

# *der Bayerische*

National Capital Chapter

BMW Car Club of America

July/August 2007



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**Cover:** Bill Williams' 2002tii Touring on a country road. Photo by Bill Williams.

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NCC BMW CCA

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## President's Message

My fellow Board members and I am thrilled that Zachary Pullins Sr. has agreed to serve as Chapter Vice President for the rest of 2007, filling out the balance of Steven Schlossman's term. Zach has distinguished himself in re-energizing the Do-it-Yourself program along with co-Chair Alan Marsh, and is an active poster on the Chapter message board under the screen name "Zchild." At our May board meeting, Zach even inspired me to resume serving grilled brats and beer by recalling fondly his first Board meeting of a year ago and what great eats we had.

Troy Booth of Richmond has also stepped up to the challenge of getting 350 Virginia drivers to sign up for special BMW CCA license plates. Maryland has had this for years but we Virginians have never gotten our act together, until Troy stepped forward. If you are a Virginia resident, you can sign up on our website. There is also a discussion thread on the website to which anyone can contribute ideas. Check it out!

At the May Drivers' School, I could not help but notice that seven of the 48 students, and two of the instructors, were female. My wife Marie was one of the newer students, and she will assure you that the excitement of advancing your driving skills is equally as infectious for women as it is for men. Our Do-it-Yourself program, however, has not had a single woman participant yet this year. I am thinking that we need to make our drivers' school, autocross, and technical programs more welcoming to women participants. We'll be giving this initiative some thought and welcome your input.

If you like brats and beer, come out to the monthly meetings of the volunteers who plan and execute the many Chapter activities. They're the second Wednesday of each month; call or email me at president@nccbmcca.org for directions and details.

Roy Morris



## 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 Concours Chairman Richard Pineda at Rypineda1@cox.net or 703.625.7416. He will contact you for more details and information.

# FromThe Editor

## Our Wooden Anniversary Together

This July/August 2007 edition marks my 5th year of editing your newsletter, *der Bayerische!*

Five years ago Jared Townshend and I both responded to an announcement in the *dB* from the prior editor, Mike Wendell, asking for someone to take over the newsletter. Al Zavala was Chapter President then, and I think he and Raine Mantysalo (the *dB* Production Manager) could not believe their good fortune to actually have two suckers...er...candidates respond to the call for help. We met at a Chinese restaurant in McLean and after several tough rounds of bare-knuckled negotiation we finally reached some middle ground and agreed to a deal. The terms: We work like dogs at a thankless job for no pay...but we get full creative control!

So we got that going for us...which is nice.

Jared is still in the club, he's very active in the track events, and has recently been spotted trying to sell his E36 M3 Sedan. After tying the knot with the

lovely Melissa, he found he had less and less time to spend on the magazine. His enthusiasm for things BMW is missed in these pages. As a former Chapter President, Al's counsel is often requested on club matters; he attends the Board meetings and other events, and even has an article in this issue about coaching Street Survival. Raine, of course, is both the institutional memory and driving influence behind the newsletter; the *dB* is truly a reflection of his artistic style.

I've covered a lot of events in the five years of writing this column. As the birth of our first son, Nate, approached, I reported on the sale of Robyn's E36 convertible in favor of the more family-friendly E46 325xi Sport Wagon we still have. When number two son, Weston, came along I gave some tips on the purchase of a Baby Racer II. I've written about everything from a loose-bowelled deer splattering my E30 in a low-altitude bombing run, to a shin-kicking altercation with a cub scout during "Free Fishing Lure Night" at Old Dominion Speedway, and a strange alternative lifestyle scene

in the lobby of a hotel at the Detroit Auto Show (that one ruffled a few feathery boas). There have been many times through the years that I've thought I may just hang up my red pen and hand the reins over to someone else, but the truth is I do enjoy it and I want to thank the members for allowing me to serve in this capacity.

The traditional gift for a 5th anniversary is wood, so I'll see if I can scrounge up some wooden nickels or chunks of hardwood bark mulch or something like that to hand out at the next club event. In the meantime, paper is made from dead trees, so please consider this issue of the *dB* a gift from me to all of you!

Cheers!

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 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

## June

- 14-15 Marque Madness III with Audi and Mercedes-Benz – VIR, Danville, VA
- 16 Autocross Series #3 – Ripken Stadium, Aberdeen, MD
- 16 Do-It-Yourself (DIY) – Road Race Technologies, Dulles, VA
- 21 Get Together – Zodiac Grill, Gaithersburg, MD

## 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
- 19 Sunday DIY – BMW of Sterling, Sterling, VA

## September

- 15 Autocross Series #6 – Aberdeen, MD
- 15 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 23 Joint DIY Family Picnic, Carderock, MD
- 30 BMW CCA Oktoberfest – Fort Worth, TX<sup>(1)</sup>

## October

- 1-5 BMW CCA Oktoberfest – Fort Worth, TX<sup>(1)</sup>
- 6 Street Survival – Sykesville, MD
- 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 Care, Manassas, VA

## December

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

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



**02 NationFest**

02 Owners Stand Up and Be Counted  
Saturday, 4 August 2007  
CarPool Restaurant  
208 Elden St. Herndon, VA 20170

Not since 2002, on "02-02-02", has there been a consolidated effort to bring together owners of the legendary BMW 2002.

On August 4th, 2007, in three locations across the USA, BMW owners are invited to show up and be counted. The event locations are Herndon, VA; Kansas City, KS; and San Luis Obispo, CA. Each location will have its own list of events and schedule.

There is a special tribute to the BMW 2002Tis this year. 2007 is the 35th anniversary of the BMW 2002Tii. All Tii owners come, be recognized, and have your Kugelfischer counted!

Each 2002 driven to the event gets recognized with a special commemorative item. The first 100 2002s registered for the Herndon venue receive priority parking at CarPool. All BMW owners are invited to show up and enjoy the vintage BMWs.

More information is coming through the 02NationFest site <http://www.02nationfest.com/>

Registration for the event starts soon on <http://www.02nationfest.com/>

**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 a.m. for a tour through Baltimore and Carroll counties in Maryland and end up in the Dutch Country of Pennsylvania, very close to Gettysburg. Our route will take us through several small towns in an effort to avoid the summer traffic associated with Gettysburg Battlefield Park.

Lunch of chicken, ribs, and ham will be farm style at the Hickory Bridge Farm around 1:00 p.m. 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 keep you occupied.

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.

\*Please note the following additional information: Restaurant capability is limited. Early reservations are a must. Several

members have already sent their requests. I will not be accepting any reservation between July 14 and July 28. If you are not on the list before then, I can not guarantee you will have any lunch (with us). So – PLEASE RESERVE NOW! For additional information, you may contact Bob Stern via email at: [bob.stern@nccbmwcca.org](mailto:bob.stern@nccbmwcca.org).

Northwest BMW – [northwestbmw.com/northwest\\_bmw\\_location.cfm](http://northwestbmw.com/northwest_bmw_location.cfm)  
Adams County Winery – [www.adamscountywinery.com](http://www.adamscountywinery.com)  
Hickory Bridge Farm – [www.hickorybridgefarm.com](http://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](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.

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 19	BMW of Sterling (Sunday) (Sterling, VA)
September 15	Martin Motorsports (Alexandria, VA)
October 13	FunKtion Auto (Dulles, VA)
November 17	Convenience Car Care (Manassas, VA)
December 1	BMW of Fairfax

**2007 Classics on the James**

Brown's Island, Richmond VA  
Saturday and Sunday, 15-16 September 2007  
\*Please note this is not an NCC BMW CCA Event

"The Tour of Europe Continues!" The Central Virginia British Car Club cordially invites NCC chapter members and European car fans to the 23rd annual Richmond Classics on the James Car and Motorcycle Festival.

Ferrari will be the featured marque this year because of its impact on automotive history. All other European marques (such as BMW, Mercedes-Benz, Porsche, VW, Fiat, Citron, Maserati, Saab, Volvo, and many others) will be displayed alongside Ferraris and British cars.

The highlight of the annual two-day event will be the car show on Sunday, September 16th from 9am to 4pm. Some three-hundred cars and motorcycles will be on display at Brown's Island, overlooking the James River. The show combines the scenic location of the Island on the James with the backdrop of the skyline of Richmond.

Car show participants will enjoy a variety of events on Saturday, designed to showcase Richmond's cultural landmarks with an opportunity to display their cars. There will be an historic 60-mile rally and a Saturday evening social event will take place in Shockoe Slip. The Crowne Plaza Hotel Richmond, located at 555 East Canal Street, will serve as the gathering point for Saturday's activities. Hotel reservations may be made directly with the Crowne Plaza.

Car show entrants must pre-register, the cost is \$25 per vehicle and entries will close Aug. 25th. Class availability may be limited. Spectator admission for the show on Sunday is \$5 for adults, with a portion of the proceeds being donated to charity.

Contact: For more information, visit their website at [www.britishcarclub.com](http://www.britishcarclub.com) or call Doris Johnson 804-264-6115.

**Street Survival Teen Driving School**

Saturday, 6 October 2007  
Sykesville, MD at the Maryland State Police Driver Training Facility.

Registration is handled through the Street Survival Website at [www.StreetSurvival.org](http://www.StreetSurvival.org) and the cost is \$60. A detailed description of this program can be found in the article by Al Zavala later in this issue. We are very fortunate to have use of the Maryland State Police Driver Training Facility. There are dedicated classrooms as well as a wet skidpad and a very large "skills pad" for conducting the various in-car exercises. Street Survival Schools are designed for new drivers between the ages of 16 and 21. While the school will allow drivers operating with a permit (not a full license), we require that the students have at least one-half the driving experience needed to obtain their full license. The co-chairmen for this event are Joel Bossard and Fatih Seleklek.

Any questions can be directed to them at [NCCStreetSurvival@gmail.com](mailto:NCCStreetSurvival@gmail.com) <mail to: [NCCStreetSurvival@40gmail.com](mailto:NCCStreetSurvival@40gmail.com)>.





# Are They Ready for the Open Road?

By Al Zavala | Photos by Victor Naumann

It's no secret that driving in our metropolitan area has become increasingly hazardous because of overcrowded roads and other perils such as people in a hurry or distracted while talking on their cell phones, drinking, eating, etc. Add a newly licensed teenage driver to that mix and you have a recipe for disaster. Not a week goes by without a news report of a car driven by a teenager that has crashed, resulting in serious and sometimes even fatal injuries. Maybe you've noticed this trend also and thought, is my teenager ready for the road? It doesn't have to be this way, because there is something you can do to make your teen a better driver – and the best part is they'll enjoy it!

In April 2002, the BMW CCA Foundation in conjunction with the BMW Car Club of America formed the Street Survival® driving program designed specifically to take teens beyond what they learn in "Driver's Ed". The concept of the program is to provide students with hands-on driving experience achieved through sets of

exercises that allow them to experience situations such as ABS activation, over/understeer conditions, turning and braking, and weight transfer. All this is accomplished behind the wheel of the vehicle they will normally drive. The idea is to put these young drivers in "real world" driving situations so they can learn basic car control, along with simple yet important good driving habits, such as proper driving position, setting of mirrors, and putting away distractions. Put them all together and they have a good start, with the necessary tools to become better drivers and give them the ability to recognize trouble early enough to take action. The cost for this program is a very reasonable \$60.00 which includes membership in BMW CCA.

Our Chapter recently hosted the second Street Survival® safe teen driving event of the year at the ADESA auto auction in Sterling, VA. Before tackling the driving exercises, students received instruction in a classroom setting. While the students were inside learning the theory of good

driving habits from former chair Rafael Garces, the "coaches" – we are not called instructors – were outside practicing and tweaking the exercises after a briefing from co-chair Joel Bossard. The facility offered plenty of room for setting up three different exercises along their large parking lot, each course made up with small orange traffic cones.

The three exercises consisted of threshold braking, turning through a slalom, and a u-shaped exercise for braking while turning. The braking exercise was in a straight line with the target area marked between two sets of cones, and purposely made wet so that the students could experience the pulsating brake action of the ABS, or in the case of a couple of vehicles without ABS, threshold braking. The slalom was set up with "offset" gates, allowing for options of minor and major steering input depending on entry side. The u-turn exercise emphasized turning and braking, whereby the student had to look ahead and into the turn and come to a complete safe stop. Co-chair



Fatih Selekler implemented a 'flying cone', which he tossed in front of the car, for the purpose of startling the student as they readied the stop. It worked very well.

After lunch we were fortunate to have "liquid sunshine" from the sky. The rain could not have come at a better time, since the afternoon session included a skid pad. The skid pad gave the students an opportunity to safely experience understeer and in some cases oversteer. They learned how to feel each unstable attitude, recognize which was at play, and what method to use to regain control. The morning slalom exercise was modified to have a decision point "Y", at which point the coach had the student veer left or right on command. As an added attraction, the exercise was again visited by Fatih with his trademark 'flying cone'. The u-turn exercise was made more difficult by adding different entry and exit options, this time without stopping, and carrying more speed. Having a wet parking lot enhanced the "looseness" of cars and provided the students with a much better experience, as tires lose grip more quickly on the wet pavement.

Parents were encouraged to attend the classroom sessions and watch their children drive the exercises, but were not allowed in the vehicles during the driving portion of the event. It was great to see the enthusiasm of the parents as they watched their young drivers make mistakes, hit cones, and correct their mistakes with the help of their "coach", several parents also volunteered as cone chasers.

At the conclusion of the event, students gathered in the classroom one last time where they received certificates of completion and were given tire pressure gauges courtesy of The Tire Rack ([www.tirerack.com](http://www.tirerack.com)) - one of the sponsors of the series.

The National Capital Chapter has been and continues to be an active participant in this very worthwhile program, and has scheduled two more events this year for a total of four. We hope that our instructor, oops, "coach" corps continues to support this important program. It is very satisfying to know that you have helped teenagers become better drivers, by imparting your knowledge about driving and giving them the tools to recognize and get out of trouble, should it ever occur. Car manufacturers are constantly improving the performance and safety of their cars; so now it's our turn to help improve the drivers.

For upcoming events and to learn more about the program visit [www.streetsurvival.org](http://www.streetsurvival.org).

*(Opposite page) John Hartge applying the tech sticker and Brian Hair checking tire pressures. Part of safe driving is proper tire pressures.*



# 24th Annual Deutsche Marque Concours

By Richard Pineda | Photos by Bob Stern



The 24th Annual Deutsche Marque Concours was held at a new venue in Great Falls, VA. Participants and spectators came from all over the tri-state area. Although the weather report from the day before looked like gloom and doom for the event, the Concours angels prevailed and delivered fine sunny (but slightly windy) weather.

Participants trailered and drove vehicles onto the show lawn, with Bimmers and Beemers of many decades (1930s through 2007) gracing the Turner Farm lawn. Of most interest was a



1st, 2nd, and 3rd place awards were earned, as well as the coveted Best of Marque and Judge's Choice awards.

Congratulations to this year's winners! Thanks to our sponsors, participants, spectators, volunteers, and caterer. See you in 2008.

(Note: The NCC is seeking a volunteer or volunteers to run the Concours program in 2008. If you are interested, please contact Richard Pineda at 703.625.7416.)



1964 motorcycle with a 1953 sidecar. Additionally, Bimmers here, there, and yonder were — a vintage 1937 328, a recent nut and bolt fully restored 1972 2002 Tii Touring, a 1988 E30 M3 club racer paying homage to BMW Teile Car raced in the 80s, a genuine 1990 E34 Alpina B10 Biturbo, and a potpourri of early/late coupes and sedans.

As in years' past, the judging was fun, but also very competitive as participants brought out their best. At the end of the day, seven classes of







Photo by Bill Williams



Photo by Bill Williams

#### Our Venue:

The Turner Farm in Great Falls, VA

#### Our "Platinum" Sponsors:

Funktion Auto — [www.funktionauto.com](http://www.funktionauto.com)  
Curry's Auto Service — [www.currysauto.com](http://www.currysauto.com)  
Protective Film Technology — [www.pftfilms.com](http://www.pftfilms.com)

#### Our Volunteers:

Vehicle Logistics: Bob Sadler  
Photography: Bob Stern  
Registration: Miriam Stern  
Chairman: Richard Pineda

#### Our Judges:

Bob Sadler  
Ed Yumping  
Paul Vessels  
Richard Pineda

#### Catering By:

Red, Hot, & Blue — [www.redhotandblue.com](http://www.redhotandblue.com)

### The Winners:

#### Class 1 (2002)

1st – Bill Williams 1972 2002tii Touring  
2nd – John Estep 1976 2002  
3rd – Bob Sadler 1972 2002tii

#### Class 2 (Early Coupes)

1st – Doug Dolan 1972 ///M 3.0csi  
2nd – John Bragale 1972 3.0  
3rd – Lewis Baskerville 1974 3.0

#### Class 3 (Late Coupes)

1st – James Laws 1989 635csi  
2nd – Susan Bell 1988 ///M6  
3rd – Ken Bell 1991 850i

#### Class 4 (Sedans A)

1st – Greg Johnson 1980 528i  
2nd – Rod Paine 1983 528e  
3rd – Paul Correa 2002 530i

#### Class 5 (Sedans B)

1st – Guy & Christina Pribaldi 2004 32xi Touring  
2nd – Jacqueline Scroggins 2001 740iL  
3rd – John Estep 1992 525i Touring

#### Class 6 (3 Series/M-Class)

1st – Willy Lutz 1991 ///M3  
2nd – Bob Stern 2003 330cic  
3rd – Doug Verner 1999 ///M Coupe

#### People's Choice

1st – Brian Hair 1998 323is  
2nd – John McWilliams 1974 2002  
3rd – Ed Yumping 1983 ///M 320i

**Judges' Choice** – Anita Patton 1990 E34 Alpina B10 Bi-Turbo

**Best of Marque** – Bill Williams 1972 2002tii Touring





Photos by Bruce Norton

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

**Zach Pullins & Alan Marsh, Coordinators**

This report is being written on Memorial Day weekend, and brings you the following updates:

## Recent DIYs completed

DIY #3 at Curry's Auto Service in Chantilly, VA on April 14th attracted 10 Members working on their cars, and an additional three members who came along to help. We began distributing our 2007 DIY coffee mugs at this event – kudos to NCC member and dB Production Manager Raine Mantysalo for the graphic design. Please check the website for articles & photos from past events. DIY #4 at BMW of Sterling, VA on May 20th was canceled due to a late-developing conflict with the staff at BMW of Sterling.

The 2007 "Jefferson 500" vintage race weekend at Summit Point Raceway, WV May 17 – 20 was canceled due to a lack of pre-registered entries. Therefore our special DIY Summit Point cross promotional social & motorsport event was canceled as well.



Editorial comment from the DIY co-ordinators: "What the heck is going on here?"

## DIYs recently confirmed

DIY #8 will be at BMW of Sterling on Sunday, August 19th, from 1 to 4 PM. Please note that this was the last date up for grabs and since it has been taken by BMW of Sterling, our entire 2007 Do-It-Yourself Program is occurring within the Commonwealth of Virginia. We would like participation from MD or DC, so please advise if you know of a shop that would like to host us.

## DIY events recently added

Please remember our Joint DIY Family Picnic on Sunday, September 23rd at the Carderock Pavilion in the C&O Historical Park at Carderock, MD. All family members are invited. We will be joining with the Washington Volvo Club (WVC) DIYers, who have had similar picnics there the last two years. We will be using the Club website for registration, opening August 5th and closing September 16th, since we want to have a good projection of food & beverages to order. More information will be provided in response to your registration; please confirm this date is on your family calendar.

**New DIY Leaders** Beginning with DIY #5, Zack & Alan will be stepping back from being Officers of the Day (ODs), and involving other NCC members as guest ODs. This will assist the

Club by spreading the DIY "corporate knowledge" under the guidance of the co-coordinators. We already have two volunteer ODs; please let Zack or Alan know your willingness to help by adding a comment on your website registration.

Lady DIYers are invited to attend all events. Co-ordinators Zach & Alan have agreed that lady DIYers would add a special flavor to our program, and we're still looking for the First Lady of the year. Therefore the first three ladies who register for each remaining 2007 DIY may waive the \$15 registration fee.

*(Top) Spectators watch as Greg Johnson changes the differential fluid in his recently purchased M Coupe. (Below) "Look mom, no gloves!" Greg proves that he isn't afraid of getting his hands dirty while doing a brake job on his car.*



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# 1972 BMW 2002tii Touring

## My '02 Journey

Text and photos by Bill Williams



A journey usually has moments that define its beginning and end; while I can put a rough timestamp on the beginning of my '02 journey, the end of my love affair with these cars remains ahead, well beyond the next turn.

My affection for the BMW 2002 began in college in West Virginia when I read David Davis' articles on the 2002. I could not afford a BMW in college but I did manage to save enough for a down payment to trade my 1967 Plymouth Fury in for a 1972 Datsun 510. It was a nice alternative to the BMW 2002. After the Datsun, car life then took me through an MGB, Oldsmobile Cutlass, Dodge Colt, a BMW 320i and several other family vehicles until July 4, 2000 when I first laid on eyes an '02 that would become mine.

We were on our way to view fireworks in Martinsburg, West Virginia, when my youngest son Evan and I spotted a bright yellow 1972 BMW 2002tii for sale by the side of the road. We returned two days later, with my eldest son Nathan, to retrieve the car and bring it home to Maryland. Nathan drove, Evan rode shotgun, and I sat in back – a seating arrangement that became standard as the boys and I rode to various '02 gatherings, events, and fun rallies over the ensuing five years. "The Yellow Little Car" or "Pikachu", as the car came to be called, carried me to '02 events throughout the Mid-Atlantic and

as far a field as Connecticut and Colorado.

In the days following 9-11-2001, I had to make a trip to New Jersey to assist in efforts to restore communications in New York. Nathan went with me to help and continue on to '02 Fest East once we were done. On the way out of New Jersey, four days after the attack on America, we looked across the Hudson River at the heart-rending image of smoke still rising from

Manhattan; that sight had a profound impact on me and even more so, Nathan.

It was that event and a desire to serve his country that led Nathan to enlist in the United States Army as a master gunner in an up-armored HumV and ASV. On 13 May, 2005, he deployed to Iraq serving in and around Baghdad for 12 months. In a self defensive move to stay sane through his deployment, I purchased a 1972 BMW 2002tii Touring a buddy of mine, Mike Pugh, found for sale in Connecticut. Thus begins the story of my second BMW 2002tii and the focus of this article.

In June of 2006 Evan and I took the car hauler and headed to Connecticut to get the car. At a fuel stop, we noticed a worn tire on the hauler. In the amount of time it took me to fill the tank, Evan changed the tire and we were on our way. I realized how lucky I was to have such great boys. Once back in Maryland, we unloaded the touring and took it for our first drive; as usual, I was not driving.

I fixed some of the mechanicals that most needed attention and drove the car to work all summer. Driving the car allowed me to assess the level of restoration I could attempt financially and with consideration for my level of competency. The engine needed drastic attention, as did the body. The choice of engine builder was not



*A round tail light 02, with an unconventional backside.*



difficult; Eric Kerman of Long Island, NY built the engine for the yellow little car, and was the clear choice to do this one. His ability would prove invaluable as he found a way to preserve the original 121 head by installing piano-top pistons.

The bodywork was not such an easy decision, but I remembered during the 2005 BMW Oktoberfest in Greensboro, NC, I stumbled upon a shop that did some nice work on a cabriolet and a supercharged 2002. I contacted Greg Rogers, owner of Romans 8:36 Paint and Body Center, and we agreed on a pricing plan and time schedule.

We tore the car down to its bare shell in three days in October of 2005, then Evan and I hauled the shell down to Greg in Greensboro. The plan for the refurbishment, a term I use rather than restoration (I refurbish — professionals do restorations), was to work on all the components and sub-systems while the car was away at the body shop. The engine was delivered to Eric and picked up from him right on schedule. The Kugelfischer (the mechanical fuel injection pump on the tii) was entrusted to Dave Redszuz in Bensenville, IL, along with the fuel injectors and distributor. Dave restores the pumps, injectors and distributors to factory specifications and restores the appearance to museum quality.

The stock 3:45 limited slip differential was a disaster. I found two spun bearings and worn gears. Jim, at Metric Mechanics, worked his magic restoring the differential. He replaced all of the bearings and found a new gear set. He had to machine the front carrier bearing from an E21 to retain the stock differential.

Chrome was restored by Royal Silver in Norfolk, VA. I was fortunate to find Mac at Royal Silver. The chrome side pieces to the seats were a challenge. Since they were made of unobtanium (symbol "NLA" on the periodic table), they had to be restored rather than replaced. Chroming the side pieces themselves was not a problem, but the huge springs inside them were. Mac found a machine shop catering to Porsches that disassembled the springs and reassembled them after they were chromed. Five factory sport alloy wheels that came with the car were straightened, repaired, and refinished by Collision Wheel in Bath, PA.

For some reason, the sub-frames became a passion for me to restore very well, maybe because I could do this myself. I disassembled the front and rear sub-frames, sent them to the sandblaster and had them powder coated. The color of the sub-frames is different than any other restoration I have seen. It was my observation, on the early 2002s, that the original sub-frames were a dark olive green color, much like the color of the brake lines. My understanding is that the



*In 1972 a BMW 2002 was the only way to fly.*

green color was some type of protective coating BMW put on them. I spent much of the cold weather months, in the midget garage (my term for the shed we built) working on the sub-frames, bushing, sealing, and installing new bearings.

While the shell was at the body shop, I worked on all of those smaller components such as the heater box, steering shaft, jack, hardware, headlight buckets, brake booster, pedal box, dash cluster, and fuel tank. I also cleaned the intake manifold and front cover of the rebuilt engine and powder coated them myself with an Eastwood powder coating gun and cured them in an old kitchen oven.

In August of 2006, Ruth, Nathan, and I picked up the finished shell from Greg. This was a good day; the shell looked great with its new metal and fresh Colorado paint. Colorado, a dreamsicle shade, was chosen as it is reminiscent of the color of the sands in some regions of Iraq. During one of our many satellite telephone conversations, SPC Nathan Williams talked me out of my other color choices, so Colorado it became. Greg and his crew did an incredible job with the body work and sourcing parts with the assistance of Maximillian Conover at Maximillian Importing, and Eddie Vega at Crown BMW.

Reassembly began in the second week of August 2006 with a goal of having it done by September 1st to make it to the Rolex Vintage event at Lime Rock Park. On August 13, "the people" started showing up with experience and helpful hands. Mike Pugh, Matthew Cervi, and Nathan helped prepare the motor for installation. Mathew and Ruth helped place the front windscreen and Bill Riblett installed the bumpers, bled the hydraulics, and help me start the engine. All this occurring under the watchful eye of Eric

Gradle, my 78-year-old German neighbor who wanders over regularly to check on the progress in "the laboratory."

Oh yeah, did you catch the part where I said that the engine started? Fire up date was September 2, 2006. It started well, as Bill Riblett and I fiddled with the timing and fuel mixture. We worked most of the day trying to get the car to idle below 1,700rpm's but had no success.

During the first day of running the engine, I had the one mishap. The one I knew would happen, but was not sure what it would be. During a tuning run in the midget shed, the car made a sickening screech from the front part of the engine. Scared and sick I thought the worst, an engine or pump failure. It turned out to be neither. I had failed to tighten the two bolts that secure the Kugelfischer pump to the front cover. One of them backed out; bringing the toothed aluminum pulley to a halt and stripping the toothed belt of 2 inches of teeth. So, apart came the grills, radiator, crank pulley and plastic covers to replace the toothed belt and ensure that all of the bolts and nuts on the pump were tight.

Unfortunately we missed our deadline to make it to the Rolex Vintage Event, but there was still time to make the '02 Fest the following week at Lime Rock Park. With the car 90% complete, Nathan, and I decided to stuff it in the hauler and head to the event. Evan could not make it because of a work conflict. The touring got many looks because of its rarity; it was the first live look at a touring for most of those there. The crowd voted it the Peoples Choice and the Judges gave it Most Original; a fitting end to this leg of my '02 journey.

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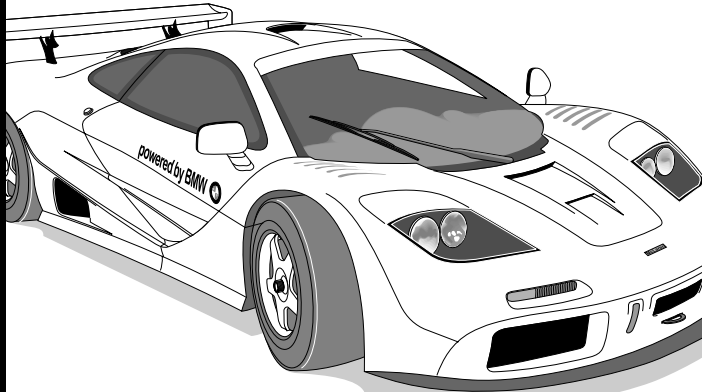
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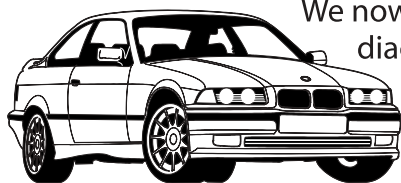
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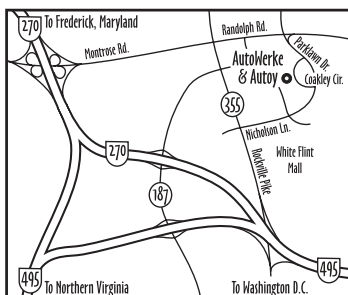
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# Another Clutch Performance in the One Lap

## With a Little Help from Our Friends

By Neil Simon | Photos by Woody Hair

After a Friday registration, tech inspection, drivers meeting, and party hosted by Jagermeister, 90 cars started the 2007 Cannonball One Lap of America in South Bend, Indiana. Woody Hair (my co-driver) and I drove my 1999 M Coupe in the SSGT1-Small Bore class with 7 other cars including a much modified Noble, two E46 M3s, a supercharged M Roadster, an E36 M3, a Lotus Exige S and a 944 Turbo. Three other chapter members participated this year – Robin Sparrow with a 330i, Scott Harrison in a Mustang LX, and Dick Clark with a bone-stock C6 Corvette. The Noble broke the first day due to overheating when the driver forgot to switch on his cooling fans at Autobahn Country Club in Joliet, Illinois. I was 6th on the wet skid pad (0.865 G), 33rd on the 1/4-mile, high-banked South Bend stock car oval, and Woody was 30th at Autobahn Country Club's South course. He was especially pleased that he beat his old friend and driving idol Roy Hopkins by 3-tenths of a second. Roy was driving a borrowed E36 M3. By the way, each trial is 3-laps from a standing start. One recon lap leads to the starting line. Total time is what counts. A pretty decent start for Team

Mdorphn that had us in 17th place overall!

Saturday night driving across western Iowa we ran into awful thunderstorms and reports of tornados in the area. One team stopped at a gas station and when they went inside they found a dozen people sitting on the floor of the restroom. It was after dark so we wouldn't have seen them coming anyway, but we did experience an eerily glowing green sky illuminated by nearby lightning. After checking into our hotel the tornado warning siren went off. That and wind, rain, and thunder made it difficult to get to sleep.

The next morning we saw on TV that our area had 3 to 5 inches of rain and 25 reported tornadoes. This was the same storm system that wiped out the town of Greensburg, Kansas. The storm finally passed around 10 am and one of the two time trials at MidAmerica Motorplex in Iowa was cancelled due to the late start and 1,000 mile transit drive coming that evening. After a course walk, during which another tornado siren sounded, I drove way too conservatively on a still wet track with pools of standing water and finished 74th – my worst result in any event during past 5 One Laps – dropping us to 34th overall and 3rd in

class (last year I was 26th and 29th on the same track). I was kicking myself hard on a long drive to Tooele, Utah that was only made interesting by the hours-old snow on the pass over the Medicine Bow range. Thankfully the roads were clear, and we made our hotel by 2:15am MT. The next day we learning the state police in Iowa, Nebraska and Wyoming had been quite active. I guess we were lucky.

Miller Motorsports Park west of Salt Lake City is an awesome facility. I've heard between \$50 and \$65 million is in it. Woody and I were going to split the East course/West course trials, but found out we were to drive the East and Full (4.5 miles, 23 turns). I asked Woody to do both in lieu of our splitting Mid-Ohio. Using a Razor scooter, Woody made quick work of an early morning track-walk. He was very pleased with his 26th and 29th place finishes and his effort gained us several spots to 30th overall. Woody beat Roy on both runs and was especially pleased when he happened to discover that Roy's M3 was sporting a VF supercharger. Nothing like our Eurosport twin screw unit though. The 3,500 foot flat pit straight may have enabled Woody to drive faster

top speed than he ever has before, but he didn't look at the speedometer.

Tuesday found us at Pueblo Motorsports Park in Colorado, a track Woody had driven three years ago. He was 24th and 23rd and our standing was unchanged. A new M6 driven by an instructor from the BMW Performance Center who races one of the Automatic E46 M3s in the Koni Challenge series had a rear suspension upright fail in the morning event. They fabricated a new piece with hardware store parts and he completed the afternoon trial. Later they were able to buy the necessary parts off of a dealer's unsold M6. The first in our class red E46 M3 was unable to run the 2nd trial due to a busted power steering hose. Our drive from Pueblo, Colorado to Tulsa, Oklahoma took us across NE New Mexico and the Oklahoma panhandle. The two lane roads were straight and empty and the scenery in NM was outstanding. Cruising with Robin's 330i and some guys from Colorado in a Mazda RX8, we ran at 110 mph for extended periods until heavy rains hit after dark. When we arrived at our very primitive motel in Cleveland, Oklahoma shortly after 1 am, we found Roy and Adrienne Hughes repairing their M3's front bumper cap. They had hit a large turtle, and later, some furry thing.

Wednesday we were at Hallett Oklahoma, David Hobbs' favorite USA track and one that I had done on two previous One Laps. After my miserable showing at MidAmerica, I was determined to drive aggressively and finished 16th and 21st, good enough to move us from 30th to 25th overall! Our competition for 2nd in class, a black E46 M3, spun off in the first trial and ended up 71st and 36th. Hallett briefly moved us to first in class.

Thursday we were at O'Reilly (formerly Indianapolis) Raceway Park - a fast, bumpy 2.5 mile road course that uses a drag strip and the staging area in addition to a normal track. On Woody's launch down the strip a low buzzing noise started with an up shift from 3rd to 4th. The

gauges seemed normal so Woody continued on with concern. The buzzing noise seemed to have stopped after a lap or so, but shifting became stiff and the clutch started slipping. Then he noticed the digital water temp gauge had climbed to 233. On the cool down lap the temp had climbed to 255 so Woody shut it down and was able to coast down pit lane to our paddock spot. Some coolant had sprayed about the engine compartment from the expansion tank bleed screw. Consulting with Lap Dog and friend Roy Hopkins we figured that a failed water pump caused the noise and overheating. Woody and I borrowed an official's car and were off to nearby Zionsville Autosport for a new pump, thermostat and coolant. While there Roy called to say he had started Mdorphen and found a terrible clutch vibration and noise. He also figured that our cooling issue was due to a massive air bubble, the result of what I later realized was a failing head gasket.

Woody drove the afternoon session by accelerating gently up to fourth gear and leaving it there for the duration of 3 laps. His time nonetheless improved by 1 second from the morning! He scored 34th and 41st (well behind Roy). I then ran a single run in the 1/4 mile ET event and did 13.900 despite a badly slipping clutch and very nasty drivetrain vibration. This was good enough for 37th (the two fastest cars did 11.8s). Our clutch problems slipped us down to 27th overall and 3rd in class. TC Kline, who was competing in a Car and Driver entered Audi S6, generously suggested that we replace the clutch at his race shop outside of Columbus, 1/2-mile off our route to Mid-Ohio, and Roy Hopkins offered to help. We had a civilized dinner while the car cooled and then TC and Roy - with modest assistance from Woody and me - efficiently replaced the broken pressure plate and installed a new flywheel. (My 6-puck clutch disc was still in good condition so we kept it.) Incidentally...that buzzing noise? A broken torque strap had worn a groove clear through the bell housing. We soldered on with our ventilated bell housing and

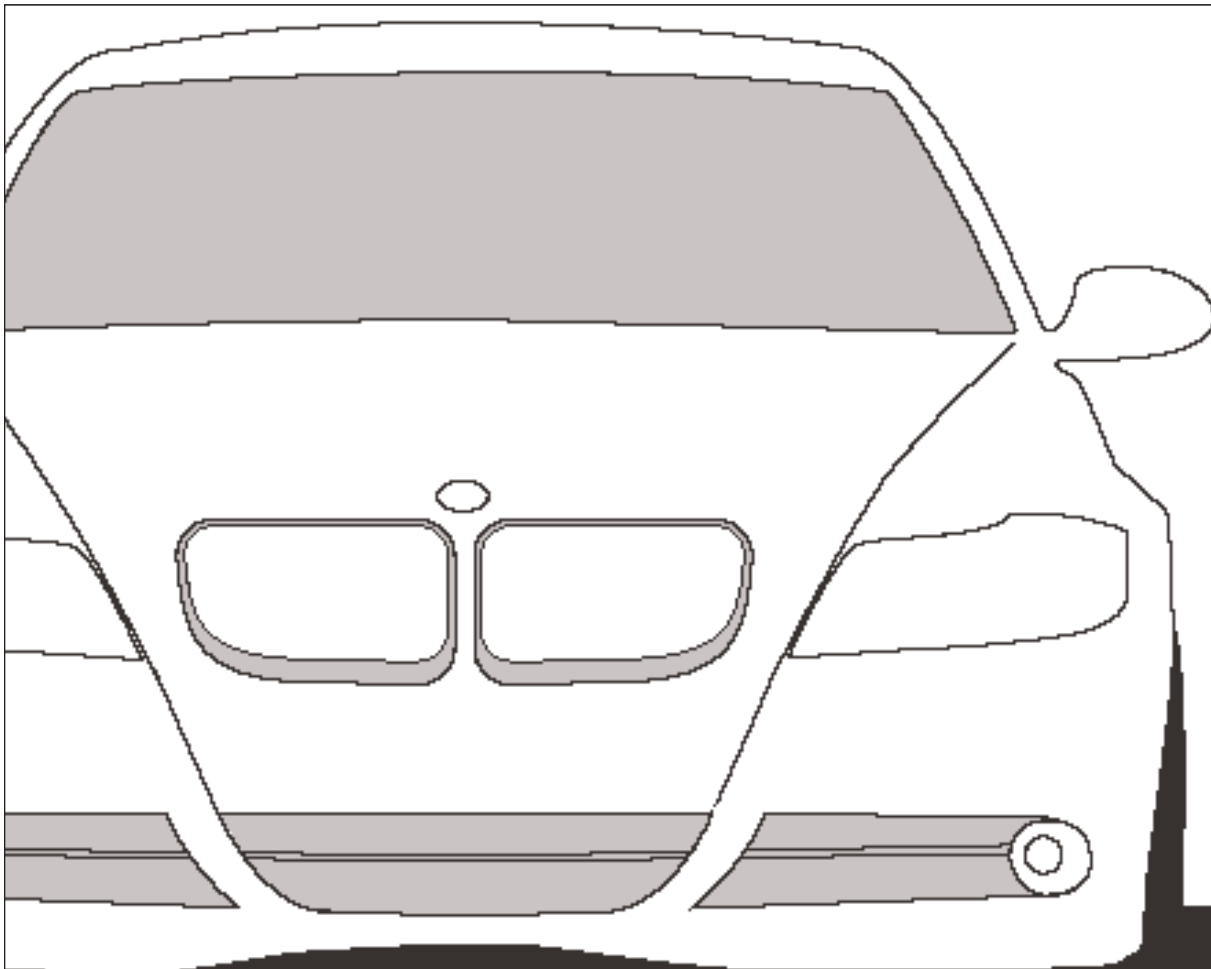
were in our Lexington hotel by 12:30am. Note: Upon returning to DC, we discovered that what began as a 10" slice had been extended by cracks half way around the bell housing, as a result of which Mdorphen received a tranny transplant by the good doctors at sponsor Road Race Technologies.

I have done schools at Mid-Ohio and ran a Team Mdorphen record One Lap road course best 12th in the am (5:24.502). Shortly after lunch I convinced Woody to drive the pm trial. He ran strong, but 0.67 seconds slower than me (5:25.172), good enough for 20th. Woody claims he would have beaten me but for his difficulty finding 3rd gear entering the Keyhole on his last lap and the hotter, more humid conditions, but is still desperately seeking other excuses! We moved up to 24th overall and 2nd in class. We felt somewhat guilty having beaten our benefactors TC and Roy. After we returned to South Bend that night we vowed not to get smashed like last year. We sorta kept this promise and retired from the bar before midnight.

Saturday was only a dry skid pad competition. I pulled 0.992 G (on now worn Michelin PS2 street tires), good for 11th overall. So we ended up 2nd in class to an exceptionally prepared and well-driven E46 M3 and moved up to 22nd overall. All in all, a very satisfying and not particularly tiring 5,400 mile event. And yes, we'll be doing it again next year!

*(Opposite Page) Neil assists TC Kline and Roy Hopkins with a clutch pressure plate and flywheel replacement. (Below) Broken clutch sawed a ten-inch slice in Neil's bell housing. (Below Left) BMW M6 driven by Tom Long finished 6th overall.*





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BY WOODY HAIR

# WOODY'S Competition C O R N E R

With one practice and two championship events in the books, the **SCCA DC Region's Solo** (Autocross) series is as popular as ever for BMW drivers. The fields at these first three events have included 22, 29, and 22 entries in our favorite marque. The Street Touring Ultra (STU) class is the SCCA's newest as well as its most popular. Rules for this class allow what many already do to their street-driven cars, and the cars specified for the class include the popular E36 M3, Subaru STi, and Mitsubishi Lancer Evo 9. Most bolt-on suspension modifications, lightened exhausts and seats, and cold air intakes are allowed. Scott Blair had an article in the March *der Bayerische* detailing the preparations he had done to his '95 M3 to compete in this class.

Eight STU M3s were part of the 21-car class at the practice event in March. Mike Neary beat Scott Blair by 0.148 seconds. Before the first championship event in April, Scott blew the engine on his red car. Mike graciously offered a co-drive and Scott took advantage by beating Mike by 0.019 seconds. M3s swept the top five positions in the 20 car field. Scott was not able to attend the May event. Mike took the win over 23 other STU cars, but the next highest place M3 was Bobbie Boykin's white car in 8th place.

Two of our chapter's **2007 autocrosses** have taken place as of this writing. Four of the new 335i twin-turbos have been entered in each. Josh Turner's 335i, riding on the super sticky Kumho 710s, has won the Prepared SuperSport class over some M Coupes and M3s at both events. Bogdan Poplacean's 335Ci took both wins in the Showroom A class over M3s and other 335s.

Seven chapter members took place in the Tarheel Chapter's **Club Racing** weekend in mid-April on the full course at VIR. Over 80 BMWs were entered, but rain, crashes, and mechanical ills kept reducing the field over the 4-race weekend. Friday's sprint race had 58 starters, Saturday's sprint had 56 starters, and Saturday's 1-hour "Enduro" had 44 starters. With heavy rain predicted, only 20 cars stuck around and started Sunday's sprint. Class results from our chapter show:

## Friday Sprint

Sunir Ghosal	M3 Lightweight	3rd I-Prepared
Todd Brown	E30 M3	3rd D-Modified
Marshall Lytle	E36 325is	8th I-Prepared
David Hill	E30 M3	9th J-Prepared
Dennis Pippy	E30 M3	5th J-Stock

## Saturday Sprint

Todd Brown	E30 M3	3rd DM
Sunir Ghosal	M3 Lightweight	3rd IP
Marshall Lytle	E36 325is	6th IP
Dan Martin	?	1st I-Stock
David Hill	E30 M3	4th JP
Dennis Pippy	E30 M3	4th JS

## Saturday Enduro

Sunir Ghosal	M3 Lightweight	2nd IP
Todd Brown	E30 M3	1st DM
Barry Battle/D Hill	E30 M3	3rd JP
Marshall Lytle	E36 325is	4th IP
Dan Martin	?	1st IS
Dennis Pippy	E30 M3	4th JS

## Sunday Sprint

Marshall Lytle	E36 325is	3rd IP
Dennis Pippy	E30 M3	3rd JS

David Hill also took his M3 to Mid-Ohio for the Memorial Day weekend BMW Club Races. He finished 3rd in J-Stock in the main event.

Three races in the **SCCA's MARRS** series

have taken place to date. Sam Asingao and Marshall Lytle placed first and second in the new Improved Touring R class in the first event at Summit and the next two at VIR. John Counts took 3rd in both VIR events. All three were driving E36 325s. Incidentally, ninety (90!) Spec Miatas started the Saturday race at VIR.

After the fifth race in the **Formula 1** season (Monaco), the BMW team stands third in Constructor's points with 30, compared to the leading McLaren team with 78, Ferrari's 56, and last year's champion Renault with 16. BMW's Nick Heidfeld is 5th in the Drivers' points with 18 compared to Fernando Alonso and Lewis Hamilton (both McLaren) with 38 each. BMW's other driver Robert Kubica is 7th with 16 points.

On Friday, July 27, *Grassroots Motorsports Magazine*, in conjunction with NASA, is attempting to find out who has the nation's Ultimate Track Car. This challenge event will be conducted via time trials on the VIR North Course. Prospective entrants have created websites at cardomain.com touting the virtues of their rides. The editors of *GRM*, with help from readers' votes will select about 50 cars to receive invitations. RRT's Barry Battle plans to drive partner James Muskopf's E36 M3, and Bimmerworld's James Clay is building an E36 Touring with a turbo motor.

## COMPETITION CORNER CALENDAR

Jul 7-8	IRL/Koni Challenge Races, Watkins Glen, NY
Jul 15	SCCA Autocross #4, FedEx Field, Landover, MD
Jul 21-22	ALMS/Indy Pro Series/World Challenge Races, Mid-Ohio
Jul 27	GRM Ultimate Track Car Challenge, VIR, Danville, VA
Jul 28	BMW Club Autocross, Manassas, VA
Jul 28-29	BMW Club Races, Summit Point, WV
Jul 28-29	NASA Races, VIR, Danville, VA
Jul 28-29	Cumberland Airport Autocrosses, Cumberland, MD
Aug 5	Polish Mountain Hill Climb, Cumberland, MD
Aug 11-12	SCCA MARRS Races, Summit Point, WV
Aug 12	SCCA Autocross #5, FedEx Field, Landover, MD
Aug 18	BMW Club Autocross, MSP, Sykesville, MD
Aug 18-19	Cumberland Airport Autocrosses, Cumberland, MD
Sep 2	SCCA Autocross #6, FedEx Field, Landover, MD
Sep 2-3	SCCA MARRS Races, Summit Point, WV
Sep 15	BMW Club Autocross, Ripken Stadium, Aberdeen, MD
Sep 15-16	BMW Club Races, Nelson Ledges, OH
Sep 22-23	Cumberland Airport Autocrosses, Cumberland, MD
Sep 23	SCCA MARRS Races, Summit Point, WV
Sep 29-Oct 6	BMWCCA Oktoberfest, Fort Worth, TX

# BMW AUTOCROSS RESULTS

## SCCA Test & Tune, FedEx Field, March 25

Brian Hair	00 M Coupe	1st SM2	64.673	Wayne Rubain	91 M5	8th FS	72.025
Jason Becker	00 M Coupe	2nd SM2	66.891	Christopher Potter	97 M3	9th STU	72.114
Neil Simon	99 M Coupe	4th SM2	67.423	Tommy Radford	94 325is	6th DS	73.346
Kevin Henry	90 325i	1st DSP	67.579	Justin Francis	98 M3	16th STU	74.433
Mike Neary	95 M3	1st STU	68.513	Todd Pantezzi	73 3.0 CS	13th SM	75.952
Woody Hair	99 M Coupe	6th SM2	68.597	Bob Hausmann	87 325e	14th SM	76.575
Scott Blair	95 M3	2nd STU	68.661	Ruhl Heffner	06 M5	20th AS	77.087
Bobbie Boykin	95 M3	5th STU	70.515	Chris Higgins	95 318i	6th STS	77.233
Jonathan Thayer	99 M Coupe	1st ASP	71.243	Ed Palaszynski	95 M3	18th STU	77.317
Thad Hess	95 M3	7th STU	71.725	James Truman	98 M3	4th BS	79.295
Jason Kendall	98 M3	8th STU	71.766				
Josh Phipps	88 M3	Fun - SM	72.015 (2)				

( ) = No. of 2 second pylon penalties

## SCCA Championship #1, FedEx Field, April 22

Brian Hair	00 M Coupe	1st SM2	56.862	Josh Phipps	88 M3	9th SM	62.589
Terry Baker	99 323i	1st DSP	56.949	Wayne Rubain	91 M5	12th FS	62.802
Jason Becker	00 M Coupe	2nd SM2	57.909	Jason Kendall	98 M3	9th STU	62.848
Woody Hair	99 M Coupe	3rd SM2	58.048	Ruhl Heffner	99 M3	12th STU	63.007
Kevin Henry	90 325i	2nd DSP	58.615	Bob Hausmann	87 325e	13th SM	63.447
Neil Simon	99 M Coupe	5th SM2	58.779	Jonathan Thayer	99 M Coupe	2nd ASP	63.653
Scott Blair	95 M3	1st STU	59.28	Mark Teitelbaum	90 325is	8th STX	63.923
Mike Neary	95 M3	2nd STU	59.299	Todd Pantezzi	73 3.0 CS	16th FS	64.069
Nick Rubenstein	95 M3	3rd STU	60.238	Bill Radford	94 325is	9th DS	64.091
Bobbie Boykin	95 M3	4th STU	60.251	Ed Palaszynski	95 M3	14th STU	64.872
Christopher Potter	97 M3	5th STU	60.587	Justin Francis	98 M3	15th STU	65.114
Matthew Arnold	03 330i	3rd DS	61.142	James Scott	93 325is	11th STX	67.025
Josh Turner	07 335i	4th STX	62.068	James Truman	98 M3	19th STU	67.131
Curtis Staples	02 330Ci	6th DS	62.134	Marc Delavergne	74 2002	6th GS	81.868
Tommy Radford	94 325is	7th DS	62.332				

## SCCA Championship #2, FedEx Field, May 12

Brian Hair	00 M Coupe	1st SM2	62.104	Justin Francis	98 M3	15th STU	68.652
Jason Becker	00 M Coupe	2nd SM2	62.26	Ed Palaszynski	95 M3	16th STU	68.996
Mike Neary	95 M3	1st STU	63.044	Josh Turner	91 325is	8th STX	69.618
Kevin Henry	90 325i	1st DSP	64.41	Wayne Rubain	91 M5	11th FS	70.466
Bobbie Boykin	95 M3	8th STU	66.677	Todd Pantezzi	73 3.0 CS	19th AS	71.224
Matthew Arnold	03 330i	2nd DS	66.681	Chris Higgins	95 318i	7th STS	71.386
Bob Hausmann	87 325e	8th SM	66.978	James Truman	98 M3	20th STU	71.44
Jonathan Thayer	99 M3	2nd ASP	67.304	Mark Teitelbaum	90 325is	12th STX	72.12
Jason Kendall	98 M3	10th STU	67.307	Jelena Arnold	03 330i	15th Ladies	82.254
Curtis Staples	02 330Ci	6th DS	67.962	Marc Delavergne	74 2002	7th GS	86.277
Ruhl Heffner	99 M3	13th STU	68.32				
Tommy Radford	94 325is	7th DS	68.543				



## June

Owner: Kirk Shell  
Year: 1998  
Model: ///M3  
Color: Silver

### Synopsis:

The owner of this month's CoM has been a NCC BMW CCA member since 1998. He is an instructor on a regular basis with BSR and 3 clubs— BMWCCA, Audi, and Ferrari. Like most of us, he's been a car fan for as long as he can remember. His car resume recounts more than 22 sports/sporty cars and still going strong.

Delivered in 1998, his first M3 was a passionate acquisition by way of a Mercury Sable station wagon and a Mazda RX-7. In 1999 he sold his first M3 and realized that it was a big mistake. Years later at a driver's school in his VW GTI, he decided that it was time to get back to BMW. What was his choice? Well, none other than this month's CoM, a 1998 M3 in four-door sedan trim.

Kirk's 1998 M3 was sourced near Hershey, PA. He had it pre-purchase inspected by a friend and BMW racer, Ed York. The odometer and check-up read 53k



miles and very clean. Kirk thought that with all the track events and recent (at that time) graduation from the Instructor Academy, the M3 was the vehicle of choice. He states, "I decided on a 4 door E36 because of the kids and dual role of daily driver/track car."

Modifications to date are simple suspension mods for the 16 to 20 track days it sees each year. Chassis reinforcements were also fitted and a few other things

done to make it safe and dependable on the track.

When commenting about his M3 in comparison to other cars he's owned, Kirk states— "Not one of the others had half the feel and personality of this car. It may not be the highest horsepower car out there, but it's just the best for me and I love it!"

Thanks for sharing, Kirk!

The June Car of the Month did not arrive before press time, so we are including it in this issue. Do you think your BMW is worthy of 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 Concours Chairman Richard Pineda at [concours-chair@nccbmwcca.org](mailto:concours-chair@nccbmwcca.org) or 703.625.7416. He will contact you for more details and information.

## July

Owner: David Costanza  
Year: 1998  
Model: 540i  
Color: Orient Blue with Grey Interior

### Synopsis:

July's CoM is a 1998 540i that sees many NCC BMW CCA events. This ultimate driving machine is driven and enjoyed by none other than BMW CCA member David Costanza. David is an active member of the National Capital Chapter and can be spotted at many autocrosses and tours (to include planning trips, right David?)

At the time of submission, his 540i has seen over 123,500 (s)miles, although you can hardly tell from the pristine stance in the picture. Regarding modifications, in David's words, "It is straight stock but I do have



two sets of wheels and tires, one for autocross season and another for the rest of the year."

See you at the next tour and thanks for sharing, David!

## August

Owner: Stan Chien  
Year: 2002  
Model: ///M3  
Color: Alpine White

### Synopsis:

The month's CoM is an M3 from NCC BMW CCA member Stan Chien. Modifications to date on this 83k mile beauty include FK Coilovers, Active Autowerkes Exhaust, 19" Hamann PG3 wheels, Hamman Brake Ducts, Smoked Corners, CSL Spoiler, ACS Roof Spoiler, CF SMG Paddles, Black Kidneys/Side Grills, and 20% Tint.

Thanks for the submission, Stan!



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Photo by Raine Mantysalo.  
July/August 1997 der Bayerische

# A Look Back

By Woody Hair

*Editor's Note: This is the second in Woody's series of articles looking back at the history of the chapter. This series was inspired, and to some extent made possible, by the success of the club's initiative to scan all the past issues of the newsletter and post them on line. If you have not had a chance yet, I encourage you to visit the chapter website at [www.nccbmwcca.org](http://www.nccbmwcca.org) and click on "der Bayerische" and then "Past Issues."*

## More than 35 years ago – July 1971:

The chapter's acceptance in the BMWCCA has also been rewarded with the assignment to host the two-day Oktoberfest for all 'CCA members. President Jon Lusher expressed a pet peeve about the term "bimmers." He did not feel it was appropriate for serious cars such as the 2002 and 2800CS. Terry Baker reported our treasury was up to \$197.26.

**30 years ago – July/Aug 1977:** The chapter officers were Ken Wright, President; Fred Weingerg, VP; Jerry Hooper, Secretary; and Conway Wilson, Treasurer. A Tech Tip article by Paul Broyles discussed vibrations, their sources and what problems they indicate. Our planned autocross was cancelled due to issues with the liability insurance carrier. The problem affected car clubs nationwide. A wine and cheese party was planned at Bill Riblett's Bethesda home. President Wilson apologized for the behavior of a member who interrupted a monthly meeting with "self-serving, non-standard and abusive rhetoric."

**20 years ago – July/Aug 1987:** Upcoming events included a crab feast at Allen

Pond in Bowie, an autocross at Landover Mall, an Orioles baseball game, tech sessions at Coachworks in Baltimore and TUV Engineering in Rockville. Dealer ads included Evergreen Motors in Frederick, Tischer, Apple in Manassas, Brooks in Towson, Martens in Marlow Heights, and VOB in Rockville. The Deutsche Marque Concours d'Elegance was held at the German Embassy. Best of Marque was the very original 2002 of Nick Saridakis. Class winners were, 4-cylinder Lothar Schuettler's 2002 Cabriolet, Pre '77 6-cylinder Ron Blaise' 2800CS, and Post '77 6-cylinder Ron Parise' 325e. The lovely Sharon Miller was pictured modeling our BMW club polo shirt.

**15 years ago – July/Aug 1992:** A cover photo showed President Jack Kenworthy holding a large Motorsports banner while greeting Oliver Kuttner and his race-winning M1 Procar at turn 8 at the Jefferson 500. Jack had also helped carve our roasted pig. Crystal Lee Taylor gave a favorable report on the ladies-only tech session at TUV Engineering. The '88 325is of Sueann Meskill and Brian McCally won Best of Marque at the Deutsche Marque Concours d'Elegance held at Evans Farm Inn. A large swap meet at Electrodyne/Racing Dynamics drew entrants such as Ray Korman of Greensboro, NC. Guests demonstrating their products included Chuck Bennett of Zymol. The classified ads included five 2002s including an ITB race car and a rare tii model.

**10 years ago – July/August 1997:** The roster of chapter officers showed a feminine leaning with Jenny Nazarko, President; Sue

Bryan, VP; David Lassalle, Treasurer; and Charlotte LaQui, Secretary. Grant Randall's Alexandria Bavaria Service hosted a tech session and open house. Our Jefferson 500 corral was marred by a fatal racing accident. One of the cars involved was a 3.0 CSL. Philadelphians Mike Tillson and Howard Finnelman won the Deutsche Marque Concours Best of Marque with a 1958 507. The Woodlawn Plantation in Virginia was the site.

**5 years ago – July/Aug 2002:** Don Noveau had a report on our overnight tour to the Peaks of Otter. Twenty-one cars and one motorcycle (Greg Johnson's K1200RS) participated. Forty students attended our autocross school at Rosecroft Raceway. With President Al Zavala's encouragement, Alan Marsh was resurrecting a Do-It-Yourself maintenance and repair program (that sounds familiar!). The Car-of-the-Month featured ex-President Mike Wendell's 1984 318i ITB race car. Competition Corner reported the BMW-Williams Formula 1 cars were the fastest cars in the series except for the Ferraris. A 1985 M6 race car was listed by Kempton Shields in the classified ads. Apparently the car didn't sell since Kempton, from the Tidewater chapter, is still racing it in 2007.



## NEW MEMBERS LIST



National Capital Chapter now has 5610 members, 829 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: Lewis Baskerville, Scott Bosari, William Bruner, Duane Collie, David Crout, Joern Esser, Russell Gardner, Micah Goodwin, David Han, Ken Hunt, Benjamin Kalu, Susan Leetmaa, Frank Marshall, Mark McCoy, Roy Morris, Kristine Pedley, Roger Picker, Bogdan Poplacean, Eric Pepper, Mark Resnik, Jonathan Spira, VOB BMW, Ryan Wagner, Rick Willigan, and Eric Wong.

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](http://www.nccbmwcca.org) for the latest event details.

Graham Allyn	2002 M Roadster	Michael Fife	2007 335i	Howard Josefberg	2006 330i
Adrian Ambe	1994 325is	Patricia & Robert Finch	2006 325i	Lou Kalra	2001 330ci
Samuel & Mary Jo Andrews	1998 740im	David & Michelle Fisher	2006 325i	Deen Kaplan	2007 328i
Randall Anthony	2007 335i	William Fong	2003 325i	Paul & Kristina Kasnic	2004 325xi
Frank Araujo	1999 328i	Robin Ford		Fayz Khan	1990 325is
Ryan Ayres	2003 M5	Peter Frank	2007 335i	Juned Khan	2006 750li
Scott Barghaan		Renty Franklin	2007 530xi	Joon Kim	2003 325xi
Matthew Barker	1995 M3	Matthew & Laura Frick		Simon Kim	
Imre Batori	1988 M3	Ryan Gallahan	1995 M3	Charles Kiser	1995 M3
Donald Battle	2000 528i	Brenda Gates	1996 328i	William Kleven	
Charles Baugh		Jim Gerock	1973 2002tii	Zack Kline	
Alisha Baum & Foxx Jonathan	2007 328i	Nathaniel Gibson	2007 335i	Fred & Eric, Alex Knight	2000 328ci
Nickolas Beck	2005 325Cic	Beth Gilbert	1997 M3	Fabian Koenigbauer	
Katherine Bentz		Susan Gogos	1972 2002tii	Dale Koger	2008 550i
Terry Berman	2005 330i	Ted Goldman		Eric & Megan Kraai	2006 325xi
Steven Biniasz		Gail & Mark Gordon	2001 Z3	Michael Krebs	2003 325i
Jayne Blake	1995 M3	Ryan Grady	1995 M3	Sanjay Lamba	2007 335i
Robert Blanke	2007 335i	Faye Graul	2006 530i	Charles Langmead	2007 650i
William Boykin		Gary Green	2006 M3	Bruce Lapham	2005 530i
Peter Braunohler		Jeff Green	2007 335i	Eric LaRose	
Alexandra Bryan		Phillip Green	2001 530i	Alfred Lawrence	2006 330i
Steven Cale & David Cale	2001 330i	Todd Green	1995 325is	Ron Lear	
Alberto Cardenas	2002 330i	David Greenberg	1989 325i	Stephen Leavitt	2002 540i
David Cereijo	2003 M3	Edward Gross	2002 540i	Jeffrey Linton	2000 M5
Bryan Chambers	2007 X5	Rod Hahn	2004 M3	Andrew Loys	
Somu Chandra	2003 325i	Terry Haines	2003 Z4	Dengpan Luo	2000 323i
Sunil Chhabra	2004 X5	Frankie Hall	1998 750il	Kenneth Lyon	
Dacee Chimgee-Parr		Robert Hamilton & Emily Vieira	2006 325xi	John MacDonald	
Guillermo Christensen & Pamela Bates	2004 M3	Humayun Hasan		Donald MacLeod	2007 328xi
Seth Ciferri	1990 325is	Neil Haupt	1988 528e	Johnathan MacQuilliam	1999 323i
Peter Coleson	1995 525i	James Hawes	2008 535xi	David & Mary Margulies	2000 540i
Sarah Cornfeld		Craig Henry		John McKee	1999 740il
Michael Cosgrove	2007 328i	Cameron & Matthew, Patrick Herrmann		David McKenzie	2001 X5
Charles Crettier	1998 540i	Len Hickey & Amie Hickey	2005 325Cic	Glenn Meltzer	2002 X5
Janna Daniels	1976 2002	Kathy & Mark Higgins	2007 328xi	Mike Mendoza	2001 740i
Richard Danner	2000 740il	Daniel Holloway	1999 M3	Anthony Meo	2003 530i
Reeve Davis		John Hood	2002 325i	Timothy & Brett Miller	2001 525i
David Denbow	1997 M3	Nicholas Hoogs	2006 M3 Coupe	Robert Moll	2004 330xi
Harry Dinkins	2000 740il	Heath Hower	1997 540	William Moore	2007 328i
Milos Djuric	1990 535i	Joseph Hrutka	2001 M3	Yvonne Moritz	1996 M3
Tim Donovan	2006 Mini Cooper S	Hope Hurlbrink		Katherine Morton	2004 325Ci
Jessica Draheim		Rodrigo Iglesias &		Rick Murphy	2007 525i
Jason Eister	1974 2002	Adriana Cavalier De Iglesias	2006 325xi	A.J. Mushlaq	2001 330i
Stephen Ello		Nathan Jackson		Joseph Nealon & Christopher Nealon	2005 530xi
Jason Farkas	2005 330i	Johnny Jno-Pierre	2007 335i	Richard Nelson	2002 Mini Cooper S
Victor & Leslie Farkas	2006 M3	Cynthia Johnson	2001 740iL	Salameh Nematt	1991 850i
Soheil Faroghi	2002 330i	Lisa & Tyrone Johnson	2004 X3	Paul Newton	2002 540i
Matthew Feeley		Alan Jones	2007 Z4 M	Patricia Nicastrì	



## NEW MEMBERS LIST



Howard Nichols	2001 740il	Ray Saulino		Akin Utku	2003 330i
Niger Noel & Quincy Noel	1995 740i	Robert Saunders	2007 335i	Chris Vatisdis & Mary Barnes	
Shannon Northcott		William Schlifke	2007 335xi	Penni-Sue Vera & Mauricio Vera	2007 X3
Edmund Oblitey	1999 323i	Ronald Schneider	2003 X5	Chuck Viator	2003 330xi
James O'Hare & Dan O'Hare	1986 325e	Gregory Scougall		Janet Walczak	2008 535xi
Will Orr	1973 2002	Greg & Sheila Serfas	2007 530i	Jennifer Warfield	
Richard Paciejewski	2007 335i	Ando Shin	2007 335i	Kenneth Washington	2001 740il
Heinz Paletzki		Aaron Slan		Rufus Washington	2002 Z3
John Pasierb	1988 325ic	Ivan Slavov & George Slavov	2004 M3	Michael Weigarten	
Colin Pate		James Slechta & Benjamin Slechta		Bob Williams & Kathleen Hogan	
Steven Pedley		Douglas Smith		Robert Wilson	2004 330ci
David Pham	2001 325i	Douglas Smith		Russ Wyllie	1990 735i
Charles Phillips	2007 335i	Hailey Smith		Yongliang Yang	2001 330ci
Nor Pirzkal	2003 Z4	Jamie Smith		Addison & James Yeaman	
Matthew Plache	1995 540i	Matthew Sniscak		Michael Yee	2003 330ci
Richard & Shirley Pollack	2007 328xi	Aubrey & Jackie Stanley	2007 335i	Laura York	
James Pritchett & Koset Surakomol	2007 328i	Frank Stevenson		John Younger	2004 745li
Nicholas Psaros	2003 Z4	Todd Stevenson	2007 335i	Robert Zakroff	1998 540i
Jeffrey Rabovsky	2005 M3	Wieslaw Strugala	1998 318ti	James & Debbie Zelenski	2004 X3
Adus Bina Raicich	1999 328i	Scott Tallman	2006 750li		
Edward Ramsey & Garnett Scott	1998 M3	Deanna & Chris Taylor			
Jonathan Ransom	2003 525it	Scott Taylor	1986 524td		
Lia Reynolds & Laura Lee	2006 330i	R Teig	1999 540i		
Luis Rodriguez-Cortes	1998 3.28i	Kim & Roland Thagholm			
John & Dawn Rosarius	2004 325cic	Jonathan Thayer	1999 M Coupe		
Douglas Rutzen	2004 645cic	Robert & Jenny Thompson	2007 335i		
Jorge Sactic	1995 525i	Wil Tirado	2001 740i		
Kevin Salter	1989 325i	Jacob & Jazmin Torres	1998 740il		
Bill Sanders	2004 Z4	James Truman	1998 M3		
Joshua Sanders		Michael Tyson	1995 318i		

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](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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# CLASSIFIEDS

## 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

### 2006 BMW Z4 3.0si Coupe

4USDU53466LV34137, \$40,000 OBO. Montego Blue Metallic, beige leather, poplar wood trim, 9K miles, garage kept, 6-speed manual, Premium & Sport Packages, M Sport heated seats, Premium sound system with DSP, 18" wheels with run-flat Bridgestone tires, Bi-Xenon headlights, Multi-function steering wheel, BMW Assist with Bluetooth, 3 years/41,000 miles remaining on BMW warranty, No smoking owner, no dings, scratches, or accidents. Buyer pays any shipping costs. Contact: Roger\_Birenbaum@yahoo.com or call 443-226-3987 Reisterstown (MD)

### 2003 M3 Convertible

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

### 2001 BMW 540i 6-speed

WBADN53461GC96424, \$19,995. Anthracite metallic/grey interior, 61k miles. Sport package, xenon lights, DSP stereo, CD changer, heated seats, sunroof. New Transmission @ 23k miles. Red Line in trans and engine, Amsoil in diff, Ate Blue brake fluid, BMW coolant. New climate control resistor and cam sensor. New OEM radio head unit. Jeff Snaveley, 703-313-8141, jsnaveley@verizon.net. Springfield (VA)

### 2001 BMW 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 (VA)

### 2001 BMW 330Ci

WBABN53401JU34563, \$22,300. Titanium silver/Gray leather, 25K miles, Sport/Premium/Cold Weather packages, Steptronic, Navigation, Xenon, Harmon-Kardon, immaculate, garaged, no snow, all BMW serviced with records, Scott 703-869-5129. seshleman@attg.net (VA)

### 1999 BMW 323i Convertible

WBABJ733XXEA18619, \$17,750 obo. Cosmos black metallic/beige leather, 28.0k miles, 5-speed manual, premium package, black soft top, heated front seats, on-board computer, K&N air filter, sunshade, jack adapter, Bentley manual, outstanding condition, clean Carfax. James 540-907-2867. jameschew@mac.com. VA

### 1991 BMW 850i 6 Speed

WBAEG1315MCB42215, Make Offer. Black/light grey leather, 72,455 miles. Custom FITAPALDI carbon fiber wheels, Toyo Proxes T1-S tires. Cross drilled cadmium plated rotors, Python alarm system and Custom Pioneer stereo head that reads MP3 cd's, CD's and XM radio. 6 disc CD player in trunk JL amplifiers. Cliff 301-251-9397 or Cell 202-374-2939 or Email Cliffs475@Comcast.net (MD)

### 1988 BMW 528e

WBADK8300J9890905, \$9.9K. Grey, 64,700 miles, clean, never in accident, always garaged, meticulously maintained, receipts for all work done. New battery and brakes, driven regularly, sun roof, non-slip differential. L. Sank, 301.229.3131, lsank@erols.com (MD)

### 1986 BMW 325es

WBAAB5405G9675688, \$950. Black/Red Leather. 172K mi. estimated - odometer mileage is not actual and is declared on clear VA title. 5 Speed manual. Will NOT pass a VA Emission Inspection - may need new cat. The engine does not smoke or burn oil. No engine mods. Interior and exterior in fair to poor condition. BMP Design front one-piece bumper/valance with fog lamps. Aftermarket aluminum basket weave wheels. OEM size tires with only about 4K miles of use. H&R sport springs and Bilstein stocks and struts. Brakes need overhaul. All receipts since 1998 purchase. Will not part out. It needs more now than what I have to give. Might be a better track car than street car. As is. BMWCCA Member #196059 Dwight 703-408-4970 B/T 9AM - 6PM dbwilliams325@cox.net (VA)

## PARTS FOR SALE

### M3 Parts

E46 M3 Sway Bars (taken off at 4000mi's) \$200 frnt/rear, e36 M3 Water Pump (New) \$50, Headlights (Good Condition) \$110 pair, Turn Signal Lights (New-Drivers side, Orange & Clear) \$15 ea. Howard, 410-375-5051, apexthecurves@comcast.net (VA)

### 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)

### 8.5 x 16 ACT wheels

8.5 x 16 wheels by ACT. Made in Germany. Used as track wheels with 245/45 16 tires on an E24 M6. Will probably fit E28 M5, possibly other E24 and E28. Must be used with spacers, centering shims and long lug bolts (included). Lug bolt covers also included. Plenty of scratches, scuffs and rubber smudges but no major gouges or dents. \$150 for four. gary.ketner@gmail.com (MD)

### 4 17" TSW Chrome 5-spoke wheels (1 is slightly damaged)

Looking to complete a set of TSWs? Want an extra pair for winter wheels for your rear wheels? These could be for you! \$200/OBO (shipping not included). 202-359-5108.

### X5 3.0 Wheel (1) For Sale

The wheel is in like new condition. I believe this wheel was the standard wheel on the X5 3.0. I'm located in Montgomery Village, MD. You're welcome to come by and take a look. Asking \$75.00. If interested please call me at 301-675-5754

### Type 119 (3 Series, E46) Wheel (1) For Sale

The wheel is in good condition. It has curb rash. I'm located in Montgomery Village, MD. You're welcome to come by and take a look. Asking \$50.00. If interested please call me at 301-675-5754

### Type 123 (5 Series) Wheel (1) For Sale

The wheel is in almost like new condition. I'm located in Montgomery Village, MD. You're welcome to come by and take a look. Asking \$75.00. If interested please call me at 301-675-5754

### Type 95 (7 Series) Wheel (1) For Sale

The wheel is in pretty good condition. It has very little curb rash. I'm located in Montgomery Village, MD. You're welcome to come by and take a look. Asking \$75.00. If interested please call me at 301-675-5754.

## 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](http://homepage.mac.com/stanleywilson2/Sites/track/Track_Sale.htm)

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