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National Capital Chapter

BMW Car Club of America

July/August 2006



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**Cover:** Gary Martin's 2006 M3, Second place winner in the People's Choice category at the Deutsche Marque Concours. Car is outfitted with Bilstein PSS9s, Racing Dynamics Suspension and exhaust, and Dinan Stage III software.  
Photo by Raine Mantysalo.

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## President's Message

May was a busy month for our Chapter. Two events in particular stand out: the Concours and the Jefferson 500 Corral. The Deutsche Marque Concours was a spectacular event, with clear sunshine (not the usual rain). I waxed my Avus '95 M3 and unexpectedly received a second place plaque. My wife asked, were there only two entries in that class? BMW was the largest contingent by far, and (I think) there were no trailered cars in the BMW paddock. Lots of beautiful cars, lovingly cared for, and all driven. Some for 200,000 plus miles! Richard Pineda, concours chair, keeps raising the bar, this time arranging for Red Hot & Blue barbecue eats. Next year, we're going to add a street tuner class to broaden the appeal of the event. We always invite race cars to show, and they don't come. I'd love to see race cars...any car that is actually driven.

The weather also cooperated for the May drivers' school at the Shenandoah Circuit, and the accompanying Jefferson 500 Corral and luncheon organized by Gordon Kimpel. More beautiful cars and friendly drivers, both at the corral and at the school. My 2nd place concours car came home from the drivers' school completely covered in gray filth from spending about two hours on the skid pad. It was an incident-free weekend, if you don't count the groundhog that Tom Kelly nailed on Friday at the Instructor Academy. I overheard the radio traffic among the course workers: "We need an EMT...for a groundhog" "Are you going to airlift that groundhog?" "Nope, I gave him the last rites."

Both were showcase events that make me proud to be a part of the National Capital Chapter - great people and great events.

Roy Morris

# 2006

## CAR OF THE MONTH

### Is your BMW worthy of being a Car of the Month?

If you'd like to see your pride and joy in an upcoming issue of *dB*, send a brief description with photos to Concours Chairman Richard Pineda for consideration. If you are selected, Richard will contact you for details and additional information. Richard can be reached by email at [concours-chair@nccbmwcca.org](mailto:concours-chair@nccbmwcca.org) or by phone at 703.625.7416.

## FromThe Editor

What a perfect day for the 23rd running of the Deutsche Marque Concours this year! The weather was spectacular, the food was delicious, and there were more cars than I can remember seeing in my 4-5 years of attendance. Richard Pineda is to be commended for organizing a top-notch event.

My buddies Jon Keating, Timmy Tyrrell, and I decided to make it a father/son thing by bringing the young 'uns out to the show with us. I'm sure the Dads out there will agree that bringing the kids along makes getting a pass to spend a Sunday afternoon at a car show considerably easier than if you tried to do it solo. Unfortunately, I only have two eyes; with one of them on 3-year-old Nate, and one on 21-month-old Weston, my ability to fully appreciate the cars was substantially impinged. But this is the trade-off associated with the "bring-the-kids" pass, it's to be expected and, frankly, I wouldn't have it any other way.

Since it was a German car thing, Timmy strapped little Timmy into his cream-colored 1965 VW Beetle for the drive over to the show. I followed in our E46 Touring and you wouldn't believe how many people passing the Bug gave a long look and sometimes even an enthusiastic thumbs up. I guess just about everyone from our generation either owned a Bug them-

selves at one time or has fond memories of one. Parents were pointing the Bug out to their young kids, and the kids were waving and carrying-on, it was a hoot.

Wet met Jon at the show and, with his 2-year-old son Thomas, that made four little rug rats running around like crazed hooligans. They wanted to touch every car they saw and when we could finally drag them out into the open field, away from the cars, they were so jacked up about all the fast-looking machinery that they began racing around making vroom vroom car sounds as they chased each other across the field. Please note, this was no "zoom-zoom" like that little punk in the Mazda commercials; we're talking about deep German rumbles replete with high-rpm howls, gear changes, and screeching tires. Their races included the occasional pit stop for juice and

there were a few wrecks, but, thankfully, no serious injuries.

We decided to make the Concours an annual thing with the kids, so I figure maybe by the 30th Anniversary of the Deutsche Marque they'll be civilized enough that we can actually spend some time enjoying the cars. Hopefully by that time Daddy will have a car worthy of parking on the grass instead of the asphalt!

Have Fun, Be Safe...

Rob



*(Left) Nate and Thomas approach Turn 1 as Weston roars down the back straight. (Above) Weston at the finish line. (Below) A couple of the beautiful Mercedes 300SLs at the show.*



# CALENDAR OF EVENTS

## January

- 7 Funktion Auto Group Private Open House (Dulles, VA)
- 8 Karting League – Allsports Grand Prix
- 14 Holiday Party and Annual Meeting (Mount Vernon Inn, VA)
- 15 Mini Grand Prix – Allsports Grand Prix
- 22 Karting League – Allsports Grand Prix
- 29 Karting League – Allsports Grand Prix

## February

- 5 6th Annual Superbowl Mini Grand Prix– Allsports Grand Prix (Dulles, VA)
- 12 Karting League – Allsports Grand Prix
- 16 Get-Together – On the Border (Rockville, MD)
- 26 Karting League – Allsports Grand Prix

## March

- 5 Mini Grand Prix –Allsports Grand Prix (Dulles, VA)

## April

- 1 Highway Safety School (Jefferson Circuit, Summit Point, WV)
- 2 Drivers' School (Jefferson Circuit, Summit Point, WV)
- 8 Autocross #1 (Bowie, MD)
- 9 Spring Driving Tour to Bleu Rock Inn (Washington, VA)
- 20 Get-Together – Westfields Marriott (Chantilly, VA)
- 29 Street Survival (Dulles, VA)

## May

- 7 23rd Annual Deutsche Marque Concours – Nottoway Park (Vienna, VA)
- 13 BMW Club Day – Performance Center (Spartanburg, SC)
- 20-21 Driver's School (Shenandoah Circuit, Summit Point, WV)
- 21 16th Annual Jefferson 500 and BMW Corral (Summit Point, WV)
- 27 Autocross #2 (Sykesville, MD)

## June

- 15 Get-Together – On the Border (Rockville, MD)
- 15-16 Marque Madness II with Audi and Mercedes-Benz – VIR (Danville, VA)
- 18 Autocross #3 (Manassas, VA)
- 24 New Members' Party – Funktion Auto (Dulles, VA)

## July

- 23-29 Oktoberfest (Grand Rapids, MI) <sup>(1)</sup>

## August

- 5 BMW CCA Club Race – Summit Point Raceway (Summit Point, WV)
- 5 Autocross #4 (Bowie, MD)
- 12 Summer Tour BMW (Baltimore, MD)
- 19 Open House and Do-It-Yourself Session – Convenience Car Care, (Manassas, VA)

## September

- 23 Autocross #5 (Ripken Stadium)
- 23-24 Drivers' School – Summit Point Raceway, (Summit Point, WV)

## October

- 8 Columbus Day Parade (Baltimore, MD)
- 14 Street Survival (Dulles, VA)
- 19 Get-Together (Fairfax, VA)
- 28 Autocross #6 (Ripken Stadium)

## November

- Fall Driving Tour (TBA)
- 11 BMW Club Day – Performance Center, (Spartanburg, SC)
- 11-12 Drivers' School (Jefferson Circuit, Summit Point, WV)

## December

Check the website for the latest calendar.  
(1) <http://www.bmwcca.org/Oktoberfest>

For the latest info, check out the Chapter website:  
[www.nccbmwcca.org](http://www.nccbmwcca.org)  
(Future events will be listed as soon as information becomes available.)

**Oktoberfest**

23-29 July 2006  
(Grand Rapids, MI)  
See [www.bmwcca.org](http://www.bmwcca.org) for details.

**Summer Tour BMW****Backroads, Mushrooms and Wine**

Saturday, 12 August 2006  
Kennett Square, PA  
9:00 a.m.

Travel through the horse country of Baltimore County and farms of Harford County, Maryland, into the Brandywine Valley of Pennsylvania. Lunch in Kennett Square at the "Half Moon Restaurant."

After a lazy lunch, we will meet at "The Mushroom Cap" and drive a very short distance to the Pietro Industries mushroom farm. When the farm tour is over, we will travel to Kreutz Creek Winery to wash the mushroom mud out of our throats with some wonderful local wines.

Your return home can be direct or stop with us back near the start for a Chinese dinner.

Mushroom farm tours are only done once a year, during the September Mushroom Festival. The Club is being given a private tour by the owner of Pietro Industries. It is interesting to note that this farm produces 12 million pounds of mushrooms a year!

Advance Reservations Required!

There is a fee of \$3.00 per car, payable by check to NCC BMW CCA. This will help us to determine how many people and cars to expect, out of courtesy to the places we will be visiting. Lunch, wine tasting, and purchases are pay-as-you-go. Mail your check to reserve your spot to:

2006 BMW Summer Tour  
Robert Stern  
2151-C Woodbox Lane  
Baltimore, MD 21209-1665

You must send your check and an email to the junior tourmeister, before August 3, 2006.

Directions to the start can be found on the NCC website: [www.nccbmwcca.org/index.php?tours](http://www.nccbmwcca.org/index.php?tours).

We will depart from in front of Tweeters, 10391 Reisterstown Road, Owings Mills, Maryland, 21117 just off I-795, Exit 19, NO LATER THAN 9:45 a.m. Please get there by 9:15 a.m. for final instructions.

Contact Miriam Stern at [mirnbob2@comcast.net](mailto:mirnbob2@comcast.net)  
Halfmoon Restaurant: [www.halfmoonrestaurant.com](http://www.halfmoonrestaurant.com)  
The Mushroom Cap: [www.themushroomcap.com](http://www.themushroomcap.com)  
Kreutz Creek Vineyards: [www.kreutzcreekvineyards.com](http://www.kreutzcreekvineyards.com)

**Open House and Do-It-Yourself Session at Convenience Car Care**

Saturday, 19 August 2006  
Lunch and Tour 12:00 p.m. – 1:00 p.m.  
DIY Session 1:00 p.m. – 5:00 p.m.  
9145 Centreville Road, Manassas VA 20110

Convenience Car Care welcomes NCC Chapter members to an Open House and Do-It-Yourself session at the new CCC repair shop and showroom on Centreville Road in Manassas.

Come join us as Convenience Car Care owner Timmy Tyrrell provides lunch, shows us around the state-of-the-art 18,000-sq-ft. facility, and then makes bays available in the brand new shop for the Do-It-Yourselfers.

DIY sessions are intended for members to perform tasks on their own cars, using their own tools, but with the benefit of a lift, air tools, and expert guidance as needed. Please note that jobs considered beyond the scope of the time allowed or ability level of participants may not be permitted – at the discretion of the DIY organizer.

Pre-registration is required, please see the Calendar of

Events on the website for a link to register and do so by August 14, 2006. If you intend to come for the lunch and tour, but not the DIY, we just need a headcount for food. If you intend to participate in the DIY, we'll need to know the job or jobs you plan to perform.

**Columbus Day Parade**

8 October 2006  
Baltimore, MD

Once again the NCC BMW CCA will be participating in the Baltimore Columbus Day Parade, beginning at 2:00 p.m. at Baltimore's Inner Harbor.

This year's parade will be bigger and better than ever, lasting over two hours.

**MOST IMPORTANTLY** - We are in need of BMW convertibles to drive some dignitaries or Beauty Queens in the parade that day.

Take time out of your day to lend your support to this parade by attending and cheering on the thousands of parade participants. We have supported the parade for the past two years and have had a fantastic time.

See the National Capital Chapter's website at <http://www.nccbmwcca.org/index.php?special> for further information.

Chapter contact: Bob Stern at [mirnbob2@comcast.net](mailto:mirnbob2@comcast.net)

**Drivers' School**

23-24 September 2006  
Summit Point Raceway

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come with improving skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible.

Each drivers' school consists of driving sessions on the track and at the skidpad, as well as classroom sessions. During your on-track sessions, you will be driving the full track at progressively higher speeds throughout the school. An in-car instructor will work with you to help you improve your driving mechanics. Braking, cornering, and accelerating techniques are refined continuously during your on-track sessions.

Skidpad sessions will allow you to begin to master the skill of controlling your car at the limits of adhesion. You'll learn how to control understeer (when your front tires lose adhesion) and oversteer (when your rear tires lose adhesion). The skills learned here will not only be invaluable on the track, they may well save your car - and your life - on the highway.

Classroom sessions present the underlying mechanics of your car's behavior and how your inputs as a driver affect it. We present basic driving theory, the physics of car behavior (i.e., the "why it works" of driving), and discussions of the techniques of advanced car control.

No single drivers' school will ever convey all there is to learn about driving. In this sense, our drivers' schools are part of a continuous learning environment, one that requires several years of attendance at dozens of schools before proficiency is attained. Even at that point, there is always something more to learn, something additional upon which to work.

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.

Preregistration begins July 17, 2006. Registration begins July 31, 2006.

Additional information can be found at [http://www.nccbmwcca.org/index.php?driving\\_schools](http://www.nccbmwcca.org/index.php?driving_schools)

**Street Survival Teen Driver School**

Who: Sponsored by the BMW Car Club Foundation  
Operated by the National Capital Chapter  
BMW Car Club of America

When: Saturday, 14 October 2006  
between 8:00 a.m. and 4:00 p.m.

Where: ADESA Auto Auction  
43375 Old Ox Road  
Dulles, VA 20166

Registration Fee is \$60 and all registration is handled through the Street Survival website at [www.streetsurvival.org](http://www.streetsurvival.org). The class will be limited to 30 students. Students are typically between 15 and 21 years old.

This is NOT a racing school or a high speed event (no helmet required). Your son or daughter will be gaining valuable skills to improve their driving techniques. Street Survival schools begin with a classroom session and then progress to various in-car exercises. There is an instructor in every vehicle at all times during the exercises. Parents are welcome to attend the school and will be able to participate in the classroom sessions. However, parents are not allowed to ride in the student's vehicle during the exercises. Parents are encouraged to watch the exercises and help with chasing cones.

**PLEASE NOTE** – Trucks and many SUVs are NOT allowed to participate in these classes. This includes, but is not limited to, most Jeeps, Explorers, Expeditions, Suburbans, and Tahoes. The BMW X3s and X5s, along with the Mercedes M Class, Lexus RX and similar vehicles are permitted. However, we require that the drivers of these vehicles drive a bit slower in certain exercises. While we strongly encourage students to use the vehicle that they drive regularly, we cannot allow certain vehicles with a high center of gravity due to the risk of a roll-over under hard cornering.

If you have any questions about the event or about whether your vehicle will be allowed to participate, either prior to or after registration, please send an email to the local registrar (Rafael Garces at [NCCStreetSurvival@gmail.com](mailto:NCCStreetSurvival@gmail.com)).

Directions and additional information can be found on the NCC website at [www.nccbmwcca.org](http://www.nccbmwcca.org) and the Street Survival website at [www.streetsurvival.org](http://www.streetsurvival.org)







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# To Film or Not to Film? That is the Question...

**Text and photos by Richard Pineda, NCC BMW CCA Concours Chairman**

For the past couple of years, an informal group of BMW fanatics has gathered annually in Northern VA to work on different BMW projects here and there. This past year's get-together became known as the year of the "To Film or Not to Film?" project.

Most of us are not fortunate enough to own a stable full of BMW toys, each dedicated to a specific purpose. Ideally, one would have a daily driver, a compulsively cleaned concours car, and a technically tuned track toy. Unfortunately, the reality of everyday life sets in and most of us common folk find ourselves with only one ultimate driving machine that must serve two or even three of these roles. So how do you keep your daily driver and occasional track or autocross toy in pristine concours condition?

Well, for years many of us used the old blue 3M tape and vinyl bra solution. While the protection is certainly there, the

"Footloose" 80s look is not so cool anymore. Besides the style statement (or lack thereof) there were some problems with the vinyl bras that could actually damage the paint on the car. If it was not securely fastened, wind could cause a bra to move around and scratch the very paint you were trying to protect; and if a bra was left on for an extended period of time, moisture from rain or washing the car could be trapped underneath it, which could promote oxidation and paint fade. Now that decades have passed since the vinyl bra first hit the market, we figured there had to be a better way; so we decided to research some different approaches to paint protection.

The predominant technology today is the application of a thin layer of adhesive-backed vinyl film to the leading edge surfaces. It was overwhelming

to see the number of different vendors in the industry. We decided that product quality, a lifetime warranty, and installer experience, were most important to us; based on those criteria, we selected Skip Vachon from Protective Film Technologies ([www.ptffilms.com](http://www.ptffilms.com) 703.944.7076). With the date set, a gathering of die-hard BMW fanatics checked in at the Pineda Hotel & Car Club (PHCC) for a protective film application weekend get together.

Under the watchful eye of well-known BMW nuts like Windy City's Ben Thongsai, New Jersey Chapter's Gary Bossert, NY Chapter's Maneesh Jain and Charles Karnati, and other BMW CCA members like Phil Marx and yours truly; Skip and his skillful helping hand, Richard, applied the protective film on a brand new, black E60 M5. Our high expectations for fit, finish, and application were all met or exceeded.



Over the course of the weekend, Skip and Richard “filmed” the entire hood, front fenders, bumper, headlights, and side mirrors of a few BMWs (E30 M3, E36 M3, E34 M5, and E60 M5) and a couple of other carriages of a different Deutsche Marke (MB e55, Porsches 996-911, 997-911). The application on my personal vehicles worked well and can hardly be noticed from afar. The rock chip worries on the leading edges of my Bavarian beauties are now a thing of the past.

Here’s a list of frequently asked questions I ran across that helped when selecting our vendor:

*Will it really stop rocks from chipping the car?*

Yes. The material was originally designed by 3M to stop chips on airplane propellers; it is much easier to protect your vehicle’s paint than a propeller moving at nearly the speed of sound.

*Can it be removed?*

Yes. The kit is designed as a semi-permanent application, but can easily be removed if needed.

*Can I see a line where the shield stops?*

A slight line is visible where the shield stops. This can only be noticed when up close.

*(Opposite page) The crew with the Ultimate Finished Product. (Top right) Film being applied to an M3. (Right) Phil Marx monitors progress with a watchful eye.*



*How hard is it to see after it is applied?*

The film is 99.9% clear. On any color darker than bright white, you can’t see the film. On a white car, you can see that 0.1% of color, which is the adhesive backing.

*Will the paint fade differently under the shield than the rest of the car?*

No. The material does contain UV inhibitors to prevent the film from reacting to the sun’s rays, but it won’t keep the UV rays from passing through.

*What if I go through a car wash, or have the car waxed?*

You can do anything to the shield that you normally do to a car’s finish. The shield will accept wax and polishes just as the paint does and will last longer with regular applications.

*What about wax build-up around the edges?*

A soft, damp cloth, Q-tip, or soft brush will remove any wax build-up that may occur.

At the end of the weekend, all cars scheduled were “filmed” and Skip has come back to do many others since then. Our cars can now be driven almost without worry of rock chips and headlight breakage while still preserving their appearance for the next concours or car show & shine. “To Film or Not to Film?” is no longer a question. The question now is “What will we do next year?”

*(Left) Skip and Richard apply the film on an E60 M5.*



# Life Lessons from Highway Safety School

**By Marie Morris**  
**Photos by Victor Naumann**

**D**on't focus on the problem, look for the solution. Have a plan." Who would have thought a highway safety school driving instructor would be imparting profound life lessons as we prepared to slalom through a series of pylons strung out around a sharp curve? Certainly not me.

Even though my husband has been attending driving schools for several years, I didn't know what to expect when I signed up to attend NCC's Highway Safety School at Summit Point Raceway in West Virginia. But I figured if it was good for teenagers, surely a middle-aged mom could benefit. As the appointed day grew nearer, though, I began to wonder if I had done the right thing: Had I just signed up for a day's criticism of my driving? Since it was at a racetrack, would I have to go faster than I would find to be comfortable? Would it be a testosterone-infused environment full of guys demonstrating their superior car handling and techno-jargon babbling prowess? It didn't help that my husband had the car I was planning to drive on jack stands, wheels off, and our dinner conversation consisted of discussions about brake fluid, brake pads, and, worse, missing parts. Then there was the timing: If you live in Arlington, you have to get up at 5:00 a.m. to be in West Virginia between 7 and 7:30. This is not my idea of a civilized Saturday morning.

When I confessed my apprehension, my husband was surprised, but solicitous; and when the morning arrived, all too early, he did everything in his power to make sure the day went

smoothly. He fixed my breakfast, gathered up the helmet (helmet!), forms attesting to my and the car's good health, a box full of supplies the purpose of which still remains a mystery, and then drove me the 75 miles to Summit Point. He assured me he had done this drive many times in his sleep. Somehow that served to wake me up. We stopped to pick up our good friend, Victor Naumann, who wanted to take pictures of the event. He and Roy chatted cars and motorcycles, while I alternated between dread and anticipation.



When we arrived at Summit Point, we drove through the gate and took a serpentine route to the Jefferson Circuit. After signing a waiver permitting us to use the facilities, we drove on to the paddock—a grid of driveways where participants and instructors park their cars when not on the

track. It looked like a tailgate party. There were some tents in the grass, some people camp overnight there, and next to each car was a pile of stuff—coolers, boxes of parts, extra clothes, etc. I went to register while Roy and Victor created our own pile of stuff and got the car "teched." That means that designated volunteers collect your form certifying that a mechanic recently inspected the car, and also check to see that nothing is loose in the car or trunk, and determine that the car has brakes and seatbelts.

The registration process was painless. Doug Verner had it all organized—I received a nametag, a car number, a schedule of events, and my instructor assignment. I turned in my medical form and signed another waiver. He even had doughnuts for those who hadn't had breakfast or who were ready for another one.

After taping the numbers on the rear side windows, we gathered in the classroom for a "drivers' meeting." This was a brief orientation to the track, the skid pad, the exercises we would be asked to do, and the rules of the road. Then we were sent off to the skid pad orientation. The skid pad orientation consisted of two or three of us climbing into an instructor's car and being taken to the skid pad—a concrete doughnut five lanes wide surrounded by grass with grass and trees in the center. Sprinklers water the surface, but they are turned off for the driving exercises. Designed to teach steering when a car is skidding, the tight circle and wet surface make it easy to put a car into a skid at low speeds. We learned that there are two



types of skids: understeer (front skid) and oversteer (back skid); how to recognize them; and that without practice, our instinctive reaction would be to do the wrong thing. The instructors made it look easier than it proved to be when I got to try it myself.

Whether because I registered early or because I was a novice, I was in the group with the ideal schedule - which is to say, the day began with the classroom portion. This was a longer orientation than the drivers' meeting, complete with physics formulas to convince us that the laws of nature govern friction, speed, turning radius, and stopping distances. Drawings on the board and magnetic cars illustrated what we would be expected to do during the rest of the day.

Next came an hour on the skidpad. This was, for me, the most-dreaded and also the most interesting part of the day. A one-hour session on the skidpad means each student gets about 3 minutes of actual driving. It takes a few laps to work up enough nerve to let the car begin to drift. We worked on understeer first - the car wants to go straight (or in a wider curve than you want it too). At low speed, it was no big deal to recognize the symptoms, straighten the car, and regain control. But as I increased my speed just as I reached a particularly wet spot, I overreacted. In overcorrecting the understeer, I caused the rear end to slide around (oversteer) and spun and stalled the car. Instead of being embarrassed, I wanted to do it again to figure out how to handle it better. Unfortunately, my time was up. Rats.

My instructor for the track portion was Dave Bryan, a loquacious, effervescent, engineer (an oxymoron?) who immediately put me at ease. As he buckled himself into the passenger seatbelt, he asked questions about my experience, told me about his, and he shared his belief that a good day did not usually start at 7:00 a.m. He gave me a communication device to put under my helmet so we could talk comfortably over the tire and



(Above) Track workers watch out for the students using the track for braking and turning exercises. (Below) An E36 M3 LTW negotiates an exercise on the track.



engine noise. He told me what he wanted me to do before each exercise and encouraged me to do it better and faster each time. He was liberal with praise and suggestions, which didn't feel like criticism; and although he was constantly emphasizing the same things, it didn't feel like nagging. He could tell by my posture how tense I was, and he kept up a steady banter trying to get me to relax.

Morning and afternoon, there were eight exercises: three were slaloms, three were braking, and two were steering. I loved the slaloms, straight and curved. Dave said, "It should feel like a ballet, not a wrestling match." When I laughed that Bob Briggs, the classroom instructor had used the same analogy, Dave claimed, "he stole it from me."

The mantra from all my instructors was "look ahead, keep your eyes up", but what amazed me was that they could tell by my driving when I glanced down in front of the car or at the cone I was going around. Apparently speed drops when you look down. "Worry about where you're going, not where you've been. You can't change anything about where you have been, only about where you're headed." It's not like I haven't heard these sayings many times, probably even before I took Drivers' Ed at age 17, but somehow coming out of Dave's mouth at a time when I was prepared to listen, they seemed profound. He was talking about driving, but he spoke to my life.

One of the exercises involved getting the car's speed up to 50 or 60 miles an hour and then stopping as quickly as possible. At first I was quite hesitant to engage the ABS, but I learned that going straight on dry pavement, the car will really stop quite abruptly with no ill effects to car or driver.

The exercises that were the hardest for me were the ones where you couldn't plan. "Instructor's Option" involved driving straight towards a cone and waiting until the instructor indicated whether he wanted you to drive to the right or left or go straight over the cone. I had two problems with this: wanting to decide which way to go before Dave indicated his choice and wanting to verify his direction even after he gave it. Both made me hesitate and made Dave laugh because he would catch me hesitating when the object was to react as quickly as possible to his input. "It's hard to keep an open mind." So drivers' school reveals my trust issue as well.

One exercise called "braking while avoiding" I never got the hang of and I'm not sure why. Probably I wasn't going fast enough to really need to brake. Dave kept trying various formula-



Students chat while waiting for class to start.

### My worries:

What do people wear? Jeans, sneakers, t-shirts, turtlenecks. Dress to be comfortable driving around with the windows open. A few people wore special driving shoes and driving gloves, but most did not.

A helmet? Yes, they are required. I had to adjust my seat so the helmet didn't rub on the roof of the car. It changes things.

How are the restrooms? The women's room was pretty nice, actually. Clean, well-maintained, and there was never a line.

What about lunch? Bring your own or buy it at the track's scruffy, but adequate hamburger joint.

What cars did people drive? Mostly BMWs of every model and vintage, but there were plenty of others including front-wheel drive and automatic transmission cars. The point is to teach you to handle the car you drive on the street (as long as it's not an SUV or a convertible).

What about getting there? Dave and Sue stay in Winchester, which is 18 minutes from Summit Point (probably only at 6:30 a.m. once you know the route). A few people camp at the track. Some drive back and forth from Washington in the same day. If I hadn't had my personal chauffeur, I'd probably have wanted to stay closer to Summit Point.

Was it a testosterone-infused environment? Well, yes, but not obnoxiously so. Virtually all the instructors and track workers were male. Most of the students were, too, but it didn't feel competitive. You were never aware of how anyone else was doing, except at the skid pad. The instructors and track workers all put in a long day to make the experience safe and enjoyable.

Thank you all very much!!!



tions and explanations, but I never felt like I did it right.

The afternoon sessions were like the morning. The session on the skid pad was too short, but a lot of fun. I learned that Sue, the skid pad honcho, was married to Dave. The afternoon instructor used a communicator while on the skid pad, which I liked. The track session, conducted in the reverse direction with different exercises, sped by way too quickly. Dave was still cheerful and full of advice. I was thrilled when Dave asked if I would like to ride with him during the instructors' track session.

We had an hour of free time in the afternoon, and I talked to some of the other instructors who were on break. Everyone was very friendly and eager to hear how the students liked it and whether we would come back for a track day. You'd almost think they were on commission, instead of volunteers. One confided that the hour-long sessions were too long for him. He said he was tired (did he mean bored?) after 20 minutes. The hours flew by for me; I loved the practice and each repetition built up my confidence.

The instructors' track session was exciting. The track workers removed all the cones and the track was open for instructors' driving. Dave started at a sedate (for him) speed – one that was considerably faster than any speed I'd hit all day or any that I'd consider attempting. His speed increased on each lap. He kept checking to make sure I hadn't broken off his door handle or given myself bruises, and I was fine until I decided to see what he was doing with hands while driving through some turns called the Esses. Not a good idea. Although I never lost it, I was so dizzy I tried to get out of the car without disconnecting the communicator.

So, did I have a good time? You bet. It was a blast! It was an eye-opening, adrenaline rush of an experience. I finally understand the mysterious attraction of a weekend at the track. The truth is the experience is so all-consuming, you don't have time to think about anything else. It's a

vacation from everyday life, and that diversion alone was worth the price of admission. But what I keep remembering is, "Don't focus on the problem, look for the solution. Have a plan." Do I plan to do a track day? I'll keep an open mind, but the lure of the skid pad and the possibility of more lessons from the track philosopher make it a definite possibility.

*(Below) A Toyota Camry and a Ford Mustang at a BMW event? Sure – it's not about the car, it's about the driver.*





# M is for “More”

Text and photos by J.C. Chaney, Jr.  
BMW CCA #291080



**D**riving swiftly through the Wisconsin countryside to Elkhart Lake, Larry Koch, BMW North America M Brand manager, said, “Now push the ‘M’ button.” I did. Instantly, the engine in the Interlagos Blue 2007 M6 went from producing 400 to 507 horsepower, the suspension stiffened, the SMG shifted much more quickly, and the steering became much crisper. The M6’s “afterburners” kicked in and the wide smiles on our faces were mute testimony to how much we enjoyed the experience. Like the lead guitarist from “Spinal Tap”, who relished the “11” on his amplifier, those of us who are lucky enough to own an M5 or M6 will relish the “M” button on their steering wheels.

The 2007 M6 and the 2007 Z4 M Coupe were formally introduced to the North American auto journalists during the recent BMW M Days event. The uniqueness of this event was evident from the start – the “limo” from the airport to Kohler, Wisconsin, was a 2006 M5.

BMW’s new ad campaign theme of “no compromise” strikes a chord with every BMW enthusiast.

After years of designing, building, and selling the “Ultimate Driving Machine” around the world, those three words are now strongly linked to the three letters “BMW”. While we BMW CCA members need no reminding, this new ad campaign reminds the competition and the American auto market that BMWs are not the ultimate driving machines just because of their balanced performance, but also because of the emotional statement that they make with their owners. It’s something that those making and selling expensive Toyotas, Nissans, and Hondas will never understand.

The “no-compromise” strategy rings even more true for those of us who own or have owned the M Brand vehicles. Discussing the “M” Brand philosophy with Larry Koch, and with Oliver Radermacher, BMW M Regional Manager America, it became apparent that the key to the BMW M Brand was strict adherence to a basic principal – BMWs are the Ultimate Driving Machine and the M Brand is the ultimate BMW.

Unlike AMG, which until very recently was an outside tuner shop that coaxed the maximum performance from Mercedes vehicles, M Brand vehicle development has always been and continues to be performed in house at BMW, operating as a separate

business within BMW.

The M Brand engineers and designers set extremely high minimum goals for these vehicles. In short, M Brand vehicles are to offer performance at motor racing levels for everyday use on the roads.

An M car is not merely a BMW with more horsepower; it’s a fine balance consisting of more of everything associated with a BMW. As the “ultimate BMW”, an M vehicle must be designed and engineered to yield a high level of performance in every way, including brakes, suspension, wheels, tires, and steering.

The 550 people who work for BMW M GmbH have only one goal – to make M the most powerful letter in the world. This makes them quite selective as to the BMW product with which they will work. For instance, while every other automaker has developed “ultimate” performance versions of their SUVs, the M group has ignored this segment. And the United States performance car enthusiasts appreciate these efforts. Since the M Brand was introduced to the United States in 1986, 110,000 models have been sold, making the United States the biggest M Brand market. Europe makes up 30% of the M Brand sales.

We were treated to wonderful M vehicle history display, complete with an M1. I had the privilege of driving a black 1986 M5, chasing Dave Buchko in a red 1987 M6, Vincent Kong in a red 1988 M3, and Bill Scully in a white M1 through the streets of Kohler.

We discussed both the M6 and the Z4





M Coupe during our coverage of the North American International Auto Show. As we said then, it was no surprise to us that the Z4 Coupe would be produced – it should reinvigorate the Z4 line. We were a little surprised to see how quickly an M version of the Z4 Coupe was brought to market. The Z4 M Coupes we drove were literally “factory fresh” from Spartanburg, South Carolina.

While we liked how those vehicles looked on static display, they look even better on the street and on the track. The way the sunlight hits these alluring exteriors and the feel of raw power from the large wheels, quad exhausts, and large brakes, was a feeling that must be experienced by every

performance car enthusiast.

The Road America racetrack allowed us to realize the true performance potential of these vehicles. Typical M6 speeds on the straightaways exceeded 150mph, while the Z4 M Coupes achieved 130mph. The taut suspension, crisp steering, and responsive brakes of both vehicles made driving Road America a delight.

Because the M6s were equipped with SMG while the Z4 M Coupes had 6-speed manual shifters, we were able to assess the benefits of both on the track and on the street. I came away appreciating the performance attributes of the 7-speed SMG. However, many of you will be happy to hear that

next year BMW will offer a 6-speed manual shifter on the M6.

A typically equipped 2007 M6 retails for close to \$100,000, while a typically equipped Z4 M Coupe retails close to \$55,000. Considering the benchmark balanced “exotic vehicle” performance, the outstanding fit and finish, the 4-year, 60,000-mile warranty and the 4-year, 60,000-mile free maintenance, the M6 and M Coupe join the rest of the BMW M vehicles as the best performance car values on the market. Both are sure to be

*A new Z4 M Coupe stands alone (above) and with its stablemates (below).*





popular among DC Metro area BMW enthusiasts, with the M6 serving as a daily driver and the M Coupe as a weekend car. By the way, you can fit two golf bags in the back of the Z4 M Coupe!

Sounds like an ideal BMW garage – the M5 as the family car, the M6 as the daily commuter car, and the M Coupe as the weekend toy.

Hmmm, you know, I do have a three-car garage...

*(Clockwise from above) The venerable M1. The new M6 posing for the camera. A line-up of Z4 M Coupes.*



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# 23rd Annual Deutsche Marque Concours

By Richard Pineda  
Photos by Bob Stern and Richard Pineda



*Photo by Raine Mantysalo*

The 23rd Annual Deutsche Marque Concours was another successful year for the Bavarian Motor Works (BMW) marque. Because of the fabulous weather, participants and spectators came out in record numbers. As I reflect back on the beautiful day in May at Nottoway Park, it is no wonder that our first show of the year is always the biggest, "baddest", and best show of the year. From 3.0s, 2002s, 318s, 320s, M3s, 5ers, M5s, 6ers, 7ers, 8s, to Z8s almost every coveted vintage and modern BMW model was represented at this year's event. One of the more rare and interesting cars was a genuine E30 M3 Convertible in Nogaro Silber paint. If you have not been to this event before, I encourage you to make it next year.

Red, Hot, & Blue provided the barbecue and refreshments throughout the day while a

private catering service supplied the fruit, cheeses, and beverages at the Wine & Cheese Awards reception.

John McWilliams was awarded not only 1st in the 2002 class, but also the honor of possessing the vehicle judged as "Best of Marque." Anita Patton's 1988 M6 was awarded "Judge's Choice" by this year's head judge, and Concours Chair Emeritus, Paul

Vessels. Many seasoned veterans and who's who in DM Concours circles such as John Bragale, Doug Dolan, and Ed Yumping brought their beauty queens out on the manicured lawn, while newcomers such as Mike DiAndrea, John Maxson, and Joe Luongo surprised the judges with what their cars had in store for the respective competition. A categorical breakdown of the winners can be seen on the next page.

Once again, thanks to Paul Vessels and Jim Liu for judging the concours class of cars and thanks to all that made the 23rd Annual Deutsche Marque Concours another successful year.



*(Left) Richard Pineda awards John McWilliams the coveted Best of Marque trophy. (Bottom left) Willy Lutz and his First Place winning E30 M3. Is that a real SportEvo? (Bottom center) Roy Morris poses with Richard Pineda as he is awarded the 2nd Place E36 Class trophy. (Bottom right) Anita Patton's '88 M6 just waiting to be judged.*







(First Row Left) Jim Liu's genuine E30 M3 Cabriolet. (Right) Jonathan Maxson's '72 ti.

(Second Row Left) Ed Yumping's E34 M5 and Rod Paine's E28 528e. (Right) Our NCC Pres' E36 M3.

(Third Row Left) Vintage to modern, it's all there. (Right) R.P. Jr. and Baby Lutz enjoying the view of BMWs.

(Fourth Row Left) Richard Pineda's '73 ///M2 on display. (Right) Hoods up, please!



## 23rd Annual Deutsche Marque Concours Winners

3.0 Class	Name	Vehicle
1st	John Bragale	1972 3.0 CS
2nd	Doug Dolan	1972 ///M3.0CS
3rd	Ken Bell	1972 3.0 CS
2002 Class	Name	Vehicle
1st	John McWilliams	1974 2002 tii
2nd	Mike DiAndrea	1974 2002
3rd	Johathan Maxson	1972 2002 ti
E21/E30 Class	Name	Vehicle
1st	Willy Lutz	1991 M3
2nd	Mike & Penny Balling	1979 320i
3rd	N/A	N/A
E36 Class	Name	Vehicle
1st	Doug Verner	1999 M Coupe
2nd	Roy Morris	1995 M3
3rd	Orlando Taylor	1995 M3
E46 Class	Name	Vehicle
1st	Bob Stern	2003 330 Cic
2nd	Joe Luongo	2005 M3 Comp.
3rd	Bobbie Boykin	2005 M3 Conv.
6/8 Class	Name	Vehicle
1st	Anita Patton	1988 M6
2nd	Doug Dolan	2002 Z8
3rd	Bruce Kinsler	1997 850Ci
Sedan Class	Name	Vehicle
1st	Ed Yumping	1993 M5
2nd	Rod Paine	1983 528e
3rd	Jacqueline Scroggins	2001 740iL
Display/People's Choice Class		
1st	James Liu	1989 M3 Cabrio
2nd	Gary Martin	2006 M3
3rd	Phil Ackley	1971 "Alpina" 2002

**Judge's Choice Award**  
Anita Patton 1988 M6

**Best of Marque**  
John McWilliams 1974 2002 tii



# Why Couldn't I Have an E87?

## Test Drive of the 1 Series

Text and photos by Raine Mantysalo

**B**MW has said they do not plan to bring the E87 1 Series hatchback to the U.S. in the near future; but if gas prices here continue to rise, is there a market for a smaller and more fuel-efficient model after all?

On my recent trip to the "old country", I stopped at my favorite BMW center in Espoo, Finland. I wanted to take a test drive of the E87 1 Series. Last year, I had only managed to take a few pictures. Ideally I wanted to drive the 120d or the more powerful 130i, but unfortunately neither car was available at the time. So, I ended up with the 116i instead.

The 1 Series is the only car in its class that is rear-wheel drive, its competition consists mostly of front-wheel drive with a few all-wheel drive cars; the front-engine rear-drive layout provides for a 50/50 weight distribution that gives it a sense of balance the others lack. The test car felt totally balanced at all times

and especially during quick lane changes and cornering. The car seemed a little underpowered coming out of the blocks, even after driving my rental 1.2ltr Nissan Micra; once up to speed, however, the 1 Series proved to be a real performer.

In Europe, you generally have the option to drive the same basic car with a wide range of engines; both gas and diesel powered. This is also the case with the 1 Series. The model line starts with the four-cylinder gasoline-powered engines, the 116i having the smallest engine, rated at 115hp. Next in line is the 118i with 129hp and the 120i with 150hp. The cream of the crop, though, is the

130i with the all-new aluminum-magnesium 265hp six-cylinder engine which it shares with the new E90 330i. In addition to its balanced handling, the 130i should make an excellent track car because of its power-to-weight ratio; consider that the 3,196-lb 130i weighs 221 pounds less than the 3,417-lb E90 330i.

The two diesels, both with turbo-charged 4-cylinder engines, are the 118d with 122hp and the 120d with 163hp. The real surprise in the diesel line up is the torque of the 120d; it produces 340 Nm (about 250 lb-ft) compared to 315 Nm (about 232 lb-ft) of the gas six-cylinder E90 330i. Diesel fuel in Europe is considerably cheaper than gasoline and is of higher quality than diesel here in the U.S.; thus it is not surprising that the European model line ups are so rich in diesel-powered cars.

The car I drove had a dealer-installed partial leather interior.





more than the 55.1" found in the E90. The overall length of the car is 166.4" compared to 178.2" of the E90. Not only is the 1 Series shorter, it is also narrower and slightly taller than the E90 from the outside. It is only 76.1" wide while the E90 is much wider at 79.3", and barely taller at 56.29" versus the 55.9" for the E90. Overall, it seems to use all of its space very efficiently. To add practicality to the hatchback, the rear seats fold down 60/40 to accommodate longer cargo.

The wheels are all 16" except the 130i is equipped with 17" wheels. All of the wheels also come with run flats. A 6-speed transmission is standard throughout the model line and only the less powerful of them, the 116i and the 118d, can't be had with the optional 6-speed automatic. Active steering is an option for the 130i. The sport suspen-

Leather is something you don't normally see over there; most cars come with fabric interiors and you see the occasional fabric and leather combination. The seating position in the car was perfect and the steering wheel was exactly in the right place, allowing the

right hand to fall naturally on the gearshift.

The inside of the 1 Series was comfortable and roomy; the inside width up front is 55.39" compared to the only marginally wider 55.4" cabin in the E90. Surprisingly, the rear width is 55.66", which is slightly

*(Above left) The well-designed cockpit of the 1 Series makes driving a pure joy. But the Start/Stop button takes time to get used to. (Below) Some of the lines are new, some carried over from other models. Small hatchbacks are hot sellers in Europe.*



*All pictures are of the 118d except where noted.*



sion, which lowers the car by 15mm, is optional equipment in all the 1 Series cars.

The 1 Series is not cheap by any means and its pricing in Finland - where no cars are cheap - seems to be up there with the others. The only way to get an idea of its relative cost is to compare it to the E90. The E87 116i starts at \$37,364. The E87 118i is about \$41,523 compared to the E90 318i which has a price tag of \$47,333. The more powerful E87 130i is \$61,357, while the equally powerful E90 330i is \$69,803. In any case, it's no small change over there.

Now, would BMW consider bringing two gasoline-powered E87s over here; one with a small and economical engine, the other perhaps being the very powerful 130i,



and one turbo-diesel?

Begin your letter-writing campaign now! I'd like to thank Jari Bergman, sales manager of BMW Sales Center, Laakkonen Espoo, for making this test drive possible. The center, built in 2002, is the first of the new BMW-specified facilities in the country.

*(Above left) The handy hatch has plenty of luggage space especially with the 60/40 seats down.*

*(Top) Engine compartment of the 118d looks very clean and full.*

*(Above) Many buyers leave out the model designation making it harder to detect.*



*(Left) My 116i test car came with the optional wheels and tires.*

*(Above) The rear hatch opens with a gentle push/pull of the roundel.*

*(Photo by Samuli Salminen.)*



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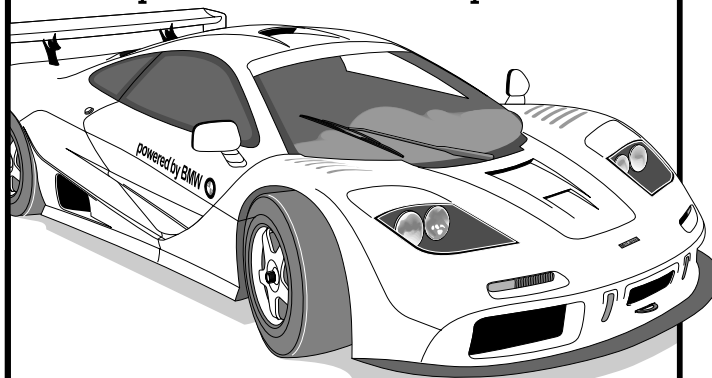
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BY WOODY HAIR



# WOODY'S Competition C O R N E R

After watching a couple of practice sessions Friday morning at the **Grand-Am** race weekend at VIR in April, I wandered to the paddock and quickly learned that two friends had suffered wrecked cars in Thursday's "test" sessions. Alan Himes had entered two 330s in the GA Cup "Street Tuner" (formerly Sport Touring) Class. His #56 car was rented out to a pair of drivers and he was to drive the #39 car with Jim Briody from Arizona. When the #56 car suffered some mechanical problem he let one of the renters take his car out for some valuable practice. Within 3 laps the renter had pretty much totaled the car. Tarheel chapter members Danny Alvis and Mark O'Dell had entered a Mazda RX-8 in the ST Class. Danny backed it into the tire wall after losing control on the fast Turn 10. They, along with local mechanic James Posig, left VIR early Friday morning for a local body shop in an attempt to make repairs but did not return on Friday. Meanwhile, Paul Moorcones, of Radial Tire Company fame, was praying the expected rain would actually happen so his vintage Acura Integra Type R could beat up on the rear-wheel drive BMWs and RX-8s.

In addition to the 16 BMW 330s, Z4s and M3s entered in the two GA Cup classes, there were three BMW-powered Daytona Prototypes and four GT Class ex-PTG M3s in the Rolex Grand-Am field. The paddock had lots of big-bucks equipment, big-name drivers, and pretty women to ogle. Hoosier Tires had six 18-wheelers with tires and mounting equipment for the racers.

Saturday morning started with a practice session for Rolex GA cars. Next the ST cars were gridded for a 15-minute qualifying session. Among them was Danny Alvis with his refurbished RX-8. The sky looked threatening, but most of the 40-some cars were on dry (no tread) tires. Rain started falling as they rolled onto the track. It wasn't long before a full-course caution flag was shown. It seems Will Turner had suffered massive aquaplaning at the end of the back straight with his BMW 330i. At well over 100 mph he slid across the broad grass area, through two tire walls and was launched into the air coming to rest on top of the catch fence. The right rear door flew deep into the woods. Right after Turner came to rest, Danny Alvis suffered the same calamity and slid through the hole in the tire wall that the Turner car had created. The RX-8 wound up just below

the BMW in the catch fence. Neither driver was hurt and the slight damage to the Mazda could easily be fixed. With less than five hours remaining before the start of the 2-hour Grand Am Cup race, things did not look good for Turner's BMW. The Grand-Am officials decided to cancel further qualifying for the Cup cars and the race line up for the race would be based on points scored in February's Daytona race.

The Rolex cars were to have separate 30-minute qualifying races for each class and these went on as planned despite a lot of rain. In the GT race Joey Hand drove the Connelly Motorsports #21 M3 to a fourth place finish behind two Porsche 911 GT3 Cup cars and a tube-frame Pontiac GTO-R. The Daytona Prototype race saw the 3 BMW-powered cars finish 21st, 24th and 25th in a field of 26.

Eighty-three GA Cup cars, including Will Turner's much-battered 330i, started the 2nd race at 3:30 Saturday afternoon. Again, tire choice was complicated by the on-again, off-again rain. Because the VIR pit lane could not accommodate 83 cars, teams were sharing pit boxes. A rule was put into effect that only Grand Sport cars could pit during the first two laps of a full course caution and then only ST cars could pit during the next 2 laps. Thus, a full course caution would last a minimum of five laps. The green flag for restarts would take place on the back straight at the South paddock. A full-course caution came out on the first lap of the race. Exiting Turn 1, Danny Alvis, the last car in the field, punted a Neon SRT-4 into the concrete barrier. It took nine laps to repair the wall that separates turn 2 from the pit straight. Two laps later another full-course caution flag came out for 6 laps. Two laps later a full-course caution came out for 5 laps. The course went green on the back straight, and at the end of the back straight, Jason Martinelli in the then-leading BMW M3, was punted into the tire wall by a lapped Cadillac CTS-V. By the time the cars got to the pit straight – you guessed it, another eleven laps of full-course caution.

It was an awful race, for spectators and drivers alike. Boris Said, who was driving a GS Class Turner Motorsports M3 said, "it was the worst auto race in the history of auto racing." The pace car had led far more laps than any other car. Most cars that had started on dry weather tires had stopped at some point for wets and vice versa. Bill

Auberlen, driving another Turner M3, took the lead on lap 26 but the rain stopped and the line started to dry. Despite driving off-line when possible to keep the treaded wet tires cool, Auberlen was overtaken by a Mustang on lap 38 and had dropped all the way to 26th when the checkered flag came out on lap 49. In all only 12 laps were completed under green-flag conditions. The highest-finishing BMW was the M3 of Boris Said and Anders Hainer in 5th place. Alan Himes had given his 330i seat to his renter Todd Burns and along with Jim Briody, they finished 2nd to a supercharged Chevy Cobalt in ST. After the race many cars were assessed penalties for pit violations. Will Turner and Don Salama shared the podium ceremony and were given the third place ST trophy, but the official results posted the next day had them in 11th place.

The negative aspects of this race will be discussed for a long time, but the twelve laps of green flag racing were great. VIR will host a 12-hour Grand Am Cup race in October. I guess most of these racers will be back, and I guess I will too. I wonder how many of those 12 hours will be green.

Sunday's Rolex race was dry, but I was home in front of the TV. The Southard Motorsports BMW-Riley of Shane Lewis and Chuck Staton finished 15th among the DPs and Bill Auberlen/Matt Alhadeff were 7th in the GT class with the Sigalsport M3.

Since VIR, two more Grand Am race weekends have been held. At Laguna Seca the Lewis/Staton BMW DP was 12th and the Auberlen/Alhadeff M3 GT was 5th. In the GA Cup at Laguna Jeff Segal/Joao Barbosa were 3rd in GS with an Automatic Team M3 and David Tuaty/Jason Potter were 4th in ST with an ex-TC Kline Z4. A week later the best BMW finishes at Phoenix International were Lewis/Staton in 3rd in DP, Auberlen/Alhadeff 5th in GT, Said/Hainer 2nd in GS and Turner/Salama 4th in ST. Due to the number of crashed cars, amongst other reasons, the Grand-Am officials have scrapped the idea of 30 minute qualifying races for future Grand-Am events.

Prototype Technology Group's return to the **American Le Mans Series** has been difficult. You will recall that both of PTG's M3s retired from the Sebring 12-Hour with transmission problems. The next race was on a street course in Houston. Both BMWs retired again, one with a broken drive-shaft and the other with problems in the brake sys-

der **Bayerische**

tem. One week later at Mid-Ohio, the PTG cars fared a little better. They were 4th and 5th in a field of nine GT2 class cars. Tom Milner Jr., driving for the rival Panoz team, saw his Esperante retire early at Houston and Mid-Ohio.

The Tarheel Chapter hosted a weekend of **BMW CCA Club Races** at VIR in mid-April. Eight (that's 8) National Capital members participated! Between Saturday's Enduro and Sunday's sprint race, the best finishes by our members were:

Marshall Lytle	1st JP	E36 325is
Todd Brown	2nd DM	E30 M3
Sunir Ghosal	2nd HP	E36 M3
Eric Wong	2nd IP	E36 M3
Phil Ackley	3rd DM	E21 320
Dennis Pippy	3rd JS	E30 M3
Ted Giovanis	3rd JP	E36 325is
Nick Rubenstein	7th KP	E46 323i

The next BMW Club Races in our area will be hosted by the NJ Chapter at Summit Point August 5-6.

Summit Point's Shenandoah Circuit was the site of **NASA races** on April 1-2 and seven Spec E30 class BMWs participated. These dirt-cheap race cars were turning amazing lap times on the configuration that uses the carousel, but not the classroom straight or 30-mph pistol grip esse.

The fastest cars were driven by Chis Cobetto, Steve Stubbs, Alex May, Steve Kapuschansky, Al Taylor, and Han Ah-Sue. Dan Smith, driving his first race was close to this fast group. Unfortunately Dan is leaving the National Capital area for Raleigh, NC.

We are still having an average of 25 BMWs

participating in the **SCCA DC Region's Championship Autocross series**, and a number of chapter members are participating but in other marques. Brian Hair has moved from John Doby's Street Mod class M3 to Jason Becker's A Street-Prepared M Coupe, but it hasn't slowed him down any. It must be in his genes.

## COMPETITION CORNER CALENDAR

Jul 1	ALMS Races, Lime Rock, CT
Jul 8-9	NASA Races, Summit Point, WV
Jul 15-16	BMW Club Races, Nelson Ledges, Warren, OH
Jul 16	SCCA MARRS Races, Summit Point WV
Jul 16-21	BMWCCA Oktoberfest, Grand Rapids, MI
Jul 16	SCCA AX #4, FedEx Field, Landover, MD
Jul 29-30	Cumberland Airport Autocrosses, MD
Jul 30	SCCA Ron Katona Memorial AX, FedEx Field, MD
Aug 5	NCC Autocross #5, Bowie, MD
Aug 5-6	BMW Club Races, Summit Point, WV
Aug 13	SCCA AX #5, FedEx Field, Landover, MD
Aug 19-20	Cumberland Airport Autocrosses, MD
Aug 26-27	NASA Races, Summit Point, WV
Sep 3-4	SCCA MARRS Races, Summit Point, WV
Sep 3	SCCA AX #6, FedEx Field, Landover, MD
Sep 11-17	NASA Nationals, Mid-Ohio, Lexington, OH
Sep 15-16	Cumberland Airport Autocrosses, MD

## BMW AUTOCROSS RESULTS

### SCCA Championship Autocross #1, April 23, FedEx Field, MD

Lee Piccione	95 M3	1st BSP	69.414
Neil Simon	99 M Coupe	1st SM2	71.406
Brian Hair	00 M Coupe	3rd ASP	71.564 (1)
Kevin Henry	90 325i	1st DSP	71.982
Greg Olsen	93 325is	1st STX	72.533
Mike Neary	95 M3	1st STU	72.986
Jason Becker	00 M Coupe	4th ASP	73.217
Brendon Bengermanio	04 M3	5th ASP	73.423
Nick Rubenstein	04 M3	6th ASP	73.717
Glenn Ty	98 M3	4th SM	73.935
John Doby	98 M3	5th SM	75.071
Scott Blair	95 M3	3rd STU	75.107
Bobbie Boykin	95 M3	4th BSP	75.259
Dax Bushmeyer	97 M3	6th BS	76.043
Dan Stauffer	93 325i	4th DSP	77.081
Jim Stauffer	93 325i	5th DSP	77.554
Alex Teitelbaum	90 325is	8th STX	77.901
Jason Kendall	98 M3	7th BS	78.022
Wayne Rubain	91 M5	6th FS	79.822
Christopher Potter	97 M3	13th SM	79.873
Randall Cummins	99 M Coupe	9th ASP	80.905
Todd Pantezzi	73 3.0 CS	15th SM	80.997
Jonathan Thayer	98 328is	11th STS	81.095
Ruhl Heffner	99 M3	8th BS	81.6
Tommy Radford	94 325is	7th DS	85.186
Jim Cheng	99 M3	10th STX	87.081

### SCCA Championship Autocross #2, May 13, FedEx Field, MD

Brian Hair	00 M Coupe	1st ASP	50.646
Brendon Bengermanio	04 M3	3rd ASP	51.062
Nick Rubenstein	04 M3	4th ASP	51.747
Jason Becker	00 M Coupe	5th ASP	51.871
Mike Neary	95 M3	1st STU	51.912
Glenn Ty	98 M3	2nd SM	52.138
Terry Baker	99 323i	1st DSP	52.276
Bobbie Boykin	95 M3	1st BSP	53.676
Dax Bushmeyer	97 M3	4th BS	53.861
Kevin Henry	90 325i	2nd DSP	54.736
Scott Blair	95 M3	4th STU	54.789
Jim Stauffer	93 325i	4th DSP	54.792
Dan Stauffer	93 325i	5th DSP	55.127
Christopher Potter	97 M3	4th BSP	55.649
Eric Wong	90 325is	4th STX	55.783
Curtis Staples	02 330Ci	3rd DS	56.607
Wayne Rubain	91 M5	4th FS	56.852
Alex Teitelbaum	90 325is	10th STX	57.635
Todd Pantezzi	73 3.0 CS	10th SM	58.553
Ruhl Heffner	99 M3	9th BS	58.769
Jim Cheng	99 M3	8th STU	59.539
Brian Lynch	89 325is	18th SM	66.13
Katherine Rubenstein	04 M3	10th ASP	68.31

( ) = number of 2 second pylon penalties

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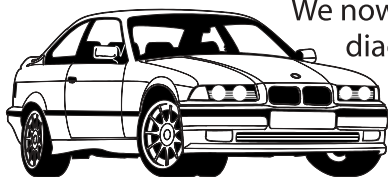
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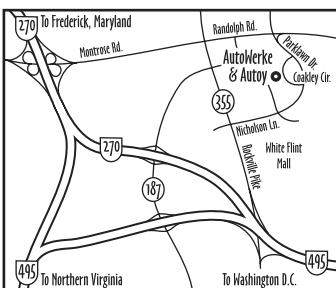
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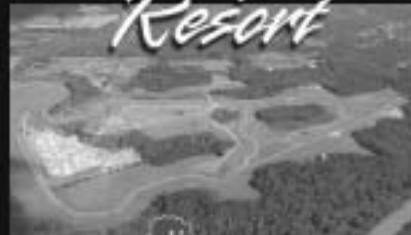
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## July

Owner: Dae J. Kim  
 Year: 1999  
 Model: E46 323i  
 Color: Jet Black Exterior with  
 Black Leather Interior

### Synopsis:

This month's *dB* Car of the Month recipient goes to Dae Kim. I must say that Dae's nomination email was received with one of the most enthusiastic words of praise regarding a BMW. Dae Kim states that he absolutely loves driving this car and that "she is my daily commuter and puts a ridiculous grin on my face every time I get behind the wheel..."

The upgrade list is extensive and if I included every item Dae had provided in his submission, there may not be room for the August CoM. You name it, the list of mods have made it into this jet black Bimmer. Highline tuner modifications such as a Remus exhaust, VIS Carbon Fiber hood,



M3 front bumper and a software upgrade for extra "grin" power have also been installed. Suspension pieces were tweaked with items such as Bilstein PSS9s, UUC Anti-sway Bars, and an AC Schnitzer strut tower brace. For better stance and handling, 18" Breyton Visions were also affixed. During Dae's period of ownership, a pampered 72k miles have been clocked on the odometer of this E46 machine. That's a lot of grins, Dae! Thanks for sharing.

## August

Owner: Willy Lutz  
 Year: 2003  
 Model: E46 330i ZHP  
 Color: Mystic Blau with Black Alcantara  
 & Cloth Interior

### Synopsis:

Willy's model year 2003 330i is our August CoM winner. Those in the know at our Deutsche Marque Concours gatherings certainly know Willy's Brilliant Rot E30 M3. Well, this month's CoM is that M3's younger and more exercised BMW brother. Willy's daily driver 330i is usually spotted at different golf course parking lots in Northern VA.

Although it is not adorned with the coveted ///M3 insignia and badges, the ZHP package fitted in this E46 sedan certainly makes it a worthy BMW stable mate in Willy's garage. Out of the box, this driver's sedan is well optioned and ready to be driven. Selected items purchased with the car include, Mystic Blue Metallic exterior color, Black Alcantara and Cloth interior, Xenon headlights, Fold-down rear seats, Aluminum "black cube" trim, and the coveted ZHP Performance package. The ZHP performance package includes certain engine, performance, and aesthetic modifications such as:



- Upgraded camshafts, electronics, & lighter flywheel for a 10HP & 8 ft/lb of torque increase & 6800 max RPM (from 6500)
- 6-speed short throw shifter, 3.07:1 Final drive ratio (instead of 2.91:1)
- Max Speed Limiter set to 155 mph (instead of 128)
- New M suspension, more "sporty" than standard sport package which had firmer springs, shocks, larger diameter anti-roll bars: 23.5 mm front (v. 23.0), 18.5 mm rear (v. 18.0), and shorter auxiliary springs

- BMW M exterior trim elements (front & rear fascia, side sills, & trunk lid spoiler)
- Shadowline trim
- Extra thick Alcantara steering wheel
- Sport Seats, Alcantara & Cloth upholstery to replace leatherette and standard trim
- Anthracite headliner
- Red needles on the instrument cluster
- 18" Wheels (style 135M), 18x8.0" front, 18x8.5" rear on 225/40ZR-18 in front and 255/35ZR-18 in the rear.

While most members and Bimmerphiles are lucky to own one BMW at a time, Willy's 2nd CoM win for his "BMW #2" in the Lutz garage is certainly admirable. Will there be a third? Stay tuned... Bravo Willy!



## NEW MEMBERS LIST



The National Capital Chapter now has 5417 members. We also have 772 associate members who share all of the benefits of being a Car Club member. There are also an additional 82 members that belong to the NCC as dual members with another chapter.

Special thanks to Jose Alicea, Eric Andreasen, Bernard Blum, Steven A. Canterbury, Pierre Cassagnol, Sam Chang, Mark Conley, James Edwards, Allan Espiritu, Joern Esser, Booker K. Evans, Rafael L. Garces, Stephane Grabina, John Heidingsfelder, David Hill, Jim Pickel, Jason Kendall, Steven Linberg, Roy Morris, Ed Oldewurtel, Shahram Orandi, Richard Pineda, Rich Reinhardt, Adam Rew, Robert Stern, John Unger, Charles Valade, Larry Van Sant, Jr., Michael Whitley and Robert Williams for referring members to the BMW CCA.

Do you know someone who owns a BMW but is missing out on the rewards of belong-

ing to the BMW CCA? They probably don't know that they are missing benefits such as: Parts discounts at local BMW dealerships and select independent service centers; Roundel, the club's award-winning national monthly publication; the Membership Rewards Program from BMW NA; not to mention all of our local activities. Please do them a favor and tell them what they are missing!

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.

Christian Ahmed		Casey Donahue	1992 525i	Enamul H. Kahn	1997 740iL
Brenda S. Allen	1995 325i	Sylvia Barbara &		Hillar Kalda	2000 Z3
Dennis M. Amaral	2000 Z3	Cornelius Lawrence Driggins	2003 745i	Benjamin Kalu	
Nazirahk Amen	2003 MINI	Patrick Duff		Hafeez Abdulla Kazim	2002 525i
Ja Arezzi		Chad Efantis	2000 740iL	Brian Keefe	
Matt Thomas Armstrong	1998 M3	Marilyn Eitelman	2006 Z4	Jennifer Kelly	
Randall & Ann Atkinson	2002 X5	William Elliott		Kurt Kettelhodt	1995 M3
Jack Ballingoff		David Ermer & John Ermer	2006 530xi	Brian Kimm	
Thomas Lance Barr	2000 328i	Alvin Espiritu		Stephen Kitterman	1995 M3
Nourken Basibekov	2006 X3	Harriet Feder	2003 Z4	Robert Knibb	
Abdulaziz A. Behery	2005 M3	Eric G. Fillinger		Michael Knowles	2001 323cic
George Bell	1990 535i	& Deborah A. Willis-Fillinger	2000 540i	Masayuki Kobayashi	2002 M3
Givenson Benel	1998 528i	Patric Findeisen	1995 M3	Mark Kobelja	
Edouard Benjamin	1998 528i	Lisa Finneran	2007 550i	Rainer Koehler	1997 740i
Alan D. Berlin	1995 325ci	David Fitzgerald	1994 318i	Roy Koehn	2006 330xi
Katherine Blackwood		Anders Fjellstedt & Thorsten A.	1988 325is	Peter Korb	2006 325xi
Dennis M. Blight	2000 323ci	Christopher Fong		William D. Kramer	
Cathy Bobrow		Michael Gaafar		Carl Kreisel	2001 530i
Thomas Boesch		Orlando Gabela	1986 325es	Shiaohua Kwo	
Jose Bonilla	1987 325is	Izabela Gajewski		Scott David Laasanen	2006 Z4
Judd Bouy		Emil Nicholas Gallina	2003 Z4	Jason Lambert	1999 M3
Debbie Boylen	1989 325i	Navin Ghaffarian	2005 330i	Ahmad Lankerani	
Craig Robert &		Samee Gharagozloo		Richard Larrabee	
Jessica Elaine Brickner	2003 M3	Indermit Gill	1990 325ix	Ian Larsen	1972 3.0cs
Raymond Britt		James E. Gilley	1998 M3	Bruce Charles Larson	2006 750Li
David Brookheim	1999 Z3	John Frederick Godbold	2006 M3	Rodney Laster	2005 MINI Cooper S
Jeffrey Scot & Tara Wynne Bryson	1997 Z3	Phyllis S. Goldberg		Robert Latham	2006 325i
Daryn Cassano	2006 MINI Cooper S	Robin Goudy	1997 318i	Susan Leetmaa & Ron Paletzki	
Leonore Chappell		Herbert Greene	2003 Z4	Andrew E. Linberg	2003 530i
Carole M. Charette		Irwin Greenstein	2000 M Coupe	Wayne Lindsay	1985 735i
Earnest Charles	2000 540ia	Dana Grubb		Chris Lingeman	2006 330i
Tony Chen	1998 328i	John Hall	2006 330i	Myron Liszniansky	2006 535i
Stanfield Chien	1999 323i	Stephen Hammond		Douglas Liu	2003 330cic
Richard Gregory Chittick		Chris Hawley	1999 M3	Karen Loats	
Minho Choe	1999 M3	Donna Heckler		Cliff Logan	2005 545
Gregory & Sarah Coe	1999 M3	Robert Henson	2006 325i	Raquel B. Loser	
Bill Colbert		Brant Hester	2006 325i	Cindi & Lyle Loveall	2003 330ci
Joseph Savoldi Conley	1995 M3	John Hittle	2006 330xi	Scott Lowrey	1990 325i
Greta Alicia Cooper	2006 530i	Henry House	1973 Bavaria	John Lunney	
Joanne Crantz		Tom & Maureen Howard	2003 325xi	Kurt Anthony Lutz	
Miguel Cubano	1958 Isetta	Thomas G. Howell	2006 330cic	Kevin Christopher Lutz	2000 M5
Alex Cumbay	1983 633csi	Lacey Huber		Haniel J. Lynn	1995 M3
Gavin Daniels	2006 Z4	Jim Hunt & Joseph Hunt	1984 533i	Chandra Macha	
Reilly Davis		Asim Hussain	2001 525i	Andrew R. MacLean	2002 325ic
Briana Davis		Lenora D. Isaiah-Weathers		James T. Manns	1993 740iL
Mina Day		& Kirk S. Weathers	2006 325xi	Mitch Todd Maraney	2006 M3
Marc DeLaVergne	2001 Z3	N. Richard Janis		Mohamed Mardini	2001 325i
Lori Diab	2001 330ci	Robert D. Jensen	2002 M Roadster	Richard & Denise Marietta	2001 X5
Camillo DiCamillo	1998 745iL	Edward Jiran & Frank Farrow	1980 528i	Gail T. & Anna Marks	1993 325is
Malcolm Dilley		Antonio L. Jones	2001 325cic	Patrick Marsden	1997 528



NCC BMW CCA

# NEW MEMBERS LIST



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Robert A. Maszarose	2001 740iL	Abraham Park	2002 330xi	Jake B. Smith	2002 M3
Lucy Matthews		John C. Park	2006 530xi	Joan Smith	
Stephanie McClure	2002 325i	Jimmy Paul & Ancy Mathew	2006 M5	Madhu Sridharan	2004 330i
Sophia McKenzie	2001 X5	Robert Lee Pearson	2003 M3	Dixie Marie &	
Thomas D. McLeod	1999 328i	Anthony M. Pekala	1998 528i	Patrick Anthony Stansbury	2004 530i
Aubrey McRoberts	1971 2002	Trung Pham		Brian Stucky	2001 M5
Richard Meckel		Barry S. Pokrass & Lana H. Halpern	2004 M3	Justin Sutter	
Sachin Mehta	2003 M3	Josh Pomles	2006 X3	Steve Tae	1994 325i
Garry Mendez	1990 535i	Alvaro Puig	1992 325i	AJ Talboo	2006 325i
Edward M. Mertic	2003 525i	Howard Pyle	2006 330i	Michael Taylor	2000 540
Mark Minor		Andrew A. Quartner	2006 330ci	Brent & Jennifer Taylor	2006 330i
Wayne Farris & Doretha Mitchell		Mathew Rampolla	1988 535is	Barton M. Teems	2001 325cic
Milton Mitchell	1998 740iL	Rosemary Rathz	2001 325ci	H. Eser Tolunay	
Paul Moore	1997 528i	Fraydoon & Maria A. Razazi	1996 328i	Tom Tranter	2000 740iL
Tim Moorehead	1990 535i	Noel Reitz		Hoang Truong	2003 540i
Mike Morbeto	2005 M3	David M. Rhudy	1997 328i	Martha E.R. & Michael J. Tuszka	
William Morgan	2005 545	Shawn Roberts & Katie Orgler		Dean McIntosh Tyree	
John A. Morris	1992 325i	Ryan Rosiek		Jeffrey Holmes Van Sant	2004 330ci
Katherine Mullins		Keith E. Rossi	2006 330i	David Vel	2006 325i
Bernard & Nancy Murphy		Denise & Charles B. Russell		Jeffrey Vorce	1997 M3
Christopher Myers		Nils Sahlgren		Steve Walker	
Victor Ridder Naumann		Jean Louis Sarbib	2006 M5	Christopher Walker	1987 325is
Karrie Neary		Brian Joseph &		Ken Walker	1992 325i
Kirk Niemi		Michele Marie Sargent	1989 325ic	Louis A. Waters	1997 318ic
Robert Nigmond	2001 325i	John Scheinman	1988 325i	Diane P. Williams	2002 325i
MaryRose & Chike Nwadike	2002 X5	Paul Schultz	2001 330ci	Christina Williams	
Michael Darrell O'Konek	2002 330xi	Timothy Scovin		Michael Lennox Williams	2001 330ci
Robert L. Oatman	2004 530i	Joann & Eric Scott Seiling	2006 X3	Joseph Wilson	
Emmeline Ochial	2001 323i	Florin M. Selaru		Philip Andrew Wittkamp	
Beverly & Jonathan Oliver	1999 528i	Thomas William & Hilary Hanalei Seymour		Dudley Wong	2002 530i
Carlos Ortiz	1994 540i	Joanne Laura Shenk	2006 325xi	William Worthy	
Jose Pagan		Carl S. Shoup	1970 cs2000	George Charles Yurek	1986 528e
Jessica Pak		Paul K. Simmons	2002 530i	Regina Zellers & Lenox Hutton	1986 325
David Martin Palmer		Aaron Sipper			
Philip Pao		Evan Skevofilax	1994 540i		

**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 may also use the convenient form on our website listed under Club Store.) 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. For questions, Ed's email address is [macvaugh@comcast.net](mailto:macvaugh@comcast.net).

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

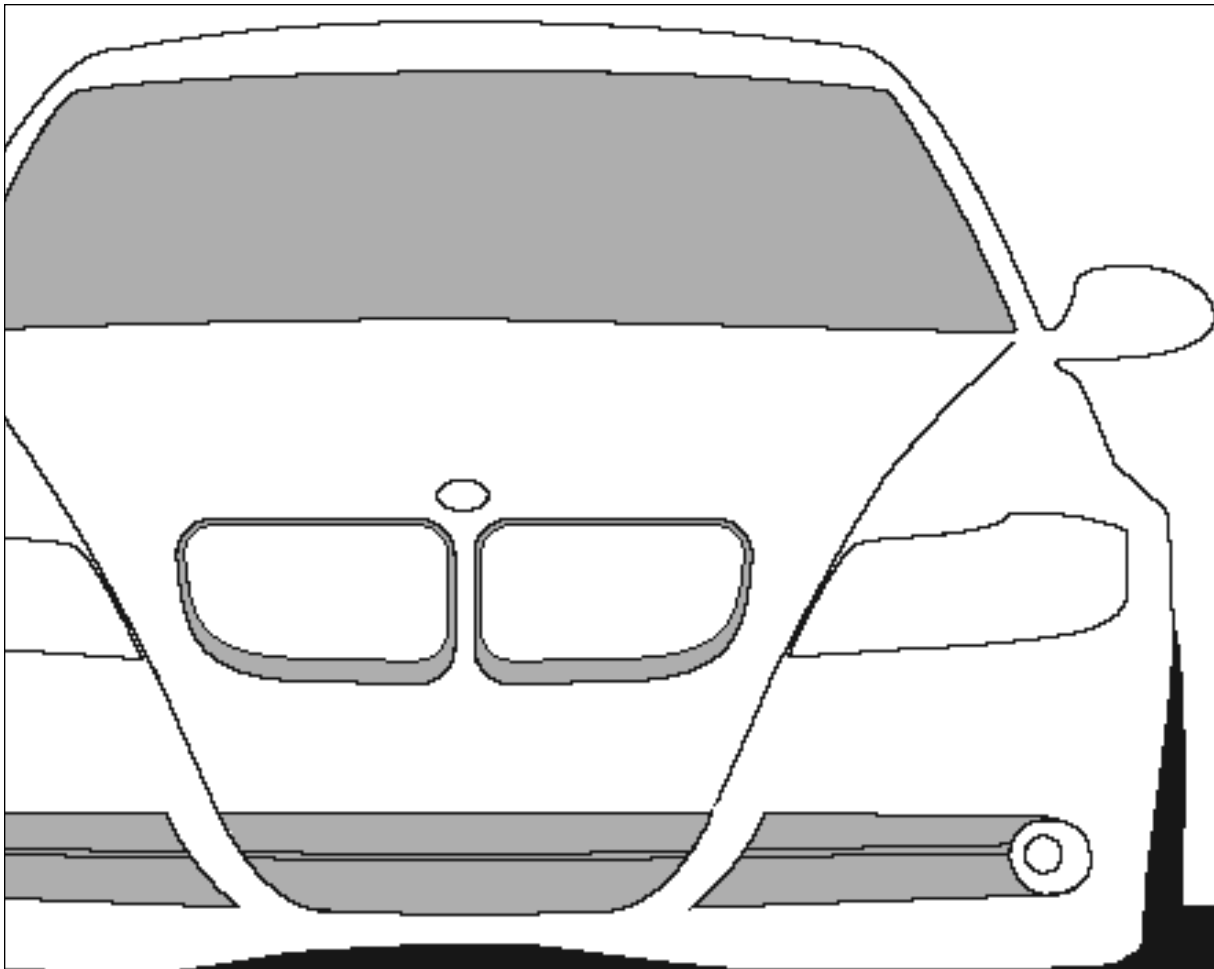
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## CLASSIFIED REQUIREMENTS

**Cost:** Ads are free to current club members. Membership numbers must be included.

**Important Change: Classified Ads will no longer be accepted by email.**

Please see the chapter web-site at [www.nccbmwcca.org](http://www.nccbmwcca.org) and click on "der Bayerische" and then "Classifieds" to submit an ad. Ads for coming issues of *der Bayerische* will be pulled from the web-site on the first day of even-numbered months to appear in the subsequent issue of *der Bayerische* (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

## Advertising Rates

Business card size per issue	\$100	1/2 page per issue	\$350
1/4 page per issue	\$200	Full page per issue	\$450
1/3 page per issue	\$250	Premium placement per issue	\$550

## CARS FOR SALE

### BMW 1991 850i (6-speed)

WBAEG1315MCB42215 Excellent condition, Black with light grey leather interior, 72,455 original miles. One of the very few 6 speeds brought into this country. Custom FITAPALDI carbon fiber wheels, Toyo Proxes T1-S tires. All 4 cross-drilled cadmium plated rotors, Python alarm system and custom Pioneer stereo head that reads MP3 cd's, CD's and XM radio. 6-disc CD player in trunk, 2 JL Amplifiers (1 - 300x4 for the front and rear Boston Acoustic speaker system). Front speakers are three separates (tweeter, mid range and 6" mid bass), Rear speakers are Boston Acoustics 6" coaxials with a 500x1 JL amplifier for the 2 boxed 10" W6 JL Audio Subwoofers. Make me an offer I can't refuse. Call Cliff 301-251-9397 or Cell 202-374-2939 or [cliffS475@comcast.net](mailto:cliffS475@comcast.net). Email for photos.

### BMW 2002 540i

WBADN53492GF70460 \$35,900 obo, Sterling Grey/ Black leather. 47k miles. Nav, DSP sound, Cold weather. '03 M-Technic front end (4/06), Dinan strut brace, Dinan exhaust (3/06). Certified by Tischer 3/06, good until 4/08. Contact Ned Dozier at [ned\\_dozier@hotmail.com](mailto:ned_dozier@hotmail.com) or 443-995-0732. Car is in Annapolis, MD.

### BMW 2003 330ci

WBABN53413JU29505, \$33,000, Black Sapphire/Black Leather, premium & sport pkgs, 18" wheels, nav, memory heated seats, xenon lights, alarm, theft recover system, premium sound. Still under manufacturer's warranty, plus extended warranty included. Never tracked, beautiful, clean, cover included, extra interior trim kit included. Peter, 202.841.5169, [dugop@alum.rpi.edu](mailto:dugop@alum.rpi.edu), DC

### BMW 1987 635CSi/L6

WBAEC8404H3265338, LuxorBeige-metallic. 131k miles. Automatic trans has economy and sport shift options. Dinan chip, B&B Triflo, K&N air filter. Exterior, & interior in good shape except for original dash which is separating along the sewn seams. Dash is dark brown; seats are buff/gold. No accidents, no rust. Blaupunkt removable radio. CD player. All repair records since 1997. Pictures available. \$4k. Email Stephen S. Skjei at [ssphs1@att.net](mailto:ssphs1@att.net) or call 703-938-4623.

### BMW 1983 633CSi

WBAEB7405D6725502 \$10,000obo. Graphite/pearl leather (i.e. dark gray/tan leather), 67k miles, 5-speed, sunroof, near show-car condition. Looks and drives great, body, paint and interior in fantastic condition. Clean under hood, no rust, always garaged, minimal winter miles, original manual and sticker, non-smoker, photos available on request. Barry (301)652-6380 or (301)299-4771 [bfishman@boo.net](mailto:bfishman@boo.net) MD

### BMW 2002 330Ci

Just in time for spring! Get this well-cared-for Steel Blue convertible with black top/leather and less than 29,000 miles. Fluids flushed 600 miles ago. Options include: Sport Package, 18 inch M wheels, and heated seats. \$32,000. Check it out at [hometown.aol.com/wilkinmark](http://hometown.aol.com/wilkinmark) Contact Mark Wilkin at 703.538.6745 or [roostertails@iwon.com](mailto:roostertails@iwon.com)

### BMW 1987 325iC E30 Convertible

6 cylinder, 5 speed. Dark metallic blue. New blue top. New tires. Tan leather sports seats. Good condition but hood needs repainting. A/C works. Wonderful driving machine, especially with the top down. \$2,000. Call Dan at 571-247-1082 or email [j.daniel.howard@lmc.com](mailto:j.daniel.howard@lmc.com) for photos. Located in Clifton, VA.

July/August

## CARS FOR SALE

### 2004 MNI Cooper S

Indi Blue with white top and stripes, Panther cloth interior. Sport, Premium, and Cold Weather Packages plus Harmon Kardon Sound System, rain-sensing wipers with headlight washers, and factory rear fog lights. Factory radio with XM satellite radio, Alta rear swaybar, CAI, and intake pulley. One owner, 31k miles, non-smoker, excellent condition, factory warranty. Several additional upgrades like Euro storage tray, armrest, shorty antenna, glovebox divider, etc. \$22,800. 703-980-1537



### BMW 1997 318ic

Beautiful bright red 1997 318ic. This car comes with both a soft top and hard top. Stored in winter. New Bilstein Touring shocks and struts. All maintenance performed including replacing all belts, hoses, water pump and thermostat. Redline used in trans and rearend. New Alpine stereo with iPod connection. I believe the top is original and is in very good condition for a car with 79,000 miles. Asking \$11,500. Call Louis A. Waters at 703-932-7629 or email [louiswaters@adelphia.net](mailto:louiswaters@adelphia.net)

## BICYCLE FOR SALE

### BMW BIKE

Dakar yellow BMW folding mountain bike, men's medium, fits 5'8"- 6'01". 18-speed, grip shift, upgraded suspension front fork, comes with carrying case and stock fork. Has been proven to fit in the trunk of an E30 M3! \$175. 703-980-1537



## PARTS FOR SALE

### BMW 1996 750iL Parts

1996 E38 750iL. Four 18" BBS (basket-weave/nuts) wheels. Very good condition, light curb scuffing. Fitted with Michelin Pilot Sport tires. \$1,000. BMW car cover, \$150. Right and Left Xenon High Intensity Discharge Headlight Assembly with bulbs \$200 each. 7 CD cartridges \$10 ea, sunroof air deflector \$50. Plus shipping. Jim (703) 451-1881, [liesl06@hotmail.com](mailto:liesl06@hotmail.com)

### BMW 2000 E39 wheels and tires

17x8 inch, 5x120mm 20mm Fits 1997-2003 E39 BMW 5-Series Silver Wheels with tires (BFG Comp T/A Frt & Semperit Snow Tires(Conti Brand) 235/45/17 mounted. Less than 4K on both sets. Have an extra pair of BFG Comp T/A's for \$100 as a complete package. (\$900). O.E. Reproduction of BMW Style #32 Wheels, deep 3" lip. Minor Curb rash on one. Center caps included. Email Terry Warren at [bmwmmail@comcast.net](mailto:bmwmmail@comcast.net)

## WANT TO BUY

Need cloth sports seats for 1986 325es (E30). is models may work as well. Contact Louie Leitao at [lleitao@aol.com](mailto:lleitao@aol.com)

www.wagonworkcollision.com



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