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National Capital Chapter

BMW Car Club of America

March/April 2007



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**Cover:** NCC member Scott Blair hustles his E36 M3 around the Autocross course. See article on page 8.  
Photo by Alex Teitelbaum.

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

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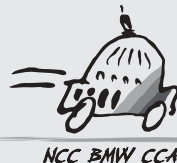
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## President's Message

The Chapter has come a long way since its first meeting on February 26, 1971, when 28 charter members came together at the New Carrollton City Hall. We now exceed 5,500 members. Your new board of directors, however, has some special initiatives for 2007, in addition to maintaining the excellence of our existing programs.

Financially, we ended 2006 in good shape, as shown by the financial statements published elsewhere in this issue. Our Chapter is committed to complete financial transparency; each month every attendee at the board meeting receives a current, complete analysis of all year-to-date transactions in every category.

In 2007 the board will budget to subsidize activities so that we can return our surplus to the members in the form of enhanced programs and reduced participation costs. Despite intentions to do this in 2006, we accumulated another \$12,000, due mostly to Kris Domich's diligence in collecting our advertising receivables.

In early 2007 we will complete the *der Bayerische* archiving process. The 1971 through 2005 magazines are now at the scanning company (Secure Paper Solutions of Fredericksburg, Virginia). These will be made available to the membership via online access to searchable PDF's.

David Miller has organized a statistical study of participation in the various Chapter activities, which holds great promise as a management tool. One fact that he uncovered is that we have a tremendous amount of churn. Only half of first year members renew. That means that, for some reason, they did not find value in the chapter. We want to know why some members participate, and why most members do not, and we want to address the needs of those who do not participate.

All four officers are set to attend National Chapter Congress in April, in Valley Forge, Pennsylvania. There, we will seek to learn new ways to serve the Chapter and share "best practices."

We're going to continue to improve our sponsor and advertiser relationships, including particularly, relations with the dealerships. Bob Stern is our liaison to Baltimore area dealers; Woody Hair will cover the DC area.

Woody has also agreed to organize general membership meetings, to which all are invited. Times and places will be announced via email, the website, and this magazine.

If you have ideas, we would love to hear them. Contact any board member or program chair.

Yours in service,

Roy Morris

*Correction: A photo that appeared in the January/February issue (Volume 37 / Number 1) was mis-attributed. The picture at the bottom of Page 11, showing Todd Pantezzi driving his car in an autocross, was taken by Alex Teitelbaum.*

### Letter to the Editor

Dear Editor:

*First, for the organizers of the 2007 Holiday Party, kudos for this year's event. The setting was excellent, the food great, the prizes outstanding, and the camaraderie the best ever. Your hard work and long hours are greatly appreciated.*

*Second, to the drivers of the two black BMWs with temporary license plates in the rear window and who felt the need to go home via the George Washington Parkway by racing each other at a high rate of speed, tailgating other BMWs drivers and passing numerous cars on the right, please stay home next year. Not only is your driving hazardous to everyone around you, it reflects poorly on the entire BMW community.*

David Mitchell  
Arlington, VA  
BMW CCA 272102



## FromThe Editor

### All Season, or No Season?

My wife and I headed out to the car and buckled the boys in to their safety seats with complete confidence. It was snowing very hard, and had been for three or four hours; the roads were blanketed with about four inches of snow, little did I know that a sheet of ice lay underneath. In little more than five minutes, my confidence would be shattered.

Robyn and I had taken Nate and Weston for a long weekend of skiing/snowboarding with our friends Keith and Mary Burner and their new son Kyle. We awoke to falling snow Sunday morning, but had already promised the kids we'd take them to the water park. We realized we were giving up a rare opportunity to ride on fresh natural snow; anything not shot out of a snow gun is the closest thing us East Coast boarders get to "powder." But a promise is a promise, and the water park did look very cool when we had taken a peek the day before. It was at least a five mile drive down the mountain to the water park – some parts of the drive, especially at the beginning, being rather steep declines.

Back in September we had put new tires on the 2001 325xi SportWagon that is Robyn's daily driver. After looking at the ratings of many different tires, in different categories, I selected the Pirelli PZero Nero M&S, from the category "Ultra High Performance All-Season" which appeared to be an excellent value based on the feedback on the Tire Rack website. I've written before

about my wife's opinion that a separate set of tires and wheels for winter is a waste of money. They say you should "pick your battles" in a marriage and considering our relatively temperate winters, the added expense of a second set of wheels and tires, and the problem of where to store them, I was at a considerable disadvantage in that particular fight and threw in the towel very early in the first round.

Everything went well on the slight incline through the parking lot to the main road that would lead down the mountain – and then we began our descent. I could see cars stopped, or going very slowly, about half a mile ahead, so I selected second gear and just crept down the hill with Keith, Mary, and Kyle following in their 4Runner. When we were still a good 400-500 yards from the cars, I decided to tap the brakes just to see what kind of braking performance I could expect. I was not near the point yet at which I figured I would need to begin slowing, we were just creeping along at 10-15mph, but I wanted to make sure we were under control. And that's when it got scary...

Even though I had eased into the brake I was instantly into ABS mode. The car tracked straight, but my efforts to stop only resulted in the staccato thumping of the ABS releasing and re-applying the brakes, which was having no effect at all on our rate of descent. With consideration to the close proximity of the tender ears of my young kids, I curtailed what most-assuredly would

otherwise have been a string of very creative expletives and settled on the somewhat less-satisfying "oh crap" – repeating it many times over.

I had all the time in the world... I looked in the back just to reassure myself that the kids were tight in their seats and began thinking about where I could ditch the car with the least damage. Nate said it sounded like we were driving over railroad tracks. Then I noticed a turn-off to the right into a parking lot, it was only about 20-30 yards from the closest car to us. I decided to angle for the lot and if I missed I would go in the ditch on the other side of the turn-off. Luckily, the ABS did its job by keeping us out of a full-on slide, enabling me to easily steer right into the parking lot. After a quick consult with Keith and Mary, we went back up the hill to the condo with no problems; we went back to the water park later that day.

My lesson: All Season-Schmall Season! Rear wheel drive, front wheel drive, or all wheel drive are all the same when it comes to braking and nothing but a good set of snow tires will help you when it comes time to bring the car to a halt on ice or packed snow. Next season, I will have a set of dedicated snow tires on winter wheels for both of our cars. This is a battle I've decided is worth fighting.

Have Fun, Be Safe...

Rob



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# CALENDAR OF EVENTS

## January

- 7 Karting League – Allsports Grand Prix, Sterling, VA
- 9 Karting Practice – Allsports Grand Prix, Sterling, VA
- 14 Karting League – Allsports Grand Prix, Sterling, VA
- 21 Karting League – Allsports Grand Prix, Sterling, VA
- 27 Holiday Party & Annual Meeting – Mt. Vernon Inn, VA
- 28 Karting League – Allsports Grand Prix, Sterling, VA

## February

- 4 7th Annual Super Bowl Mini Grand Prix – Allsports Grand Prix, Sterling, VA
- 13 Karting Practice – Allsports Grand Prix, Sterling, VA
- 17 DIY – Convenience Car Care, Manassas, VA
- 18 Karting League – Allsports Grand Prix, Sterling, VA
- 27 Karting Practice – Allsports Grand Prix, Sterling, VA

## March

- 3 DIY – FunKtion Auto, Dulles, VA
- 4 Cannonball Run – Arlington Cinema N' Draffhouse, Arlington, VA
- 4 Karting League – Allsports Grand Prix, Sterling, VA
- 11 Karting League Finale – Allsports Grand Prix, Sterling, VA
- 13 Karting Practice – Allsports Grand Prix, Sterling, VA
- 17-18 Drivers' School & BBQ – Summit Point Raceway, Summit Point, WV
- 22-24 TechFest – Tacoma, WA<sup>(1)</sup>
- 24 Street Survival – Sykesville, MD
- 27 Karting Practice – Allsports Grand Prix, Sterling, VA

## April

- 7 9th Annual Autocross School – Sykesville, MD
- 14 DIY – Curry's Auto Service, Chantilly, VA
- 15 Wild, Wonderful Woods Spwing Tour – Berkeley Springs, WV
- 28 Autocross Series #1 – Sykesville, MD

## May

- TBA BMW Club Day – BMW Performance Center, Spartanburg, SC
- 6 24th Annual Deutsche Marque Concours – Great Falls, VA
- 12 Highway Safety School – Jefferson Circuit, Summit Point, WV
- 13 Drivers' School – Jefferson Circuit, Summit Point, WV
- 19 Autocross Series #2 – Bowie, MD
- 20 17th Annual Jefferson 500 & BMW Corral – Summit Point, WV
- 20 DIY – BMW of Sterling, Sterling, VA

## June

- TBA New Members' Party
- 14-15 Marque Madness III with Audi and Mercedes-Benz – VIR, Danville, VA
- 16 DIY – Road Race Technologies, Dulles, VA
- 23 Autocross #3 – Aberdeen, MD

## July

- 14 DIY – J&F Motors Ltd., Arlington, VA
- 21-22 Drivers' School – Shenandoah Circuit, Summit Point, WV
- 28-29 NJ BMW CCA Club Race – Summit Point, WV

## August

- 11 Barns, Market Towns & Wine Summer Tour
- 18 Autocross Series #5 – Sykesville, MD
- 18 DIY (to be announced)

## September

- 15 Autocross Series #6 – Aberdeen, MD
- 15 DIY – Martin Motorsports, Alexandria, VA
- 30 BMW CCA Oktoberfest – Fort Worth, TX<sup>(2)</sup>

## October

- 1-5 BMW CCA Oktoberfest – Fort Worth, TX<sup>(2)</sup>
- 7 Columbus Day Parade – Baltimore, MD
- 13 DIY (to be announced)
- 20 Autocross Series #7 – Bowie, MD
- 20-21 Drivers' School – Jefferson Circuit, Summit Point, WV

## November

- TBA BMW Club Day – BMW Performance Center, Spartanburg, SC
- 3-4 Fall Tour – Deep Creek, MD
- 17 DIY – Convenience Care, Manassas, VA

## December

- 2 DIY (to be announced)

<sup>(1)</sup> <http://www.bmwcca.org/techfest>

<sup>(2)</sup> <http://www.bmwcca.org/>

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).

## Cannonball Run Viewing to Benefit Prostate Cancer Research

Sunday, March 4, 2007

Arlington Cinema N' Drafthouse

2903 Columbia Pike, Arlington, VA 22204

Doors Open at 4:00 p.m., Movie Starts at 4:30 p.m.

From May 4th-12th 2007 more than 100 sports cars will traverse approximately 4,000 miles across, over and through the Western United States in the "One Lap of America" event, a timed driving event modeled after the 1970's Cannonball Run.

This year, Robin Sparrow, a BMW enthusiast from Arlington, Virginia, will be participating in his 2001 BMW 330i as a part of a new fundraising campaign that he launched to raise funds and awareness for the National Prostate Cancer Coalition (NPCC). His personal fundraising campaign, the "One Lap to Fight Prostate Cancer," has targeted area businesses with decal sponsorships for his car and is being featured on the National Prostate Cancer Coalition's website, [www.fightprostatecancer.org](http://www.fightprostatecancer.org).

As a special preview to the upcoming race, Arlington Cinema N' Drafthouse and the National Prostate Cancer Coalition will host a special screening of the 1981 hit Cannonball Run starring Burt Reynolds, Roger Moore, Farrah Fawcett, Dom DeLuise, Dean Martin and Sammy Davis, Jr., among others. Food and drink specials will be available and a special sports raffle will follow the movie. A \$20 donation will be collected at the door with 100% of the proceeds going to benefit the NPCC.

Please consider joining this special event and help to bring this 1980's classic back to the big screen while also raising funds for a valuable and life-saving charity! For more information, contact Robin Sparrow at 703.827.6279 or [rsparrow@studley.com](mailto:rsparrow@studley.com).

## Wild & Wonderful Woods Spwng Tour

Sunday, April 15, 2007

Berkeley Springs, West Virginia

Time: 9:00 a.m. for brief drivers' meeting; 9:30 a.m.

departure

Start: Centreville, VA

Winter is over and we are so ready to hit the road again! And as that determined feline, Sylvester J. Pussycat, says, "Sufferin' succotash! Let's go on a Wild & Wonderful Woods Spwng Tour!" And that's exactly what we're going to do, drive through some lovely countryside scenery, like the Shenandoah Valley, and just have some fun with our friends.

The tour will start in Centreville, Virginia, and head west to wild and wonderful West Virginia. It should take about three hours as we leisurely drive a self-guided tour (using basic road rally instructions) through Warrenton, Front Royal and Strasburg on our way to our final destination, lunch at Tari's Café in Berkeley Springs. They are holding a reservation for 50 for lunch; if more people sign up, we will split the drive into two groups.

Please check our website for further information and route instructions.

For additional information, you may contact Steven Schlossman via email at [steven@happytogether.com](mailto:steven@happytogether.com).

Look forward to seeing you there.

*Directions to the Start: From Baltimore: I-95 South to I-495 West - (continue below). From Maryland/Virginia: I-495 to I-66 West - (continue below).*

— Travel 13 miles to Exit 52, Centreville Route 29.

— Left at traffic light onto North 29.

— Right at third traffic light, Centreville Dr.

— Immediate left at St. Germain Dr.

— Straight at STOP.

Meet in front of Nova Floors. Bagel Bakery and a Sunoco gas station are near the Start.

For more info: NCC BMW CCA website: at

<http://www.nccbmwcca.org/index.php?tours>

Tari's Café: <http://www.tariscfe.com>

## 24th Annual Deutsche Marque Concours

Sunday, May 6, 2007

The Deutsche Marque Concours d'Elegance is a multi-club German Car Show that will be held this year at a new venue, Fairfax County Park- Turner Farm, in Great Falls Virginia. A concours is a "clean-car contest" and car show, where a car is judged by its condition, appearance, and cleanliness. This event will feature 8 (depending on # of registrants) different BMW classes ranging from 6 judged classes, and 2 race car/people's choice classes. Bring your prized BMW for show and/or bring your family to enjoy the sights and camaraderie with other Deutsche Marque enthusiasts.

Rain date is Sunday June 3rd 2007. See both [www.nccbmwcca.org](http://www.nccbmwcca.org) for more details (pre- registration, car classes, etc.) and [www.fairfaxcounty.gov/parks/turner-farm/](http://www.fairfaxcounty.gov/parks/turner-farm/) for directions to the park. Additionally, you can reach Richard Pineda at [Rypineda1@cox.net](mailto:Rypineda1@cox.net) or 703.625.7416.

## Highway Safety School

Highway Safety School

Saturday, May 12, 2007

Jefferson Circuit, Summit Point, WV

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car control clinic is offered only once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers school or autocross for the first time, this is an ideal way to start—it's low speed and you'll receive top-notch, individual instruction covering all aspects of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And it's loads of fun, too! Why not make it an exciting weekend by signing up for the drivers school for the next day, too? You'll get to immediately put into practice all your newly acquired skills. Sign up a loved one or the new driver in the house while you're at it.

Registration fee is \$125 for this one day.

Pre-registration begins 3/5/07.

Mail-in registration period is 3/19 through 3/30.

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

## Drivers' School

Sunday, May 13, 2007

Jefferson Circuit, Summit Point, WV

Well, spring is coming and what you really want to be doing is home improvement in the backyard, right? Heck, no! You'd rather be at a Drivers' School! Come join your fellow chapter members at our Jefferson Circuit Drivers School at Summit Point Raceway and have some fun—the spring planting can wait. And, if you attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly acquired driving skills.

Registration fee is \$175 for this one day.

Pre-registration begins 3/5/07.

Mail-in registration period is 3/19 through 3/30.

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

*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. 7 West towards Winchester. Exit onto US 340 towards Charlestown. At about 1/4 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/4 a mile on your left (speed limit 30 mph!). 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.*

## Famous Dave's BBQ

Summit Point Raceway, Summit Point, VA

Saturday, March 17, 2007

5:30 p.m.

Come join us at Summit Point Raceway on Saturday, March 17, for a BBQ catered by Famous Dave's immediately following the Driving School. Please RSVP using the form at <http://www.nccbmwcca.org/bbq> unless you are attending the driving school that day, in which case, driving school participants will be automatically counted.

See our May 12 – Highway Safety School for directions.

## 17th Annual Jefferson 500 Vintage Race Corral

Summit Point Raceway, Summit Point, WV

Sunday, 20 May 2007

9:00 a.m. until last race

If you love vintage racing cars, this is the place to spend your Sunday! From our vantage point between the carousel and turn eight you can see old bathtub Porsches and skinny-wheeled Morgans sliding through the turns and duking it out for position. If you get lucky you might even see a vintage BMW. Lunch, along with soft drinks and water, is being served. This is one of the best events on the calendar; newcomers get to see what Summit Point Raceway is all about and the veterans come to share fish stories about this turn or that apex.

Additional information: <http://www.jefferson500.com>.

*Directions to Summit Point Raceway: See above.*

## Does the "B" in BMW Summer 2007 Tour Stand for Beep?

There is no better way to spend a 70 degree Saturday in January than to put the top down and plan YOUR summer 2007 NCC BMW CCA tour into Pennsylvania Dutch Country. Miriam and I left home just before lunch with maps, the navigation system, and touring guides of Pennsylvania, including wineries.

After about 15 minutes into the trip, there was a beep from the dash area of "Senior Moment." One single beep. I checked the outside temperature. No, it was 68 degrees, not 37. There were no other indicators lit on the dash, the emergency brake was off, the top was completely open. So, we continued. About ten minutes later, "beep," again. This time I pulled off the country road, lifted the hood (like I could really see something), checked the tires, and checked the doors. I still found nothing. Miriam suggested I call the dealer since they are open on Saturdays. I turned off the radar detector and navigation systems, and we headed to my daughter's house—her husband is a mechanic, he would figure it out.

Just before we got there, "beep."



I took the manual into their house and he stopped working on his TransAm to help me look for the problem. While we were sitting in the kitchen, looking for help in the BMW manual, we hear "beep."

Did you know that the new Motorola RAZR V3m, in Miriam's pocketbook, goes "beep" every ten minutes when you miss a call? Well, back to the Summer Tour planning.

Mark your calendar NOW. On Saturday, August 11, 2007, we will travel through the Baltimore and Carroll counties of Maryland and end up near Gettysburg, Pennsylvania. The route avoids all tourist traffic for Gettysburg, there are two possible restaurants, and one great winery already in the works. The website will be updated as planning progresses.

Look forward to seeing you there!

### 2007 Do it Yourself Programs

The NCC BMW-sponsored DIY programs give BMW owners the opportunity to work on their own vehicles under the supervision of a trained mechanic. The workshops are intended for maintenance and repairs that can be completed within a three-hour timeframe. There are usually several technicians provided by the sponsor, and NCC members, who can assist when an extra pair of hands or advice is needed; the participants are always happy to pitch in to show newcomers the joys of working on their own car. Most DIYs start at 8:00 a.m. and finish around 2:00 p.m.

#### Tools

Club members are expected to bring their own basic tools, such as metric wrenches, socket sets, screwdrivers, parts and supplies. The service shop hosting the DIY event may

be able to offer a specialty tool if needed, however, participants should not assume that tools are available for use.

#### Scheduling

Participants must arrive before the start of the event and are usually admitted in the order that they arrive, however, the Event Coordinator has the authority to rearrange the schedule. Walk-ins will be admitted only after all registered participants have completed their jobs. Please be prepared to help other members while waiting for a lift.

#### Contact

If you would like to help organize or know of a facility that can host an event, please contact Alan Marsh at [abm\\_16@verizon.net](mailto:abm_16@verizon.net). Please see our website for further details and signup information at <http://www.nccbmwcca.org/diy>. See below for dates and locations.

March 3	FunKtion Auto (Dulles, VA)	August 18	To be announced
April 14	Curry's Auto Service (Chantilly, VA)	September 15	Martin Motorsports (Alexandria, VA)
May 20	BMW of Sterling (Sunday) (Sterling, VA)	October 13	To be announced
June 16	Road Race Technologies (Dulles, VA)	November 17	Convenience Car Care (Manassas, VA)
July 14	J&F Motors Ltd. (Arlington, VA)	December 2	To be announced

## 2006's Fall Tour – an Overnight to Williamsburg, Virginia

By David Costanza

During the weekend of November 4th & 5th, approximately 50 NCC club members got together for the annual overnight Fall Tour. The Tour started at the site of many NCC autocross events, Bowie Baysox Stadium. Although the 8:30 a.m. arrival time was a bit early (especially for the Guest Tourmeister, who came from Centreville) and the air chilly, the day dawned sunny and beautiful. Thirty cars showed up including 24 BMWs, everything from 3s to 8s and Ms to Zs, one MINI, three Ferraris, one Porsche, and one Audi. The latter five cars and drivers were just along for part of the ride and, since these were club member's "other" cars, were European, and were clean, it was agreed that they could come along. After a briefing about the day's schedule and some reminders about safety, the cars were off.

As the Guest Tourmeister, my lovely wife, Robin, and I stayed behind at Baysox Stadium to wait for a couple of late arrivals. Once off, we quickly caught up with a few other cars, including Tourmeister extraordinaire, Steven Schlossman, and his wife, Florence, who happened to be driving. I had warned the drivers about some slow speed limits on a few roads, but was surprised to come up on the Schlossman's MINI so quickly and then get "stuck" behind them traveling at barely the speed limit. In front of them was another car and, when we came to a long curve, I could finally see in front that a State Trooper was following closely behind a shiny red Corvette. The Corvette was leading the long procession of very nice cars at

precisely the speed limit.

The frustration of being restrained was countered by the lovely fall foliage and the bucolic scenery. That said, leaves and farms are only amusing for so long, so we were happy to see the Trooper follow the Corvette when it turned off the route. Apparently, he was more interested in the Vette than the parade of BMWs behind him. Moving back up to "speed," we drove past the Dr. Samuel Mudd historic house, through Bryantown, MD, and then across the Henry Nice bridge into Virginia.

Just across the bridge was our first rest stop, a Sheetz. I always enjoy seeing the faces of the customers and clerks when a large group of BMWs (and Ferraris and a Porsche, in this case; I don't know what happened to the Audi) descend on a Sheetz. The Ferraris garnered the most attention (as might be expected), but there were plenty of bemused stares, curious looks, and surprised faces among the patrons as waves of BMWs rolled into and out of the station.

After the rest stop, the Tour continued on through the Virginia countryside, and on some wonderfully twisty and narrow roads. One omission on the route instructions was a warning about a particularly nasty railroad crossing. Most folks saw it coming and were able to slow down in time, although there were a few instances of ABS activation. The Ferraris (they were right behind me), screeched to halt and had to slow to a near crawl to drive at an angle across the tracks. Sorry about that guys.

The midpoint of the Tour was Robert E. Lee's ancestral home of Stratford Hall (warning: brief history lesson ahead). The plantation house was built by Thomas Lee during the period of 1730-1738. Originally, the plantation comprised more than 16,000 acres in both Virginia and Maryland, and included a wharf and grist mill. The house and plantation stayed in the family and, in 1807, Robert E. Lee, the future General of the Confederate Army, was born at Stratford. The house passed out of the Lee family (to pay off gambling debts, just like Madison's Montpelier. What is it about famous early American kids having gambling problems?) until 1929, when the Robert E. Lee Memorial Association purchased Stratford. The Plantation now consists of 1,600 acres, a working grist mill, restaurant, and a visitor's center.

We toured the house and grounds with some wonderful tour guides who told tales of the Lees, plantation life, and early American history, and learned about the origin of phrases such as "that will cost an arm and a leg" and "don't throw the baby out with the bath water." After the tour, there was a great buffet lunch at the restaurant and then it was back to the roads.

From Stratford, the Tour route took us through Tappahannock, King and Queen Courthouse, and West Point (with its impressive, but stinky, paper mills) before heading on toward Williamsburg and our final destination of the Kingsmill Resort.

After checking in, we drove to our condo. On



the way I was surprised to see the Kingsmill Security Police following closely behind my car. Being quite sure that I had stopped at all the stop signs and obeyed the 25 MPH speed limit (mostly), I was trying to figure out what I had done. The officer pulled up beside us and asked to see our parking permit (which we had). Apparently, someone in a BMW had driven through the gatehouse and was now roaming the grounds of Kingsmill sans parking pass. This intrepid officer was bound and determined to find the scofflaw and, after checking my credentials and those of the car next to me, headed off in pursuit of his quarry. I am not sure if he got his prey, but no one reported being hauled off to the Kingsmill hoosegow, so it must not have been someone in the Tour (there was no shortage of BMWs at Kingsmill).

After the last event of the day was a reception and dinner at the Resort. The room had a lovely view overlooking the golf course and the James River. Over drinks and dinner, a variety of conversations ranged from car talk (to be expected), to previous tours, to Jamestown's upcoming 400th Anniversary. Following dinner, some folks headed upstairs to various watering holes where the stories, tales and reconnections continued.

One topic of conversation at dinner was about Tour planning. I told my tablemates that I had started thinking about it on the Sunday after the last

tour, during the drive home from Charlottesville. As a novice Guest Tourmeister, the 2005 Tour was my first attempt at arranging a Club event. Having attended the University of Virginia and spending a great deal of time driving the roads between Charlottesville and Northern Virginia, I was familiar with historical sites, restaurants and lodgings in the area. I pretty much recreated any number of college road trips, combining some favorite roads, sites and divey breakfast joints and—voilà!—a ready-made tour. Combining my experience with Robin's expertise (she happens to be a professional meeting and event planner), and the Tour came off with but a few glitches.

Of course, I picked an easy destination and, so, on the way home that afternoon, Robin and I discussed the 2006 Tour and whether I should coordinate that one as well. Planning the tour had been very fun—mapping roads, visiting sites, and the pleasure of seeing it all come together at the end had been rewarding, and so we discussed where the 2006 tour might go. My preference was for some place with which I was at least partially familiar and, since we had just done Charlottesville and the University of Virginia (my alma mater), the logical choice was Williamsburg and William & Mary, Robin's alma mater. After four planning drives during the summer (I mapped out sections of the route on each day and then drove them a

second time to get the mileage, markers and timing), and another trip to Williamsburg to finalize dinner and site-seeing plans, and the 2006 Tour was ready to go.

So here we were, on Sunday morning of the 2006 Tour. A smaller group converged on one of Williamsburg's famous pancake houses, Mama Steve's, for breakfast. After that, about 20 people headed over to William & Mary for a tour of the historical campus. One of the curators had agreed to give a tour but because of a scheduling snafu, could only guide us part of the way. Once again, it was Robin to the rescue. Recalling her times from William & Mary, she led the rest of the tour with aplomb.

When the William & Mary tour was finished, people headed off on their own, some to tour Colonial Williamsburg, some to Jamestown and Yorktown, and others home. Robin and I finished our weekend with a quick stop at her favorite deli for some goodies to go and then hit the road back to Northern Virginia.

Rather than taking the highways home, we decided to extend our Tour by following some new roads and doing a little scouting. You never know when knowing fun back roads might come in useful. Now, about the 2007 Fall Tour...

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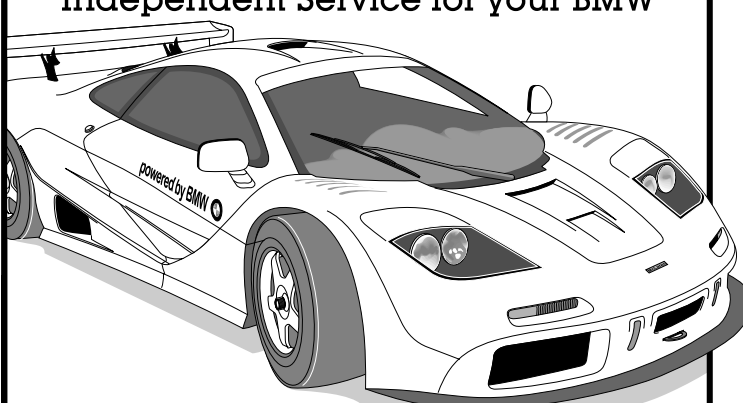
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# The Ultimate [Autocross/Track/Street] Driving Machine

By Scott Blair Member ID 360406 | Photos by Alex Teitelbaum/TeamWTF

I wanted to share the experience of my 1995 M3 with you aspiring performance drivers out there who want more out of themselves and their car. Two years ago I purchased an M3 because I felt like it offered the highest performance for the money. I decided I wanted to prepare the car, and myself, to be competitive in autocrossing and to gain competence on the racetrack. Two years later I feel like I am making very good progress as my car and I have moved from the back of the pack to the top three in class in autocross, and I have spent some real seat time on some of the greatest racetracks in the Mid-Atlantic region. The best part of my journey has been the fun I've had and the friends I've made along the way.

If you are not familiar with autocrossing, it is a timed event where the driver has to navigate a course marked by cones, typically held in a large parking lot. Autocross presents several challenges that set it apart from road racing: you must learn the proper racing line your first time out; you are almost never going straight for more than a few feet; and you have, typically, four to six chances to get it right.

The Sports Car Club of America (SCCA) has the largest autocross scene in the nation. The E36 M3 is an excellent candidate for the Street Touring Unlimited class (STU). In fact, three of the top five STU cars in the nation are E36 M3s, all competing against similarly prepared Subaru WRX STis, Mitsubishi Evos, and Mazda RX-8s. In STU you are allowed almost unlimited bolt on suspension options, and the widest wheel and street tire you can fit under your stock M3 fenders. I chose this street tire class because this way I only need one set of wheels and tires for anything I choose to do with the car. I also believe learning with your car on

street tires makes you a better driver, as competition tires can mask mistakes.

On Halloween 2004 I began my quest to create the Ultimate [Performance] Driving Machine. Following months of research, I had settled on the E36 M3, which is very competitive in autocross and club racing. These cars are known for their excellent balance, low polar moment of inertia, long wheelbase, and buttery-smooth powerband. On Halloween day I found and purchased my 1995 M3, bone stock except for a Pep Boys' clutch, brake and gas pedal!

The first thing I did was purchase a complete used coilover suspension from a fellow M3 autocrosser, Ryan Carag, who has trophied at the SCCA Solo National Championships. I ran the whole 2005 season without changing my suspension settings or having the car aligned, and on 8-year-old tires. I wasn't very competitive.

In 2006, I started to get pretty serious about autocrossing. I had saved money over the winter of 2005 to pay for all the parts I felt I needed to be competitive and did a full season of autocross as well as five or six track days. My buddies and I (we call ourselves the Omega Race Crew) went to as many SCCA, NCC BMW CCA, and Autocrossers Incorporated events, as we could. We even went to Virginia Beach to autocross with the Tidewater region on the amphibious base (awesome venue!). And I made my goal of doing two days at Summit Point Raceway with NASA, a Friday at the Track (FATT) on Summit Point's Shenandoah circuit with Bill Scott Racing (BSR), and competed in the Redline Time Attack on the same course later in September. In November spent a day at Virginia International Raceway (VIR) with the Audi/VW club and NASA. It was an exciting year!

## Car Preparation for 2006 Season.

There is way too much to cover when explaining suspension setup for an M3. I suggest reading *Tune to Win* by Carol Smith for further research, and spend some time on the "Autocross and Track Forum" on [bimmerforums.com](http://bimmerforums.com). However, I will try to briefly explain why I use 525-lb. front springs and 450-lb. rear springs in my M3, since this is an unconventional setup. The M3 uses a MacPherson strut design in the front, which does not gain much negative camber when it compresses, this results in the outside front tire rolling over onto its outside edge in a tight turn. This is bad for grip, as you want the full contact patch of the tire on the road. Therefore, the M3 responds well to a stiff front suspension with a lot of static negative camber to keep the contact patch on the road in corners. The rear of the M3 is different, as it compresses, more negative camber is introduced as a result of the suspension geometry; leaving the rear softer allows the suspension to articulate. Another benefit to a softer rear suspension is that the car is much more stable in transitions such as a slalom.

Stiffer springs and dampers make the car more responsive. Adjustable suspension pieces allow you to tune your car's handling characteristics. I chose the gold standard for the E36 M3, the Ground Control coilover kit (adjustable spring perches and your choice of spring rate), matched with Koni single adjustable shocks/struts. The Koni's allow adjustment of the rebound damping or the speed at which they return the spring from a compressed state to an uncompressed state (in other words, how quickly the suspension settles after being acted upon). The spring rates control the total amount of compression each corner of the car will see. I use adjustable sway bars as they help

control body roll by transferring load from one side of the car to the other. Sway bars should be used to fine tune the balance of the car, they are not meant to compensate for poor spring rate choice.

I bought the best street tires in my budget (Falken Azenis RT-615) and, again, went to the BMW community to find some used Kosei K1 wheels that were 8.5" wide and under 17 lbs each and came with good track tires. The Azenis probably gave me a full 2-second improvement (on a 60-second course) from the dry-rotted Michelins that were 30mm narrower. I also sucked it up and bought some camber plates. The camber plates made a drastic change from battling understeer to controlling oversteer. I put them on right before the WDCR ProSolo and ended up fighting the tendency to drift the entire course.

A proper alignment is just as important as having the right equipment, if not more so. Get as much negative camber up front as possible, -2.5 to -3.5 degrees is excellent. Any less, the car will not turn in well; any more, the braking performance will suffer. Keep rear camber about 1 degree less than the front. Since front camber on an M3 is not adjustable from the factory, you have three options to increase negative camber. One is to shim the lower strut mounts with washers for a gain of approximately -1 degree. A better method is to obtain the upper strut mounts from a 1996-1999 M3 and swap them from left to right. This typically provides -2.5 to -3 degrees. The best method is to buy a set of adjustable camber plates, allowing even more range of camber adjustment. It is a misconception is that any negative camber will rapidly wear the insides of the tires. The truth is that toe settings are the cause of rapid uneven wear. When negative camber is present, the wear is concentrated at the insides of the tires. Zero toe-in in the front and some toe-in for the rear keeps the car stable, and keeps the tire wear even.

Weight reduction can significantly improve all aspects of a car's performance. The heavier the car's mass, the more it resists any change in motion, meaning slower acceleration, longer braking distances, and slower cornering speeds. I have lightened my car by approximately 140 lbs by replacing the stock leather seats with aftermarket sport seats and removing the spare tire. Even more weight can be saved by switching to a lightweight battery (up to 35 lbs) and installing a custom-built single 3" diameter exhaust (up to 60 lbs). Finally, for those who are very serious, you can remove the factory sunroof and A/C which will lighten the car by over 100 lbs more. As you can see, you can reasonably lighten an E36 M3 by up to 240 lbs., getting it down to around 3,000 lbs.

I have also improved and fine-tuned my driving style. I used to overdrive everywhere and brake too late. I have smoothed my inputs, learn-

ing to use the gas more like a volume dial rather than an on/off switch. My goal now is to keep the rear end in a constant drift of about 6" in either direction. I feel like I am a couple of inches from cones instead of a couple of feet. I owe it all to seat time, seat time, and more seat time!

I would like to share some techniques that I've learned or improved upon over the last year:

- Look ahead. Easily the best advice for any performance driving.
- Be slow in and fast out before straights or fast sections.
- Get on the back side of the cone. Meaning, get your turning done before you get to the turn to increase your straight-aways and to setup earlier for the next turn.
- Get on the ABS (if equipped) or threshold brake. Unlearn those braking habits you do on the street to be gentle. Stand the car on its nose!
- Smooth inputs. Don't yank the steering wheel from side-to-side, don't upset the car as you will reduce your available traction, always make smooth transitions between steering and gas or brake.
- Trail braking can help you get the car pointed in the right direction sooner.
- Its ok to brake and turn (or accelerate and turn) at the same time; you can actually generate more total grip that way (1.4x more grip than one input at a time).
- If you get understeer in a steady state corner while applying throttle, lift off the gas and then gently roll back onto it. This will let the weight shift to the front, get it off the rear, allowing you to gently spin the rear wheels to an oversteer (just to get the car pointed in) and then transition to a neutral condition.
- If you get understeer in a steady state corner while off throttle, you went in too hot. Unwind the steering wheel to regain traction.

Owning an M3 has not just given me the opportunity to drive an amazing machine, but it has also put me in touch with a great community of fellow performance enthusiasts. I had help on how to tune my setup by talking with some of the local E36 drivers who were faster than I was; rather than protect the secrets that they had learned over months (or years) of development, they were happy to share their wisdom with someone who was hoping to one day beat them! The BMW community is a great environment that is social, helpful, competitive, and fun.

I hope this story has been helpful to anyone out there who is fairly new to autocross and performance driving. I have given the details of my setup and I've shared my technique in hopes of speeding up (no pun intended) the learning curve of the aspiring performance driver. Good luck and remember; learning how to set up and drive your car well should be all about fun. It takes time, but anything worth learning does. I still have a lot to learn myself and I look forward to every minute of it. I have a great sense of pride knowing I spent Honda money on building a Corvette killer (drag racing excluded). It helps to find deals on used parts when appropriate, and to do all the work yourself. I am also happy that I moved from the bottom of the class to somewhere much closer to the top in the last year. I want to make it clear that I did not have to go into debt nor did I have to sacrifice the street ability of my car to get to this point. My car is daily driven with a full five-channel stereo system (complete with subwoofer), full interior, and all power options still functioning. I have a car that is a competitive autocrosser, very impressive on the racetrack, and can carry four people while embarrassing any street car on any off ramp. All it takes is a passion for cars and performance driving, some free time and a few hand tools, and a lot of practice and seat time. So what are you waiting for?





# Impressions: The 335i

By Pete Lem

The 335i is the latest iteration of the BMW 3 Series E92 chassis. Considering that the 3 Series accounts for the largest amount of BMW sales, BMW had a high standard to live up to, if you compare it to its predecessors, which have fueled such a strong following in the last 10 years. Hopefully, this article will be able to convey some of the character of this car and shed some light as to whether the new 335i is a worthy successor to the much adored 3 Series.

My test car is a Monaco Blue coupe with the 3.0 liter, twin-turbocharged engine with 300 hp and 300 lb/ft of torque. These numbers are absolutely impressive at first glance, but I'll get into the performance in a little bit. The optional packages this car was fitted with were the Cold Weather package, which includes headlight washers, three-stage heated seats, and ski bag; the Sport package, which includes upgraded 18-inch wheels and tires (performance run-flats) with sizes of 225/40x18 front and 255/35x18 rear, sport seats; and the Premium package, which includes leather interior, electric folding and dimming side mirrors, digital interior rearview mirror compass, and blue tooth. Not fully optioned, but a fairly well-appointed car. The major options not on this car were navigation, active steering, and automatic transmission.

## Exterior Impressions

At first glance, the 335i coupe is not as attractive as the 330 E46 coupe that it replaces. It is notice-

ably larger than its predecessor in both length and width. Its exterior styling is more conservative than the styling of the recent 5 Series and receives more classic wedge lines of a coupe. Although the basic shape is still classic coupe with long hood and short trunk, it departs from the traditional with its controversial flame surfacing and curvy, intersecting lines that seem to intentionally break up the flowing lines of the car. Thankfully, over all the coupe is more attractive than the standard 3 Series sedans, but, as with all the newer designs from BMW, they seem to illicit either "love it" or "hate it" opinions.

## Interior Impressions

When you look into the interior of the 335i you feel at home as this is classic BMW and is generational to its predecessor the 330 E46. The interior has a nice quality and feel to the interior materials. The doors feel solid and strong. Nothing short of what you would expect from a BMW. A nifty feature of the coupes is the automatic seatbelt assistance, which brings the seatbelt to you when you close the door to save you from trying to reach them on the B pillar. Normally this is not a problem but the interior and length of the car make it a nice thoughtful touch.

There is noticeably more room in the cabin in comparison to the previous car for both front and rear seat passengers. Ergonomics in this car are equally as good as the previous model, but it should be mentioned that the ergonomics are

arguably not as good in the E92 or E46 as in the E36 because the controls for the car are no longer angled towards the driver as they were in the E36 and all the models prior. Over the last few generations, BMW has moved away from a driver-centric design to a more traditional design. Thankfully, the test car did not have the navigation and iDrive, and the simplicity and user-friendliness of the standard equipment required no real learning time.

## Driving Impressions

The power in this car is a source of bliss and almost enough to erase any shortcomings of the car. To put it briefly, for a car in this class, the power of the 335i is nothing short of intoxicating and you should be careful as this car will get you into trouble. The comparisons to the existing M3's acceleration are accurate. While I make no claim that 335i is as fast as the E46 M3 it is difficult to discern a difference in raw acceleration. Where this car feels a little better, comparatively, is its low-end torque thanks in part to its twin-turbo engine.

There is some lag when you press the go pedal, but it is far from the lag-plagued turbo cars of the early 80s. The twin turbos spool surprisingly quickly and the torque propels this car at virtually any RPM. Interestingly enough, when the motor builds RPM or is pushed, the motor noise (or music, as I like to call it) is muted. While you hear the motor, it does not convey the

Photo: BMW AG







Photo: BMW AG

speed or sense of urgency that you are accelerating. This can be both a positive and negative as it's a brilliant long-distance cruiser and would not cause much fatigue due to high noise levels. The negative is that this car is so quiet and muted that you have to look down at the speedometer or be

mindful of how quickly you are passing everyone to know how fast you are going as you really don't feel it.

Feel is perhaps the 335i's Achilles heel from a driving enthusiast's standpoint. The unfortunate result of arguably too many luxury appoint-

ments and too much refinement is that you feel almost nothing. A feature that BMW was famous for and not so recently lauded for was its road feedback and driver involvement. It is this disconnection that is a bit unnerving as you push the car and it provides so little feedback. What little you do feel is the mass of the 3,400 lb. car, which has grown not only in size, but in weight as successive generations have been introduced. While I did not have the opportunity to take this car to the track or autocross to put it through its paces, the 335i's turning is sharp and quick, the brakes respond quickly and can easily lock up the tires on hard breaking. Ride is typical BMW as the bumps are felt but not in a painful way.

Overall, the new 335i has grown into a larger, much quicker GT car and lost a little more of what made the 3 Series cars so enduring from the E30. As the 3 Series has evolved and grown, it has moved further from the light and nimble athletic performer to a larger, quieter and brutally quick car that perhaps lacks the soul of its predecessors. It is still hard to argue with this car when you compare it to others in the category in terms of performance.

## The Charm City Beat: *Updates From the Baltimore Area*

By Bob Stern

*Editor's Note: Bob Stern is attempting to increase support for our Club and its members from BMW dealers in the Baltimore area. His interview with Northwest BMW below is the first in a series.*

On a warm "Spring" day in Baltimore (January 15, 2007), I put the top down on "Senior Moment" (my 2003 BMW 330Ci) and ran on down to Reisterstown Road to spend some time with Brian Cunningham, Customer Advisor for Northwest BMW (bmwhondabrian@yahoo.com). As soon as I approached his area, I noticed our big NCC BMW CCA magnetic sign attached to the side of his desk.

**Sponge Bob:** *Brian, this dealership did a great job supporting both the Columbus Day parade and the NCC's summer tour. What are your plans for increased support of our Club?*

**Brian:** I recently joined NCC BMW CCA. As you can see, we have membership application forms in two places in the showroom. There is also a sign posted at the Parts desk giving Club members a 15% discount on parts and 10% on labor. At a recent sales meeting, our sales personnel were all told about the Club and it is now included in discussions with new and used car clients.

I do not know much about the Club bylaws and regulations, but I know I want Northwest BMW to be the center of Baltimore-area Club efforts.

**Sponge Bob:** *The reconstruction of the other building seems to be going along. Is there anything in the new Northwest BMW building that will interest the Club?*

**Brian:** This has been a pet project of mine for a few months. Four out of seven service bays and their support technicians in the new building will be dedicated to M car owners and BMW Car Club members. It is intended that anyone in that group will get almost instant service or on-time support, with little wait.

**Sponge Bob:** *Are you having any luck in signing new members?*

**Brian:** So far (January 2007) I have credit for at least eight and maybe more new members. Northwest BMW owners and senior management are in full support of this plan.

**Sponge Bob:** *This sounds great! When will it all come to fruition?*

**Brian:** Our grand opening of the new building will be in April 2007. I plan on several monthly, "Sunday Brunch" events for Car Club members to present new products, test drive new models, and speak with representatives from our dealership on a wide array of BMW topics. Our owner, Josh Dreiband, and I will be at the Annual meeting and I plan to bring a trunk full of raffle items. Anyone can call me at 443.336.1913.

**Sponge Bob:** *Thanks for your time. I will let you get back to work and go enjoy this glorious spring day in January.*

A final note to all Club members, shortly after the new Northwest BMW building opens, there is a plan to have an ALL MEMBERS Open House to include music, food, tours, and, of course, cars. Watch for this on our website and in your email.

[www.northwestbmw.com](http://www.northwestbmw.com)

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# BMW at the 2007 North American International Auto Show

## *Focus & Change*

By J.C. Chaney, Jr. BMW CCA # 291080

The comfortable walking shoes and clothes have been taken out of the closet. The batteries for the digital cameras have been charged; all the relevant websites, blogs and "buff books" have been reviewed. We're ready for the 2007 North American International Auto Show.

With the Greater Los Angeles Auto Show moving its date to late November, the North American International Auto Show (NAIAS) has become "the" major U.S. Auto Show. Since they

no longer have to divide their show assets between Detroit and Los Angeles, the world's automakers can now concentrate on bringing new concept vehicles and launching new products at this, the first major auto show of the year.

BMW's approach to this year's show was to narrow their focus. Rather than having their entire line of vehicles on display, BMW focused on launching the new 3 Series convertible, the new X5, and the new Hydrogen 7. These prod-

ucts were at the forefront of the BMW display.

The new 3 Series convertible was the featured launch at the Detroit show; using a dramatic two-tiered display to unveil the vehicle to the media and the public. The BMW 335i convertible is both an engineering and design masterpiece. Sporting the 300hp twin-turbo N52 engine, the first BMW convertible with a folding steel roof also features an advanced chassis design, resulting in the most torsional stiffness of any BMW convertible. The roof retracts in 22 seconds and closes in 23 seconds; with the top down there is a scant 7.35 cubic feet of trunk space.

The three display X5s, one with the 3.0 liter six and two with the 4.8 liter V8s, were typically equipped for the U.S. market. We're currently conducting a bicoastal (L.A. and Washington, D.C.) evaluations of the new 2007 X5, one with the six cylinder and the other with the V8. We'll have a much more detailed review of those vehicles in a later issue.

The Hydrogen 7 attracted attention because of its real world practicality. Rather than using an exotic hybrid of battery/fuel cell/internal combustion engine in its powertrain design, the Hydrogen 7 is powered by a 6.0 liter, 12 cylinder engine that produces 260 horsepower. The engine can operate on either hydrogen or gasoline. This dual fuel design requires two separate





fuel tanks. The hydrogen tank holds about 28 lbs. of compressed hydrogen while the gas tank holds 19 gallons. Combined, the Hydrogen 7 has a range of 430 miles. Pushing a button accomplishes the fuel changeover; BMW promises that this change in fuel will not interrupt the driving behavior of the vehicle.

Because Washington, D.C. has one of the few hydrogen fueling stations in the Country, we may be seeing a few of the Hydrogen 7 demo vehicles on local roads. BMW is using these vehicles to obtain "real world" operational, durability, safety and maintenance data on this unique design.

The display was designed to also remind show attendees of BMW's performance engineering heritage. Behind their frontline product dis-

plays were engine displays featuring the twin-turbocharged 3.0 liter engines. One was the twin-turbo gas engine that's currently powering the 335i; the other a 3.0 liter twin-turbo diesel engine.

BMW plans to offer the 3.0 liter diesel engine in the U.S. market in 2008. This engine system meets all U.S. emission standards and produces 286 hp at 4400 rpm and 429 ft-lbs of torque at 2000 rpm. This powertrain accelerates a 335d from 0 to 60 in 6.1 seconds. While this engine is a natural for the 3, 5, X3, and X5, officials from BMW would not comment on which would be the first U.S. BMW products to feature this engine. As one who is interested in purchasing a diesel-powered BMW, I can hope that there will be much greater availability of the low-sulfur



*(Top Left) The two-tiered BMW display with the cars covered to build suspense. (Left) The V10 powerplant in the M5 and M6 is still a huge draw. (Bottom) Too MMMuch? Three of the M cars on display at Detroit. (Below) The 335i Convertible attracted a lot of attention.*





diesel fuel by 2008.

Behind the engine displays was an entire line of M vehicles along with a display of M engines. All in white, this display was a BMW enthusiast's "dream garage", seven M vehicles, seven days in a week – coincidence? It also served as a subtle reminder to Lexus, Cadillac, Infiniti, Mercedes, Audi, and the show attendees, of which manufacturer sets the benchmark in performance luxury vehicles.

To remind show attendees that they can "have it their way" with the new BMW 7 Series, BMW had an individual 7 Series display to show all customization options available for that vehicle. When someone pays over \$100,000 for a 7 Series, they should be able to have it "their way!"

We had a very pleasant surprise at this year's show; we spent about 30 minutes with Chris Bangle discussing automotive design and a new design direction for BMW. When we caught up with Dr. Bangle, he was reviewing the textures and tones of the BMW display with the BMW auto show display coordinator. With a quick smile and a warm handshake, we began our impromptu discussion.

It has been close to ten years since the first Chris Bangle-designed BMW, the 2000 745i, was introduced to the public. The polarizing reaction to that styling made automotive history. But the fact that the rest of the world's automakers, espe-



(Top) The fuel-efficient BMW diesel engine will soon be introduced in cars the U.S. (Below Left) The tailgate of the totally redesigned X5. (Below Right) Coming to a traffic jam near you. The DC area could see the new Hydrogen 7 on our roads for testing since we are one of the few metro areas with hydrogen fueling facilities.

cially Mercedes, Lexus, Acura and Infiniti, have all copied Dr. Bangle's design direction has also become part of automotive history.

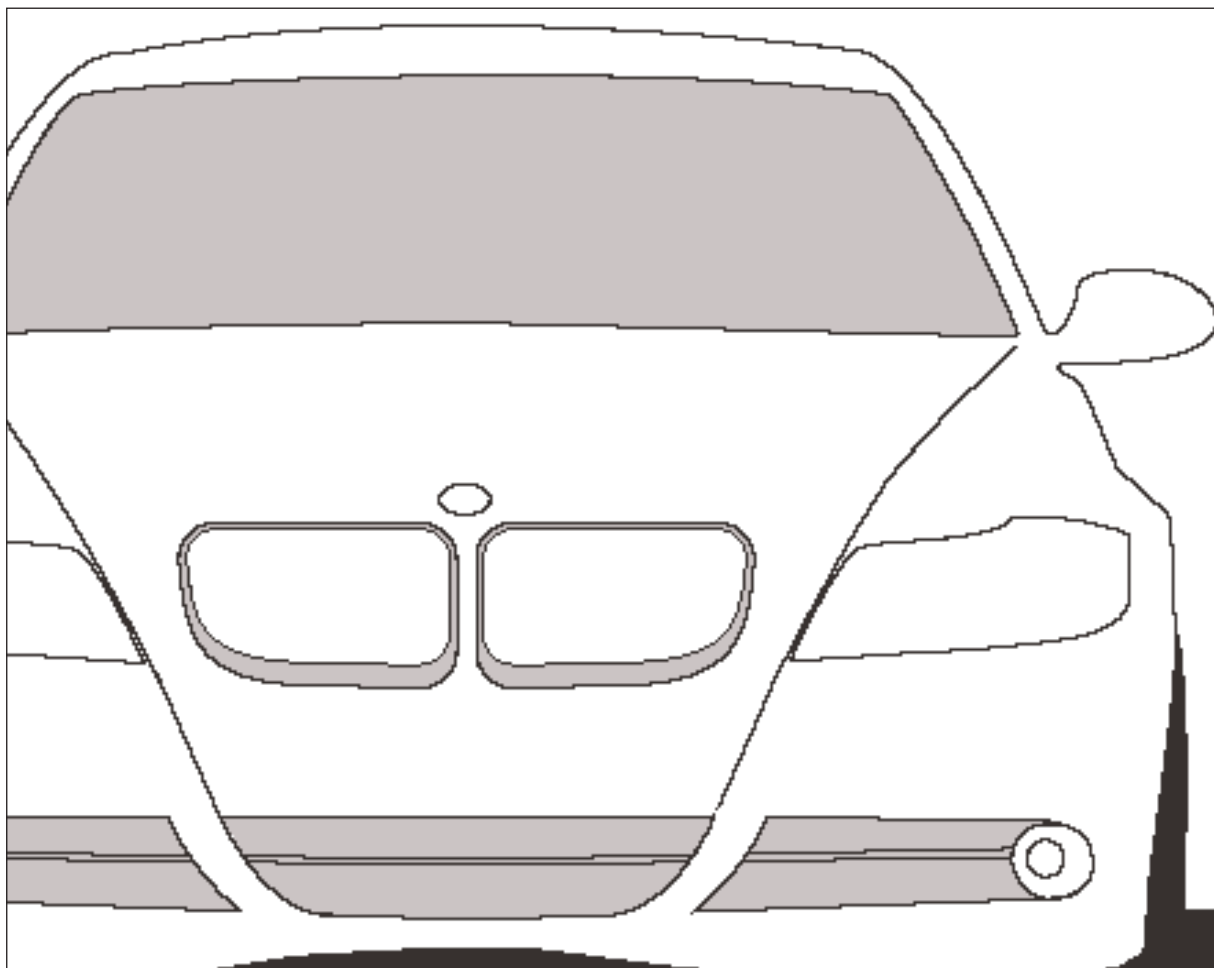
Because ten years has typically been BMW's design lifecycle, we asked about potential new design directions, his response was quite interesting. Dr. Bangle wants to see how far BMW can push the current design direction. As he discussed how his design theme has evolved

through the entire BMW line, it was clear that he feels that BMW still has "levers to push."

We ended our discussion on a most interesting note. With a twinkle in his eye, Dr. Bangle said that the "next decade is the decade of sexiness from BMW." And thus begins the build-up of anticipation for what the BMW display will offer at the 2008 North American International Auto Show!







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# Holiday Party at Mt. Vernon

By Florence Polk-Schlossman | Photos by Bob Stern

Once again, the National Capital Chapter's members enjoyed the hospitality of George and Martha Washington's Mt. Vernon estate in lovely Mt. Vernon, Virginia. What was especially nice this year was that we arrived at the venue in daylight, there was no snow, there was no ice, it wasn't freezing and windy, and we even had electricity! Anyone who was at last year's event knows what I mean.

And there was electricity in the air. It did our hearts good to see familiar faces of old friends and acquaintances, some of whom we hadn't seen since last year's soiree. Bob and Miriam Stern handled registration with great organization again this year (they are such a cute couple). We're looking forward to getting the Baltimore side of our Chapter more involved, and I think, if anyone can set that in motion, Bob can!

We caught up on the year's events, we commiserated about current affairs, about whether or not the 1 Series was ever coming to the U.S., about who was going to the D.C. Auto Show, and who would win Super Bowl XLI, the Chicago Bears or the Indianapolis Colts? I'm rooting for the Colts, although I'll never fully forgive them for sneaking out of Baltimore in the middle of the night, way back when. It was especially painful for me since I was a huge Colts fan and lived right across the street from the old Memorial Stadium at that time. Which brings me to an interesting bit of trivia: The last time the real Colts (by that I mean the Baltimore Colts) played was in 1971, which was also the year that our NCC chapter started. Wow, going on 36 years! Let's see, back in 1971...gas prices were around 36¢ a gallon, you could buy a new BMW for just under \$7,000; and *Roundel* had

been in publication for about two years. Times sure have changed.

Our Holiday dinner was exceptional this year. The wait staff kept us sufficiently imbibed and fed, the former being no small feat with this group. The dinner choices of Red Snapper, Beef Medallions and Chicken Paillard were beautifully presented and tasted even better than they looked. The canapés looked scrumptious, too, although I didn't partake of any for fear of ruining my appetite for dinner (and dessert). Many thanks go to Tim Wesling (NCC's Treasurer) for arranging the dinner and the musical trio.

It was so nice to see past NCC President (of 5 years), Rafael Garces, attending. Rafael just recently relocated to Atlanta and is very much missed by his buddies and fellow Chapter members here.

The evening's festivities wound down with a brief speech from our currently serving and newly-elected for 2007 President, Roy Morris, who started out by conducting the election proceedings. All Board members ran unopposed and were reelected for the 2007 term, and they include: Roy Morris, President; Steven Schlossman, Vice President; Tim Wesling, Treasurer; and Dave Miller, Secretary.

Roy also gave us an overview of the state of the NCC's finances and membership, a "Thank You" to all those who selflessly volunteer, outside of the Officers, for the various initiatives that are NCC-sponsored, namely, the *dB*, Autocrossing, Driving Schools, Social events, Instructor Academy, our website, the Tourmeisters, the DIYs, Concours, the Karting League, and Street Survival, and he talked about special initiatives for 2007. After Roy's speech, Pete Lem took the floor to hand out the Season Championship Autocross trophies.

Once the trophies were handed out, the festivities began—the drawings for the door prizes! Bogdan Poplacean did the honors and kept us all on our toes as he built up the momentum to the final two drawings for the BMW Mountain Bike and the set of 4 Toyo tires. I'm sure I wasn't the only one who was wishing for one of those sweet prizes.

The winner of the BMW Mountain Bike was none other than avid cyclist, Colleen Johnson, who completed a 3-day C&O Canal bike trip back in October. Colleen was the only one in her group of six friends (30 participants in all) to complete the

whole 180+ miles of that trip. That feat brought her to her self-imposed goal of 100 miles a month last year, for a grand total of 1,200 miles for the year! What an inspiration! The bike was graciously donated by Tischer BMW and has a value of approximately \$800.

And the set of 4 Toyo tires went to...Al Zavala! Yes, that's right, three-time winner of a set of tires at the Club functions (what are the odds?!). Radial Tire donated those babies with a value of \$800.

We'd like to thank the sponsors this year for their generosity—hardly anyone left without a prize.

The sponsors included:

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**BMW of Fairfax**  
**Griot's Garage**  
**Northwest BMW of Reisterstown**  
**OG Racing**  
**Protective Film Technologies**  
**Radial Tire**  
**Tischer BMW**

A fun time was had by all, can't wait to do it again next year!

A Note of interest: Mount Vernon celebrates George Washington's 275th birthday this year with three days of festivities at Mt. Vernon, including free admission on Monday, February 19. Sounds like a nice impromptu tour to me. Anyone?

*(Left) Colleen Johnson was the lucky winner of the BMW bicycle. (Below) The set of four Toyo tires went to Al Zavala (on the left).*





BY WOODY HAIR

# WOODY'S Competition C O R N E R

As briefly mentioned in the last issue, BMW of North America will not be supporting any professional race activities this year and have severed their ties with Tom Milner's Prototype Technology Group. The **PTG Team** will still be racing in the **American Le Mans Series** GT2 class with a pair of Panoz Esperante GTLMs and getting engineering support from Multimatic of Canada. For the second year in a row Tom Milner, Jr. will be competing against his father's team. He is switching from Panoz to a GT2 class Porsche 997 entered by Rahal-Letterman Racing. To make matters more confusing, Tom Jr. will be racing a Panoz in the European Le Mans series, including the 24-hour French classic. All of the historic BMW race cars that had been in PTG's care for many years have been transferred to Bobby Rahal's organization.

So with no BMWs in the ALMS, what other choices do we have for rooting for BMWs in pro-racing in the USA? James Clay's Bimmerworld team will continue to campaign a pair of E90 325s in the Touring class of the SCCA's **World Challenge** series. The 2006 season rules certainly gave an advantage to the Acuras and Mazdas. M3s haven't run in the GT class for several years.

**The Rolex Grand-Am** series will only have one BMW-powered Daytona Prototype, that being the Sigalsport Riley with an M5 V8 engine sourced from Dinan. With Bill Auberlen as one of the drivers, this car may surprise some of the more favored ones powered by Porsche, Lexus, Pontiac and Ford. In the first race of the season, the Daytona 24-Hour, Auberlen drove the Riley-BMW from its 21st starting position (due to a qualifying technicality) to 2nd place in the first two hours. The car was retired about 14 hours into the race, but a day after, damage from being hit by another car proved to be too much.

Matt Connelly Motorsports will continue to run two ex-PTG M3s in the GT class. The cars are now painted white and green. They suffered a number of mechanical ills, mostly transmissions. Neither car was finished and they were classified as 30th and 38th of 41 cars in the GT class.

**The Koni Challenge Cup** series promises to be where BMWs might have a chance at winning. The first round was the 3-hour race at Daytona and 23 BMWs were entered. This included the M3s in the Grand Sports class and 330s and Z4s in the Street Tuner class. Bill Auberlen and Chris Gleason drove a Turner Motorports BMW M3 to a third place

finish, just 15 seconds behind the two leading Mustangs. The Delaware Valley Chapter's Jeff Segal was 5th in an Automatic team M3. Acuras swept the top five places in ST and the top BMW 330 was another Turner team car, driven by Trevor Hopwood and Adam Burrows to seventh place. Our chapter's representatives, Ted Giovanis and Paul Moorcones, were a DNF with Ted's 330i.

The Rolex Grand-Am cars will be at VIR on April 28-29. The Daytona Prototypes and GTs will run separate races. Unlike the last few years, the Koni Challenge (previously called Grand-Am Cup) will not be part of this race weekend. The Koni cars will not appear at VIR until their twin 6-hour races in early October.

There have been some changes to the National Capital Chapter's **autocross series**. Several regulars are expected to drive the new twin-turbo 335i; this car has been classed with the M3s, whether in showroom, prepared or modified condition. However, because a software modification can also affect the turbo boost, any "chipped" 335s will run in the Unlimited class. Separate classes were established for MINI Coopers last season, but the one or two car fields did not justify separate classes. Rather than slot the MINIs in with the appropriate BMWs, the organizers chose to send

them back to the non-BMW "X" car classes. There was discussion of the changes on the Chapter message board and not everyone, myself included, was for these changes as made. Our organizers have arranged a seven-event schedule at the usual venues as well as an autocross school on April 7th. Look at our website for registration information.

The SCCA's DC Region opened up registration for the season subscription to their Solo (autocross) series. Within a couple of hours over 200 drivers had signed up. The Region will leave about 30 slots available for sign up a week before the individual events. Twenty-six BMW drivers and 15 MINI drivers have season subscriptions now, but some of those may switch to other makes before the season gets started.

Chapter member, Robin Sparrow, has entered his BMW 330i in this year's **Cannonball One Lap of America**. His co-driver is Richard Radawicz of Colorado. The event starts on May 4 at the Tire Rack headquarters in South Bend, Indiana, and goes as far west as Miller Motorsports Park west of Salt Lake City, Utah. The easternmost venue is the Mid-Ohio Sports Car Course. Their effort is raising money for the National Prostate Cancer Coalition and they are sponsored by the Rand Construction Corporation.

## COMPETITION CORNER CALENDAR

Mar 16-17	ALMS 12-Hour/World Challenge Races, Sebring, FL
Mar 25	SCCA Practice Autocross, FedEx Field, MD
Mar 24-25	SCCA Race Drivers School, Summit Point, WV
Mar 30-31	NASA Races, VIR, Danville, VA
Apr 7	NCC Autocross School, MSP, Sykesville, MD
Apr 8	NASA Autocross, Virginia Motorsports Park, Dinwiddie, VA
Apr 14-15	BMW Club Races, VIR, Danville, VA
Apr 14-15	SCCA National Races, Summit Point, WV
Apr 22	SCCA Autocross, FedEx Field, Landover, MD
Apr 28-29	Rolex Grand-Am Races, VIR, Danville, VA
Apr 28	BMW Club Autocross, MSP, Sykesville, MD
Apr 29	SCCA MARRS Regional Races, Summit Point, WV
May 4-13	One Lap of America
May 5-6	Cumberland Airport Autocrosses, Cumberland, MD
May 12	SCCA Autocross, FedEx Field, Landover, MD
May 12-13	SCCA MARRS Regional Races, VIR, Danville, VA
May 13	NASA Autocross, Virginia Motorsports Park, Dinwiddie, VA
May 19	BMW Club Autocross, Baysox Stadium, Bowie, MD
May 20	Jefferson 500 Vintage Sports Car Races, Summit Point, WV
May 26-28	Rolex Grand-Am/Koni Challenge Cup Races, Lime Rock, CT





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## March

Owner: Jun Alcanites  
 Year: 2003  
 Model: 540i Sport  
 Color: Exterior – Sterling Gray, Interior - Gray  
 Mileage: 21k

### Synopsis:

This month's Car of the Month can be best described as a pampered, garaged, and well-maintained 540i. Jun has been a BMW CCA member since August of 2002 and has owned this E39-bodied 540i Sport since September of 2003. Don't let the auto transmission fool you. This car can sure hold its own and then some...

Jun has outfitted the 5er with Dinan transmission software, BBS RS-GT wheels, a magnaflow muffler and an upgraded in-car entertainment system with JL audio



amplifiers, subwoofers and Diamond Audio components and coaxials.

Jun's favorite quote to describe the car--- "It's

paid off!!!" Bravo, Jun. We'll look forward to seeing the car at a BMWCCA event in '07.

Do you think your BMW is worth being the next Car of the Month? Care to see your pride and joy in an upcoming dB? Send your contact info and pictures to our Car of the Month aficionado Richard Pineda. His contact information is Rypineda1@cox.net, 703.625.7416. He will then contact you for more details and information.

## April

Owner: Bill Williams  
 Year: 1972  
 Model: 2002Ti Touring  
 Color: Exterior: Colorado, Interior: Schwarz (Black)  
 Mileage: 10, yes 10 miles since restoration

### Synopsis:

Do you have a passion for BMWs? Bill Williams sure does. Specifically, Bill has a passion for everything BMW 2002. He has been known to attend a number of DM concours, NCC BMWCCA events and other Mid-Atlantic BMW 2002 gatherings with his yellow 2002. He is one of the true grass roots car guys I know. This month's car of the month though is not about his yellow 2002.

This month's Car of the Month is a true end product of dedication and labor of love from Bill. Bill purchased the Colorado colored '02 Touring in "deplorable" condition from Connecticut in June of 2005. Bill drove the car all summer and began the restoration process in October of 2005. The motor, Kugelfischer pump, was completely rebuilt to original specifications. About 50% of the body was replaced with new panels. The interior was reupholstered using



BMW OEM material. The suspension was also restored to original specs with upgraded shocks and struts. The body revitalization process was completed and delivered from the body shop in August 2006 and in two weeks Bill and his crew put the car together. Since then the car has been displayed at various events such as 02 Fest East at Lime Rock Park, EuroFest and other car gatherings.

How has it done? The car earned Most Original and Peoples' Choice Awards at '02 Fest East, Peoples'

Choice Award at a local event in Virginia held at The Carpool Restaurant, and Best in Class at the EuroAuto Festival in Spartanburg, SC. Outstanding Bill!

For the near future the car is used for shows before hitting the road as a very nice driver. When I asked Bill what his favorite quote to describe this beauty queen of an '02, he quickly replied "It almost caused me a divorce!"





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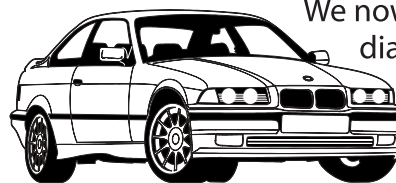
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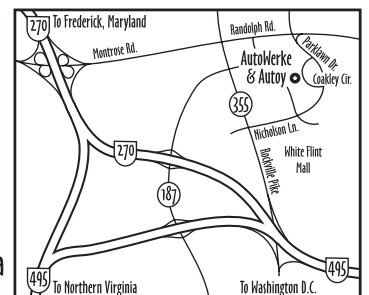
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## Application for Customized Maryland Club License Plates



Interested in having personalized National Capital Chapter license plates? If you live in Maryland, you may now order them. The four digit number on the plates will be issued 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).

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## NEW MEMBERS LIST



The National Capital Chapter now has 5,506 members, 820 Associate members (who share in all of the benefits of being an NCC member), and an additional 92 who are dual members. We continue to be the largest chapter in the U.S. and grow in membership every month.

Special thanks to the following NCC members who referred new members to the NCC BMW CCA these past two months: Lesia Bullock, Bill Byrd, Brian Cunningham, Alvin Espiritu, Joern Esser, Steve C. Luck, Andy M. Lundgren, Stephen Marzen, Michael E. Mills, Roy Morris, Bogdan Poplacean, Austin Saladin, Steven Schlossman, Jim Stauffer, Michael R. Stoneman, Terry Thomas and John E. Thurston.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what great benefits they are missing out on, such as: Parts Discounts at the local BMW dealerships and select independent service centers; the Roundel, the Club's award-winning national, monthly publication; the Membership Rewards Program sponsored by BMW NA; not to mention all of NCC's local activities. Please do them a favor and share this information with them; after all, the more the merrier!

To our newest members listed below, you joined the Club, now join the fun! Check out our website at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

Jason Adolf	2007 335i	Richard DiGirolamo	2001 Z3	Idham Kamargo	1982 320i
Frank Louis Alessi	2003 325i	Anton Dorr	2000 323	Steve Katz & Jeff Katz	1995 318ti
Glenroy Alexis	2004 530i	Rory Downey	1998 Z3	Lark Keller	
Irfan Ali	2007 530i	Marc Dubois	2007 335i	Tom R. & Elizabeth T. Kelly	2006 650ci
Brian Alsdough		Hai Duong	2007 335i	Eric A. Kennedy	2005 MINI Cooper S
Selassie Ametewee	2007 335i	Diane Ellis	2002 325i	Norman Kerber	2007 328i
Andy Anderson		Mark Steven & Anna Elizabeth Fanning	2007 328i	Saurabh Khurana	2002 530i
Christopher Anderson	1995 318ti	Kevin J. & Cheryl L. Fitzgerald	2004 545i	Yongmin Kim	2007 335i
Adriana Apolito-Bevis	2002 325i	David Fleskes	1995 740i	Douglas M. Kirks	2006 MINI Cooper S
Michael Aquino	1998 Z3	Ryan Fochler		Eugene Kislovskiy	1998 528i
Yousuf Ashparie	2002 M3	Daivd Franklin	1992 M5	Noel C. Knott	2000 X5
Elizabeth & Ron Bailey		Steffen Frey	1999 540it	Nagy Kolta	2006 750Li
Bob Ball	2002 530i	Mike Fritz & Robert Fritz	1998 M3	Farjam Koosheshi	
Bruce Reynaldo Barclay	2003 330i	Lindsay Fryer		Bethia Kornbluh	1991 740iL
Jason Andrew Barnhart	2002 325ci	Stan Fulton	2001 M5	Jan K. Kowalewski	
Jason Ross Bates	2001 330ci	Damon Gatewood	2007 M6	Navin Kumar	2002 325i
Henry M. Beebe	2007 328xi	Jeffrey Geier	1986 325es	Miles Lancaster	
Scott Berkowitz	2007 530i	Karl E. Gerdes	2001 530i	Paul J. Larkin	2001 330
David A. Berlin	2001 325xit	Andreas Gerohristodoulos	2005 545i	Nicholas H. Laszlo	
Alex Berlin	2007 X5	Thomas A. Gick	2000 X5	Steven Lee	2002 540
Daniel Bogner	1987 325ix	Fletcher Gill	1997 528i	Jeffrey Lester	2004 330ci
Jeff Bolle	2002 330ci	Leslye Givarz	1998 323iC	Daniel J. Levitt	1995 325is
Niall Booth	1998 M3	John Gonsoulin	2002 M5	Jimmy Lewis	2002 X5
Kyle Bowker		Adam H. & Ruth M. Gordon	2001 540it	Ken Lin	
J. Patrick Bradley	1996 328i	Cecilia Grace		Stephen C. Linthwaite	2006 330i
Charles S. Branscomb	2001 M5	Brett Greene	2007 330i	Henry Rafael Liriano	2000 323ci
Antionette Bright	2003 325i	Maryann Grodin	1993 740iL	Jacob Loos	1974 2002
Spencer Wayne & Carol Ann Brown	1994 530i	James Grossman	1994 525i	Frederic Alan & Brooke Lynes	2001 740iL
Josh Brozen	2002 M3	Seth Haines	2003 M3	Kenneth Lyons	1985 318i
Kathryn Bruen	2007 328i	Brian Hamilton		Matthew Mandrgoc	2004 530i
Maurice Coleman Bull	2007 335i	Josef Hanning		Marcia Virginia Mayo	1994 740iL
Stephanie Burget		Dexter F. Harrison	1996 328is	Jon McAvoy	1989 325i
Frederick Vernon Burns	2000 328i	Derek Hart	2002 745i	Joseph McBride	1999 Z3
Nicholas Harrison Cafritz	2001 330i	Zia Ul Hassan	2000 528i	Joanie McCarrick Henry	
Tim Cahill	1987 325i	Gina Hector	2007 328xi	Victoria C. McCormick	1994 325i
Ronald Caldwell	1994 318i	Michael W. Hetrick	2006 325xi	Patrick McGowen	2005 M3
Kenneth Ray &		Patricia H. Hightower	1998 740i	Michael W. & Merrily McKay	2007 530xi
Dawn Matthews Carpenter	2004 645ci	Michael Albert Hinojosa	1982 633csi	Matthew McKeever	2000 528i
Chris Charles	1999 540i	Spencer Hollis	2001 740iL	Serrick McNeill	2002 X5
Bernard Cheeseboro	2003 745Li	Michael Holt	2006 328xi	Robert Henry &	
Alysa Chin-shue	1999 323i	Michael Huffstetler		Christine Anne McWilliams	2007 328i
Kevon L. Chisolm	2002 M3	Eric Iverson	2000 540i	Richard Mercado	2001 X5
Nicholas L. Clesceri		Gerald E. & Donna R. Jackson	2006 750Li	Ann E. Merrell	
Stephen Clouse		John Marcus Jaeger	2004 325xi	Duane George Merrill	2000 328ci
Katherine Coerver		Steven Janssen	2004 330ciC	Jeffrey Mezzullo	2000 M5
Sherwood Douglas Cofer		Raymond C. Jenkins	1997 740i	Richard Milford	2001 330xi
Steven Collins	2000 323i	Doug Jenner	2002 M3	Jahan A. Mohandesi	2003 X5
Timothy Cooke	2003 M3	Chris Johnson	2001 M3	Renato R. Molina	2007 328i
Shurland Corriea	1998 740iL	Benjamin S. Johnson	2000 M5	S. William Moore	1992 325i
James Cottom	2006 535xi	Steve Johnson	2003 328i	Darla Moran	
B. Jeff Craig	2007 M6	Richard D. Jolsyn		Jodia Morehead	1987 325
Aleta Cress	2000 323i	Deborah Jones		Sandrella Morrison	1992 525i
Terence Crochetiere	2006 330i	Robert Jones		Brian & Lisa Morsch	2006 330xi
Brian Cunningham		Guy Daniel Josey &		David Mouser	2003 M3
Nicholas Daley & Charles Daley	2007 335i	Derick Lewis Josey	1993 325is	Elizabeth Napier Murphy	1999 528it
Edward Darden	2004 745Li	Andrea L. Joslyn	2001 325i	David Negron	



## NEW MEMBERS LIST



James Nichols	1997 540i
Charles Howard Nolan	2000 740iL
Nathan Nolley	1988 528e
Geoffrey Nye	
Robert Oakley	2004 325i
Joseph O. Okunfulure	2001 X5
Mark Oliver	2002 325i
Nuttapong Ongsangkoon	2001 325i
Robert Parker	2006 Z4
Darin Keith Pasquale	2003 330xi
Renan Fernando Pasquel	2002 325i
Lawrence E. Perry	1998 740iL
Erik J. Peterson	2006 X5
Lyle Bedford Peterson	1999 540i
James Powell	2003 325xi
Alexander Dickinson Rae	1994 530i
Kolin Rathmann	2003 530i
James Russell Rhea	1990 530i
Linda K. & Jerry D. Rhodes	2006 325i
Brian Riley	1995 325is
Nathaniel Roach	2005 M3
Rhina Roberts	1994 325iC
Juan & Gian Robinson	1995 525i
Nestor Rocha	2002 745i
Fernando Rodrigues	2005 540i
Eric Rolens	1988 535is
Jonathan M. & Marna J. Ross	
Timothy E. Royal	1999 540i
Melinda & Enrique Ruiz	1989 735i

Andrea Saevoon	1994 318is
Kenneth Sain	2001 X5
Benjamin Sandberg	
Sara Scarlett	
Hugh Scher	1986 325
Mark Shaffer	1995 325is
Zeeshan Shah	2006 330xi
David Shapiro	1998 328iC
Patrick A. Shayegan	
James Emerson Shoemaker	
Cindy Showe	
Wes Siegner	2000 540i
Stratis Skenderis	2007 650i
Thaddeus G. Sliwinski	2007 328xi
Stephen Smith	1991 525i
Jared L. Smith	2001 M3
Carolyn L. & Henry T. Smith	2003 Z4
Marlon Spencer	
Gordon Lawrence Sprigg	2007 328i
Stepan Starchenko	2007 335i
Janeann Streat	
Prem Subramanian	2000 323it
George Sullivan	
Lidia Szenner	2004 330xi
Carol Talbot	
Angela & Dan Taylor	1997 528i
Stephen W. Testa	1997 328iC
Chad Thornburg	2001 525
Edith Toms	2001 M3

Stephen Ulep	2002 M3
David B. Underhill	
Will Vaughn	2003 330ci
John Vetrano	2000 M Coupe
Jeremy Vickers	2000 M5
Joe Vogric	2000 540i
Dominic Nicholas Walsh	2000 540i
Abbot Ware	1998 740iL
David Waters	2004 325i
Ralign T. Wells	2002 745Li
CE West	
Richard Wilkof	2003 M3
Steven Witt	2007 335i
John Ye	
Darius Yekta	
Jerry a. Zuckerman	
Scott A. Zweibel	2007 335i

Note: If your name is misspelled, please use the Address Change form found under "Join and Renew" menu item at [www.bmwcca.org](http://www.bmwcca.org) to correct it. And, for those whose memberships are expiring, it's easy to renew online at this website as well.

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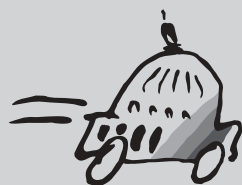
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NCC BMW CCA

# Roy Morris on the State of the Chapter

By Roy Morris (excerpt from speech)

*Ed. Note: The following excerpt is from the remarks of Chapter President Roy Morris at the Holiday Party regarding the state of our Chapter. After acknowledging the re-election of our hard-working Board of Directors: President – Roy Morris, Vice President – Steven Schlossman, Treasurer – Tim Wesling, Secretary – Dave Miller, Roy presented the state of the chapter in the context of recognizing some of the unelected contributors who run Chapter programs.*

This year, I would like to report to you on the state of your club.

We ended the year with 5,474 regular members and 808 associate members. We are the largest chapter in the CCA, by at least 1,000 members. Financially, we ended the year with \$103,700 in assets, virtually all in cash. We posted another surplus (\$12,000) on revenues of approximately \$224,000. Our website is turning into a real community. Over 1,000 members have registered as website users.

2006 was a year of initiative, leadership and accomplishment by the individuals who run our programs. They came, they saw a need, and they stepped up and got the job done.

Let's begin with the leaders of our award winning magazine, *der Bayerische*. Rob Williams continues doing a great job as editor. I think he's becoming a humorist. Kris Domich has filled a vacancy as Ad Manager- in fact he's responsible for the club making a profit in 2006. Raine Mantysalo continues as our graphic design producer. Since 1982! Who says perfectionism isn't a functional trait? Florence Polk-Schlossman has stepped up to become Associate Editor, much to Rob's relief. Todd Hutchison now

assists with post-production so that our advertisers can get copies. Chase Donnelly is going to help us with marketing. He's our youth representative. Lots of individual contributors wrote articles, but did you know that Woody Hair's column, Competition Corner, has been running for over 20 years? He is even talking about a new regular feature which he will reveal in due time.

Pete Lem, Eric Andreassen and their team (Adam Chelikowski and others) ran eight autocrosses- at a time when the council has disbanded and other clubs have given up on autocrossing due to shortage of lots.

Drivers' School Chief Instructor Bill Shook agreed to serve another term, and his principal reason is the great support he has received. Doug Verner has transitioned us from paper to online registration- that was a big challenge. Laboring behind the scenes, the spiritual leader of the Drivers' School program, David Bryan. Thanks to Gordon Kimpel, we also had barbecues at two of the schools, one sponsored by Radial Tire and one supported by Tire Van. Instructor Academy graduates now comprise half of instructor corps, thanks to Pete Read, IA Administrator and IA Graduate #1. We had four new graduates this year. The average IA graduate participation rate as instructors is 88%, so we know they are intensely loyal to the Drivers' School program.

Doug Verner has continued to lead two pilgrimages per year to the holy land in Spartanburg, S.C. By this I mean, BMW Club Day, which used to be called M School. This year we will find out whether demand is price-elastic as BMW has raised the cost from \$500 to \$625. Tim Wesling has organized a monthly social, usually on the third Thursdays. This is a pilot program and is

gaining traction.

Bob Stern keeps trying to outdo our old tourmeister Steven Schlossman in his careful planning of our Tours, as well as always having a B, an M and a W in his theme. Bob is also stepping up to manage our sponsor relationships in the Baltimore area and generally, to energize the Baltimore contingent of Chapter members. Brian Hair organized a winter karting league of very determined and serious competitors. That program is underway again this year on a somewhat more sportsmanlike note.

Alan Marsh and Zack Pullins have completely reinvigorated the DIY program and have aspirations of running one per month in 2007, if there is sufficient demand. Richard Pineda followed a tough act (Paul Vessels) as Concours Chair. But, Richard arranged for perfect weather in 2006 for the Deutsche Marque, which Paul was not always able to deliver.

Finally, Rafael Garces organized our participation in Street Survival, which is BMW CCA National's teen driving safety course. Alas, Rafael has moved to Atlanta, we'll miss him as we search for someone to follow in his very large footsteps.

## Conclusion

This chapter has come a long way since its first meeting on February 26, 1971, where current member Jim Miner (here tonight), and 27 other charter members came together at the New Carrollton City Hall. We just exceed 5,500 members this month. With your support we will continue the excellent programs that we now have and reach out to the many inactive members so that they too can share our passion.

## 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 website 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 website 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

### 1984 BMW 533i

Original owner was father, who bought new in 10/84 (I have original receipt). Delphin Gray w/Cherry Red leather interior. 5-speed manual, limited slip differential option. 207k miles. I have driven for past 4 years—incredibly reliable and wonderful car; starts easily, runs and shifts smoothly, and has been serviced regularly. Only mechanical issues are A/C (no longer works) and has leaked a small amount of oil. Passed VA safety and emissions inspection recently. Original toolkit, jack and owner's manual. Replaced TRXs with 16" wheels from a 2000 E39 and installed Kumho tires. Some splitting of front passenger seat, but otherwise interior is in perfect condition. Exterior has some rust on left front fender and windshield pillar area. It's hard to let this car go since it's been with us for over 22 years, but just bought a newer BMW and don't have time to give it TLC it deserves. I'd like to find someone who will care for this car as much as we have. Asking \$1,995. Please feel free to call me at 703.282.7076 for more info.

### 1990 BMW 735i

White w/tan leather interior. Concours winner. Great condition inside and out. In-dash CD player. Very reliable. 176,000 miles. Borbet 5-spoke 16" wheels. Serviced at Excluservice Rockville, MD. Located in Chevy Chase, MD. Also for sale: Winter tires Blizzak WS-50 225/60-15 and Borbet-type B-15 wheels — \$400/paid over \$800 last year (1,200 miles). Contact David at 301.467.5323.

### 1996 BMW 635Csi

Bronzit/Brown Leather, 168.5k mi., daily driver, 5 sp., sport seats, all power, pioneer CD. 16" M-5 rep. rims w/Yokohama tires 50% tread. Extra Kumho tires, 5 trx rims/tires. K&N filter (orig. air box incl.), M-sport steering wheel, otherwise original. Gauges good, minor cracks in dash. Recent new parts: Front Boge struts, full clutch & main seal, slave and master cylinders, drive shaft cntr. support and front flex disk, main and aux. fuel pumps. Warts: Needs muffler, rear fender rust, A/C worked but leaks, driver seat needs work. Dave: 540.373.6994, [dwinger@bca-pc.com](mailto:dwinger@bca-pc.com)

### 1999 BMW 323i Convertible

WBABJ7337XEA17959. This BMW is in excellent condition. I have all maintenance records and original window sticker. Includes the following desirable options: Sport Package and an upgraded Harman/Kardon stereo with 5-CD changer. Asking \$14,000. Mileage 92,300. Exterior color Dark Green Metallic; interior color Light Grey Leather. Transmission 5-speed manual. Call 703.606.3971 for more details or email [rowens66@gmail.com](mailto:rowens66@gmail.com).

### 2001 BMW 325Ci

WBABN33461JW48509. Alpine white/black leatherette. 19.5k miles. 5-speed; exceptional, near-new condition; 5-spoke 16" wheels; no sunroof or CD; always garaged; no smoker; all service records; bought and serviced at dealer; BMW sheepskin seat covers and chrome exhaust tips; clearskin on front. Mike at 703.335.8007 or email at [jktraveller@yahoo.com](mailto:jktraveller@yahoo.com).

### 2002 BMW 330Ci Cabrio

WBABSS3472EV88559. Titanium silver/black leather, 31.0k miles, 5-speed manual, sport- & cold-weather packages, carbon-fiber interior trim, M steering wheel, door sills, pedals, front spoiler, rear bumper cover & rocker panels, Shadowline trim, new M3-style 18" rims with new Michelins, xenon lights, DSC, exceptional. \$32,000 obo. David: 240.498.0473 (c); [davidtobin@starpower.net](mailto:davidtobin@starpower.net). (MD)

### 2002 BMW 525i

WBADT43422GY97022. 4-dr., black, automatic, AC, full power, grey leather, airbags, cruise, power sunroof, fog lamps, xenon lights, sports package, clean, 17" alloy wheels. All service performed at BMW dealers (records available). Just received Inspection II service in December 2006; brakes bled and radiator fluid changed last Feb. Pirelli PZero Nero Tires (235/45/17) with approx. 22k miles of prior use. Purchased in Stuttgart, Germany. 72,500 miles, many of them on Autobahn. \$15,000. Some scratches on hood from rocks, one scratch on trunk, some scratches to left front fog lamp area. Slight crack in wood panel that pops up over CD player. Call Luis at 757.876.5384 or [luisness@hotmail.com](mailto:luisness@hotmail.com). (MD Zip 20876).

### 2005 BMW X3

21k miles, Blue Water Metallic, tan leather interior. Premium Package, 3.0 six with Steptronic. All BMW DVD player, iPod adaptor, and sunshade. Warranty and maintenance package transfer. MUST SELL — buying new X5. \$32,500 obo. Contact James [jameschew@mac.com](mailto:jameschew@mac.com), 540.907.2867. Pictures available.

## CARS FOR SALE

### 2002 BMW M3

Mint condition, 47,000 miles with 100,000-mile engine warranty. Phoenix Yellow Metallic paint, Black Nappa leather interior; SMG II; Premium package (power seats with adjustable backrests, memory seat, power mirrors, moon roof, and rear parking sensors); Cold Weather Package (heated front seats, high pressure headlight cleaning system, ski-bag); Bi-Xenon headlights with auto-leveling; BMW GPS Navigation (voice-activated); Harman Kardon Premium sound system with Subwoofer, 6-CD player. After-market items: Eisenmann 83 MM exhaust; Bilstein PSS9 Coilovers; 19" BBS LM Wheels with Yokohama AVS Sports tires; BMW front strut bar; Kitomo Kevlar Front Lip; ClearBra (bumper and lip); NAV-TV DVD w/remote; Hamann Fog Light insets w/PIAA Xtreme Fog lights; ACS Emergency Brake & Aluminum Pedals; Xenon Interior Light kit, Lo-Jack. Perfect condition. 703.532.2481 — home; 703.519.1000 — work; or email: [jmassa@yellowbrix.com](mailto:jmassa@yellowbrix.com).

### 2002 Lexus LX470

62,000 miles. Beige Metallic with Tan Leather. Mark Levinson factory NAV; factory 6-DVD changer (aftermarket); 7" overhead single DVD player wired so any 7-DVDs can be directed to either or both monitors. VA legal tint for front; Limo tint for the rear. True Hella 7200K Xenon HID upgrade (not cheap bulb replacement); front headlight lens protection; Hidden Hitch brand towing hitch; rear sonar parking sensors (x4); aftermarket 18" with BF Goodrich KDW tires in 285/60-18 (8,000 miles); SmarTire brand tire pressure monitoring system with sensors installed above wheels; SmarTire remote full-function graphics display; Mobil 1 oil change every 3,000 miles; 60,000-mile service completed; engine coolant flushed and changed at 50,000 miles; brake fluid changed at 57,000 miles; cabin filters & engine air filters brand new; Valeo premium wipers; 8 coats (yes that's right) of Zaino Brothers polish. Vehicle is in super condition! Asking \$28,500.00. \*Optional\* Michelin Latitude X-Ice snow tires on factory wheels, used one winter in VA/less than 1,000 miles (\$750); Lexus Platinum extended, bumper-to-bumper warranty to 100,000 miles transfer with car for what it cost. (If not transferred, full price refunded to me—bumper-to-bumper not available after sale.) (Northern VA) If interested, please email [dj.kim@digitalconsultants.org](mailto:dj.kim@digitalconsultants.org).

### 2002 Volkswagen GTI GLX

72,000 miles, 6-speed manual, VR6 200hp, VW warranty until 100k (transferable), black leather, heated seats & mirrors, side-impact airbags, sunroof, 8-speaker stereo, ABS, traction control & stability control. Top-of-the-line with all available options. New tires and detailed service history. Recently had 70k-mile service at dealership. Had CarMax quote & inspection to verify no mechanical issues. VW-made roof rack. Owned three years, very well cared for. A joy to drive. Recently switched jobs and am commuting 80 miles daily. Putting mileage on already high-mileage E30. Live in Bethesda/work in Annapolis—am flexible about where I can show car.

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**Custom Summary Report**  
January through December 2006

	Jan - Dec 06
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Autocross Income	7,570.00
Concours Income	1,000.00
der Bayerische Income	
Advertising	12,670.00
<b>Total der Bayerische Income</b>	12,670.00
<b>Drivers School Income</b>	
Instructor Academy Fees	14,840.00
Student Fees	57,075.00
Drivers School Income - Other	1,248.69
<b>Total Drivers School Income</b>	73,163.69
<b>G&amp;A Income</b>	
Chapter Dues Rebate	83,766.53
Interest Income	1,076.65
Natl Rebates-Other	420.44
<b>Total G&amp;A Income</b>	85,263.62
<b>Holiday Party Income</b>	4,217.50
<b>Social Events Income</b>	3,330.00
<b>Tours &amp; Rallies Income</b>	36,598.00
<b>Total Income</b>	223,812.81
<b>Expense</b>	
<b>Autocross Expense</b>	
Amusement Taxes	400.32
Awards	2,378.25
Equipment	153.93
Insurance	1,925.00
Lot Rental	4,386.62
Supplies	809.00
Autocross Expense - Other	110.43
<b>Total Autocross Expense</b>	10,163.55
<b>Charity Expense</b>	237.78
<b>Club Store Expense</b>	
Merchandise Purchases	5,864.85
Club Store Expense - Other	1,043.50
<b>Total Club Store Expense</b>	6,908.35
<b>Concours Expense</b>	2,729.46
<b>der Bayerische</b>	
dB-Labels	4,284.35
dB-Postage	11,954.63
dB-Printing	19,845.00
dB-Set Up/Typesetting	9,000.00
der Bayerische - Other	27.65
<b>Total der Bayerische</b>	45,111.63
<b>DIY Events Expense</b>	417.44
<b>Drivers School Expense</b>	
Food & Beverages	1,589.22
Instructor incentives & premium	595.40
Insurance	5,600.00
Photocopies	279.58
Supplies	622.21
Track Rental Fees	68,198.04
Drivers School Expense - Other	676.00
<b>Total Drivers School Expense</b>	77,560.45
<b>G&amp;A Expense</b>	
Awards/Plaques	380.30
Bank Service Charges	286.56
Licenses & Fees	25.00

**NCC BMW CCA, Inc.**  
**Custom Summary Report**  
January through December 2006

	Jan - Dec 06
<b>Meeting Expense</b>	811.16
<b>Post Office Box</b>	254.00
<b>Postage</b>	14.67
<b>Website Hosting</b>	1,264.95
<b>G&amp;A Expense - Other</b>	114.76
<b>Total G&amp;A Expense</b>	3,151.40
<b>Holiday Party Expense</b>	9,110.88
<b>Social Events Expense</b>	16,183.79
<b>Tours &amp; Rallies Expense</b>	
Facility Charges	19,609.36
Insurance	900.02
Tours & Rallies Expense - Other	19,916.49
<b>Total Tours &amp; Rallies Expense</b>	40,425.87
<b>Total Expense</b>	212,000.60
<b>Net Ordinary Income</b>	11,812.21
<b>Net Income</b>	11,812.21



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