 10th Anniversary at Summit Point

Text and photos by Gary Dittmer

For those of you residing on Mars, I should explain that Prototype Technology Group (PTG) has been BMW's primary U.S. motorsports research and development team for the BMW M3 since 1995. The team is presently racing in the 2005 Rolex Series. I always attend the chapter-sponsored January tour of the PTG facility in Winchester, Virginia. The owner, Tom Milner, is always a gracious host and allows us almost complete free-reign of his shops even though they are usually busy preparing for a race in Daytona.

So, when the 10th anniversary celebration was announced both on the PTG and NCC web sites, I immediately signed up. I did this despite the \$75 fee (the tour is free and normally crowded with over 100 enthusiasts); I rationalized that

the juice would be worth the squeeze, in other words, seventy five bucks would be a bargain. And it was!

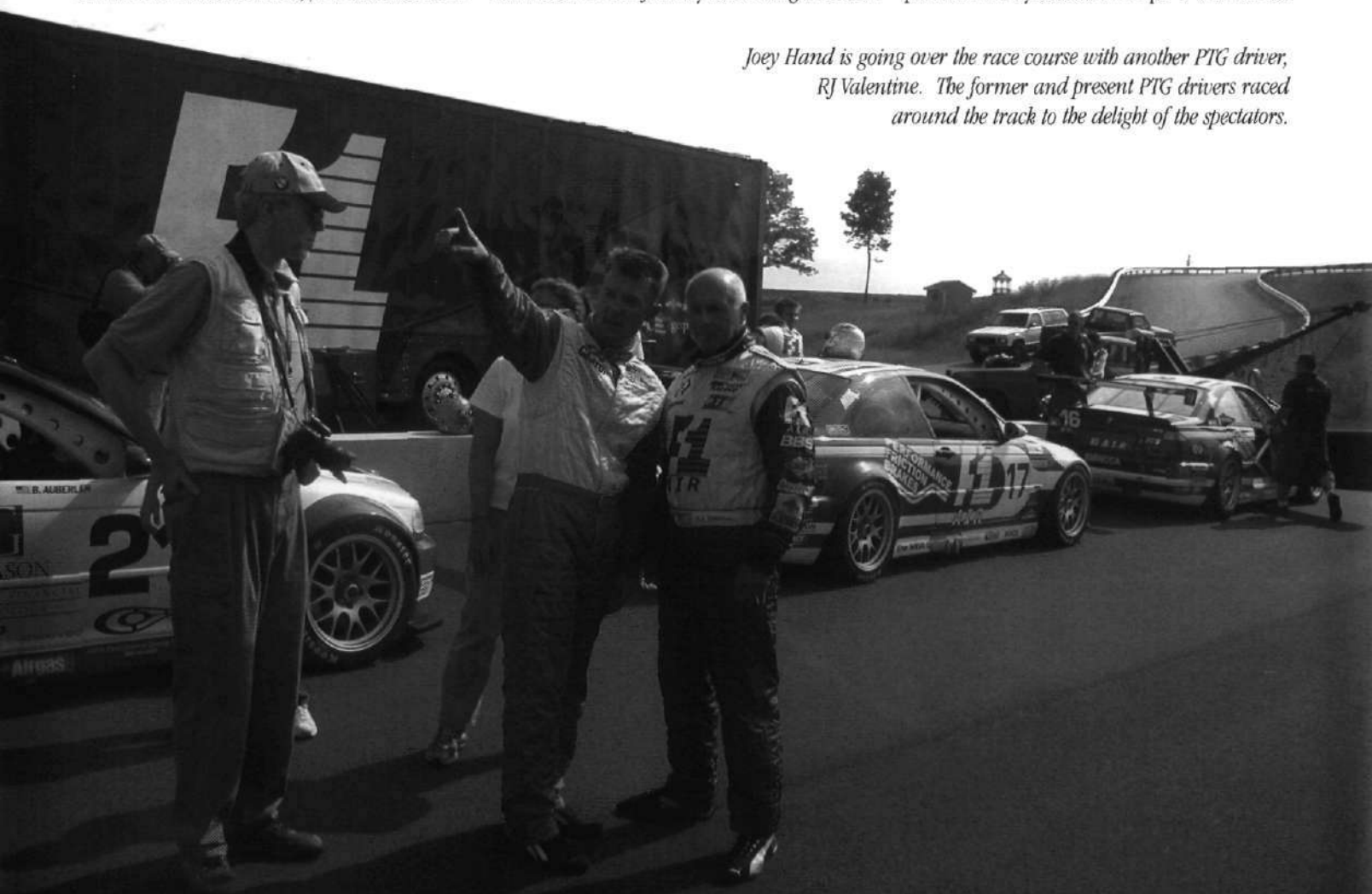
I arrived around 9:15 AM at the Shenandoah Circuit, which is a very cool road course with brand new facilities. The PTG tractor trailers were set up around the building as were some brand new go karts. I was greeted by Natalie Hand (wife of driver Joey). She had gift bags for everyone, which included: 10th anniversary T shirts, posters, driver "hero cards" going back to inception, and high performance pistons (I learned later that these were for autographs).

The day began with a parade of the current M3 race cars and some of the museum quality cars we see on our January tour sitting lifeless in

a garage, but now they were making noise as they flew around the course. Most of the current drivers were there and some past stars were there also. To name a few: Boris Said, Joey Hand, Kelly Collins, RJ Valentine, Justin Marks and Tom Milner (Big Tom's son). After a few photo laps, the driver's competitive juices took over and there was some excellent racing taking place.

The real excitement happened after an excellent Red, Hot & Blue catered lunch. We all got to drive two laps with one of the PTG racers behind the wheel. What a treat! Everyone wanted to ride with Boris in an M3, but after several laps he had a brake line fail and was out of commission. I rode in the classic 2002 with a smile plastered on my face for two laps. I was amazed

Joey Hand is going over the race course with another PTG driver, RJ Valentine. The former and present PTG drivers raced around the track to the delight of the spectators.





I'm tightening my helmet to take two laps around the Shenandoah Circuit in the PTG 2002 with my driver Chris Gleason.

at how professional race drivers brake so deeply into a turn and are then immediately on the gas! The noise was loud and the smells were rubber and brakes, and I loved it!

Watching the driver was a learning experience, and for that reason I think I appreciated the 2002 over an M3. The drivers don't use the clutch in the M3; as a matter of fact, according to Justin Marks, they don't even "lift" (the accelerator) when they shift. He explained the electronics to me but I don't think I could do it justice here.

We were welcome to drive the PTG Karts that were set up on a make-shift course. This apparently will be a new venture of Milner's. He announced they will be starting a school at Summit Point, which could become a breeding ground for future PTG drivers. Most of his young drivers started in Karts.

After racing in the big cars, we saw several Kart challenge matches between his racers; however the most fun was watching Joey Hand and his wife, Natalie, who is an excellent Kart racer! Watching her warm up, Boris Said told Joey he

was going to loose! Tom Milner was the official starter for the four lap race, and he gave Natalie about a 30-second lead. Joey caught her on the third lap and made an excellent pass to win. Joey was later booed by Natalie boosters.

The day was well worth it as Tom Milner, his staff and drivers, were as open and friendly as they always are. If you want to see passion in the workplace, or if you need motivation, visit PTG during January and talk with some of the mechanics or Tom himself. They are all a class act and I think it's obvious I had a great day!

Boris Said and Mark Simo enjoy a Red, Hot & Blue Barbecue lunch talking with a sponsor.



The current and some former PTG drivers raced Karts around an impromptu race course. The drivers are (from left to right) Tom Milner, Jr. with his back to the camera, Boris Said, Mark Simo, Joey Hand, Tom Milner (in the white polo shirt), and Chris Gleason.





DIY at Convenience Car Care

Text and photos by Robert Williams

“Well, let’s roll ‘em on in!”, shouted Convenience Car Care owner Timmy Tyrell to the assembled National Capital Chapter DIY participants on July 9th. Timmy had made a bay available for each of our six shade-tree mechanics, so there was no waiting for a spot. Once they were directed into their bays, everyone waited patiently for a few minutes while Timmy and his top technician, Derek Williams, went around and assisted in locating lift points and safely getting the vehicles off the ground.

This one pin is all that stands between the E46 owner and about another degree of negative camber.

Navid Rahimi and Ernest Nichols each came in with E36 cars, Navid did his brakes and an oil change, Ernest did engine mounts. Dave Fitzgerald, Steve Moody, and Nick Rubenstein each brought their E46s in for work. Dave did an oil change; Steve and his 11-year-old son Chris changed plugs, air filter, and diff fluid; and Nick did his brakes. Our only non-3 Series car belonged to Charles Yeh, who replaced the

rubber exhaust hangers on his E34 Touring.

Dave Fitzgerald had a nifty trick in mind to add some negative camber to the front end of his 2005 330i Performance Package car. There is a locating pin in the top of the strut housing on the E46s and it protrudes through a round hole



Dave, Steve, and Steve's son Chris under the hood.

in the strut tower. All the other holes in the tower are slotted, so this one pin is all that stands between the E46 owner and about another degree of negative camber. Dave had heard that it was possible to use a punch to push that pin

down into the housing, but we thought it would be a neater job to elongate the whole through which it passes (to make it like the other bolt holes) and then he could move the housing to his “street setting” to save tires in day-to-day driving, and switch to the “track setting” only when needed.

When we explained what we had in mind to Derek, he said he had the perfect tool for the job. He returned a few minutes later and handed Dave what looked like an air-powered Dremel tool, although it was considerably thinner and easier to handle. It was variable-speed and had an aggressive bit on it that carved away the unwanted metal like a hot knife through butter...well, not exactly like that, but you know what I mean. After looking at the finished product, and hearing Dave’s opinion following his short test-drive, Steve decided to do the same on his E46 330i.

Ernest Nichols’ engine mount job turned out to be a little tougher than one might imagine, but Derek jumped in to assist, again with the perfect tool, and they got the job done. There was one stubborn bolt that they actually ended up accessing from up top, with about a two-foot long extension on a ratchet. After spending some time under the car, it became clear to Ernest that

der Bayerische



Navid Rabimi (top) got the "Grease Under the Nails" award. Adding some negative camber to Steve's car (above).

his ride needed some additional work that he didn't have time for, so he took one of Timmy's luxurious service loaners home and returned a few days later to retrieve his 325i, now outfitted with new shocks and ball joints.

Multi-talented technician Derek Williams ended his day by assisting with a clogged bleed screw on Navid's well-worn E36 sedan; once the old fluid started flowing, the BG Power Bleeder handled the rest, and Navid bolted the last wheel on as the clock ticked to 5:00PM and the end of

Nick Rubenstein telling track stories.



our fun-filled day at Convenience Car Care.

The National Capital Chapter would like to thank Timmy, Derek, and all the other guys at Convenience Car Care, for making this event such a success. Timmy and company had fun as well, and look forward to hosting more such events in the future. They are breaking ground on a new, state-of-the-art, 18,000 square foot facility in Manassas, where they will expand

After looking at the finished product, and bearing Dave's opinion following his short test-drive, Steve decided to do the same on his E46 330i.



CCC owner Timmy Tyrrell (above) is all smiles. Dave's brand-new 330i Performance Package (below right).

the business by selling late-model pre-owned Mercedes-Benz autos, while continuing to provide the award-winning service upon which they have built their sterling reputation.

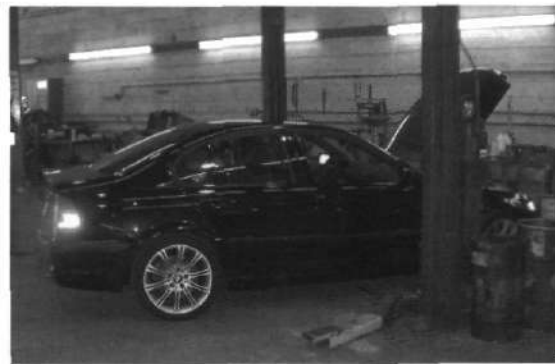
National Capital Chapter members and their families are invited to bring their cars, trucks and SUVs to Convenience Car Care for service and receive 10% off their total repair bill (less applicable taxes). CCC handles everything from race car preparation to keeping your daily driver, tow vehicle, or pick-up truck running like new. Call

CCC Tech Derek Williams was a huge help.



John Sarecky mans the counter at CCC.

703-330-2237 and mention this article to take advantage of this generous offer.





Test Drive: E60 530Xi Sports Wagon

A Fun, Fast, All-Weather Family Cruiser

Text and photos by Robert Williams

Stopping in at BMW of Sterling for some parts for the old E30, I happened to notice that the new E60 5 Series Sports Wagon had come in, and they even had one of the all-wheel-drive 530Xi models. I was excited to see this car since I had wanted to test-drive that particular model for some time; so I called David Lee, the Sales Manager at BMW of Sterling, and asked if my wife and I could take it out for a drive and also snap a few pictures for the *dB*. David agreed without hesitation and we set up a time.

Some readers may recall one of my ranting "From the Editor" columns from last year focused on BMW's position at the time that they were not going to bring the AWD 5er to the US; for a while there, it even looked as though they might not bring the Sports Wagon here either. Within a month of my column appearing, BMW changed their tune, though, and announced the E60 Wagon, with AWD, would come to the states after all. Coincidence? I'd rather think the powers-that-be in Munich are regular readers of *der Bayerische*, and that the opinions expressed here hold such sway that fanatical diatribes in this magazine may actually lead to marketing and distribution changes for a huge, multi-billion dollar company. That's my theory anyway...

My wife, Robyn, and I are big fans of the AWD BMWs. While we don't get a whole lot of

Fast lane changes at 50mph or so were a lot of fun, you just don't expect a car of this size to be so nimble and responsive.



The red-line on this engine is 7,000rpm, but I decided to let its eventual owner decide at what point he'd like to take it into that realm.

snow in this area, we like the confidence that comes with the knowledge that we'll be able to get where we need to go even if the weather does get ugly. When our first son, Nathan, was on the way, we were looking for an AWD wagon and ended up in a 325Xi Sports Wagon. We would have preferred something bigger, but the 5 Series wagon didn't come in AWD. We like the car a lot, but now that we have added a second youngster to the family, Weston, born last August, we are

even more interested in a bigger AWD wagon.

We arrived at the appointed time and David had the car out with a tag on it and ready to go. The car we tested had the following options added to its base price of \$51,100: cold-weather package (\$900), premium package (\$2,100), automatic transmission (\$1,275), navigation system (\$1,800), and satellite radio (\$595), with the \$695 destination charge, the price as tested was \$58,465.

Our first impression was that it's a more handsome car in person than in pictures; I think it's one of the best-looking wagons out there. The one we tested did not have the sport package, but I think the standard 17" wheels look better than the ones that come with the sport package. They are a five-spoke design that almost seems like a modern recreation of the old Cragar wheels from the hotrods of my youth. That may sound silly, but that's the first thought I had when I saw them.

Opening the back hatch, we found a cargo area that is not only considerably larger than our 3 Series wagon, but the layout is much better since the wheel wells do not intrude from the sides, as they do on our car. With the seats folded down, I'd dare say you have a flat storage area equivalent to many short-bed pick-up trucks. The automatic tailgate was a nice feature as well, it's not something I think I would opt for, but it



Our first impression was that it's a more handsome car in person than in pictures; I think it's one of the best-looking wagons out there.

came with the \$2,100 premium package. The panorama moon roof is a two-piece affair that can tilt in addition to opening fully, which is a feature I have always liked on my E30 and is missing on our E46.

The ergonomics were as nice as I think we've all come to expect in a BMW. The seats were very comfortable and the seat position seemed just right. All the controls were well-placed. There has been a lot of bashing of I-Drive, but this was my first experience with it and I was able to change the radio station and set the climate control with little difficulty. The turn-signals take some getting-used-to, they do not operate like any others I've ever used. Instead of pushing past a detent, and the stalk staying there until the turn is completed, the stalk on the new 5 just reaches a point at which the blinkers come on, but the stalk does not stay in that position. The blinking continues through the turn and then goes off without the stalk having to move back with the straightening wheel. I found this troublesome when changing lanes, because I

like to hold the lever just short of the detent, giving a couple of blinks, and then release the stalk, at which point the blinking stops. Trying this trick on the new 5 results in continued blinking that only stops when you move the stalk slightly in the opposite direction of your last maneuver, and if you push it too far that way, you will then begin signaling a turn in that direction, which starts a vicious cycle.

The steering seemed somewhat wooden in comparison to our 3 Series cars, which I expected given that this is a much bigger vehicle, but I was very surprised at how lightning quick it was. Fast lane changes at 50mph or so were a lot of fun, you just don't expect a car of this size to be so nimble and responsive. I was also very excited to try out the new high-revving, magnesium/aluminum N52 engine, and I wasn't disappointed. I had always thought that a heavy car like a 5 Series with anything other than a V8 was the step-child of the line-up, but this new 255hp 3 liter may just change that rule of thumb. When tooling around in drive, the car was very civilized and



moved in out of traffic with ease, and when I pushed the lever over to "sport" it really opened up. The throttle response was much quicker and I could feel this new six-banger pull. The red-line on this engine is 7,000rpm, but I decided to let its eventual owner decide at what point he'd like to take it into that realm. With 220 lb.-ft of torque, there was plenty of fun to be had while keeping the revs in a more civilized range.

If you have a couple of youngsters to haul around, but have an aversion to mini-vans, you really should add the new 5 Series Sports Wagon to your list of options and take one for a spin. Frankly, I think it's the best blend of utility, luxury, and sportiness that you are likely to find.

I'd like to thank BMW of Sterling, and Sales Manager David Lee specifically, for allowing us the opportunity to put the new 530xi Sports Wagon through its paces. They are one of the most club-friendly dealerships in the area; we appreciate their support and feel they have earned your patronage.



With the seats folded down, I'd dare say you have a flat storage area equivalent to many short-bed pick-up trucks.





Tourers enjoying lunch at Bube's Brewery, Mount Joy, PA.

Summer Tour to Moondancer Winery

Text and photos by Bob Stern

**"FESTIVAL? WHAT FESTIVAL?
I am only a Junior, Assistant,
Temporary Tourmeister!"**

With much encouragement from our Tourmeister, I decided to lead a summer tour. So begins the tale of my first trial under fire as Junior, Assistant, Temporary Tourmeister. In the spring of 2005, after trying several routes and ideas, a trip was born to the sleepy town of Mount Joy, PA and then south to Moondancer Winery.

A call to Bube's Brewery confirmed they could handle about 15-20 people for lunch. A follow-up call in June confirmed they could handle about 30 people, on a limited menu. A call on July 19 confirmed they could handle 45 people, but only with a buffet, because of the "Dinin' & Cruisin'" festival on July 23.

"FESTIVAL? WHAT FESTIVAL? I am only a Junior, Assistant, Temporary Tourmeister!"

She explained the annual town festival of classic cars, street rods, and restaurant competitions that was happening on July 23. "Oh, and the intersection of Main and Market Streets is

CLOSED. Isn't that how you are coming into town?"

A group of 24 cars left Greenspring Station in Baltimore County, MD just before 10:00AM on one of the most beautiful weather days this summer. We traveled through fields of corn higher than the cars, past more than 183 lawn sales, antique stores, wonderful panoramic views, miles of odiferous natural fertilizer fumes, and the local landfill. After a short stop for refreshment, gas, and anything else required, we gathered again at the



You don't see a Z8 on the road every day.

**"Mr. Stern, I saw you.
We were told to close the
intersection for a large group of MGs.
That was not a group of MGs, they
looked like BMWs."**

library just outside the town of Mount Joy. As prearranged with the Chief of Police, we traveled in one group to the closed intersection of Main and Market...where the police on duty totally ignored us.

"Mr. Stern, I saw you. We were told to close the intersection for a large group of MGs. That was not a group of MGs, they looked like BMWs."

We parked at Bube's and then walked to the festival. There were about 15 booths of food cooking on both sides of Main Street. The first car in the show was an orange baby BMW Isetta. It only got better. There were more than 50 cars on display, even on town side streets. Almost a third of our group stayed at the festival, sampled local food, (and some shopped) and the rest returned to Bube's for lunch. We regrouped at 2:30PM and, this time, Mount Joy police closed the intersection. They may have wanted to get us out of town.

Our second stop was Moondancer Winery.

There were more than 50 cars on display, even on town side streets.

The vintner, in his wine stained tee shirt, greeted the group and helped with parking. Everyone spent a lazy afternoon sampling wine, cheese, live music, and amazing vistas of the hills and water of the Susquehanna Valley. Most traveled directly home from the winery, but 10 of us ended the day with Chinese food in a restaurant at the original start point.

I am slightly prejudiced, but those club members who have not tried one of our tours have missed some fantastic experiences. See you all at the fall tour...



A couple of Munich's newer offerings.



Rolling "Parade Style" through Mount Joy, PA.

... And a couple of classics.



The Tourmeister queues them up.



Woody's Competition



C O R N E R

BY WOODY HAIR

Just when it looked like the **BMW-Williams Formula 1** team was getting their act together in May (2nd and 3rd at Monaco and 2nd at the European GP), things got worse than ever. In Montreal they had a 5th place and a retirement. The USGP, well as everyone knows, the teams with Michelin tires chose not to start the race for safety reasons. In France they were 12th and 14th, in England 11th and 12th, and 11th and 19th in Germany. So after 12 races and 7 remaining, they sit 5th in the Manufacturers standings and Nick Heidfeld 9th and Mark Webber 10th in the Drivers standings.

BMW made it official that they are buying the Sauber F1 team at the end of this season. It is anybody's guess as to who will be driving for the new factory team. Current Sauber drivers are Jacques Villeneuve and Felipe Massa. Many think BMW Motorsports honcho Mario Theissen would like to retain the services of Williams driver Heidfeld. It now seems very likely that Williams will opt to sever its relationship with BMW and use a Cosworth in 2006. With the Red Bull team dropping Cosworth in favor of Ferrari power in '06, this could save Cosworth as an F1 engine supplier. Another question mark in this silly season is driver Jensen Button. He is under contract with Williams for 2006, but has said he would like to stay with the BAR Honda team, especially since Williams will not have BMW power. Another rumor has the Williams team switching to Bridgestone tires for 2006.

Four more rounds of the **Formula BMW USA** series have been held (Montreal and Indianapolis). Gelles Racing from Front Royal is 5th in the team standings and their driver Maxime Soulet is 4th in driver points. The Tarheel chapter's Daniel Herrington stands 13th after a 6th place finish in the second Montreal race and 7th in the first Indy race. The website for Gelles Racing had some detailed reports (www.gellesracing.com).

The fifth round of the **SCCA's MARRS** series was held at Summit Point on July 10. In the ITS class, Marshall Lytle won with his BMW 325is. Brian Shipman (4th) and Ted Giovanis (5th) were also driving E36 325s. Bill Radford was the ITB

winner with his BMW 2002. John Weaver, Matti Vilkkila, Dave Toy, and Alton Fryer were 4th through 7th in their 2002s. After 5 of 10 events, Giovanis lies first in ITS points and Radford is first in ITB points.

The Rolex Grand-Am series for Daytona Prototypes and GT cars continues to offer the best opportunity to see competitive BMW-powered cars in a professional race series. Three BMW M5-engined prototypes have been running near the top of their class from time-to-time in recent races. Their competition includes cars with factory-supported engines by Pontiac, Lexus, Porsche and Ford. In the GT class, the PTG BMW team from Winchester is on a winning streak as this is written. In addition to their normal competition from a dozen or so Porsche 911 GT3 Cup cars, a 3-car factory supported team of Pontiac GTOs has joined the fray. One of the goats is driven by ex-Formula 1 driver Jan Magnussen. A Maserati GT and some Corvettes round out the GT field.

The **Grand-Am Cup** races support the Rolex series. Fields of 60 to 70 cars, divided into the Grand Sport and Sport Touring classes provide more opportunity to see BMW M3s, 330s, Z4s and Z3s. A Turner Motorsports M3 driven by Bill Auberlen and Justin Marks has taken GS class wins against factory-supported Mustangs, Cadillac CTS-Vs, Porsche 996s, and Nissan 350Zs. The 330s and

Z4s are always running at, or near, the top of the ST class against strong competition from Mazda RX8s, Acuras, and Chevy Cobalts. Local drivers in this series include Tom Milner, Alan Himes and Paul Moorcones (of Radial Tire Company fame).

There are two opportunities to see the Rolex series this fall. It will be at Watkins Glen, NY on September 23-24 and at **Virginia International Raceway October 8-9**. The VIR weekend will also include a 200-mile Grand-Am Cup race. Rooms in Danville may be hard to come by at this late date, but camping is always an option. It is unfortunate that the VIR weekend conflicts with a National Capital Chapter driver school at the Jefferson Circuit.

Speaking of VIR, even if you are not attending **Oktoberfest** this year you should consider driving down to VIR September 18 to watch the BMW Club Race that day. Because the dates are so close, there will not be a BMW Club Race in support of the VIR Rolex this year.

NASA held races on the Shenandoah Circuit, including the Karussell, in June. Despite predictions of carnage by some, there were only the normal fender-benders.

It had to happen eventually: In the SCCA autocross on June 12 there were 23 drivers in BMWs, but none entered in the various "stock" classes.

COMPETITION CORNER CALENDAR

Sep 4	SCCA Double MARRS races, Summit Point, WV
Sep 4	SCCA Autocross #6, Fed-Ex Field, Landover, MD
Sep 18	BMW Club Races, VIR, Danville, VA
Sep 19-23	BMWCCA Oktoberfest AX, Gymkhana, TSD Rally, Greensboro, NC
Sep 24	BMW Autocross, Bowie Baysox Stadium, Bowie, MD
Sep 24-25	NASA Races, Summit Point, WV
Sep 24	Rolex Grand-Am Race, Watkins Glen, NY
Sep 24-25	Cumberland Airport Autocrosses, Cumberland, MD
Oct 8-9	Rolex Grand-Am, G-A Cup, PCA Races, VIR, Danville, VA
Oct 9	SCCA Autocross #7, Fed-Ex Field, Landover, MD
Oct 9	SCCA MARRS Races, Summit Point, WV
Oct 15-16	NASA Races, Summit Point, WV
Oct 22	BMW Autocross, Ripken Stadium, Aberdeen, MD
Oct 29-30	SCCA Race Driver School, Summit Point, WV
Nov 19	BMW Autocross, Ripken Stadium, Aberdeen, MD
Nov 19-20	EMRA Races, Summit Point, WV

BMW AUTOCROSS RESULTS

SCCA Round 3, June 12, 2005, FedEx Field

Lee Piccione	95 M3	1st BSP	55.424
James Sheridan	98 323is	1st DSP	55.743
Matt Williams	95 M3	2nd BSP	55.778
Glenn Ty	98 M3	3rd BSP	56.173
John Doby	98 M3	2nd SM	56.514
Neil Simon	99 M Coupe	1st SM2	56.622
Rani Emad	98 M3	3rd SM	57.071
Ken Kammerer	03 M3	1st ASP	57.646
Bob Hausmann	94 325is	6th SM	57.716
Doug Newhard	95 M3	9th SM	57.922
Eric Wong	95 M3	1st FP	58.195
Brian Hair	98 M3	10th SM	59.045 (1)
Nike Neary	95 M3	1st STU	59.1
Greg Olsen	93 325is	1st STX	59.204
Kevin Henry	90 325i	2nd DSP	59.378
Philip Emad	98 M3	11th SM	59.567
Christopher Potter	97 M3	2nd STU	60.277
Larry Olsen	93 325is	4th STX	60.33
Josh Turner	05 330i	6th DSP	62.118
Scott Blair	95 M3	6th STU	62.921
Todd Pantezzi	73 3.0 CS	14th SM	63.973
Kristina Lausch	93 325is	5th Ladies	64.427
Ken Ward	02 330Ci	17th STX	67.231

() = number of 2-second pylon penalties

SCCA Round 4, July 10, 2005, FedEx Field

Lee Piccione	95 M3	1st BSP	55.494
James Sheridan	98 323is	1st DSP	56.254
Glenn Ty	98 M3	2nd BSP	57.003
Brendon Berigermينو	04 M3	1st ASP	57.398
Brian Hair	98 M3	2nd SM	57.544
Nick Rubenstein	04 M3	2nd ASP	57.586
Kevin Henry	90 325i	2nd DSP	58.015
John Doby	98 M3	3rd SM	58.048
Ken Kammerer	04 M3	3rd ASP	58.077
Bob Hausmann	94 325is	6th SM	58.682
Eric Wong	95 M3	1st FP	59.003
Neil Simon	99 M Coupe	2nd SM2	59.105
Mike Neary	95 M3	1st STU	59.979
Greg Olsen	93 325is	1st STX	60.193
Larry Olsen	93 325is	2nd STX	61.082
Ken Ward	01 330Ci	5th STX	61.783
Alex Teitelbaum	04 M3	5th ASP	61.956
Chuck Grafton	90 M3	8th CSP	62.052
William Kratz	95 M3	2nd FP	62.193
Christopher Potter	97 M3	2nd STU	62.594
Mark Rebano	89 325is	7th STX	62.698
Woody Hair	88 M3	11th STX	63.643
Kevin Cuellar	88 M3	12th STX	63.876
Todd Pantezzi	73 3.0 CS	13th SM	64.312
Scott Blair	95 M3	6th STU	64.39
Lorenzo Curci	01 M3	12th AS	65.177
Bobbie Boykin	05 M3 Conv	6th ASP	65.268
Wayne Rubain	91 M5	4th FS	65.476
Stafan Nagey	02 330Ci	11th DS	67.858
Shidan Tavana	04 M3	20th AS	76.392

www.wagonworkcollision.com

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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.

July

Owner: David Ortiz
Year: 1995
Model: M3
Color: Alpine White
Synopsis:

David's Alpine White M3 was a feature car in the Nov/Dec 2004 *dB*. A "Lightweight with a Heavy Punch," is how our own *dB* editor, Rob Williams, described this car. To quote Rob, "It was like nothing else I've driven... it has the raw edge and crisp handling of an E30 M3, with the power of an E36 M3."

Extensive modifications to the exterior, interior, drivetrain, brakes, suspension, and lightened pieces truly sets this M3 apart from many.



For a detailed overview of modifications and more photos, see David's website at <http://www.geocities.com/odortiz/M3.html>.

August

Owner: Gary Ngo, aka LandShark
Year: 2003
Model: M3
Color: Carbon Black with Cinnamon Interior
Synopsis:

Gary is a huge BMW M3 fan. He has owned an E30 M3, an E36 M3, and his current car – an E46 M3. This current M3 was purchased new in November of 2003. He uses it as both a daily driver and a track warrior. Gary and this superb M3 are regulars at Summit Point – Main Circuit and Jefferson Circuit, and various NCC events. In 2003, this M3 also placed 2nd at the NCC Chapterfest Concours.

The tasteful modifications installed by Gary include TurnerMotorsport's Carbon Fiber CSL style front bumper, OEM CSL rear trunklid, RevZport CSL style rear diffuser, 19" OEM CSL wheels for the street, 18" SSR Comp for the track, 14" Brembo Big Brake Kit, Ground Control



Coilovers and CamberPlates, Rear trailing arm bushing kit, H&R sway bars, TMS Under Drive Pulley, audiophil kit, SuperSprint S pipe, X pipe, and sport muffler, a 7" wide screen DVD/TV/MP3 system with amplifier, uprated speakers, and a 12" removeable (for the track) subwoofer. Wow!!!! Thanks for sharing, Gary.

(Due to technical difficulties, July and August Cars of The Month are seen here.)

September

Owner: Joseph Lapicki
 Year: 2001
 Model: M5
 Color: Titanium Silver
 Synopsis:

This 2001 Titanium M5 belongs to Joe Lapicki and is pictured "exercising" at Watkins Glen. Although it is Joseph's daily-driver", he tracks the M5 at Summit Point and VIR as well. Modifications include Dinan Cold Air Intakes, Dinan exhaust, software upgrades, and strut bars.

Brake upgrades include Hawk track pads, Stop-Tech stainless steel lines, ATE fluids and direct air ducts. Other modifications include an AutoSolutions short-shifter, Schroth harnesses, AC Schnitzer roof deflector and interior components.

One of Joe's most memorable experiences in the car was "getting light" at the crest of the hill on the back straight at Virginia International



Raceway at 140 MPH. Fortunately, the big heavy sedan settled down pretty quickly. Joe says he has owned many BMWs but this one is a keeper for life.

Look for this fabulous M5 at a track near you!!!

October

Owner: Willy Lutz
 Year: 1991
 Model: M3
 Color: BrilliantRot Exterior
 with Schwarz Interior

Synopsis:

Willy Lutz's pristine E30 M3 is one of the cleanest E30 M3s that can be found trolling around the streets of Northern VA. Although it spends most of its time in a garage being polished and maintained to full BMW specifications, Willy likes to take it out on "spirited" drives with fellow BMW club members. As of this writing, this '91 M3 has 45k on the odometer. It is a regular entry into the E30 M3 Special Interest Group (SIG) gatherings, NCC BMWCCA Concoors, and many golf course parking lots. Awards to date include, the coveted 2004 E30 M3 Sigmeister's Choice Award and 1st in its Class at the 2004 Deutsche Marque Concoors. Look for this car at a Concoors near you!!!



Modifications on this fine M3 include the following: Sport Evolution III enhancements such as --Steering Wheel-Shift Knob-Hill Brake-Dead Pedal-Door Sills-Fender Seals and the almost "unobtainium" SportEvo III 16*7.5 NogaroSilber wheels, Recaro SRD Seats with custom bracketing for the perfect ride height, Euro Hellas (smileyface) with city light inserts, Racing Dynamics springs with Bilstein shocks, Z4 shift lever for a short and precise shift. Upcoming modifications on the list are SportEvo III front and rear splitters.



NEW MEMBERS LIST



Our membership is now at 5310 members. We also have 731 associate members who share all of the benefits of being a Car Club member. Plus an additional 83 members that belong to the NCC as dual members.

Special thanks to Michael Woods for referring members to the BMW CCA.

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 75% 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 <http://www.bmwcca.org>. 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.

Joseph Abban	2001 X5	Gene Chun	1997 540i	Randy C. Hoover	1998 328is
Ali Abbas	2001 M Coupe	Mary Cochran	1996 Z3	Andrew Hoy	2000 528i
Christopher James Abraham	2001 530i	Scott Coffey	2001 X5	Darrell Hudson	2004 M3
Anisha Abraham	2001 325i	Norman R. Coleman	2005 Z4	Allen Hunt	2002 M3
Russell G. Adamchak		Robert Christopher Cook	2000 328i	Chris Huska	2002 325ci
Usama Amin	2003 325i	Ronald D. Corrado	1997 M3	Robert Huynh	2002 M5
Brian Amy	2006 330i	Michael & Nancy Costello	2000 X5	James Hyder	
Ousmane Ba	1987 535is	Anthony Cox	1998 Z3	Majed Jafari	2003 525i
Justin Baier	2002 M3	Ken Ralph & Janene Vera Cullen	2006 530i	Scott & Beverly Jedlinski	2001 525i
Clifford Barnes		Paul A. Cummins	1992 325i	Terry V. Jones	
Anne Bell Barrington		Justin Cunningham	2004 325i	Rodriguez & Crystal Jones	2003 330Ci
Derrick Bauer	2004 325i	Shannon L. Curtin	1996 318ti	Peter N. Joyce	2005 M3
Jim Beckley	1987 325ic	Joseph G. Daniel	1999 540i	David & Linda Jump	1996 328is
Melvin Bell	1987 535i	Anthony Deosta	2002 330ci	Jared Kaufman	2000 323i
Kimberly Bellisimo	1998 740i	Robert Dean	2005 Z4	Lloyd A. Kaufman	2005 545i
Paul Bergson	2005 645ci	David Delmarr		Mark T. Kelly	1999 M3
Anthony Bilenki		Deborah Denko		Kurt Kerin	1991 M3
Myrna Binford		Calvin Dixon	1988 M3	Matthew Kirkham	2001 330i
Milton J. R. Blijd		Deborah B. Drake	2004 325xi	Kent Klopstein	1999 528i
T. J. Bloom		Peter N. Dugo	2003 330Ci	Kenneth W. Kneisly	2002 330ci
James R. Blue	2001 330Ci	Pamela Dyson	2006 525i	Bohdan W. Kobzar	2002 325ci
Edward Botchway	1999 740iL	Patrick S. Eng	2004 X3	Jeremy Koons	2006 325xi
Lori Bott		David Falcon	1990 525i	George Kovatch	2002 330i
Marcell Brantley	2001 740i	Robert Foss	2001 M3	Kristine Kusek Velland	
Darren Braude	1999 323iC	Thomas M. Francis	1998 740iL	John Larson	
Pam Briggie	2005 X5	Daniel L. Freeman	2005 M3	Chip Larson	1991 525i
Matthew Briney	2001 330Ci	Alex Galperin	1999 540i	Anne & Lawrence D. Lawver	1996 318i
Michael Brookbank	2001 325i	Holly Gannoe		Mark Leas	2000 540i
Eugene Brown	2002 X5	Onusio George	2002 X5	James E. & Tara Giles LeCompte	2001 325i
Roger Allen Brown	1999 528i	John Gerig	2004 Z4	Timothy Lee	2006 330i
Christopher W. Bryant		Saurav K. Ghosh	2000 M Roadster	Joel Levy	1996 328is
Lawrence Bryant	2001 525i	Kevin Marshall Glaus	1999 M3	Leslie Kay Lewis	
Poppy Budhiastuti		Marc Glorioso	2006 325i	Suzanne Lion	2003 325i
Mallory Buford	2003 Z4	Mike E. Godack	1987 325	Michael Edward Loney	2006 325i
Michael F. Burnett	2000 540i	Micah Goodwin	2002 330ci	John B. Lynn	2004 M3
Robert C. Burritt	2000 328i	Darren Griffith	2000 X5	Jerome Madlock	1994 325i
Michael B. Campbell	2003 525i	Linda Groff		Robert C. Madson	2006 330i
Tib & Rick Campise		Jack Grogan	2005 X3	Irvin Edward Markley	2003 325i
Rafael A. Cano Gonzales	2005 X5	Pete Grunberg	1997 Z3	Harvey Mazer	1997 740iL
Paul Cantwell	1998 740iL	John Guattery	2001 540i	Michael C. McCloud	2006 750Li
George W. Carey	1999 Z3	Jo Marie Gullede	2005 645ci	Donald McClurkin	2001 Z3
Jeffrey B. & Joanna L. Carra	2005 325i	Robert Hanagan	2004 325ci	Christina K. McGlosson-Wilson	
Ronald Neil Carroll	1997 528	Carol & Chuck Hanchak	1988 750iL	Anthony McKinney	1992 325i
Sam Carson	1989 535i	Steve Harsch		Zacko Miller	1987 325is
Laura Chan		Webb Hayes	2004 545i	Phil Myers	1997 740iL
Graig Chapman	2002 M3	James & Leslie Heilman	2006 530xi	Stefan Naggy	2002 330ci
Len & Joanne Chorosinski	2005 Z4	Jack Hoggard	2001 325xit	Kristofer Nance	
Larry Chou		Nick Homer	2003 X5	John N. Nassikas	



NEW MEMBERS LIST



Garvin R. Nedd		Geraldine Ryerson-Cruz	1997 328ic	Linda Topolski	2005 X3
Stuart Neiman		Elizabeth Adele Saunders	1997 528i	C. Awilda Torres	2004 645ci
Dana L. Newton	2001 X5	Todd Schaberg	2005 545i	James Twadell	1988 M6
Ian Nguyen	2001 M3	Jeffrey B. Schaub	1973 2002	Larry Van Sant	2002 M3
Charles D. Nibbana	2004 M3	Anthony Schreiber	1991 M5	Michael Vanderbilt	2002 M3
Ernest Nichols	1994 325i	Christopher Lee Schreiner	1999 323i	Kristin VanVranken	1992 325i
Joe Nickerson		Jason & Angel Schur	2001 330i	Berito Vazquez	1994 318i
Wallace Simms & Betty Lee North	2006 325i	Lawrence Scinto	2002 330xi	Sergio Vellani	1995 M3
Walter Obremski	2006 530xi	John Scully	1991 318i	Shehemaz J. Verahrami	1995 525i
Doug Olcott	1999 323iC	Don Searle	1999 M3	Gerard Via	2002 330xi
Joseph Oliver	2003 330i	Jason Matthew Seldin	2004 530i	Ryan Wagner	2004 X5
Roxane L. Ortman	2004 Z4	Camille Shashab	2004 330CiC	Wahab Walzy	1998 328i
Tadek Osipowicz		Greg Shaver	2002 325ci	Guanhua Wang	
Katherine F. Owen		Stephen A. Sheil	1993 318is	Donald Wasik	2001 540i
Rusty Owens	1999 740iL	Greg Shepard	1973 2002	Serena Weisman	
David Young Paik	2001 530i	Justin Shirk	2000 323i	Kathleen C. Wendling	2005 Z4
Michael Panza	1999 328i	George T. Singley		Ron Westermik	2001 X5
Frederick D. Paxton	2006 530xi	Karen L. Slaviek	2005 X5	Ben White	1999 328is
Susan Peacor		James Slear	2001 330iC	Mike Widener	2000 323i
Michael Pelliccia	2000 328i	Donald Smiley		Jeremy T. Wiesel	
Jim Perrin	1999 328i	Keith Cameron Smith	1998 540i	Amanda Williams	
Collis Phillips		Gary Smith	2004 330CiC	Lori Williams	1994 318is
Shawn Glen Pierson	2005 330CiC	Michael D. Smith	2005 X3	Cecily Ann Williams-Blijd	2000 540i
Robert E. Ponton	2001 740i	Boni Soebagio	2006 530i	Mark Sterling Wilson	2001 X5
John L. Prehn	2005 M3	Ona C. Solberg	2003 Z4	Paul Wilson	2002 330ci
Robert Prowell		Shannell & Dushawn Spencer	1994 530i	Quinton A. Winston	2001 530i
Adam Raksin	1999 323iC	Laura C. Stanley		Brian D. Wisniewski	2001 530i
Tanya Lesa Ramey	2006 325i	Peter V. Sternberg	2004 M3	Abby Wood	1998 323is
Benjamin L. Raty	1997 328i	Aaron Stewart	1995 M3	Chuck Woodworth	1998 328ic
William Raup	2004 Z4	Ed & Kathleen Stohlman		Michael & Kristin Worstell	2000 M Roadster
Christina Rhynalds		Benjamin Sun		Andrew Yang	1999 323iC
Meredith Runion	2005 M3	Franz Szymanski	2001 330i	Dickey Yee	2001 X5
Corry M. Rutters		Alexander Tarlecky	2006 330i		
Scott Ryberg	2001 M Roadster	Brian C. Taylor	2006 325i		

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

Application for Customized Maryland Club License Plates



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

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

Mail to: **Ed MacVaugh**
608 Baltimore Avenue
Towson, MD 21204

Name _____
 Address _____
 City _____ State _____ Zip _____
 Phone (W) _____ (H) _____
 Present plate number _____

Drivers' School Update

By Roy Morris, Chair - Drivers' School Steering Committee

As of this writing, the Chapter's 2005 Drivers' School program is at the halfway mark. Two successful schools have been held (Jefferson Circuit in May and Main Circuit in June), both fully subscribed by students and fully staffed with our hard-working volunteer instructors.

On July 20 we held an instructor orientation day for our volunteer instructors to learn the Shenandoah Circuit, a technically challenging new track at Summit Point. It is said that Bill Scott designed the Shenandoah Circuit by replicating his favorite turns from race courses around the world, and then compressing them into the land available. The result is a serpentine course that some have enthusiastically described as an extended autocross. I spoke with two of the instructors who participated in the orientation day and they both raved about how much fun the Shenandoah Circuit was for an experienced driver. Now our challenge will be to effectively use this track as a teaching venue for newer students.

Speaking of instructors, congratulations to Greg Nolte and Stan Wilson on graduating from the Instructor Academy. Welcome also to Brian Hair and Barry Battle, experienced instructors who

recently joined the NCC instructor corps by check-out. The NCC prides itself on having high standards for its instructors, so, while we are proud to have these gentlemen, they can also be proud to join a select group of dedicated volunteers.

You may have the impression that the NCC drivers' schools are hard to get into, which was true a couple of years ago when we admitted students by lottery. Our schools are limited in size, generally, 45 or 60 students depending on which track we're using. However, in 2004 we went back to the traditional way of admitting students, giving priority to the postmark on the application within the registration period. This favors students who are willing to commit in advance to attending the school. So far we've been able to accept everyone who applied on the first day, and have had very short wait lists. Registration dates are posted on the Chapter website www.nccbmwcca.org, and also printed on the applications published in *der Bayerische*.

Lots of people ask why the DSSC doesn't run schools at other tracks such as VIR and BeaveRun. The answer is logistics - travel time, hotel accommodations, time off from work, availability of a

skidpad, etc. Summit Point is an hour and 15 minutes away, and a lot of us come home to our families after a school day. VIR is a good 4 hours away and BeaveRun is 5 hours away. The DSSC puts its primary focus on providing a well-regulated learning environment for our beginning and intermediate students; advanced students can find lots of other track day opportunities at new and interesting tracks outside the NCC school framework.

Finally, thanks to Adil Desai for his seven years of service as Drivers' School Coordinator (he's the one who makes the arrangements with Summit Point and handles other details). Adil will be out there as a student driving with us starting in the spring of 2006, so we're looking for someone willing to take over his duties. Drop him an email if you'd like to find out more at Adil.Desai@comcast.net. Or you can come to the next DSSC meeting (scheduled for September 28) to find other ways to contribute. Anyone with an interest in the Drivers' School program is welcome to attend and join our working group. Email me at rmorris@cmgpc.com for details.

See you at the track!

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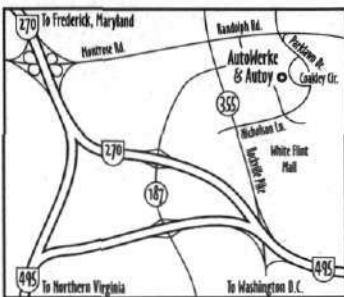
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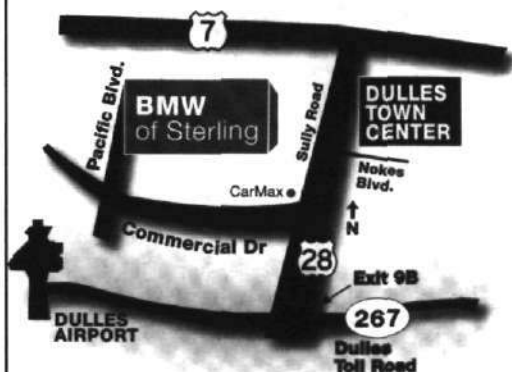


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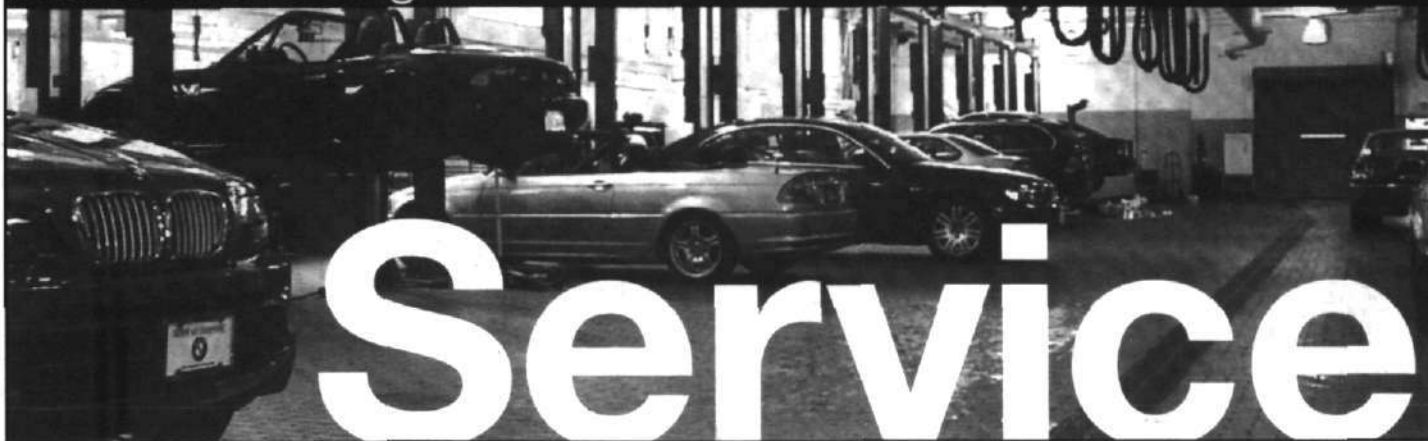
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