

der **Bayerische**

National Capital Chapter

BMW Car Club of America

May/June 2007



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Cover: BMW ALPINA B7. One of a total of 100 7 Series cars specially prepared by ALPINA. See article on page 12.
Photo by Raine Mantysalo.

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President's Message

By now you may have heard that Florence and Steven Schlossman will be moving to South Carolina, close to BMW CCA headquarters. I'm sure Wynne Smith, the Executive Director of CCA's National Office, will be thrilled to have both of them nearby.

Many people have asked me "What is your plan for replacing Steven in his many functions?"

My wife Marie observed that although other volunteers will eventually pick up the various tasks that Steven handles, the hardest part will be replicating the welcoming cheerful spirit that he brings to every activity. He really is the public face of the Chapter, both in our on-line communications, and at our activities and events (which he not only attends, but brings donuts, rents grills, buys beer, etc.).

I remember my first new members' party, at Tischer BMW, in June 2001. Florence registered me, while Steven hustled about. I didn't know a soul there. I can't remember anyone I met, or any Board member who spoke, or what they said, but I still remember being cheerfully greeted by Florence's thousand-candle-power smile.

Greg Lindsay has already volunteered to serve as Membership Chair. Other functions will migrate over time, I'm sure. Steven plans to continue as webmaster, and we hope Florence will continue as associate editor of this magazine. But there will be a lot of tasks up for grabs. Think of this as a great opportunity to get involved. All you have to know how to do is smile.

Roy Morris

Letter to the Editor

Good Food, Good Company, and a New Exhaust System

Saturday, February 17th at Convenience Car Care was my second NCC Do-It-Yourself (DIY) event and I can't emphasize enough what a great resource these events are to club members. After some coffee and donuts, my E30 was on the lift where a few members helped to point out some of the common maintenance issues that I should address in the future. Timmy & Danny from CCC had my new exhaust unpacked and ready for install and I received a lot of help with the installation from the CCC staff and some very, very, helpful club members (thanks again). This event helped me to gain an understanding of my car that can only be acquired with the help of a few Bimmer fanatics, a lift, and a heated garage. I'm looking forward to the next event, but in the meantime I'll be spreading some good PR for the shops participating in these programs.

Regards,

Erik Timme, Member 371830

Ooh That Smell

I know it's been said many times before, and every time it's been said it's been wrong, but I have recently seen something which has convinced me that I can finally state with complete confidence that everything good really has already been invented.

Last week I got my new *Inside Track* magazine; a publication that is sent automatically when you make a purchase from The Tire Rack. It's a pretty decent catalog/magazine, and I guess I do appreciate getting it. Don't get me wrong, it's not as though I bolt out the door to meet the mail man while yelling, "The new *Inside Track* is here! The new *Inside Track* is here!", like Navin R. Johnson when his new phone book arrived, but it's certainly not the worst of the catalogs that come to my house, and I usually give it a brief look-through.

So I was in my reading room one evening with *Inside Track*, flipping through the pages, checking out the new wheels and tires, and that's when I saw the ground-breaking news: KUMHO has intro-

duced a new line of scented tires! Can someone please tell me how it is that the earth has continued to spin on its axis, for these many ages, without this wonderful invention?!

According to the description, the lavender-scented "ECSTA DX Aroma" is, "KUMHO's Grand Touring All-Season tire designed for trend-setting, fashion-conscious drivers who enjoy products that will set their luxury coupes and sedans apart from everyone else's." Make a statement...an olfactory statement...with your tires. Wow, if that doesn't get you the girl, what will?

In an effort to describe this rather unique product, it began to sound as though the auto-oriented *Inside Track* copy writer was forced to channel one of his cohorts in the deodorant soap or bath bead industries, "In addition to replacing a tire's normal 'rubber' smell with the subtle scent of fresh lavender, the ECSTA DX Aroma is designed to deliver a comfortable ride and low noise, while blending good wear with dry, wet and year-round traction, even in light snow."

And, in a rare instance of function successfully following on the heels of form, it seems lavender scented tires actually perform better than rubber scented ones...or so they say, "Using a special mixing technology to blend the synthetic oils that provide the fragrant scent into the rubber compound, these heat-resistant oils are said to enhance the bonding of rubber chains and maximize the viscoelasticity of the rubber compound..." So, they can't tell you the scented oils actually do increase viscoelasticity, or by how much, just that they "are said" to do so. Sounds good, sign me up, how about you sell me some swamp land in Florida while we're at it?

What'll they think of next, maybe tires for drifting that make colored smoke?

Cheers!

Rob

Reference: "Featured Tires" *Inside Track* Issue 2007-1. Page 18.

Letter to the Editor

Slip Sliding Away...

I wanted to commend you on your "From the Editor" letter that popped into my mailbox with the Mar/Apr 2007 der Bayerische just yesterday. You captured the intense feeling, the "now what?" edge-of-panic, and the safety (two kiddos strapped in back) thoughts that many of us have been through in those situations. We all had to endure the DC area glacial ice flows that occurred a few weeks back - my driveway (flat thankfully) was 60+ feet of rock hard ice.

To your specific point, I've been a winter/summer rubber zealot from the time I could afford a 2nd set. My current Germanic stable includes a 92 VW Cabriolet, 96 E300 Merc and my beloved 2006 330Xi, named "Godfrey" (my 18 yr old names all our rides). All of them have two sets of wheels/tires (some more!), but I can tell you the difference is astounding. Even with AWD, the OEM ContiProContacts had very poor grip in the snow. I went to 18" (plus 1) ContiExtremeContact for my winter gear (the Tire Rack guys don't steer you wrong) and they have just enough of an aggressive tread/sipe pattern to make the difference immediately noticeable. The biggest difference of course, is with true winter (snowflake) tires. My Merc has Michelin Pilot Alpin's, and even with 25K miles of wear and RWD, they got me thru a couple serious white knuckle "please keep going forward!" moments this ice-laden winter.

As a sidebar, my 330xi has the 18" Conti's for winter and 19" General UHP's (again, the Tire Rack guys turned me on to a tire I never would have chosen myself) for summer wear. Two things struck me. First, neither of these tires are run flats (they sold me a sweet repair pump w/ sealant) - the OEM Conti's are. Both of them are actually softer, at plus 1 and plus 2, and have better grip, than the OEM rubber. They don't shock you when you hit one of those lovely DC area potholes the way the run flats do. Second, both have more "feel" or rumble than the OEM all-seasons. That may sound bad, but as BMW has made their cars more luxurious, they've lost that "connection" to the road. Ironically, these more aggressive tires help bring that back. It is never bothersome, and it provides just enough feedback to remind you you're in a driving machine - something I don't want to lose touch with.

Bottom Line - as you (and your wife) discovered, I HIGHLY recommend popping for a 2nd set of wheels/rubber for winter. On a \$40K+ investment, \$1000-1200 is cheap. More importantly, making it thru the scenario you described unharmed just ONE time is something you can't put a price on. Besides, you get to pick out a nice 2nd set of rims right?!

Anyway, superb article - really brought home the importance of those few square inches that connect us to the asphalt.

*Keep up the good work,
Norm Sweet, Member 312808*

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

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 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 18 Karting League – Allsports Grand Prix, Sterling, VA
- 27 Karting Practice – Allsports Grand Prix, Sterling, VA

March

- 3 Do-It-Yourself (DIY) – FunKtion Auto, Dulles, VA
- 4 Cannonball Run – Arlington Cinema N' Drafthouse, 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 Get-Together – On the Border, Rockville, MD
- 24 Street Survival – Sykesville, MD
- 27 Karting Practice – Allsports Grand Prix, Sterling, VA

April

- 7 9th Annual Autocross School – Sykesville, MD
- 14 Do-It-Yourself (DIY) – Curry's Auto Service, Chantilly, VA
- 15 Wild, Wonderful Woods Spwing Tour – Berkeley Springs, WV
- 19 Get-Together – Zodiac Grill, Gaithersburg, MD
- 28 Autocross Series #1 – Sykesville, MD

May

- 5 Street Survival – Dulles, VA
- 6 24th Annual Deutsche Marque Concours – Great Falls, VA
- 12 BMW Club Day – BMW Performance Center, Spartanburg, SC
- 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 Do-It-Yourself (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 Autocross #3 – Ripken Stadium, Aberdeen, MD
- 16 Do-It-Yourself (DIY) – Road Race Technologies, Dulles, VA

July

- 14 Do-It-Yourself (DIY) – J&F Motors Ltd., Arlington, VA
- 21-22 Drivers' School – Shenandoah Circuit, Summit Point, WV
- 28 Autocross Series #4 – Manassas, VA
- 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 Do-It-Yourself (DIY) (to be announced)

September

- 15 Autocross Series #6 – Aberdeen, MD
- 15 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 30 BMW CCA Oktoberfest – Fort Worth, TX⁽¹⁾

October

- 1-5 BMW CCA Oktoberfest – Fort Worth, TX⁽¹⁾
- 7 Columbus Day Parade – Baltimore, MD
- 13 Do-It-Yourself (DIY) – FunKtion Auto, Dulles, VA
- 20 Autocross Series #7 – Bowie, MD
- 20-21 Drivers' School – Jefferson Circuit, Summit Point, WV
- 27 BMW Club Day – BMW Performance Center, Spartanburg, SC

November

- 3-4 Fall Tour – Deep Creek, MD
- 17 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA

December

- 1 Do-It-Yourself (DIY) – BMW of Fairfax, Fairfax, VA

⁽¹⁾ <http://www.bmwcca.org/>

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

C O M I N G E V E N T S

17th Annual Jefferson 500 Vintage Race Corral

17th Annual Jefferson 500 Vintage Race Corral
Summit Point Raceway, Summit Point WV
Sunday, 20 May 2007
9:00AM till 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. Soft drinks and water will be served with lunch. 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. Please register on the NCC website.

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

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

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

3rd Annual Tri-Marque Performance Driver's School

Virginia International Raceway
Thursday and Friday, 14-15 June 2007

The National Capital Chapter is joining with the Greater Washington Section of the Mercedes-Benz Club of America and the Potomac-Chesapeake Chapter of the Audi Club of North America to host a two day performance driver school on the 3.27-mile full course at VIR. The \$365 entry fee includes an event t-shirt and catered dinner at the track Thursday evening. This is a chance to drive one of the most spectacular tracks in the world which is located less than 4-hours south of the DC Beltway. Paul Newman is quoted as saying, "If there's a heaven on Earth, it's at VIR." And Carroll Shelby said after his first race at VIR, "A lap of VIR is like 100 laps at Watkins Glen."

Registration information is on the Mercedes Club website: www.gws-mbca.org. For questions contact Woody Hair at 703-243-5796 or woodym3@comcast.net.

Barn (covered), Market Towns, and Wine Summer Tour

Saturday, 11 August 2007
Start Time: 9:30 to 10:15 a.m.
Starting from: Northwest BMW, Owings Mills, Maryland

This year, we have really found a great day of events to get us out of the "Dog Days of Summer".

The tour will start with Bagel, Buns, Coffee, and BMWs at the newly remodeled Northwest BMW dealership in Owings Mills, Maryland.

Morning snacks are hosted by Josh Dreiband, Brian Cunningham, and the great team at NW BMW. Several members of the Northwest BMW team will join us for the tour (they get out of cleaning up after we leave).

After a short drivers' meeting, we will depart around 10:30 AM for a tour through Baltimore and Carroll counties in Maryland and end up in the Dutch Country of Pennsylvania, very close to Gettysburg (while trying to avoid the summer traffic of Gettysburg itself). Our route will take us through several small towns because of the increasing population in this area.

Lunch of chicken, ribs, and ham will be farm style at the Hickory Bridge Farm around 1:00 PM. Before or after lunch, there is a farm museum and store on site to visit. After lunch, we will visit the Adams County Winery for music and wine (would I let you down?). The lunch site is also within a short distance of the Gettysburg Battlefields, Gettysburg Outlet Stores, and several local produce stands. Those of you who are not interested in wine will have plenty of other things to do.

This will be a great trip to include some of the younger, non-BMW drivers, in our group. Kids and Grandkids will have plenty to entertain them. We will have our, almost 11-year-old, grandson with us. Hickory Bridge will even set up a separate kids table if requested.

All reservations and payments must be made before August 3, 2007. Cost to you for lunch is \$10.00 per adult and \$7 for children under 7 years old. Please pay by check. The mailing address for the check will be included in your confirmation email when you register for the trip on the NCC website.

Please check our website for further details and route instructions, which will be posted once they become available.

For additional information, you may contact Bob Stern via email at: bob.stern@nccbmwcca.org.

We look forward to seeing you at breakfast and for the entire day.

Northwest BMW -
northwestbmw.com/northwest_bmw_location.cfm

Adams County Winery - www.adamscountywinery.com
Hickory Bridge Farm - www.hickorybridgefarm.com

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. Please see our website for further details and signup information at <http://www.nccbmwcca.org/diy>. See below for dates and locations.

Feb 17	Convenience Car Care (Manassas, VA)
March 3	Funktion Auto (Dulles, VA)
April 14	Curry's Auto Service (Chantilly, VA)
May 20	BMW of Sterling (Sunday) (Sterling, VA)
June 16	Road Race Technologies (Dulles, VA)
July 14	J&F Motors Ltd. (Arlington, VA)
August 18	Mystery Location
September 15	Martin Motorsports (Alexandria, VA)
October 13	Funktion Auto (Dulles, VA)
November 17	Convenience Car Care (Manassas, VA)
December 1	BMW of Fairfax



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 **MARTIN** motorsports



Coast to Coast in the 2007 BMW X5:

Can't Stop Driving

Text and photos by J.C. Chaney Member 291080

Blasting through Southern California's Angeles Crest Highway, the road that connects the Antelope Valley to Pasadena, my 12-year-old daughter admired the trees and the rock formations that lined the road. She thought Southern California was nothing more than a landscape of beaches lined with movie stars; a drive through one of my favorite "test tracks" corrected that misperception.

I, on the other hand, was enjoying giving the driver of a certain Honda Civic rice rocket fits. The guy driving was obviously familiar with this road. He knew "the line" and his car, equipped with a turbocharger, Koni shocks, and Toyo tires was properly set up to drive this road. He just couldn't believe that he was unable keep up with an SUV; if he had seen a certain TV commercial, he would have understood.

This was no SUV, but a 2007 BMW X5 with a Nurburgring-tuned dynamic stability-controlled

suspension and an xDrive full-time all-wheel drive drivetrain. He would have even been more impressed had he known that the 2007 X5 he encountered was equipped with the 3.0-liter six, not the 4.8-liter V8, and that it didn't even have the Sport Package.

While driving in Northern Virginia, the performance from the powerful 4.8 V8 was obvious and impressive. Whether cruising I-95, driving Skyline Drive, or driving through the tight underground parking garages, the V8-powered 2007 X5 felt more like an E39 M5 than an SUV. And when we had our January snowstorms, the sure footed X5 made short work of the snow-covered Spotsylvania Country back roads while others were slipping and sliding.

While the X5 has been a stunning market success for BMW, with over 600,000 sold worldwide, the vehicle has been a bit of an enigma to the automotive press. BMW attempted to distinguish

the X5 from the Jeep Grand Cherokee, Ford Explorer, and Mercedes ML Sport Utility Vehicles (SUVs) by calling it a "Sports Activity Vehicle". Because the North American market views SUVs as a minivan alternative, the X5 has taken some critical lumps for small cargo area and the lack of a third row seat.

Three of the four immediately noticeable interior changes in the 2007 X5 are the much larger cargo area, much larger second row passenger compartment (with adjustable seats), and the third-row seat. While in Southern California, my 5'7" 12-year-old daughter made the third-row seat her "place" as we toured Bel-Air, UCLA, Beverly Hills and Hollywood. She was comfortable, but she had to sit sideways. Using the 2007 X5 as a school car-pool vehicle in Fredericksburg, we found that two fourth-grade kids not only fit well, but they were quite impressed with the HVAC vents and controls, as well as the little storage compartments.

With the improved second-row passenger room, flat rear floor, adjustable second-row seats, and the third-row seat, we found that the 2007 X5 can comfortably seat five adults and one child seat or four adults, one baby seat, and two elementary school children.

The additional cargo room is obvious and much appreciated. A civil engineering degree is no longer required to determine how to effectively load the X5 with a week's worth of vacation luggage for your typical family of four. However, you'll have to decide if you want to carry people or luggage when the third-row seats are used. That could be why the 2007 X5 has a standard roof rack.

The other noticeable interior change is the automatic shifter. The only people that will immediately know how to operate that shifter are F-16 pilots. The rest of us will require a quick explanation on how the side button must be pushed to operate the shifter, and you move the stick forward to go into "Reverse", back to go it to "Drive", to the left to go in to manual shift mode, and press the button on top to put it in "Park". After reading this paragraph, you now know how to use the new shifter.

As for the parking brake, you'll need to pull up on a large switch that's located behind the shifter and push down to disengage the parking brake. This is the one area where BMW may have pushed technology a little too far!

Speaking of pushing technology, the now standard iDrive is much more user friendly. Because neither of our evaluation X5s had the navigation system, the large screen went to the "default" iDrive mode when we weren't adjusting the stereo or the climate controls. This default screen is quite irritating after a while, so we'd opt to get the navigation system just so we wouldn't have to stare at the distracting iDrive screen.

The exterior design changes between the E70 and E53 are quite subtle. Only when next to each other does one notice the E70's "power bulge" hood, aggressive front end, sleeker side profile, longer wheelbase, and clean rear end. In short, the E53 looks like a great college athlete while the E70 looks like that same great athlete a few years after turning professional.

BMW's are designed to be driven, which we did. The new suspension works quite well — providing the characteristic tight and confident BMW handling both on and off road. The ride is much improved, especially for the rear passengers, thanks to a revised fully independent rear suspension. The resulting handling made the X5 feel like a sport sedan. In fact, my wife remarked how she never felt the size of the much larger 2007 X5 when she was driving. In fact, she felt as if she was driving her X3!

The increased horsepower and torque from



(Top) The 60/40 split second-row seat can fit two child seats while still allowing access to the third row. (Above) A substantial amount of cargo room remains, even with the third-row seats up. (Middle) Third row is fine for a 12-year-old, not so great for adults.

both the 3.0-liter six (260hp/ 225 lb-ft) and 4.8 liter V-8 (350 hp/350 lb-ft) required that a new front suspension be developed for the X5 in order to remain the performance-luxury SUV benchmark. Rather than MacPherson struts, the front suspension is a double-wishbone multi-link design that





While not a true off-road vehicle, the X5 is more than adequate to handle the snowiest of roads.

keeps the front tires parallel to the ground during hard cornering.

The fact that my youngest daughter remained sound asleep during my spirited driving sessions on Southern California's Angeles Crest Highway and Bouquet Canyon Road was proof of the 2007 X5's suspension and near perfect balance of performance and luxury.

The new six-speed automatic transmission works well with both engines. Smooth, quick, and sure, the new ZF six-speed automatic transmission is simply wonderful. In manual shift mode, we

would have preferred to have paddle shifters, but shifting with the stick did make us feel a lot more connected to the vehicle.

The X5s now have standard run flat tires. Because the 2007 X5's suspension was specially tuned to using run flats, the ride and handling were very, very nice. We discovered the advantages and disadvantages of these tires during our Northern Virginia evaluation. Because of the "pave the Earth" mentality of Arlington and Spotsylvania County, we twice found nails in our run flat tires. We discovered this only when the tire pressure indicator

informed us of low tire pressure in a particular tire. Both times, we were over thirty miles from home and were able to drive home safely on the damaged tires. Because run flat tires cannot be repaired, the vehicle had to be towed to a BMW dealer for new tires; and because of this experience, we will buy the road hazard tire warranty when we get our new X5!

After driving two differently equipped 2007 X5s on the roads of Southern California and Northern Virginia, we found it to be the ideal car enthusiast's family car. It's an excellent everyday family vehicle, ideal for transporting you and your family to the classiest of places and for long distances; and would be enjoyable to drive to, and on, Summit Point raceway.

A few months ago, I wrote about how our X3 was getting too small with our new daughter and her associated support equipment. I expressed hope that the 2007 X5 would be that "ideal" vehicle that would retain us as loyal BMW owners. The 2007 X5 not only met my expectations, it exceeded them.

As a BMW enthusiast and a "car guy", I've been underwhelmed by the "buff book" response to the new X5. Despite the well-attended and well-planned two-day media launch held at the Spartanburg facility, the reviews have never made the buff book covers, but are buried deep within those publications. I attribute this to the evolutionary exterior and interior design changes as well as the much improved, but expected, driving improvements. The 2007 BMW X5 looks like a BMW and drives like a BMW. It's the Ultimate Driving Sports Activity Vehicle and still the "SAV" benchmark that Mercedes, Audi, Acura and Cadillac will continue to chase.





Photo by Alan Marsh

NCC 2007 Do-It-Yourself (DIY) Program Update

Zach Pullins & Alan Marsh, Coordinators

2007 DIYs completed:

DIY Number 1 at Convenience Car Care in Manassas, VA on February 17th. Had 13 Members working on their cars and an additional three members who came just to help. The folks at CCC gave us a great event to initiate our eleven-DIY season, please see the article and photos on page 10.

DIY Number 2 at Funktion Auto in Dulles, VA on March 3rd. Had 12 members working on their cars and an additional four member helpers. Among the many attractions, it seems that everyone took a break to ogle the V10 neatly hidden 'neath the hood of an attending sedan. Several people were seen with a tape measure, checking to see if it would fit their current driver.

DIY Event Changes/Updates:

DIY Number 4 at BMW of Sterling in Sterling, VA will be Sunday, May 20th from 1 to 4 PM. There will be a special DIY event the previous day, please see below.

DIY Number 9 at Funktion Auto in Dulles, VA will be on Saturday, October 13th.

DIY Number 11 at BMW of Fairfax will be Saturday, December 1st.

There is one month remaining for the State of Maryland to join our 2007 DIY program, or be totally shut out by the Commonwealth to the South.

DIY Events Recently Added:

Recognizing that DIY Number 4 will be held on the same weekend as the "Jefferson 500" vintage race (May 19th and 20th), your Board of Directors has agreed to a cross promotion event. NCC invites DIYers to the Saturday Jefferson 500 as guests of the Chapter. Any NCC member already confirmed for the Sunday DIY, who presents his or her Jefferson 500 ticket to the DIY organizer on Sunday, will receive \$20 (limit one per member). You'll find the vintage races exciting, and the 'Jeff 500' is known worldwide!

A joint DIY Family Picnic will occur Sunday, September 23rd at the Pavilion in the C&O Historical Park at Carderock, MD. All family members are invited. We'll be joining with the Washington Volvo Club (WVC) DIYers, who've

had similar picnics there the last two years. More information will be provided in future issues and on the website. Put this date on your family calendar today.

Lady DIYers are invited to attend. Coordinators Zach & Alan have agreed that lady DIYers add a special flavor to our program, and therefore the first three ladies who register for each remaining 2007 DIY will have their \$15 registration refunded at the DIY.

Website Registration Updates:

Changes have been made to the DIY procedures on our website, to make it easier for you and for us. (1) You must be a member to participate. (2) With the exception of DIY Number 11, pre-registration for each DIY opens three weeks before – and closes one week before – that DIY. This will help us send a confirmation e-mail to all registered members by the Wednesday before each DIY.



Convenience Car Care Kicks Off Do-It-Yourself Season

By Rob Williams

Photos by Alan Marsh,
Bill Colbert and Rob Williams

The grease-under-their-nails crowd arrived early on February 17th at Convenience Car Care and Auto Sales in Manassas for the kick-off to the 2007 DIY Season. For the acronym-challenged amongst our readership, DIY stands for "Do It Yourself."

Participating shops graciously open their service bays and provide technicians on a week-end day and allow our members to come in and utilize the professional shop equipment and technical guidance to tackle various projects on their cars. The once-dormant DIY program has enjoyed a resurgence in popularity recently, under the leadership of Alan Marsh and Zach Pullins. 2007 is the most ambitious year yet for the DIY program, with 11 events on the calendar and a budget to provide lunch and various keepsakes for the participants and host shops.

The CCC event was the first of the season and gave us a very solid start with 13 members participating and three members showing-up just to lend a hand to others. Routine maintenance is



(Top) Trying to get a handle on that stubborn distributor cap screw. (Above) "Quick, someone hand me the drain plug!" Bill Colbert drains oil from his 6 Series. (Bottom-Left and Center) Kevin McLaughlin gets some help with his shocks. (Bottom-Right) CCC's Danny Evans gives a safety talk.

very big at these events; changing fluids is a lot more fun with the car up on a lift than lying on your back in the driveway.

Oil changes were done on Bill Colbert's '04 645Ci Convertible (six-speed, very nice car!), and Craig Brown's '04 330i. Differential and transmission fluid changes are routine maintenance as well, and not too much more difficult than changing oil, but much more of a hassle without a lift. Diff and trans fluid changes were done by Mark Bakker on his '99 M3, Qing Sun on his '01 530i, and Stan Groenig on his '91 M3.

Erik Timme replaced the exhaust on his '90 325i (see Eric's letter elsewhere in this issue). The DIY staff got into the act, with Zach Pullins replacing the door seals on his '00 323i. Maurice Werner just wanted to get a look at the underside of his newly purchased '86 635Csi. Joe Cresko checked on a rough-running condition as well as some play in the front suspension in his '83 528e. Kevin McLaughlin did the front and rear shocks on his '98 328ic. Paul Diaz, otherwise



known as "Super Dad", brought his 4 year-old son Juan Pablo along to flush the brake fluid and check on the condition of the pads on his '01 740i. I adjusted the valves on my '88 325iX. Finally, Joel Bossard and Joe Baron showed up just to lend a hand where they could.

There was a palpable sense of camaraderie in the air as DIYers pitched-in to assist each other with tasks and just admired each other's cars. I learned a thing or two about my car, and I'm pretty sure I was not the only one to do so. Everyone completed the tasks they set out to accomplish, and we even had a tasty lunch platter of various sandwiches with all the trimmings for lunch. So, good food, good company, and fine automobiles...that's a recipe for a really great time if you ask me!

The National Capital Chapter would like to extend our thanks to Convenience Car Care and Auto Sales for their gracious hospitality. We would especially like to thank CCC's Lead Technician (and DIY liaison) Danny Evans and Technician Lee "Squirrel Man" Holbrook for their guidance and patience. Of course none of this would be possible without CCC owner, and NCC member, Timmy Tyrrell's affinity for our members; especially those of us who like to get in there and get our hands dirty.

Convenience Car Care and Auto Sales is in its 17th year of providing the highest quality

customer experience possible, whether purchasing a special vehicle, prepping a race car, or keeping the family truck running right, CCC is the place to come for "Quality Service with a Personal Touch." Contact them at 703-330-2237 or on the web at www.conveniencecarcare.com.

(Clockwise from Right) Erik Timme uses a spinner jack to get his new exhaust in position. The DIYers check in on each other's projects. Looking under the hood of Mark Bakker's E36 M3. Joe Cresko and his E28. CCC Tech Danny Evans briefing the crowd on safety issues.



Seven Heaven: BMW ALPINA B7

By Raine Mantysalo

Photos by Jarrod Elwinger and Raine Mantysalo



What do you get when you send a 7 Series BMW to ALPINA for a few performance enhancements? The ALPINA B7.

The biggest of the BMW sedans has always been considered as a symbol of "having arrived." But it is hard to imagine that a luxury car of its size and often driven only by chauffeurs, at least in other countries, with its rich and comfortable leather interior and wood trim, provides such stunning performance. The very rare sedan, only 100

in the U.S., built on the shorter wheelbase 750i chassis, leaves most of today's so-called sport cars and coupes sucking its dust.

The car accelerates from 0 to 60 mph in only 4.8 seconds and has a top speed on 186 mph. To move its 4,552lbs so quickly, it is powered by a supercharged 4.4 liter V8. The engine puts out 500 horsepower and 516 lb-ft of torque. To put things in perspective, that is 133 lb-ft more than the V10 engine in the M5 delivers. Don't worry, it

also has adequate braking power to slow it down when needed. The front rotors are 14.7" and the rears are 14.6".

A special ALPINA sport-tuned suspension and Active Roll Stabilization help to deliver optimal handling with its near 50/50 weight distribution.

Even during moderate acceleration you can feel the enormous torque though the engine remains relatively quiet considering what it has to offer. The exhaust note is noticeable and adds to the performance nature of the car.

To show its true colors, the BMW roundels on the wheels and also the steering wheel have been replaced with ALPINA's red and blue emblems. In addition to the nicely added rear spoiler on the trunk lid and the massive Star Spoke alloy wheels (21x9" front, 21x10.5" rear) they are the main visual differences on the outside of the car.

Dressed in Sapphire Black Metallic paint with shadowline trim, the car was delivered with black spoked wheel protectors that made it look very mean. At first sight and from a distance they looked like the actual wheels.

If you owned a car like this you wouldn't let a chauffeur drive it... you'd want to experience it yourself. At about \$125,000 it is not for everyone's wallet, but letting your chauffeur go, may just be the ticket to affording one.

Thanks to Passport BMW for the use of the car and the opportunity to tell other BMW Car Club members about it.



BMW ALPINA B7



(Opposite page top) The 21" Star Spoke wheels make the car look lighter. (Opposite page bottom) An understatement? No dual pipes as in the M5 and M6. (Above left) Ever drive a car with 100 mph straight up? (Below) Not M Power, but supercharged power. The B7 engine outputs 500 horsepower and 516 lb-ft of torque.



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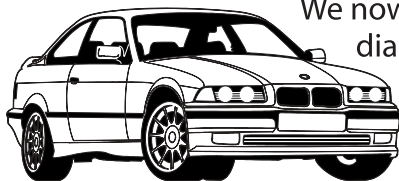
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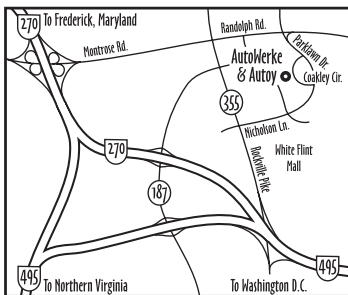
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BY WOODY HAIR

WOODY'S Competition C O R N E R

As this is written the inaugural **Formula 1** race of the 2007 season is in the books, and you might need a scorecard to keep track of the changes from last year. Fernando Alonso, the 2005 and 2006 champion driver, has abandoned the Renault team for McLaren. Kimi Raikkonen, in turn, left McLaren to fill the retired Michael Schumacher's mighty big shoes at Ferrari. Felipe Massa returns to Ferrari and, based on pre-season testing, may equal or exceed Raikkonen's performance this year. Long-time McLaren protégé Lewis Hamilton will team with Alonso at McLaren. He won the GP2 series last year and this 22-year old holds the distinction of being the first black driver to race in F1. Another Rookie, Heikki Kovalainen, joins Giancarlo Fisichella at Renault.

The **BMW-Sauber** team returns with their 2006 drivers Nick Heidfeld and Robert Kubica and they have looked good in pre-season testing. There has been concern about the cars' reliability, particularly the transmission. More on that in a moment. Honda returns with Rubens Barrichello and Jenson Button, but no commercial sponsor. Red Bull has Mark Webber moving from Williams to team with David Coulthard and last year's Cosworth engine is replaced with Renaults. Williams replaced their Cosworths with Toyota engines and Alexander Wurz moves into Webber's seat alongside Nico Rosberg. The Toyota team returns with veterans Ralf Schumacher and Jarno Trulli. Unfortunately, none of these teams are considered threats to Ferrari or McLaren.

With the ban on cigarette advertising, many of the cars are sporting new livery. The Lucky Strike Hondas have a blue and green depiction of planet Earth. The Mild Seven Renaults are sponsored by ING insurance and carry orange, white and black colors. Ferrari's Marlboro logo has been replaced by a simulated bar-code, presumably for the cigarette brand. At least the Ferraris are still red. Bridgestone is now the lone tire supplier. The rules require them to supply two types of rubber compound at each event and teams must use both of them during the race. This is supposed to add some intriguing strategy during the race.

So in the first race in Australia, Raikkonen was the top qualifier and pretty much led from start to finish. His Ferrari teammate Massa suffered a gearbox problem during qualifying. They chose to replace the engine which put him at the back of the

starting grid, from whence he worked his way up to a 6th place finish. Alonso and Hamilton looked strong and finished 2nd and 3rd. Heidfeld's BMW was a promising 4th and Kubica would likely have been 4th or 5th if not for a failed gearbox near the end of the race. I'm expecting a few podium finishes for BMW this year. Have you made plans to attend the Montreal or Indianapolis races in June?

The Mid-Atlantic Region of **NASA** held its first 2007 race weekend at VIR in late February. At least twenty-six SpecE30 BMWs competed, and I know of several finished cars that were not there. Spec E30 is for almost stock '87 to '90 325i with specified springs, shocks, sway bars and tires. Random weight and engine dyno testing assures there is no cheating. They run in the "Bomber" race group with several other classes, and sixty-seven cars started

Saturday's 40-minute sprint race. The top five Spec E30 finishers were Jon Allen, Carter Hunt, Vic Hall, Chris Cobetto, and Carlton Goldthwaite. Chevy Chase's Hall set a new full course record of 2:20.076 during the race. Sunday's sprint was run in rain and the finishing order saw Chris Cobetto, Vic Hall, Mike Davidson, Carter Hunt, and David Herrington.

When NASA Mid-Atlantic runs an endurance race it is 3 hours, none of this wimpy 1-hour with a 5-minute mandatory pit stop as in the BMWCCA Club Race "enduros". It was raining even harder for the start of the enduro and only 29 entries chose to take the grid. The first five cars completed 62 laps and the top BMWs were Daniel/David Herrington, Goldthwaite/Hunt, Hall/May, and McAvoy/Battle. NASA will be racing at Summit Point June 23 and 34. Come out and cheer for the old BMWs.

COMPETITION CORNER CALENDAR

May 4-13	One Lap of America
May 5-6	Cumberland Airport Autocrosses, Cumberland, MD
May 12	SCCA Autocross #2, 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 19-20	Ferrari Challenge and Historics, VIR, Danville, VA
May 19-20	Jefferson 500 Vintage Sports Car Races, Summit Point, WV
May 26-28	Grand-Am GTs/Koni Challenge/WC Touring, Lime Rock, CT
Jun 2	SCCA 12-Hour Race, Summit Point, WV
Jun 8-9	Grand-Am 6-Hour/World Challenge Races, Watkins Glen, NY
Jun 8-10	Canadian F1 GP, Montreal, Quebec
Jun 15-17	U.S. F1 GP, Indianapolis, IN
Jun 17	SCCA MARRS Regional Races, Summit Point, WV
Jun 17	SCCA Autocross #3, FedEx Field, Landover, MD
Jun 23-24	SCCA Pro-Solo Autocross, FedEx Field, Landover, MD
Jun 23-24	Grand-Am/Koni Challenge/BMW Club Races, Mid-Ohio, OH
Jul 1	SCCA MARRS Regional Races, Nelson Ledges, OH
Jul 7-8	IRL/Koni Challenge Races, Watkins Glen, NY
Jul 7	ALMS Race, Lime Rock, CT
Jul 15	SCCA Autocross #4, FedEx Field, Landover, MD
Jul 21-22	ALMS/Indy Pro Series/World Challenge, Mid-Ohio, OH
Jul 28	BMW Club Autocross, Manassas, VA
July 29	SCCA Ron Katona Memorial Autocross, FedEx Field, MD
Jul 28-29	BMW Club Races, Summit Point, WV

That same weekend in February the Tarheel chapter hosted a **BMW Club Race** weekend at Carolina Motorsports Park. Two members of our chapter joined the fun. Phil Ackley drove his E21 323i in the Saturday enduro with the former owner, Ray Korman. They finished 2nd in D Modified and 5th overall. Sunday Phil was 2nd in class and 8th overall. Barry Battle co-drove a J-Prepared class E30 M3 with Shane Gunn in the first half of the hour-long race and a J-Stock E30 M3 with Bob Blood in the second half of the race. The Battle cars finished 2nd and 1st in class, and 6th and 9th overall.

The Team Sigalsport entry may be the only Daytona Prototype in the **Rolex Grand-Am** series to use BMW-power this season, but all the others teams with Porsche, Pontiac, Lexus and Ford V8s must be wondering if the Dinan-built BMW M5 V8 would be a better choice. In the second race of the season at Mexico City, Bill Auberlen was running in the top five when ex-Formula 1 driver Jan Magnussen rear-ended him in a braking zone and repairs put the yellow and blue Riley-BMW a couple of laps down. The third race was on the combination oval-infield road course at Homestead, Florida. Matt Alhadeff qualified the #05 BMW 15th and drove the first 21 laps of the race. Auberlen then drove the final 70 laps while slowly moving through the field with some aggressive passes. With eleven laps to go, Auberlen surprised the leading Pontiac-Riley of Max Angelelli with a text-book late-braking pass and was able to stay ahead. This was the first Daytona Prototype win for a BMW-powered car since the end of the 2005 season. Hopefully Grand-Am officials won't impose further restrictions on the BMW powerplant as a result. The current rules allow the M5 engine a maximum of 6,800 rpm. All other DP engines are allowed more.

SPEED SHIFTS: Several more chapter members are entering the **2007 Cannonball One Lap of America** which runs from May 5 to 12. Ahmad Keshk and Dick Clark will be driving Ahmad's new BMW M6. Scott Harrison and Corey Zimmerman will be in Scott's Mustang. Finally, our Concours chairman Richard Pineda is entering his E55 Mercedes with Phil Pao. The weekend of May 19-20 is a busy one for local car enthusiasts. We are hosting an autocross on the 19th and the catered corral at the **Jefferson 500** vintage races at Summit Point on Sunday, as well as a DIY at BMW of Sterling. Down at VIR there will be the Ferrari Challenge races for F430s and the Historic Challenge for vintage Ferraris and Maseratis. Finally, there is the annual Kit and Replicar show in nearby Carlisle, PA. Crunch.

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May

Owner: Faisal Ahmed
 Year: 1992
 Model: 860i (yes, Eight-Sixty)
 Color: Exterior: Diamond Black,
 Interior: Parchment

Synopsis:

This month's car is #5 of 7 known 860is in the world built by PowerPlant racing in North Carolina. Faisal's previous BMW was CoM in April 2005 and 2007 looks to be treating him well. In addition to being a dedicated BMWCCA NCC member, Faisal is the founder of the DC Metro e31 Special Interest Group (SIG).

This CoM and Bavarian heavy hitter started its life as a 1992 BMW 850i. It has a 6-speed transmission and more horsepower per pound than the new ///M6. The car conversion and major modifications were completed last November and the plan is to hit all the hot spots for BMW aficionados - autocross, track, and the occasional show for 2007 and beyond. The



upgrades and modifications list on this e31 is extensive. To attempt to condense it would be a shame. Engine, cosmetics, suspension, drivetrain, and electronics... you name it, it has been enhanced. The next time you see Faisal, just ask. If you can, also sneak a

ride. I am sure you will not be disappointed.

What's next? Well, Faisal's summer projects include a Twin S/C system to get the HP to 700+. However, Faisal is still checking to see if Mrs. Ahmed will allow a second raid on the savings account.

(A June Car of the Month did not arrive before press time.) 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.



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A Look Back

By Woody Hair

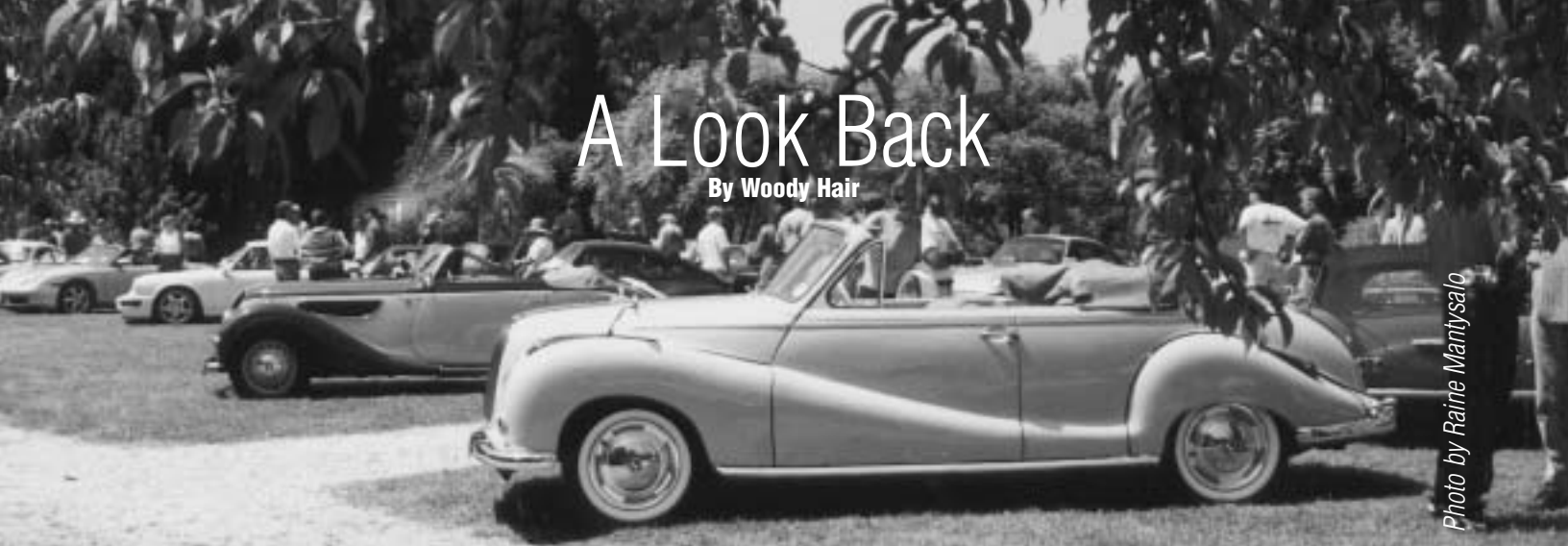


Photo by Raine Mantysalo

At the risk of validating my son's accusation that I am living in the past, here is what may be a regular presentation on random items that appeared in previous issues of der Bayerische. Remember, before there was an internet, message boards, and mass e-mails, der Bayerische was the chapter's sole means of communicating news and information to members.

More than 35 years ago - February

1971: The National Capital Chapter held its first meeting on February 26, 1971 at the New Carrollton City Hall. There were 28 charter members and the officers were President Matt Daley, Vice President Ric Cavallero, Secretary Pat Cavallero, and Treasurer Terry Baker. *(Today, Terry is a technician at Atlantic Motorworks in Virginia Beach and is still an active autocrosser with an E46 323 and a Mini Cooper in DC Region and national SCCA events.)* The Treasury had \$54 and planned events included an autocross, and TSD Rally, and a caravan to the SCCA National Races at Cumberland airport. May 1971: George de Socio was named Autocross Chairman and he organized a BMW club team for the Metro Washington Council of Sports Car Club (MWCSCC) events. Jim Miner was named Rally Chairman. *(Jim is still an active member, rallyist, and driving school instructor with a Dakar yellow M Coupe)*

35 years ago - May 1972: Chris Romine was President, Ric and Patti still VP and Secretary in addition to being newsletter editors. Malcolm Stephens was Treasurer. Member Paul MacInnis was developing a dash light to warn drivers when their hand chokes were pulled out. *(You all remember hand chokes, don't you?)* The chapter meeting had been held at the Schnitzelbank Restaurant.

30 years ago - May 1977: The Chapter was planning to incorporate in Virginia because it provided greater liability protection than Maryland and our *(current)* Post Office Box 685 address in Arlington was established. Two technical articles were Spring Maintenance for Cool Driving by Paul Broyles and How Synthetic and

Conventional Motor Oils Work by Bruce Cranford. The chapter meeting location was the Diamond Head Restaurant in Bethesda. Large ads included Skoda USA BMW in Seabrook and La Fourchette French Café on 18th Street, NW. June 1977: Planning was underway for a Cherished Date Autocross. A racing report had David Hobbs winning the IMSA Camel GT event at Mid-Ohio in the McLaren-prepared 320 Turbo. Bruce Cranford's article continued the synthetic oil explanation and comparison. Tourmeister Bill Riblett's spring tour to points in and around Gettysburg was deemed a success. It ended with a meal at the Comus Inn.

25 years ago - May 1982: Chapter President Gordon Kimpel reported we were the 4th largest BMWCCA chapter with 650 members *(currently 5,700)*. Club Store Keeper Allan Price planned a group purchase of Escort radar detectors and the store planned to purchase one for rental by chapter members at \$5 per week or \$1 per day. A \$245 security deposit was required. A chapter picnic was planned at Bay Ridge with Crabs and beer provided. Dealers advertising in *der Bayerische* included Heishmans, Martens *(now Passport)*, Fairfax BMW, Autohaus Tischer, VOB, Castle (Baltimore) and Anton (Manassas).

20 years ago - May 1987: The cover was a montage of photos of SCCA Improved Touring chapter members. Driving 2002s were Bob Gammache, Jim Epting, John Weaver, Ed York, Gary Green, and Glen Stewart. Chapter President Cory Laws reported the Genesee Valley Chapter had failed to meet all of National's requirements to host the '88 Oktoberfest and the national board had asked us to step in as hosts. We said yes, but GVC ended up meeting the requirements. Past events reported in this issue included a tech session by Terry Luxford at Quality Car Service, an evening of eating, drinking and dancing at Blob's Park in Jessup, and a tech session by Automotive Hi-Fi in Manassas. The application for the one-day July 4 driver school at Summit Point had a price of \$80.

15 years ago - May 1992: Our

Concours d'Elegance Chairman, Paul Vessels, announced that the annual Deutsche Marque event would move from its traditional location at the German Embassy to the broad lawn of Evans Farm Inn in McLean. Greg Johnson had a report on the chapter's tour to Tom Milner's race shop in Winchester. Apparently they did not use the name Prototype Technology Group at that time and they were racing a Chevy-powered Intrepid in IMSA's GT Prototype category. Bonnie Butler and David Roach won the fun rally that was part of this tour. The Competition Corner column discussed the 3-chapter Malibu Grand Prix event between Delaware Valley, New Jersey and National Capital. Fourteen members made the trip to Mount Laurel, NJ to participate. The classified ads included a '74 2002 for \$4,500, an '84 Euro M6 for \$18,500 and another '74 2002 "in good condition" for \$600. There was a photo of Miriam Schottland's Porsche 911 with a faux Roundel and kidney grill applied to the nose. The *der Bayerische* staff included Mike Early, Editor, Andrew Short, Production, and Kevin Cowley, Ad Manager.

10 years ago - May 1997: Editor Dwight Derr wrote that NHSTA agreed to consider public petitions for a rule that would allow individuals to permanently or temporarily deactivate their airbags. Coming events included a caravan to the Watkins Glen 6-Hour where the PTG M3s would be competing, and a tour to Lingenore Winecellars for a Caribbean music festival. A 2-day drivers school at Summit point was now \$250. The May Car-of-the-Month was a 635CSi belonging to Paul Vessels, and the June COM was a 1968 1600 Cabriolet owned by Bob Warren and Jane Grayson.

5 years ago - May 2002: A report on the 2nd Annual Superbowl Mini GP at Allsports showed Gary Lin as the overall winner. Andy Duncan wrote a report on how much he enjoys his 2002 M3 with SMG which was on the cover. Ronnie Lewis, representing our Driver School Steering Committee, had a long report on the state of our driver school program.



NEW MEMBERS LIST



National Capital Chapter now has 5561 members, 827 Associate members (who share in all of the benefits of being an NCC member), and an additional 90 who are dual members. We continue to be the largest chapter in the U.S. and are growing in membership every month.

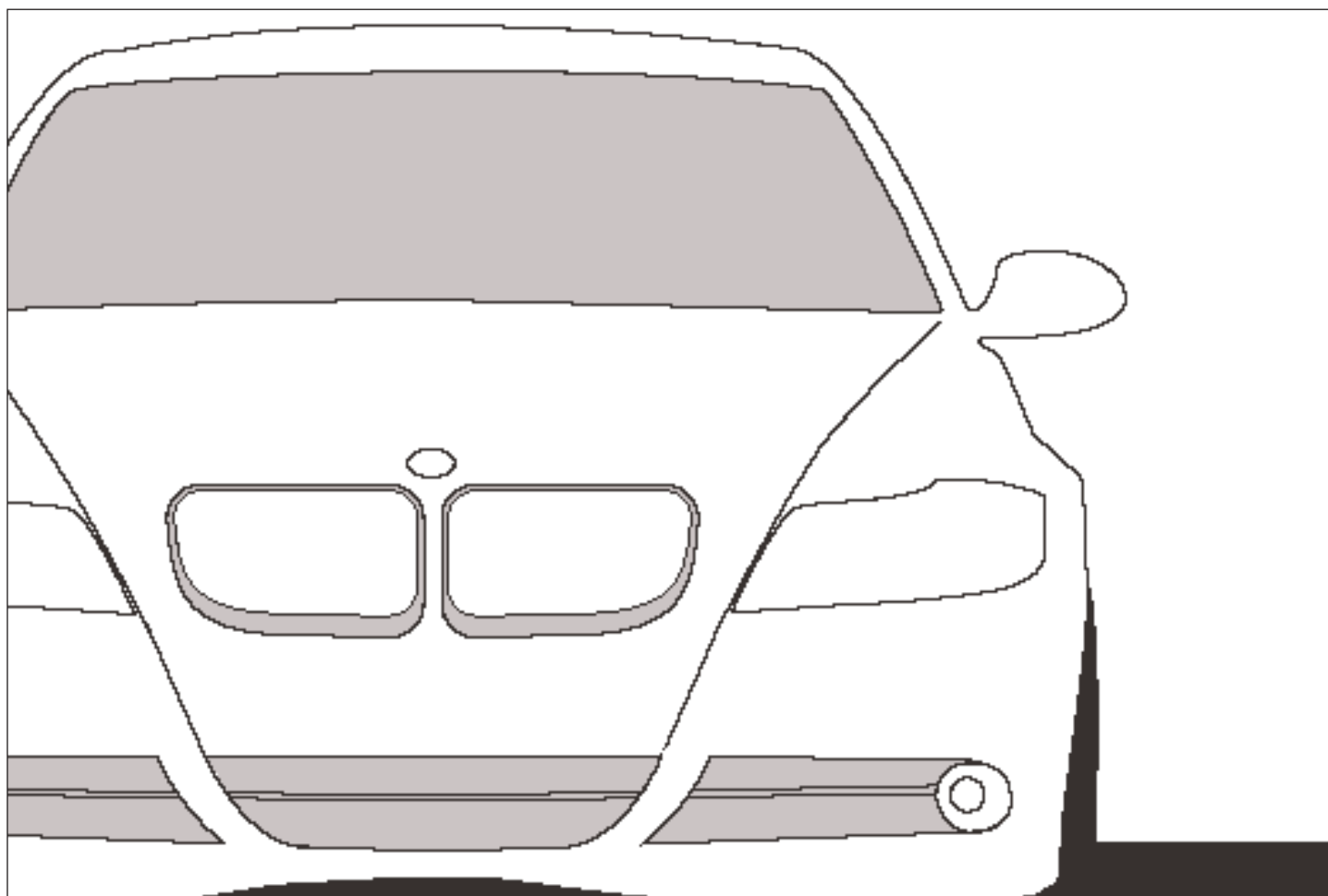
Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: David Baker, William Weldon Bruner, IV, Ricardo Cassorla, David Cecil, Jong Chen, Frank Conway, Carrie Cort, Brian Cunningham, Gary DeCoteau, Dwight Derr, Chris Halloran, Kevin Jackson, Andrew R. MacLean, Colin McLaughlin, David Mizener, Roy Morris, Steven Park, Bogdan Poplcean, Steven Schlossman, Paul Seto, John Junesung Shim, Joseph Ustaris and Ryan Wagner.

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 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 our local activities. Please do them a favor and share this 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 for the latest event details.

John Wayne Aarnold	1990 525i	Christopher V. Hall	1994 318ic	Rajiv Paladugu	
James Thomas Abbott & Daniel William Gri	2004 530i	James M. Hall	1988 528e	Patrick Pannett	1998 528i
Drew Adia	2001 M3	Charles E. Handy	1995 740i	German Paraud	2000 328i
Florent Magloire Agueh	2007 335i	Frederick Hanlon		Sang-Hoon Park	2001 330ci
Ali Imran Ahmed	2006 X5	David E. Haynes	2007 525i	Steven Park	2007 335i
Heathcliff Ambalongo	2003 M3	Jon Everett Heisler	2003 745i	Christopher Patterson	2001 528i
Eric Atala	2005 X5	Lisa Henderson	2000 328i	William Peiffer	2000 M5
Tauseef A. Badar	1994 325ic	Joseph G. & Patty Henry	2007 530xi	Robert Hollingsworth Perry	1999 328i
Michael Banzhaf & Peter Banzhaf		Carlton M. Herbert	1991 850i	Margaret J A Peterlin	1998 540i
David Barmak	2007 335i	David L. Herrington	2001 X5	Gunnar Pribadi	2005 330i
Michael Barnard	1987 535is	Frank Hesselton	2002 M Coupe	David Quattrone	2006 530i
Ehsan Baseri	2006 Z4	Ford Holbrook	1998 528i	Christina Raftery & Larry Moore	2002 M3
John Bastos	2003 325	Joe Holzer		Larry Lamar & Donna Camilla Register	
Anatoliy Belskiy	1992 328	Albert Homans	2001 330i	Steven Eugene & Diane Marie Reid	2001 325i
Gary T. Berti	2002 M3	David Cheatha Hong	1991 325i	Braxton Robert Richardson	1993 325is
Michael David Blackstone	2007 335i	Jeff Horowitz	2004 330xi	Linda Robinson	
Jeffrey Bloom	2006 325xiT	Kelly Daniel Horton	2007 750Li	Phillip Rodakanakis	2006 525xi
Beth Bogat	2007 530i	Peter John Hughes	2004 Z4	Marlena & Glenn Rodriguez	1997 540i
Daniel Bourque		Francois B. Innocent	2005 325ci	Marc Rose	2001 330ci
Aaron Michael Bronson		Brenda Jefferson	1998 528i	Steve Ruth	2000 528i
George W. Brookhart	2007 335i	Ping Jiang	2000 328xi	Nick Sanchez	2004 Z4
Keith Broome	2007 X3	Allen Terry Johnson	2002 330ci	Katrin Santoso	2000 323i
Ronald Elmore Browne	1999 M3	Clarence C. Johnson	2003 X5	Ben Schwind	2002 M3
Laurel Burkel	2005 Z4	Norman Johnson	2002 330i	Frederick George Scott	1985 528e
James Aaron Byess		Sanjay Kumar Kapoor		Keith Seay & Sterling Seay	2006 750Li
Stephanie Carroll		Andrew Kates	2007 335i	Robert B. Shanks	2002 330xi
Danny Castro		Brian Kennedy	2006 330i	Arash & Ali Shirazinia	2002 540i
Chris Chatman	2007 335i	Ahmad Galal Keshk	2007 M6	Alex Shmilovich	
Juliet Chelkowski	2003 330xi	Ashish Khosla	2002 X5	Michael D. Shoemaker	2006 330ci
Karl Chen	2005 545i	Roger Kniceley	2001 Z3	Lynwood Simmons	2001 330i
Chris Childers	1986 635csi	Chad Koslow & James Koslow	2003 X5	Tina Simms	2002 325i
Laura J. Citro	2000 528i	Montgomery Kosma	1999 750Li	Mark B. Simons & JK Drumheller	2007 M5
Terrence L. Clark & Anjali Chaturvedi	2001 530i	Andrew Igor Krasny	1997 540i	Bishen J. Singh	2003 760Li
Dennis Collins		Sandra C. Krause	1987 325i	Raj Soni	
Ron Crouse	2007 335i	Ellen Ku	1999 328i	Edmund S. Spivack	2004 745Li
Dondy Cuevas	1998 528i	Jody & Joseph Lagioia	2004 325ci	Kevin H. Stander	
Michael D'Abreu	1993 M3	Aaron Lewing	2004 745Li	Kenneth Sunshine	2003 325i
Mikel D. Daniels	2007 328xi	Richard Gregory Lill	2004 530i	William A. Sutphin	
Gary Dayton	2006 M3	Steven & Elizabeth Lopez Lingeman	2003 M3	Sergey Tamarevskiy	2002 325i
David Del Marr		Robert P. Liscouski	1999 Z3	Mark Tebong	2000 323i
Marc JL Delpech, Laurens M. Delpech & Matthew M. Delpech	2007 335i	Teresa D. Loverde		Vikram Tohan	2007 335i
Jay Dermer	2004 M3	Judith N. Macaluso	2007 328xi	Eugene Toussaint & George Hong	2003 745Li
Dominic Dixon	1988 535i	Donald E. & Sherry H. MacLauchlan	2007 535xi	Barry C. Trent	2002 M3
Valerie Dory	2007 328xi	Scott Andrew Magnus		Norman Nicholas Tulp & Norman Walter Tulp	1998 328ic
Ann Dougherty	2001 325	Joel H. Marcus		Jamie L. Vaughan	1999 540i
Dana Dukes	1995 530i	Frank Marshall	2006 M3	Christine Vest	1992 325i
Lan Duong	2000 M5	Marlon & Monique Martin	2001 740Li	Christopher & Donna Vettors	1998 740Li
Riley Eaton	2007 335i	Cameron Mascoll	2000 323i	Leith Wain	
Donald Endlich	2006 Z4	Martin John McGinn	2005 X3	Eric Wallgren	1998 M3
Lewis Fallings	2007 328i	William John Menda	2006 530xi	Erica Ward	1985 635Csi
Chris Ferguson	2007 335i	Michael Regis Menke	2003 M3	Cindy D. Warren	2005 X5
Dewitt Lee Fleming	2007 Z3	Douglas Milo		Robert James Warrington	1996 M3
Elizabeth Fuhrman		Kathy Moore		James M. Wehr	2004 325ci
Judith T. Galloway	1999 528i	Tucker Spaight Moore	2003 530i	Daniel Weller	
Chris Gardella	2004 330ci	Douglas Moritz	1995 525	Chris Allan Bud Wilkinson	2007 X5
Richard Edward Gardella	2002 325ci	Angela R. Newsome	2000 323ci	Yvonne Wilson	1996 740Li
Ronald Gary		George H. Nichols	2001 740Li	Richard Yancy	2002 540i
Michael Gellman	1997 740Li	Kevin P. Nolan	2007 530i	Jason Young	2001 330i
James Gershowitz	2002 M5	Ethny Obas	2000 323ci	Wei Feng Yu	2003 325
Troy Goeller		Mark M. Oh	2002 Mini Cooper S	David A. Zucker	2006 Z4 M Roadster
Robert Goodell & Jonathan Goodell	2007 328i	Tamia A. & Ludge E. Olivier	2002 X5		
Lydia & John Goolkasian		Jennifer Oratio			
Jagannath P. Gorti		Anne Outterbridge	2006 Mini Cooper		
Joseph Grillo	1999 328ic	Lee Owens	2003 Mini Cooper		
Michelle Kimberly Grimmell	2001 X5	Mark Owens	2002 X5		
		Vince Pacent	2004 330ci		
		Nelson M. Paez	2006 M5		

Note: If your name is spelled incorrectly, please use the Address Change form found under the "Join and Renew" menu item at 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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C L A S S I F I E D S

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 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

2003 M3 Convertible

WBSBR93463PK01178, \$41,000 obo, midnight blue/black leather, 44.4k miles, SMG, Super car in super condition, premium & cold weather package with navigation system and HARMON/KARDON sound, CD changer. Power seats with memory. The ultimate sports-convertible car. Warranty and maintenance plan still in force! Doug: 703-644-4313 (h); douglas.earhart@us.army.mil. (VA)

2002 330Ci cabrio

WBABS53472EV88559 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. (MD)

2001 BMW M3

WBSBL93481JR10325 Laguna Seca Blue, Gray leather, sunroof, HK stereo, 18's, new Pilot SP, all opts but NAV, all service done at 1/2 interval, never driven in rain, '05 upgrade bearings and software. Respond to rtpotee@covad.net

2001 M5

Titanium Silver with Caramel Leather Interior, original owner with 70,000 miles. Fanatically maintained with all dealer services, 3,000 mile oil changes. Dinan Stage 2 Software, Cold Air Intake, Exhaust, Brake Ducting, and Stress Bars. 409 HP. AC Schnitzer aluminum pedals and roof spoiler. New Michelin Pilot Sport summer tires and Dunlop winter tires and rims. New clutch, battery, brake pads. No accidents or smoking. \$35,900 OBO. Joe Lapicki 410- 336-0802

2001 325Ci

WBABN33461JW48509. Alpine white/black leatherette. 19.5K miles. 5-speed. Exceptional, near-new condition. Five-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 via e-mail at jktraveller@yahoo.com

2001 BMW 540i 6-speed

WBADN53461GC96424 \$22,500, Anthracite metallic (like Titanium grey) / grey interior, 58k miles Sport package, xenon lights, DSP stereo, CD changer, heated seats, sunroof. Services that I could verify @ BMW dealers: Oil changes @ 17k, 23k, 32k, new Transmission @ 23k. I did all fluids DIY @ 56k: oil, tranny (Red Line), differential (Amsoil), Brake (ATE Super Blue), Coolant (BMW). Climate control resistor (\$72 part) and a cam sensor (\$130 part). Has some expected scratches typical for its mileage. I just had the driver's seat professionally refurbished so it looks like new! Jeff Snaveley 703-313-8141 jsnaveley@verizon.net Springfield, VA

2000 BMW M5

WBSDE9349YBZ96526, Carbon Black with extended Caramel interior, two sets of floor mats-matching factory, and black Bav auto. Complete package- heated seats, park distance, DSP sound, and navigation. Car is nearly flawless, no dents, only a few paint chip touch ups from highway. Oil changed regularly at 4000 or less, transmission and differential done at 45000. All filters new from fall 2006, spark plugs and boots changed at 45000 also. 35% ceramic tint all around from previous owner with lifetime warranty. Car has been maintained by BMW Sterling, BMW Fairfax, and owner. Additional questions welcome --Ben Johnson, h-540-720-2353, c-703-309-6883

1999 323i

Jet Black with black leather interior. More details of the car can be found at this page: <http://washingtondc.craigslist.org/nva/car/273697574.html> please e-mail me for more pics and descriptions. dj.kim@digitalconsultants.org

1997 BMW M3 Sedan

WBSCD9322VEE06175. Excellent condition, all original panels, no rust, Blaupunkt CD radio with MP3 audio input, Harman/Kardon sound, new rear shocks and urethane mounts, new control arms, gauges- oil temp, oil pressure, voltage, Conforti chip, Michelin pilot sport all season tires, tinted windows, manual seats, keyless entry, non smoker, no track time, maintenance records available. Call Jared at 703-868-5243 or email at jared.townshend@gmail.com.

1995 BMW 318 Conv.

White, 118k miles. Just Inspected in Virginia, has new: Brakes, Tires, Battery. Top Excellent condition, always garaged, meticulous maintenance, has cover. You have to see it to appreciate it. I live in Leesburg call me at 571-594-3711 Only take Cash, you will get the car and clean title.

CARS FOR SALE

1986 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, ac worked but leaks, driver seat needs work. Dave: 540-373-6994, dwinger@bca-pc.com

WHEELS AND TIRES

Michelin Pilot Sport All Season Tires

Set of 4: Two 225/45-17 and two 245/40-17 Lots of tread. Woody 703-243-5796. woodym3@comcast.net VA

Michelin Energy MXV4 Plus tires (OEM X5)

Set of four Michelin Energy MXV4 Plus tires in size 235/65/17, load rating 103H. OEM fitment for X5. Tread depth is 8-9/32nds (out of 10-11/32nds new). No plugs, patches, bubbles, etc. Pick-up only in Arlington. E-mail Tim at millerz@earthlink.net

Track Tires & Wheels

The wheels are 16" Porsche 928 stock. Kuhmo Victoracers v700 tires mounted, all with good tread. 225/50-16 for front and 245/45-16 for rear. For more info go to http://homepage.mac.com/stanleywilson2/Sites/track/Track_Sale.htm

(4) Borbet 15X7 wheels/ Blizzak 225/60-15 tires

4 nearly new winter wheels and tires. Paid \$847.00 Used last winter (1200 miles) on my 735i. Borbet 15X7 Wheels Bridgestone Blizzak WS-50 225/60-15 Tires David 301-467-5323 davidgdolan@yahoo.com Chevy Chase, MD

2004 on BMW 5 series (E60)

Wheels and snow tires (four) will fit all E60 5 series including M5. 18x8 ASA JH3 silver wheels w/center caps and Dunlop Winter Sport M3 245/40R18 with 10/32 tread remaining. Cost \$1500 new from Tire Rack; selling for \$990/OBO. 410-458 4422

2006 BMW E46 M3 Wheels and tires-4

4 wheels and Continental tires from 2006 M3 Competition package. Driven less than 125 miles Contact Tom Yanus- 301-253-3404 in Maryland or karenyanus@verizon.net

MISCELLANEOUS

Track Trailer

Contact Stan Wilson stanwilson@triad.rr.com 336.854.7962 336.312.6902 For photos & more info go to http://homepage.mac.com/stanleywilson2/Sites/track/Track_Sale.htm

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