

der Bayerische

National Capital Chapter

BMW Car Club of America

November/December 2007



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Cover: The Hot 1! It's confirmed, the 135i is coming to the US, see the details in Raine Mantysalo's piece on page 27.

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NCC BMW CCA

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President's Message

As we complete another calendar year, things are looking good for the Chapter. If you check the website you'll see that the activities just keep on coming. Do-It-Yourself sessions, socials, tours, Street Survival teen driver training, and then, of course in January, our annual banquet. You do not want to miss that.

Yesterday at the DIY family picnic, I met a member, Phillip Cummings, with a familiar experience: he owns 3 BMW's, none of them built in this century (like me). He's been a member for a couple of years and read *der Bayerische* with interest but for one reason or another, never came out for an event (like me). Finally, after coming to a new members' party, he came to a DIY. (In my case the second event was the autocross school.) Phillip's thinking about going out for an autocross, and I warned him, that stuff is addictive. It only leads to stronger stuff - like drivers' schools. We had a lot of laughs. It's impossible to attend a National Capital Chapter and not find friendly people from diverse backgrounds who share your interests. Even if you don't know a soul there when you arrive, you will when you leave.

- Roy Morris

Call for Candidacy Statements

We need your fresh blood! Well, it is the Halloween Season as this is being written, but no, we don't mean that literally. Your current slate of National Capital Chapter officers are nearing the end of their term, and this is an open call for members who may be interested in giving back to the club by serving in a leadership position on the Board of Directors.

All four elected offices are open: President, Vice-President, Treasurer, and Secretary. Please send a short candidacy statement for one of the above offices to db-editor@nccbmwcca.org on or before November 21st, 2007 for inclusion in the January/February issue of *der Bayerische*. A candidacy statement is simply a short paragraph or two that states your intent to run for a particular office, with a few sentences about why the members would be well-served in electing you.

The election will be held at the Holiday Party on January 19th, 2008.

Would you like to see your car featured in the dB?

We love all types of Bimmers; garage queens, race cars, modded street cars, even just an old beater with a lot of character.

Please contact Bill Williams, our new Car of the Month guru, at billwill72t@verizon.net. Send a short description of your car with a couple of high-resolution photos and Bill will contact you for more information. Cars of the month are automatically entered in the Car of the Year contest.



The Snooze Cruise

Maybe you've seen it. The mini-van cruises slowly through the neighborhood... its driver seems to be in no hurry to reach any particular destination; she allows other vehicles to go ahead of her and has a warm smile and a friendly wave for fellow-motorists and pedestrians alike. While her clothing, hair, and makeup seem a bit disheveled, the young mother piloting the van has a look of deep relaxation and serenity, as though she is finally enjoying some solitude and relaxation after enduring a maelstrom of frenetic activity for hours on end. Then you notice child safety seats in the back of the van, and a closer inspection reveals at least one toddler snoozing comfortably, strapped securely into his or her five-point harness.

You have just witnessed a Snooze Cruise.

Please do not confuse a Snooze Cruise with a Booze Cruise; it's true that both involve a juicy concoction sipped from a cup, stumbling people being helped in and out of a vehicle, and possibly

some spitting up, that's where the similarities end. A Booze Cruise requires a boat, a body of water, and an abundance of alcohol; all that's required for the Snooze Cruise is a cranky youngster in need of a nap, and a frazzled parent on the edge of a mental breakdown.

Having recognized the soothing effect a moving car has on their little ones, many parents have resorted to taking their tots out for a drive as a way to hasten the arrival of the Sandman. In some cases the cruise is used as a last resort, when every other technique for putting the little darlings to bed has been tried; some families, however, dispense with the opening act and just strap them in as soon as it's nap time.

Like the Minnow's famed three-hour tour, a Snooze Cruise can last much longer than you might think. Though it is possible to move sleeping children from one location to another, such as from a car to their cribs or beds, and this can often be done without rousing them fully from their sleep, there are risks associated with such a move

and an unlucky parent could find themselves with a fully-awake and even nastier, crankier kid. The most extreme snooze cruisers follow the old adage about letting sleeping dogs lie, only they apply it in this case not to Fido, but to their own pups; not only do they take them on the cruise to get them to sleep, but they will actually drive around aimlessly for hours, enjoying the blessed silence.

So, the next time you encounter a driver whose sense of urgency on the road may not be to your liking, please resist the urge to honk your horn or give a dirty look. You may be dealing with a parent who has been pushed nearly to the breaking point by unruly little rugrats and is only at that very moment enjoying a few minutes of calm and quiet. If you're a parent I'm sure you can relate, and if not, I hope someday you'll have the chance.

Cheers!

Rob

P.S. Thank You, Jen, for introducing me to the Snooze Cruise!

Please see the following letter to the editor from NCC member Phillip Rodokanakis in response to last-month's "From the Editor" column concerning the Northern Virginia Transportation Authority. This issue is near and dear to Phil's heart, if you would like to contact him for more information, please send an email to db-editor@nccbmwcca.org and we will be glad to pass along your contact information. - Editor.

Letter to the Editor

Rob:

I read with interest your Editor's Column in the last issue of the *der Bayerische* magazine. You hit it right on the nail!

I'm one of the defendants who is suing the State over the many unconstitutional provisions that are included in various parts of the enacted statute. What the General Assembly and Governor did in enacting this statute into law is in one word, shameful. The battle over "Taxation without Representation" was fought more than 200 years ago. Yet, by enacting this statute, those of us residing in Northern Virginia will be paying taxes to unaccounted and unelected bureaucrats. We traded a King for some faceless bureaucrats—our founding fathers must be turning in their graves.

And did you realize that 40% of the money raised doesn't go toward building roads, but instead ends up in Metro's coffers? As if all the subsidies Metro already receives weren't enough. There are many serious constitutional issues with this statute; our lawsuit addresses thirteen different counts.

I'm sure other NOVA members of the NCC would have a great interest in the outcome of this lawsuit. Even though most haven't focused on the many constitutional violations introduced by this statute, a lot of drivers are upset over the "abuser driver" remedial fees that can cost one up to \$3,000 in penalties over and above the regular traffic fine. No one is condoning breaking the laws, but I'm sure you agree that some of the speed limits are unrealistically low; accordingly, it doesn't take much to get charged with reckless driving in this state, which immediately triggers the remedial fees. The press has done a good job reporting on average drivers with good driving records who have already been hit by these fees.

Please let me know if you have any questions. If there is a way to generate some interest amongst NCC members from NOVA, I would sure like to help in any way I can.

Best regards,
Phillip Rodokanakis
BMW CCA Member #200902

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' Drathouse, 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

- 9 Green Turtle Social Event – Columbia, MD
- 11 **B**arns, **M**arket Towns & **W**ine Summer Tour
- 18 Autocross Series #5 – Sykesville, MD
- 19 Sunday DIY – BMW of Sterling, Sterling, VA

September

- 6 Kings Street Blues Social Event – Alexandria, VA
- 8 10th Annual Shenandoah Concours – Edinburg, VA
- 13 Green Turtle Social Event – Columbia, MD
- 15 Autocross Series #6 – Aberdeen, MD
- 15 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 15-16 23rd Annual Classics on the James Car Show – Richmond, VA
- 23 Joint DIY Family Picnic – Carderock, MD
- 30 BMW CCA Oktoberfest – Fort Worth, TX⁽¹⁾

October

- 1-5 BMW CCA Oktoberfest – Fort Worth, TX⁽¹⁾
- 4 Chipotle Social Event - Alexandria, VA
- 6 Street Survival – Sykesville, MD
- 7 Columbus Day Parade – Baltimore, MD
- 11 Green Turtle Social Event – Columbia, MD
- 13 Do-It-Yourself (DIY) – Funktion Auto, Dulles, VA
- 18 Zodiac Grill Social Event - Gaithersburg, MD
- 20 Autocross Series #7 – Bowie, MD
- 20-21 Radial Tire Drivers' School & BBQ – Jefferson Circuit, Summit Point, WV
- 21 BMW Fall Event – Wolf Trap, Vienna, VA & Passport BMW, Marlow Heights, MD
- 27 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC

November

- 1 Chipotle Social Event - Alexandria, VA
- 3-4 Fall Tour – Wisp Resort - Deep Creek, MD
- 8 Green Turtle Social Event – Columbia, MD
- 15 Zodiac Grill Social Event - Gaithersburg, MD
- 17 Street Survival – Dulles, VA
- 17 DIY – Convenience Care - Manassas, VA

December

- 1 DIY – BMW of Fairfax - Fairfax, VA
- 6 Chipotle Social Event - Alexandria, VA
- 13 Green Turtle Social Event – Columbia, MD
- 20 Zodiac Grill Social Event - Gaithersburg, MD

⁽¹⁾ <http://www.bmwcca.org/>

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

2008 Holiday Party

Blair Mansion Inn, Silver Spring MD
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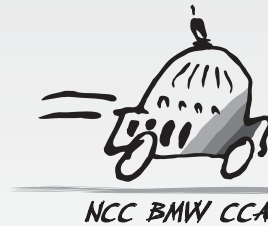
Please come join us for an evening of conviviality and fellowship at the National Capital Chapter's annual 2008 Holiday Party and Membership Meeting. Cocktails will be served at 6:00 p.m.

followed by dinner and door prizes; who knows, maybe someone other than Al Zavala will win the tires this year!

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Please see the chapter website for registration information and other details. www.nccbmwcca.org.



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When Did The “M” in The 2007 Summer Tour Become “Mammoth?”

By Robert Stern Photos by Doug Dismukes and Robert Stern



The August 11, 2007, Summer Tour to the Gettysburg, Pennsylvania, area was planned as Barns, Market Towns and Wine. Photos joined with this review are my best way of showing how our tour day began. The “before” was taken at 8:00 a.m. on the lot of Northwest BMW in Owings Mills, Maryland. Two catering trucks had just departed after delivering and setting up enough food for 100 breakfasts ordered by Josh Dreiband, the owner of NW BMW and our host for the tour start. The “after” photo was taken around

BMW team, washed and dried. They reset the TPMS light on another car. Another member was busy in the Parts department attempting to find a grill part that had managed to divorce itself from the front of his car. The other 91 were busy trying to ensure no food was left uneaten, and inspecting the fantastic display of new and pre-owned BMWs.

Inside the showroom, two members of Bob's BMW Road Crew (Miriam and our grandson, Ryan) were busy with registration, magnetic

signs, ribbons, and all the other administrative needs of a tour; while outside, I was running around and acting as if it was all well under control. Ryan did take a short break and go with Bryan Cunningham when he was asked, “Do you want to go sit in a Ferrari?”

Bryan used a bull horn to gather the group outside at 10:15 a.m. for our Drivers' Instructions session. Our host, Josh, was warmly thanked by everyone for the fantastic effort of he and his team, and their support of NCC. I also introduced CPL Comanga of Precinct 3 Baltimore County Police. She was taking care of getting our group safely off of NW BMW's lot, off the main roads, and out of her Precinct. She commented that her cars were alerted and had copies of our route. Note that it was one of her cars posted at Route Instruction 8 who noticed the large group of cars playing “follow the leader” when the “leader” blew right past the left turn onto Glen Falls Road.

We began to leave the lot at 10:25 a.m. Traffic on both sides of MD Route 140 (Reisterstown Road) was stopped to let us enter the highway and make the first turn off Rt. 140. Apparently, some people ignored the suggestion of “follow the route instructions” and followed the car in front of them. After missing Mt. Gilead



Oh what a difference an hour can make! (Above) The Northwest BMW lot at 8:00 a.m. (Right) And just over an hour later, at 9:15 a.m.

9:15 a.m. as 48 cars arrived and parked safely on the lot. Many members of the NW BMW team were available to manage the parking and direct 94 people into the showroom for breakfast.

Yes—48 cars and 94 NCC BMW CCA members and friends. “M” had gone from Market Towns to Mammoth!

While this was all going on, one of our members was identified as having a “less than proper” level of cleanness for an NCC BMW CCA tour. His car was immediately taken by the NW





Church (how can you miss a big church?) things settled into a normal tour pattern. We timed the first two cars at the 16 mile mark and the last two cars. It took almost 20 minutes for the parade to pass.

As planned, a Taneytown, Maryland, police officer was waiting for us at our first stop. The group was so large that we used the front and back lots of Sheetz and overflowed into the local bank lot. Exactly at noon, with the help of sirens and lights, we again blocked MD Rt. 140. There were three lanes of cars departing the parking lots. What a show!

As we entered the town of Fairfield, Pennsylvania, 14 cars broke off and stopped at The Fairfield Inn for lunch. Vice-president, Zachary Pullins, hosted this group. It was neces-

sary to use two different sites for lunch when our group got too large for just the original place. Their lunch was served slightly later than planned. Apparently, the governor of Pennsylvania decided to stop for lunch, too. Can you believe the staff was more interested in him than the BMWs?

The remaining cars continued on to Hickory Bridge Farm for a lunch of all you could eat chicken, ham and ribs. From what I saw, it looked like all 68 people got the hot fudge sundae for desert. We all enjoyed a leisurely lunch and then visited the Old Country Store and Museum on the farm grounds, while waiting for the slowpokes at Fairfield Inn to catch up. Frank Kirkpatrick of the Z Club was one of the first to

arrive. He had to turn around, go back to the major road, and get the rest of the group. They had missed all three large signs pointing to Hickory Bridge Farm.

Almost all of our entire group then traveled to our last stop at the Adams County Winery. The owner, Katherine Bigler, had marked off and reserved a parking area for our 50 cars. Sadly, she did not know that 50 BMWs take up the space of 100 regular cars. Some of us were too late to fit into the marked corral. During a break in the music, NCC BMW CCA was announced as being at the jazz event and people were invited to view, but not touch, the cars.

I have been told that many people stayed for hours, enjoying the music and wine. We had to leave early, with our grandson, and travel to Allentown, Pennsylvania, for a Sunday Hot Air Balloon Ride...but that's another story.

This was possibly one of the largest one-day tours NCC BMW CCA has had. It was certainly the largest I have ever handled. Thanks go to my family, Zach, NW BMW, police of several jurisdictions, and the many others who pitched in to help make it such a fantastic day. Tell a BMW friend—the tours can only get better and better.

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Traditions

By Bill Williams

Going Somewhere...

After my last, and first, Traditions column, I wondered if I would have enough material to write about for this issue. Then I looked at my calendar. All I can say is WOW! No, I can really say a lot more about August and September than just one word. Vintage months they certainly were with events such as: The Monterey Historic Weekend, Rolex Historic Races, Watkins Glen Grand Prix Festival, Shenandoah Concours, and the Classics on the James Car Festival, yes, there is plenty of fodder for words.

Shortly after the last *der Bayerische* proof copy was circulated among the staff, buzz started on the BMW2002FAQ message board about the Monterey Historics in Monterey, California. Driving to California in a BMW 2002 is not totally out of the question (for you new car owners, there actually was a BMW produced in the 1970s called a 2002). I joined with a few other hearty souls (fools) who drove to Keystone, Colorado, in 2002 (that is a year in this case) in 2002s (cars in this case), and California is just a bit west of Colorado, right?

After computing the cost to drive out west, I realized it was a stretch. Then my newest client, Max of Maximillian Importing, brought up the idea of heading west to Monterey – on an airplane. It's not a 2002, not even a BMW, but Monterey all the

same – and I'll take that any way I can. In addition to the events planned by the California BMW chapters, Michael Dubois, a noted 2002 owner in Hollister, California, and Max teamed up to host a BBQ at Michael's ranch and to ride his famous "private" Autobahn, the Quien Sabe Road.

Monterey Historics – Monterey, California

On Thursday, the weekend of historic fun started with dinner with the Festorics organizers on Cannery Row. Festorics are the events the BMW Golden Gate and Central California Chapters sponsor during this weekend of automotive overload. At dinner I received seasoned advice from the local chapter members about the madness of the weekend and confirmed what I already felt – overwhelmed. In addition to the Historic Races at Leguna Seca, this weekend of millionaire fun includes the Italiano Concorso, Quail Hollow Concorso, Pebble Beach Concours d'Elegance, several auctions, and shows selling automotive art and memorabilia. The weekend is so full of historic automotive fun, you need to plan carefully to be in the right place at the right time to see what you want to see or take a chance and hope for the best.

Now equipped with advice from the locals, I was ready for Friday – and Friday was more than ready for me. The Italiano Concorso on the

Blackfoot/Bayshore golf course was on my agenda because that is where the vintage BMW crowd hangs out. Even though I left very early to avoid the insane crowds headed to the venue, I was seeing red, not from anger – but from Ferraris. Red Ferraris were everywhere, all models from all years. That's when I knew I was in Monterey for the weekend of my life.



The two chapters sponsored a clean car contest for the loyal blue and black owners during the Concorso. If this was a clean car contest, those of us on the east coast need to rethink what we call a concours. The vintage cars were clearly among the finest I have seen. No 2002 sedans or tourings showed up this year; only a lone unmolested 1967 1600 in Florida green showed up – fitting for its 40 birthday. The 2002 turbos, coupes and newer BMWs provided hours of gazing fun. There were so many cars there it was easy to miss the truly rare and unusual cars. Buried in the parking lot were two of the fastest cars there, in my opinion. A hand built MK5 with a McLaren engine and a factory supercharged Lotus RR200. But, as always, the owners continue to be my favorite part of vintage BMW events. We always become like family.

What could top a day at the Concorso looking at the finest cars the west coast has to offer? Friday



night at Michael DuBois's ranch in Hollister (now I know where those t-shirts come from) driving 2002s and talking to the owners. Riding in Michael's Alpina-equipped 2002s was the real deal of the evening. Alpina brought out the best in these little cars. I also got to ride in Jay Kehoe's Alpina A4 car, quicker than a "cricket in a hen house" my West Virginia friends say. The other cars there were amazing as well. I met many new friends and renewed old acquaintances.

After that Friday, I figured Saturday would have to be a let down. But how could a day at Laguna Seca raceway for the Historic Festival be disappointing? Laguna Seca, raceway of Carroll Shelby, our own Nick Craw, Brian Redman, Hans Stuck and other famous drivers; this, I decided, was sure to be good. The California BMW chapters truly welcomed this National Capital Chapter gypsy; allowing me to hang out in their tent on turn five and they even gave me tickets for lunch and dinner.

The races of the finest vintage cars on the west coast were spirited but gentlemanly. Only a few BMWs competed, a couple of 328s and two coupes. I was fortunate to spend time with Arthur Porter, the driver of the 3.5CSL. Being able to get close to the cars and the drivers is the fun of vintage racing. It always amazes me how open and accessible the pits and drivers are. Sunday was more of the same – more vintage races of those same old vintage cars but with far fewer people. That is a nice ratio, more cars – less people.

Monterey is an event and place to put on the list of top ten things to do before you die.



Watkins Glen Grand Prix Festival - Watkins Glen, New York

Despite the lack of support from BMW Mobil traditions, Watkins Glen Promotions set up an interesting deal for 100 BMWs, planning a Tour de Marque for the limited few. Our tour package included a tour of the Wings of Eagles air museum in Elmira, a tour to the Watkins Glen Track on the hill, a brunch sans any door prizes by BMW, parade laps around the track, parade laps around the old 6.6 mile public road circuit, parking at Lafayette Park, and entrance to the event for three days. Those taking advantage of the tour from our area were a mix of old and new car owners including NCC members Bill Riblett, Grant Randall, Doug and Dave Dolan, Anita Patton, Woody Hair, Mike Leeper, George Barber, and Joel Greenfield.

We arrived in the Painted Post, Watkins Glen area scattered but safe and without "adjustments." Tents were pitched at Watkins Glen State Park and arrangements made to gain nourishment at the historic Seneca Lodge just outside the state park entrance. The folks at the lodge accommodated the 17 of us with picture window seating. And a fine picture it was, as the evening sun illuminated a parking lot slowly filling with vintage cars of all marques. Turners, Coopers, bathtub Porsches, MGs, and Triumphs rolled in all night. Often, one or



more people from the table would disappear to the lot to talk to the owner of a special car.

On Friday, instructions were given from the organizers for our tour to Watkins Glen, do not drive fast, obey the laws, do not pass, etc. Obeying the laws as instructed, we ended up at a grass field, attendants parking us in neat rows, new and old mixed comfortably together. 100 BMWs on a grass field in the middle of Watkins Glen racetrack.

After lunch we headed for the parade laps around the big track on the hill. Some obeyed the rules, (remember those?) and some did not. Some took it for what it was, parade laps around America's first road course; others saw it as a chance to test track skills looking for correct entry and braking points. Off of the big track on the hill, we hit the old F1 course on the back section of the circuit. We made it across The Stone Bridge; thus making us official Stone Bridge Drivers, around the big sweeper at posted speeds where Seneca Lake comes into view. I wonder what the drivers in wire wheeled Bugattis experienced in this turn at 130 mph!

The caravan dropped around Milliken's corner and into town where spectators began to cheer us. Down in the middle of town, the starters stopped us and formed us into two lines for our official start of the old F1 circuit drive. Flags waved, whistles blew, crowds went wild and we were off for two laps around the 6.6 mile road course. Up Corning Hill, through the White House Esses, under the railroad underpass, through Schoolhouse, back over the Cornett's Stone Bridge, round Archy Smith's corner (named after the dairy farmer who owned the house at the intersection), over the railroad crossing (but not airborne like they were in the day), through



Friars curve (the curve got its name from the Franciscan Brothers who owned the neighboring land), into Milliken's corner (named after William Milliken who overturned his Bugatti without getting hurt in the 1948 race), and back down Franklin Street. We envisioned Denver Cornet as he rolled his MG TD off of the stone bridge, Milliken as he rounded the sharp right into town.

Our BMWs were directed to the park where we parked carnival style. The rest of the day we walked the streets of Watkins Glen where vintage cars were parked as if they belonged there. It seemed like a time warp. Parked in those old-fashioned pull head-end-first kinda spots were vintage cars of every marque, every color, and most in very good shape. The town is so right for this event; downtown Watkins Glen is absent the cookie cutter look of most towns today. You find Colonial Inns not Holiday Inns, Maria's Bar not Applebees. After dinner, the SVRA race cars reenacted the F1 race through town. What a site as the Bentleys, Bugattis, Lolas and BMWs blew through town.

On Saturday, My retired buddy, Bill Riblett, and I headed to the track for the day's events.

(Clockwise from Above) Michael Dubois' 2002tii Alpina cars at his ranch in Hollister, CA. Author Bill Williams' camp at Watkins Glen State Park. Drivers at the Stone Bridge. Paul Cain's Coupe at Monterey.





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Cars staged at Thunder Road awaiting parade laps.

Walking through the pits, both indoor and outside pits, cars of note were everywhere. Those cars we grew up reading about in *Car and Driver*, seeing them on racetracks we visited only occasionally. The event allows you to walk close to them, talk to the owners and drivers, watch them tune them and pull them on and off the track.

Shenandoah Concours – Shenandoah, Virginia

After a one-year hiatus, Mr. John Estep sponsored another successful Vineyard Concours event. Please see John McWilliams' article on page 15.

23rd Annual Classics on the James - Brown's Island, Richmond, Virginia

The Central Virginia British Car Club sponsored its 23rd Annual Classics on the James Car Festival on Brown's Island in Richmond. This year they continued the tour of Europe by honoring Ferrari. The event was limited to 300 cars due to the confines of the island. The venue for this event is spectacular. Just off of the shore of downtown Richmond, set in the James River, perfect weather made for a nice event so close to our area.

The event was two days but the NCC members that posted for the event showed up early on Sunday morning. Since the event required pre-registration, the organizers had a designated spot for each participant, which was amazing and organized.

In the row of BMWs, NCC participants included Mike and Penny Balling and their amazingly clean 1979 E21. The early E21s are amongst my favorite BMWs; I've begun to suspect the Ballings and I, and others who share our opinion, are in the minority since we rarely see E21s at shows or events. They are a beautiful car and filled that awkward time between the 2002 and the E30. I owned a 1983 320i for 24 years without any serious mechanical "adjustments"; it was our family car and both boys learned to drive in it. My youngest son's best friend still drives it daily and I do get to

see it and drive it from time to time.

Doug Dolan was there in his 1972 3.0CSi, Dave Dolan in his 2001 Z3, James Laws in a 1984 635CSi, Anita Patton in her 1990 E35 Alpina B10 bi-turbo, and, of course, the old man and his much younger wife, Ruth, with "her" 1972 2000tii Touring. Congratulations to Doug and Anita for earning Peoples' Choice awards in their respective categories.

Anita Patton's 1990 Alpina B10, #061 of only 507 built, earned Best Late Model BMW. Alpina produced these cars from 1989-1994 and spent two years and \$3.2 million on research and development. Alpina dismantled the BMW engine, changed compression to 7.2:1, rebalanced all moving parts, and machined the combustion chamber to Alpina specifications. The specialty BMW tuner then installed twin Garrett T25 water-cooled turbochargers with an electronically controlled wastegate. Bigger pistons, rods, Alpina cam, beefed up suspension, brakes, exhaust, differential and other goodies were added. Alpina claims 360HP and 0-60 in 5.6 seconds. Anita says, "It's pretty quick, I think it could take an E39 M5."

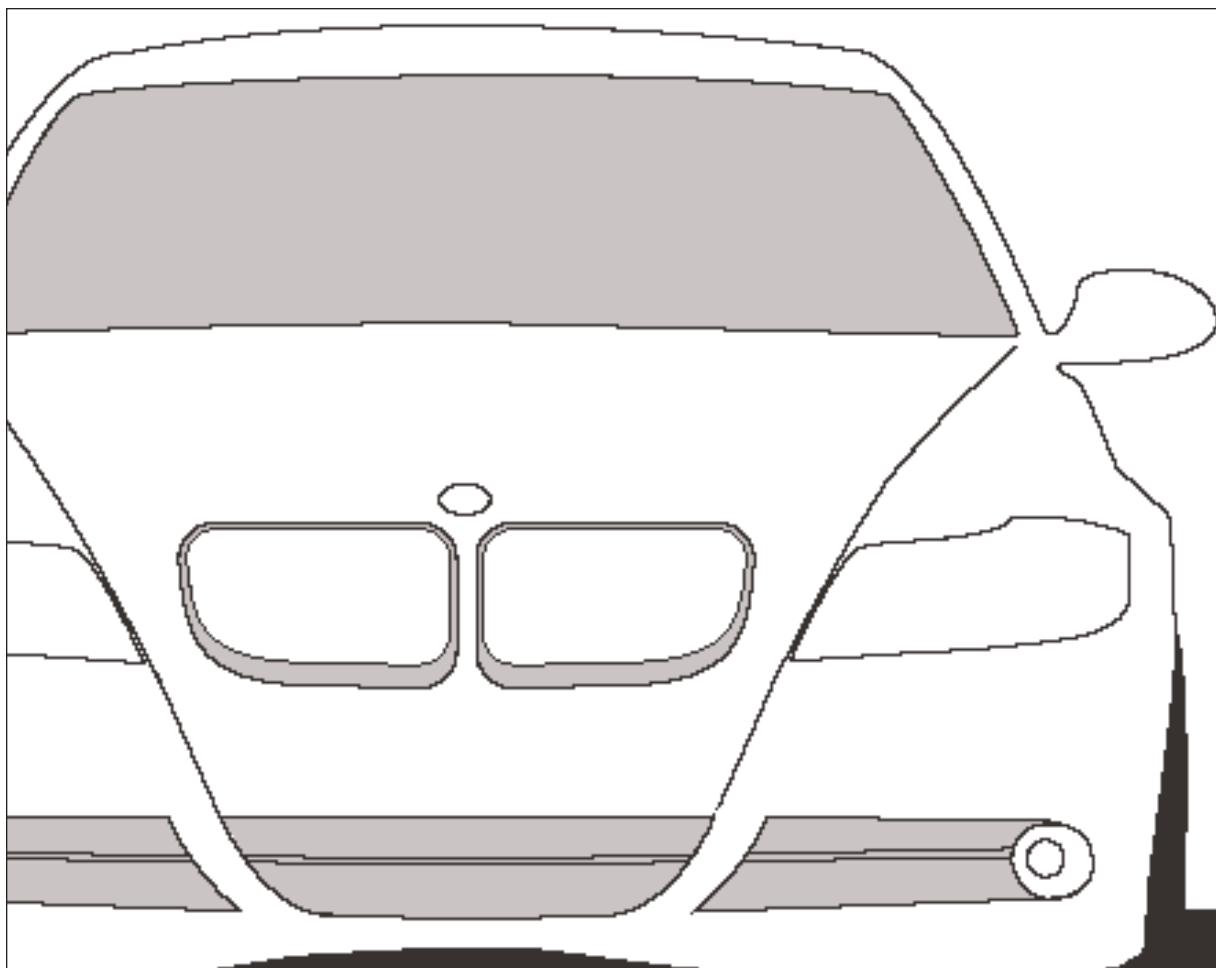
Doug's 1972 3.0CSi earned Best Early Model BMW. Doug's car (VIN 2 240 234) was built in June 1972 and originally shipped to England on 07/05/1972, although it was a US spec car. The original color was Tundra metallic (dark green).

In 1990 the previous owner bought the car in California, had the body stripped to bare metal and repainted Islandgrun. After the body and interior were done, the car was shipped to Korman Autoworks for a 1988 M5 engine with a Dinan chip and five-speed transmission transplant. The suspension and brakes were also substantially upgraded.

Ruth's (our) Touring earned "Best of Europe."

Yes, it was certainly a busy month or two. That leaves Oktoberfest in Fort Worth, Texas, in late September to look forward to. I will not be there but I am sure we will get reports.

See you in the next turn.



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The 2008 BMW 535xi: Still the Executive Sedan Standard

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

As the last of the independently owned car companies, BMW has always done things their own way. Mid-cycle enhancements, or product “freshening” are examples of BMW’s individuality. For most vehicle manufacturers, a mid-cycle enhancement means minor exterior changes, such as new colors or slightly different fascias and a few minor interior changes. Their marketing departments then try to create a “buzz” for these minor changes by calling that product “new.” Toyota has set the standard for these “smoke and mirror” mid-cycle enhancements.

When BMW does an enhancement, the automotive and enthusiast world takes note. In addition to the usually minor styling changes, BMW will sometimes introduce a whole new powertrain. This makes perfect sense, for BMWs are the “Ultimate Driving Machine” and any product enhancement should center on improving the product driving characteristics. This practice drives the rest of the industry crazy. By consistently making significant powertrain changes during their product mid-cycle enhancements, BMW ensures that their products get at least two major rounds of media “buzz” in addition to all the awards their products garner during their life cycle.

I’ve always regarded the BMW 5 Series as the

“stealth” automotive standard. While the 3 Series loudly sets the sports sedan standard, the 5 Series models, from the E28, E34, E39 to the E60 have been the benchmarks in their class. The E28 established the 5 Series as the executive sedan and subsequent models have continually raised the bar. After a week in the 2008 535xi we’re glad to report that BMW has done it again.

The big news is the N54 twin-turbo 3.5-liter in-line six, which produces 300 horsepower and



300 lb.-ft. of torque at 1,400 through 5,000 rpm. It is one of the broadest torque bands that we’ve ever seen. We predict that the N54 will become the engine for the BMW enthusiast.

Squeezing the accelerator pedal, power from the new direct piezo electric injected, double VANOS “step less” variable valve timed, twin-turbo engine is delivered in a silky smooth manner. The six-speed Steptronic transmission shifted without any abruptness or hesitation. Whether we were commuting on I-95 or cruising the backcountry roads in central Virginia, it quickly accelerated at will. The N54 behaves like the BMW V8. However, we were able to achieve 31 miles per gallon on our freeway driving circuit, which included areas where we were cruising at, well, it would have been a fairly good-sized fine (or whatever Governor Kaine calls it) had we been caught. You read that right—we consistently achieved 31 miles per gallon on the freeway. In combined city and highway driving, we consistently achieved 26 miles per gallon.

BMW’s are about balanced performance. Whether in fully automatic or Steptronic mode, we found the 2008 535xi to be extremely fun to drive. The suspension and brakes worked in harmony, and we never were able to upset the chassis. While we’re not a fan of all-wheel drive sports sedans, we certainly experienced the benefits when we were caught in a sudden thunderstorm while driving through the back roads in central Virginia! The 2008 535xi does have some minor exterior



executive sedan interior that reflects a high level of precision design and refined execution. For some reason, the bamboo wood trim resonated with us and enhanced the feeling of success, responsibility, and authority.

With Lexus as the latest vehicle manufacturer to challenge BMW, we recently evaluated a 2007 GS 450 hybrid and compared it to the 2008 535xi. The base price of the GS 450 hybrid is \$55,000 while the base price of the 535xi is \$51,000. Our test vehicle was equipped with all-wheel drive, cold weather package, premium package, sport package, premium sound package, HD radio, comfort access system, and a navigation system, which resulted in an MSRP of \$61,825. All-wheel drive is not available on the GS hybrid. With the same level of accessories, the Lexus is more expensive with an MSRP well over \$62,000. In addition, the BMW performs better than the Lexus and achieves better gas mileage. Lexus recently decided to use an “F” to describe their new performance product line. Based on our comparison of the GS 450 hybrid with the 535xi, we couldn't agree more.

The bottom line? While the M5 will be the “ultimate” 5 Series, the 2008 535xi may become the everyday BMW for the executive enthusiast. This vehicle will give you close to the same



performance as the M5, but deliver fuel economy that's better than the Lexus hybrid sedans. Hmm—fiscally responsible benchmark balanced performance—isn't that the business goal for most executives?

(Clockwise from Above) The plush back seat of the E60 5 Series. The inviting and purposeful cockpit of the 5 Series. Slight changes to the front fascia for 2008. Under the hood of the freshened 5er. With a back seat like this, you might be inclined to sit back and let someone else drive...psych!

design changes; most noticeable are the different lower front fascia (the 5 Series no longer looks as if it's frowning), new front “angel eye” headlight design, new rear air diffuser, and new rear taillight design. The 2008 5 Series exterior looks much more refined, much like an athlete who has learned to be comfortable with their new physique. These minor changes won't bring any of the “Bangle haters” back to BMW, but will be appreciated by the new generation of BMW enthusiasts. These minor changes do enhance the presence of the 5 Series. We were surprised by the number of people who approached us asking if our test vehicle was the new BMW model.

The major interior change is the new Steptronic shifter, which the 2008 5 Series shares with the new X5. Mechanical linkages on automobiles are rapidly becoming a thing of the past. We found the new electronic shifter to be delightful, especially in Steptronic mode. Those BMW enthusiasts with SMG-equipped BMWs will immediately appreciate this new electronic shifter. Incidentally, with the introduction of this new shifter, SMG is no longer available on the 5 Series. Interior changes have enhanced the refinement of the vehicle. The power window switches have been moved to the armrest and the door packets seem to be bigger and deeper. All the subtle interior design changes result in a benchmark



Information is Power...and, in this case it's FREE to BMW Club Members!

Enrollment Code BMW1719

By Roy Morris

As Chapter President, I was recently invited to be a "beta" tester for a new free information service offered by TireVan, the "Advantage Car Care Program." TireVan was looking for ways to offer value to Chapter members on a sustained basis, regardless of whether they needed tires, and they've hit on something I think is going to be really useful.



TireVan is the tire retailer that comes to you. You choose your tires online or by phone, backed by a low-price guarantee, and have them professionally "mobile-installed" at your home or work. While I love the guys at Radial Tire in Silver Spring, Md., I have to admit, it's pretty nice to leave the car in my driveway in the morning, and come home to new tires all around. What a timesaver!

The Advantage program is an email-based system where you register your vehicle, and select from a variety of information or reminder services that you might be interested in, for example, service bulletins and recalls. TireVan then monitors notices (with a once-a-month electronic scan of

industry databases) looking for any new service bulletins, or recalls, for each vehicle. If there's a match, you get a brief email with a link to the specifics. Another example is the annual email reminder the month before your state vehicle safety inspection is due - which may just save you an annoying and expensive ticket! All Advantage member information is kept confidential by TireVan, and used to provide only the Advantage services.

For me, the information jewel in this crown is the service bulletin information specific to my vehicles. If you know what a so-called "hidden warranty" is, you can imagine the value that this service could have. Basically, hidden warranties are known defects or frequent service issues that the factory has made a decision to pay for, but only if the customer requests the work. These are normally published as service bulletins to dealerships, which are very hard for ordinary consumers to access. Independent shops have to buy a subscription. This is not information that the factory wants widely disseminated, but the Advantage program delivers the specific information that applies to your vehicles at no charge to you.

"Our customers helped us identify a number of services valuable to them, which we can deliver effectively through email and online" says TireVan's Chairman and Founder, David Leslie. "Providing

these services electronically is cost effective for us and convenient for the car owner, and allows us to provide important information about all the cars that a participant owns. And there's never a requirement for Advantage program members to buy anything from TireVan."

Among the services offered by TireVan Advantage are:

- Safety Recall tracking - "learn about safety issues reported by your car manufacturer"
- Service bulletin and "hidden warranty" notification - "learn about repairs you may not have to pay for on your car"
- State Safety Inspection due date tracking - "don't get a ticket for forgetting your inspection date"
- Tread Wear tracking - "know when it may be time to check your tires for wear and proper traction"
- Recommended tire inflation pressures - "know the proper tire pressures for your car to ensure optimal safety, fuel economy, and performance"
- Quarterly Informational Bulletin - "on important/useful auto topics" (which TireVan will use to provide useful education).

For BMW Car Club members who are interested in learning more, check out www.tirevan.com (look for the Advantage Program link). If you want to try it out, enroll for FREE online using Enrollment Code BMW1719.



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The 10th Annual Classic Concours at Shenandoah Vineyards

By John McWilliams

The tenth gathering of the Annual Concours at Shenandoah Vineyards, Edinburg, Virginia, was held on Saturday, September 8th, which coincided with the winery's Harvest Festival. There was a fabulous turnout this year, with a large number of new owners participating. There were 22

cars competing with more than another half-a-dozen on display.

The competition was as hot as the temperature, with the Early 3 class coming down to a tie-breaker, and the sedan class separated by only several points. Thankfully, there was an occasional

breeze and some shade, with welcome cold beverages provided by our hosts, John and Karen Estep.

The bulk of the cars arrived later than was planned by John, who was starving at that point. His wife, Karen, arrived with the food at 12:30, so we all ate and then we got to the judging.

Class 1 – 2002

1st - John McWilliams 1974 2002tii
2nd - John Estep, Sr. 1976 2002

Class 2 – Early 3s (E21/E30)

1st - Michael Balling E21 320i ('78)
2nd - Nick Nichas 1985 E30 325e with E36 M-engine conversion
3rd - Katie Estep 1991 E30 325i

Class 3 – Late 3s (E36/46/90)

1st - John Hartge 2004 E46 330Ci
2nd - E90 330CiC (convertible) - owner = Mike or Mark? – sorry!
3rd - Stuart Scabel E46 330Ci

Class 4 – Sedans

1st - Paul Correa 2002 E39 530i
2nd - John Bragale 2005 E60 545i
3rd - Jacqueline Scroggins 2001 E38 740iL

Best of the Marque

John McWilliams 1974 2002tii

Judges

John Bragale
John Estep
John Fowler
John McWilliams

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The Future Is Now: BMW's Hydrogen 7

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



It's another perfect Southern California morning, with the sun rising over the mountain ranges that run along Highway 101; an early Monday morning in the middle of strawberry-growing country in Oxnard. Most BMW CCA members know that Oxnard is the location of one of BMW's distribution centers in North America. It is also the location of their North America emissions and engineering test facility.

Pressing the now familiar "Start" button on BMW's Hydrogen 7, the engine seems to take longer than usual to start. The hydrogen feed line purges itself every time during the ignition process before supplying hydrogen to the engine, which is exactly the same process used by the Space Shuttle main engines. The 260 horsepower V12 came to life, with a puff of water vapor from the exhaust pipe.

Squeezing the accelerator, a most remarkable thing occurred—the Hydrogen 7 drove just like the production BMW 7 Series. The acceleration, handling, and driving dynamics were exactly the same as a 760Li. Unlike the hybrid vehicles, the Hydrogen 7 doesn't feel heavy and ungainly; acceleration and braking were typical BMW. And, also unlike the hybrid vehicles, the only element our Hydrogen 7 was emitting to the atmosphere was H₂O.

Even our passengers had to be reminded that they weren't riding in just any class-leading BMW 760Li. We were told that all the Hydrogen 7s were modified European-version 7 Series. With the exception of the iDrive operation, we couldn't tell the difference. Indeed, were the special nature of this vehicle not so loudly announced, i.e. the reflective "Clean Energy" body side and window decals, the "Hydrogen 7" trunk lid badge, the "BMW Hydrogen Power" lit rocker panels, and the "Hydrogen 7" embroidered

floor mats, most people would not recognize the Hydrogen 7 from the current BMW 7 Series. Only the most detail-oriented BMW enthusiast would notice the "power bulge" on the hood, the hydrogen fill cap, the small "H₂" button on the steering wheel and that two fuel gauges are displayed in the usual 7 Series instrument panel location.

BMW introduced a fleet of these Hydrogen 7s with 25 units in California. The purpose was



When running on Hydrogen, the new Hydrogen 7 emits only water vapor.

to allow influential people to become accustomed to, and hence, strongly advocate hydrogen-powered vehicles. Will Ferrell, Brad Pitt, and

Angelina Jolie were previous drivers of these test vehicles. Governor Schwarzenegger is a strong and vocal supporter for hydrogen, and pushes the founding of a hydrogen infrastructure. Hence, BMW has offered the Office of the Governor the use of a Hydrogen 7 in hopes that he takes the opportunity to experience this technological achievement. With this type of company, we are very grateful to Andreas Klugescheid, Corporate Communications Manager, Western Operations, Engineering and Emission Test Center BMW of North America, LLC, for allowing us to have this experience.

Washington, DC, was initially planned as a test location. However, the liquid hydrogen fill coupling was redesigned to be more like a Formula 1 fuel coupling, and the sole liquid hydrogen station in Washington, DC, did not have such a coupling. I'll leave it to the individual members to judge the safety of driving an expensive performance luxury vehicle through Washington, DC, to be fueled with a volatile liquid. Seriously, it's safer than filling up at the typical gas station—regardless of the neighborhood.

The major engineering challenge was to make a practical hydrogen-powered car drive like a BMW. It was no small feat to add all the complexity of a dual-fueled engine while still maintaining the famed balance of BMW's chassis dynamics.

The engine compartment differences are subtle. The hydrogen feed line that enters from the passenger side could have been mistaken for an emissions control line. The carbon fiber engine cover partially disguises the large heads. To efficiently combust both hydrogen and gasoline, the heads had to be modified to have larger valves. The higher hydrogen combustion temperatures required a special piston design with



cooling chambers and modified piston rings. The fact that BMW engineers had to design the V12 to be dual-fueled also limits the engine's performance potential. Formula 1-like engine performance figures were bandied about when asked about the performance, but those applied only if it was just hydrogen fueled.

The major difference was in the trunk. Even though it was designed to be as compact as possible, the liquid hydrogen storage tank took away half the cargo space in the normally large trunk area. It's obvious that this limitation was one of the reasons BMW selected the 7 Series as their hydrogen-powered test vehicle; no other BMW vehicle would have usable trunk space left with this tank installed.

The liquid hydrogen storage tank itself deserves an engineering achievement award. The tank holds 17.5 pounds of liquid hydrogen, enough for a range of over 120 miles. The insulating property of the tank is equivalent to 56 feet of Styrofoam, and the dual-walled, composite metal tank is located right behind the rear



passengers. NASA doesn't put liquid hydrogen tanks that close to their astronauts

The gasoline tank holds 16 gallons, which gives a total driving distance of over 420 miles. The fuel control system allows the Hydrogen 7's engine to operate seamlessly with gasoline and hydrogen, something that we performed many times during our evaluation period. While we did run low on hydrogen, we were easily able to complete our testing by filling the gasoline tank.

With all its attributes, there are some limitations. Like any cryogenic liquid, there is boil-off. Our test vehicle was filled with liquid hydrogen late Friday afternoon; we did not pick up the vehicle until early Monday morning. By then, a quarter tank of liquid hydrogen had boiled off. This boil off presents some interesting parking challenges. Boldly typed in the loan paperwork and on the dash is DO NOT PARK INDOORS. The emergency pop-off valve that is located on the roof was pointed out to us. We were assured, however, that this valve would only open when all other usual hydrogen boil-off vents failed. Of course, the necessity of parking the vehicle outdoors turned out to be a great BMW marketing tool. A constant crowd of Anaheim Marriott and Anaheim Hilton guests gathered around the vehicle for the four days that we had the Hydrogen 7. It was fitting that we were driving the Hydrogen 7 on the vast Los Angeles freeway system to Anaheim. Right across the street from Disneyland, the institution that tried to get us ready for the future with "Tomorrowland", DARPAtech was being convened. DARPA (Defense Advanced Research Projects Agency) is the major Department of Defense agency that has kept us from being technologically surprised by the many adversaries of the United States since the days of Sputnik. For a short week in August, only a few people knew of the confluence of the future of entertainment, the future of Defense, and the future of automobiles in Anaheim. And all three were working for the same purpose—securing and improving our way of life. And the Hydrogen 7 did attract a lot of attention, especially on BMW-rich Southern California roads. We were practically the drum majors of many BMW parades throughout the Southern California freeways.

BMW does not plan to introduce a production Hydrogen 7 for another ten years. But



perhaps if Governor Schwarzenegger does accept BMW's offer of a personal evaluation, the launch date could be significantly moved up!

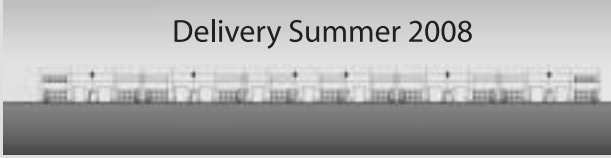
(Clockwise from Above) The front seat is as roomy as any E65 7 Series. The revolutionary powerplant. Trunk space is limited by the specialized fuel tank. Some of the plumbing for the Hydrogen delivery system. The Formula 1-style Hydrogen fuel coupling. Gauge cluster with dials for Hydrogen and Gasoline levels. The door sills announce that this is no ordinary 7 Series.



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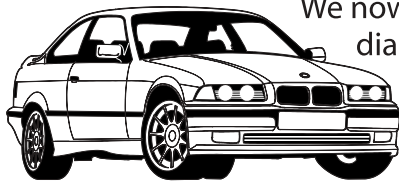
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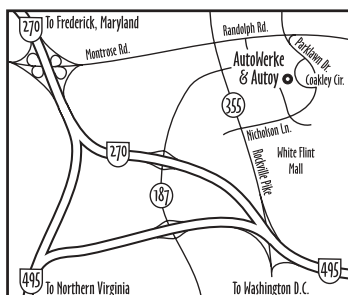
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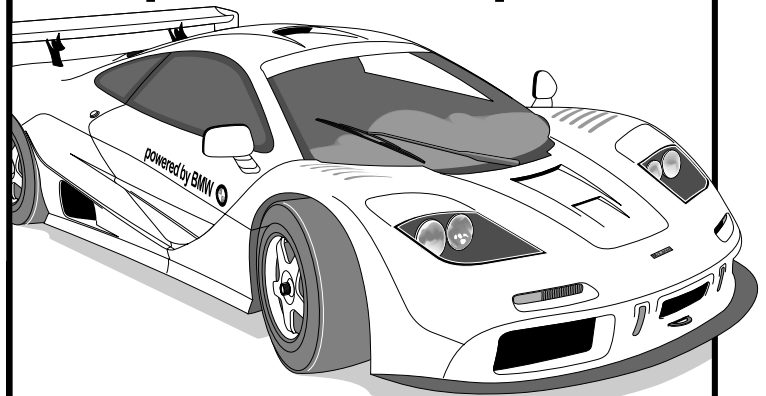
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BY WOODY HAIR

WOODY'S Competition C O R N E R

Ex-Williams BMW driver Juan Pablo Montoya seems to have started a trend. I am speaking of drivers with BMW backgrounds moving to **stock car racing**. JPM's move from F1 championship contender McLaren last year has been documented here. Ex-PTG M3 driver Boris Said has long said his goal has been to be a regular on the Nextel Cup circuit. This year his No Fear team entered a number of races and he would have likely started from the pole in the July Daytona and August Watkins Glen races if rains hadn't wiped out the unfinished qualifying sessions. Michael McDowell had much success in the Rolex Grand-Am series, winning one race in 2005 with a BMW-Powered Daytona Prototype. Despite the promising road-racing career, McDowell is going for the big money. He has run all 21 events to date in the ARCA feeder series to NASCAR and is in second place in the standings with several wins. Ex-PTG M3 driver Justin Marks is also running the ARCA series and currently is 6th in the standings. Rolex GA driver Andy Lally has been driving a Porsche in the Rolex GT class, but has entered the last three ARCA races with two top-10 finishes. He also ran in NASCAR's Busch race on the road course in Montreal. Lally started his professional racing in a Grand-Am Cup BMW 328 back in 2000. Then there is former World Champion Jacques Villeneuve who was let go by the BMW-Sauber F1 team last year. He is scheduled to do several Craftsman Truck races this fall with hopes to get a regular Nextel Cup ride next season. Finally there is Scott Speed, the only American to race in F1 in the last half-dozen years, who was dropped from the Suderia Toro Rosso F1 team in August. He has maintained his sponsorship connections with Red Bull, they are putting him in an ARCA car at the Talladega Super Speedway race in early

October. This will be his first time in a stock car or on an oval track. The BMW connection? Well he was replaced at Toro Rosso by BMW F1 test driver Sebastian Vettel.

The **Rolex Grand-Am** racing series should be more interesting for BMW fans next season. The Sigalsports Riley-BMW team with drivers Bill Auberlen and Matt Alhadeff finished just outside the top 10 in final team standings this year. They won one race and held the lead in several others. They are optimistic about even better things for 2008. Dinan has signed on to continue supplying the modified BMW M5 V8 engines for the next three years. Seeing the performance of the BMW engine, it wouldn't surprise me to see some other GA teams jumping ship from Lexus, Pontiac, or Porsche power plants.

The Automatic Racing team from Florida has announced that they will be running at least one BMW M6 in the Grand-Am GT class against the factory supported Mazda RX8s, Pontiac G6, and Porsche 911 GT3 Cup cars. Like the Mazdas and Pontiacs, the M6 will have a chassis built by Riley. Automatic Racing's E46 M3s have been very successful in the Koni Challenge Series this season. The team leads the series in the Grand Sports class with only the VIR 6-Hour yet to be run.

Alan Himes' Craftsman Motorsport team from Falls Church has not been running in the Koni Challenge series this year, but they did compete in the newly revived **Nelson Ledges Longest Day 24-Hour race**. Running in the ITE class, one Craftsman 330i BMW was severely damaged during the race, but the other finished 3rd to a Porsche 911. It covered 1,912 miles and was 16 miles behind the winner.

Chapter member **Fred Cocca** was involved in a nasty crash at the SCCA MARRS race on September 2. His Spec Miata was sent end-over-

end after t-boning another Miata that had left the track exiting Summit Point's turn 10 and suddenly shot back across the track into the path of Fred's car. He was taken to the hospital with several cracked vertebra. We wish you a speedy recovery Fred.

Very few of our BMW racers went to the **NASA Nationals** held at Mid-Ohio in mid-September. Chuck Stickly had the fastest lap in the GTS-5 class with his S54-powered E36 M3 (1:30.945) but did not finish his race. Michael Dayton from Culpepper was 5th in the GTS-2 class with his M3. NASA's GTS classes are based strictly on weight and horsepower. The Spec E30 class was won by NASA's Mid-Atlantic region director Chris Cobetto from Montpelier, Virginia. Steve Kapuschansky from Annapolis was 11th in Spec E30.

The five-day **Targa Newfoundland** performance rally has seen yet another vintage BMW take the overall top honors. Bill Arnold from California has two victories with his M3-powered Bavaria. This year's winners were Roy Hopkins and Adrienne Hughes in their 2002. The M10 engine has been modified to produce about 160 hp. Chapter member Dennis Pippy and son Levi competed for the first time. I understand their E30 M3 was involved in an accident, but they were classified as finishing all five days in 48th position. Perhaps Dennis will write an article for us on his experiences.

For those of you still needing an **autocross** fix, Autocrossers, Inc. will be holding events at Ripken Stadium on November 3 and November 11. NASA will be running events on the huge parking lot at Virginia Motorsports Park in Dinwiddie, Virginia on November 18 and December 2. There may still be openings.



BMW M3 E46 GTR race car 2005.
Photo © BMW AG.

BMW AUTOCROSS RESULTS

SCCA Championship #5, FedEx Field, August 12

Brian Hair	00 M Coupe	1st SM2	39.434	Ed Palaszynski	95 M3	12th STU	45.231
Jason Becker	00 M Coupe	2nd SM2	40.180	Wayne Rubain	91 M5	11th FS	45.292
Kevin Henry	90 325i	1st DSP	41.219	Todd Pantezzi	73 3.0 CS	11th SM	46.054
Scott Blair	95 M3	3rd STU	42.808	James Truman	98 M3	14th STU	46.169
Woody Hair	99 M Coupe	5th SM2	43.000	Peter Tyson	93 325is	13th SM	46.421
Matthew Arnold	03 330i	3rd DS	43.244	Chris Higgins	95 318i	8th STS	46.446
Bob Hausmann	87 325e	4th SM	43.337	Phil Williams	01 330i	11th DS	46.960
Josh Turner	07 335i	5th SM	43.36	Chris Harriman	00 540i	17th STU	47.693
Christopher Potter	97 M3	6th STU	43.641	Varun Gupta	98 M3	5th BS	48.547
Jonathan Thayer	99 M Coupe	4th ASP	43.818	Pulak Datt	87 325is	12th STS	49.688
Tommy Radford	94 325is	9th DS	44.866				

SCCA Championship #6, FedEx Field, September 2

Jason Becker	00 M Coupe	1st SM2	52.721	Ruhl Heffner	99 M3	9th STU	57.395
Neil Simon	99 M Coupe	2nd SM2	53.067	Bob Hausmann	87 325e	6th SM	57.542
Kevin Henry	90 325i	1st DSP	53.522	Curtis Staples	02 330Ci	8th DS	57.659
Woody Hair	99 M Coupe	3rd SM2	53.840	Ed Palaszynski	95 M3	10th STU	58.271
Scott Blair	95 M3	1st STU	54.052	Bill Radford	94 325is	9th DS	58.624
Matthew Arnold	03 330i	2nd DS	55.614	Clint Boyd	05 M3 Conv	16th AS	59.105
Jonathan Thayer	99 M Coupe	2nd ASP	55.793	John Nicolaysen	99 M Coupe	5th SM2	59.237
Nick Rubenstein	95 M3	4th STU	55.814	Phil Williams	01 330i	13th DS	60.984
Christopher Potter	97 M3	5th STU	55.836	Chris Higgins	95 318i	12th STS	62.178
Tommy Radford	94 325is	5th DS	56.638	Stephanie Hudson	05 M3 Conv	18th AS	62.802



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November

Owner: Bill Radford
Year: 1969
Model: 2002
Color: Champagne

Synopsis:

After rolling his first 2002 race car at Summit Point in 1998 Bill found this pristine early 1969 two-owner 2002 from California in the process of being restored. The car was rebuilt as a race car by Bill and a host of friends and he began campaigning in the SCCA MARRS Series in the middle of the 1998 season. Named "Goldie", the ITB class car has raced in almost every MARRS race since; winning the ITB Championship three times and turning her fastest Summit Point lap at 1:30:799, only three tenths off the long standing



ITB lap record. Although many parts have been replaced (due to the errant driving of VW's, Volvo's and Alfa's), she continues to enjoy spend-

ing time with her fellow 2002's at the races and battling with her arch enemy, a Volvo named "Wrinkles" owned by an NCC member (traitor!).

December

Owner: Tommy Radford
Year: 1994
Model: 325is
Color: Black

Synopsis:

Tommy has always been a car nut and racing fan but after watching his college fund get depleted by Dad's racing he decided on a car he could not only race but drive daily. With the money saved from summer jobs, Tom bought his first car, this 1994 325is. Although it has turned many miles, the original owner, an NCC member, had taken very good care of the car (as we all do!). After a complete detailing of the car and the purchase of an additional set of wheels and race tires, Tom began his autocross campaign, taking schools and entering any event he could find. With the help of Sandy Sanford at Quality Car Services, Ed York at York Automotive, and Sam Strano of Strano Performance Parts, the car was refur-



bished and upgraded to the limit of what his class allows, including Koni adjustable shocks. Completing his second year of autocross, Tom's 325is is now a strong competitor. When it doesn't conflict with his racing, his dad Bill shares the car in autocross events. To date, he has been put to shame by Tommy, lagging by 1 to 2 seconds!

Although Tom is studying mechanical engineering at the University of Delaware, Tom and his 325is plan to return for every autocross event. In addition, he has already joined the UD SAE club which builds a race car annually for the Formula SAE Autocross Challenge.

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A Look Back

By Woody Hair

(The last issue had a picture of Woody's M3 exhibiting an obscene amount of body roll. The picture was taken at the Oktoberfest 1997 autocross and unbeknownst to Woody when he started his first run, the front anti-sway bar link mounting point had broken free from the strut. He thought he had a flat tire.)

30 years ago – Nov 77: Paul Broyles technical article concerned purchase and maintenance of car batteries. Another member had a long article on the trials and tribulations of turbocharging his 2002. It was a Rayjay unit feeding through an SU carburetor sourced from a Jaguar. Jim Ryland had a review of a tech session for beginners held at Skoda USA BMW in Lanham. Fred Fernald was one of seven members acting as area coordinators for a chapter-wide telephone survey. In his president's message Ken Wright had a rant against the proposal to install air bags in all US cars.

25 years ago – Nov/Dec 82: Editors Ira and Bernice Winthrop announced they are stepping down after two years and turning over the reigns to Raine Mantysalo. Lothar Schuettler from VOB BMW presented a history of BMW at a membership meeting at the Grosvenor House in Bethesda. Parked at the front entrance to the building were a 1938 327, a 1939 321, and a bright red M1. New member Woody Hair had a report on the club's tour to the Bavarian Inn's Oktoberfest celebration in Shepherdstown, West Virginia. The route and event had been planned by Bill Via and Bill Ross. In his Rambling Ruminations column Bill Via discussed the reputation BMW is developing among enthusiasts in the country as being overpriced and under-performing. The 2nd generation 3-series was expected to be slower and lots more expensive than the upcoming VW Rabbit GTI. Gordon Kimpel had an article on vendors where he had experienced good service. These included Precision BMW in Frederick, J&F in Arlington, VOB and Quality Car Service in Rockville, and Tom Baruch's London Auto Service in Falls Church. For body work he recommended Shade Tree Auto Body in Mount Airy and Wagonworks in Arlington. Other events reviewed included a tour to Merdyth Vineyard by Dave Bowers and an autocross at Fort Meade by John Hartge.

20 Years ago – Nov/Dec 1987: There was a road test of a first generation 7-series with a Euro M635 engine and 5-speed transmission. The car was provided by Lothar Schuettler's Excluservice. Steve Haygood had a

review of Excluservice's 3rd annual Bavaria Day. The chapter's Landover Mall autocross had 20 entries and we also hosted a Metro Washington Council autocross that had 120 entries (20 BMWs). \$1,200 of the entry fees were donated to Childrens Hospital. Fastest BMW was Leo Balzereit's red and silver 2002 from Pennsylvania. Among dealers with full page ads were Ron Rosner BMW in Fredericksburg and Evergreen BMW in Frederick.

15 years ago – Nov/Dec 1992: The cover photo by Chris Leeper showed eight IIB 2002s coming down the chute at Summit Point. President Jack Kenworthy announced that henceforth, alcoholic beverages would not be served at chapter events. This was on advice from the National Board and a local attorney. The article about the upcoming holiday party at Passport BMW reminded members that it was BYOB. dB editor Mike Early announced plans to feature a member's car each month. Over 40 members attended the annual Crab Feast at Patapsco Valley State Park despite the rain. Alan Warner reported that two kegs of beer marked the end of the club's longstanding tradition of providing such beverages at our events. John Hartge had an eyewitness report on the location of BMW's planned assembly plant in Greer, South Carolina. Competition Corner featured a how-to on time-speed-distance rallying.

10 years ago – Nov/Dec 1997: The club's first annual Chapter Fest was held at the Manassas campus of Northern Virginia Community College. This event included an autocross, Concours d'Elegance and parts swap. Millie Adams had a report on the do-it-yourself session at Excluservice and Mark Volk wrote about his trip to the first annual Z3 Homecoming at the Manufacturing Plant in South Carolina. Lots of pictures illustrated all of these reports. Completely revised autocross rules for 1998 were announced in Competition Corner. Classified ads included a 1967 1600-2 for \$2,200 and a 1997 328i for \$33,000.

5 years ago – Nov/Dec 2002: Melissa Polverini wrote about her love affair...with an E30 convertible. Mike Copperhite, Bill Brochu, and Rafael Garces were the top 3 at our Allsports GP karting event. Competition Corner reported that development of the Dragons Ridge road course near Williamsburg was moving very slowly.

Jeff McAllister's 1938 328 at the Pittsburg Vintage GP races. September/October 1998 der Bayerische. Photo by Woody Hair.





NEW MEMBERS LIST



National Capital Chapter now has 5549 members, 790 Associate members (who share in all of the benefits of being an NCC member), and an additional 93 who are dual members. We continue to be the largest chapter in the U.S. and add memberships every month.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: Larry Altenburg, Brett Antonides, Wayne Berkemeyer, Scott M. Bosari, Arthur Richard Brummer, Mark Croxton, Brian Cunningham, Trifon Dalson, Alvin Espiritu, Sean Gallagher, Phillip Gewin, Brian Hair, James M. Hall, John Jarboe, Marshall Lytle, Mike Maruschak, Larry Nicklas, Beverly Oliver, Robert Stern, Anthony Stevens, Eddie Melvin, Veal, III, and Nantiya 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 for the latest event details.

Perry Aasman	2006 330i	Mark Holland	2006 325i	Jose Ramirez	
Jason Abshire	2001 330i	Michael Hummel	2006 M3	Mikhail Ratpan	2000 328ci
Taylor Ainge	2006 Z4	Bradley Huntzberry	2004 545i	Curtis Reaves	1995 M3
Rizwan Ali	2004 330xi	Munja Hyland		Victor Reid	2004 530i
Chris & Maureen Amos	2002 X5	Charlie Illingworth	2001 540i	Richard Reno	
F. Daryl Anthony	1998 328i	Fred Isbister	2001 325i	Thomas Rogers	2000 323i & 2005 330i
John Armitage	2007 M6 & 2007 X5	Andrene Jackson	2004 325xi	James Route	2000 328i
Lee Ann Armitage		Pamela Jacobs	1998 Z3	Charles Rush	2004 325i
Madeline Armitage		Kevin Jarboe	2000 540i	Jeff Ryan	2004 325i
Walter Arnheim	1997 540i	Robert & Cathy Jenkins	1995 325i & 2008 335	Avi Sahi	1997 540ia & 1995 840ci
Adnan Aziz	2003 M3	Lance Jenkinson	2007 328i	Imad Salem	
Dmitry Bakaev	2001 330ci	Randolph Jordan	2007 Z4	Albert Samaan	1991 535i
Edward Balter	1998 528i	Trudie Joseph	2002 525	Alejandro Santana	
Ronnie Beard	2006 325i	Danny Kao	2001 740il	Paul Saraza	2001 M5
Christopher Bennett		Hazem Karabebbar	1999 323i	Karen Schievelbein	2008 335xi
Mark Bennett		Frederic Kelley	2007 330i	Robert Schmitz	2008 335
Timothy Bernadzikowski		Lyman Kelley		Martin Schrock	2004 325xi
Scott Braglio		Heather Kelly	2007 328xi	Sean Schutte	1987 325i
Timoth Briles		Robert Krul	2006 550i	Shanda Sedalia	2002 325
Andrew Bryant	1999 323i	Kenneth Lee	2005 X3	George Shandle	1998 325i
Joseph Burke	2007 335i	Philip Lefevre	2001 740iL	Hassen Sheikh	
James Butler		William Long	1995 525i	Mahmood Sheikh	2006 550i & 2001 325xi
Tyler Butler	2001 M3 & 1987 325e	W. Michael Love		Blake Sheppard	2007 328i
Jillian Cameron		Perry & Susan Luzwick	2007 335i	Erin Shively	
Ligeng Cao	2007 335i	Mark Lyn		Alamtab Siddiqui	1997 740il
Marie Ann Chio	1987 325es & 2008 535i	Lisa Mackey	2005 325xi	Scott & Carol Smallwood	2007 335i hardtop
Rizwan Chowdhury	2003 X5	Vincent Mankowski	2007 335i	Sam Smith	2003 M3
Stephen & Marjorie Clagett		Jack Masih		Denise Spencer-Kelley	2007 Z4
William Clark	2004 525	Gregory Mason		Karen Starbird	
William Clem	2001 330 & 1999 M R	Robert & Ann Massey	2007 328xi	John & Brenda Steininger	2006 750li
Clark Cochran	1999 M3	William Matricciani	2002 M5 & 2002 525i	Anthony Stevens	2002 330ti
Matthew Cohen	1998 Z3	James McBride		Loui Stevens	1993 740i
Jeffrey Cole & Annette Thompson	2007 335i	Lepolia McConnell	2000 540i & 1992 325i	David Suchocki	2007 530i
Brownell Combs	2007 335i	Ryan McGovern		Ramin Tahbaz	2003 325xi
Paul Coviello	1991 318	David McKune	2007 335i	Judith Tanselle	2006 330i & 1999 323is
Gregory Davis		Lloyd & Sharon McPherson		Janice Taylor Murdock	2001 325ci
Ronald Davis	2000 323ci	Kate Mewhinney		Bonaventure Tchouaffe	2000 740il
Terry Davis	1990 325i & 2002 325ci	Alan Miller	2001 530i	Thein Tha	1995 525i
Jon DeBerry	1998 528i	Carl Moorehead		James Thurman	2007 335i
Meeia Delbrocco Kelley		Terrance Moran	1994 325i & 1995 525i	William Tippin	2007 X3
Bill Denton	2003 X5	Mary Morgan	2007 335xi	Sara Todd	2007 328ixt
Alex Diamantopoulos	2008 550i	Frederick Morris	1997 528i	Anh Tran	
Nicholas Dunford	2000 323i	Bake Morrison		Michael Villaroman	2007 328i
Barry Duvall	2001 M3	John Myers	2001 540i & 1997 328ic	Thomas Volk	2007 335i
Floyd Edwards	2001 X5	Rachel Myers	2007 328xi	Christopher Vontz	1999 M Coupe & 2003 Mini
Sharaine Ely	2008 528xi	Piyush Naik		Cooper	
Brian Enser	1998 M3	Jai Nayar	2004 M3	Sheryl Wallace	1997 318i & 2008 528i
Randy Feldman	2008 335i	Lisa Nelson	1997 528i	Daniel Waller	2002 530i
C. P. & Janet Fox	1991 525i	Omar Newland	2007 650i	David Wang	
Brian Gallo	2002 Mini Cooper S	Simon Newman	2001 X5 & 2002 745	Nick & Carolyn Wasylczuk	
Ron Garton	2000 740i	Peter Novick	1994 325i & 2001 330ci	Andrew Watts	2002 330ci
Michael & Patricia Gill	2008 550i	Derek O'Neill	1993 325i	David White	
Ellen Gorman	2004 325i	Terence O'Rourke	2007 328is	Michael Whitlow	2004 545i
Jeffrey Grant	1997 540i	Helen Paige	2004 530i	Robert & Heather Wigton	2003 540i M Sport & 2001 330i
Alicia Green	2004 645ci & 2001 745iL	Spyro Papademetriou	2002 330xi	Kern Winston	
Daniel Green	2007 Z4 M	Jay Patel	2001 M Coupe	Scott Wood	2008 535xi
Jonathan Green		Christopher Patton	2007 335i	Daniel Wyland	2002 X5
Ken Greenhorn		Brian Pettaway	2001 540i	Yun Lung Yang	1991 325ic & 1997 540i
Darrell Hacker	2007 335i	William Pierce			
Julie Hammond	2000 Z3 & 1982 320i	Jeremy Plomin			
Colin Harris		Jonathan Plomin			
Corbin Harris	1989 325is & 1995 325i	David Porter			
Malinda Harris	2007 X5	Nelson & Chong Proctor	2007 X3		
Waheed Hassan	2001 530i	Paul Przyborski	1996 318ti		
John & Rebecca Hirsch	1996 Z3 & 2007 328xi	Kenneth & Rebecca Rahaim	2007 Z4 Coupe		

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.

It Is Coming: The 1 Series Is on the Way!

By Raine Mantysalo

Ready for a 300-hp twin-turbo 2-door coupe that weighs some 200 pounds less than the current 3 Series Coupe? If you are, you will soon be able to

get the 128i and 135i Coupes in the U.S. and later on also a convertible. Both of the current engines in the 3 Series – the 230-hp and the 300-hp twin-

turbo sixes – will be powering the new model. In a recent pre-showing the 135i Coupe looked well proportioned and had a rather aggressive look.



Photos by Raine Mantysalo

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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).

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2006 BMW 325Ci

WBABW33466PX88674, \$41,750, Jet Black/Natural Brown Montana Leather, original owner, Very low miles (4,100), extremely well maintained and garage kept, non-smoker, Steptronic automatic transmission, Premium and Sport packages, Navigation system, bluetooth, rare aluminum "brushed column" trim, fully automatic Black soft top, heated front seats, Adaptive Xenon Headlights, automatic climate control, balance of maintenance and warranty program, Please contact Mike Z at 202-452-3976 or by email at zkids@verizon.net, Springfield, VA 22153

2006 BMW 330i

WBAVB33556KS32970, \$36,000. Deep green metallic with Beige Dakota leather. Loaded w/options. Only 6000 miles. Super clean. Options: Cold Weather Package; Premium Package; Comfort Access; Steptronic Transmission; Power Rear Sunshade and Manual Side Sunshade; Rear Parking Sensors; Navigation System. Includes: Hands-Free Multi-Function Remote w/Keyless Ignition; BMW Assist; Bluetooth; Universal Remote Transmitter; Split-Folding Second Row Seat; Leather Seats; Power Lumbar Adjustment; Heated Front Seats; Power Folding Exterior Mirrors; Rear Ski Bag; Headlight Cleaners; Xenon Headlights - Adaptive Headlight Control; Premium Sound System w/DSP; Run flat tires. One, non-smoking owner. 1-year birthday is 28 July 2007. Lots of warranty left! Contact Lia: movetodc2007@yahoo.com DC

2006 Z4 Roadster 3.0si

4USBU53596LX01977, Jet Black, beige leather, Premium Pkg with fully automatic softop and power seats, Sport Pkg with 18" tires, automatic, Heated seats, Xenon headlights, Navigation System. Under 9K. Non-smoker. In a 30 month/12K lease with 18 months and 21K miles remaining. Assume BMW FS lease payments of \$550 per month and an additional down payment of \$1500 that covers a portion of my down payment. Must be credit qualified by BMW FS. Runflat tires have Road Hazard Protection Policy. Respond to richmeckel@comcast.net. Vehicle located in Columbia, MD.

2006 BMW Z4 3.0si Coupe

4USDU53466LV34137, \$38,000 or OBO, Montego Blue Metallic, High Performance Beige Leather, Light Poplar Wood Trim, 9500 miles, always garage kept, 6-speed manual, Premium & Sport Packages, M Sport heated seats, Premium sound system with DSP, 18" wheels with run-flat Bridgestone tires, Sport suspension with 'Sport' button, auto & power everything, Bi-Xenon headlights, Multi-function steering wheel, BMW Assist with Bluetooth, 3 years/40,000 miles remaining on BMW warranty, Non-smoking owner, no dings, scratches, or accidents. Buyer pays any shipping costs. Contact: Roger_Birenbaum@yahoo.com or call 443-226-3987 in Reisterstown, MD.

2004 BMW 330ci ZHP (Convertible)

WBAW53464PJ95731, \$32,000 OBO, Imolarot II/Black Alcantara w/Black Cube Trim. 6sp MT Performance Package, Heated Seats, Xenons. Aluminum pedal set, alarm, M front strut bar, Aux Input, Euro front plate holder plus original US holder. Low mileage (currently < 30k), great condition vehicle (has minor scrapes under front spoiler lip - no other scratches). Balance of factory warranty through 04/08. Adult driven, garaged, no smoke or winters. Contact Steve Pera @ 301.216.9766 (h) or 703.623.1355 (m) or via email at 12steve@comcast.net. MD

2004 BMW M3

WBSBL93494PN56722, \$39,000 OBO, 24k Miles, Silver Gray Metallic, Cold Weather & Premium Pkgs, Zenon Lights, BMW 19" Competition Wheels (Old Stock Wheels Shown), Premium Sound, Power Width Adjustable Seats, no snow, ice, or smoke, rarely driven in rain, always hand washed garaged & covered, iPod Adapter, 1 Owner, Maintenance thru 8/08 or 50k Miles David Morrow, 410-263-6065-W, 410-757-1060-H, david@maritimeins.com, MD

2004 M3 Convertible

WBSBR934X4PK07163, \$41,900 obo, Titanium silver, red leather, 17k miles, 6 speed manual, aluminum interior trim, Harmon Kardon, 19" alloys, cold weather package, xenon headlights, lumbar support, Bluetooth, ipod adapter, windscreen, bra, car cover, tinted windows, M mats, 100% original paint, no dings/scuffed wheels, garaged/covered, no snow/salt, non smoker, hand washed only, original owner, warranty May 2008, coming off lease. Rick Sander 410-241-9854, rsanderjr@comcast.net MD

CARS FOR SALE

2004 BMW X3 3.0

No VIN. 44,500 miles. This car is in very nice condition. It is certified pre-owned. I have been the owner since it was 5,000 miles old. It has been regularly cleaned and maintained. Premium package, Moonroof, Coldweather Package, Hardwired for iPod with Blitzsafe BMW adapter. Email me for pics! rob.mciver@mac.com

2003 BMW 330ci

WBABN53413PH02832, Mint condition. Titanium/Black Leather, Fully Loaded (Sports, Prem, Cold Weather, Navigation, Bluetooth, Park Distance, Rear side airbags.). Custom-ordered in Germany, bought and serviced at Passport BMW. Hand washed and waxed & garage kept. Bought a 540i so have to sell. This is a one of a kind car! Contact - Arash Shirazi, Tel: 202 365 1899 or arash@deepdish.com. Arlington, VA

2003 BMW 330xi

WBAEW53413PG10582. Steel Blue/Blue. AWD, 6 sp, Harmon Kardon, HomeLink garage door opener, sunroof, power everything, memory seats, many other features. BMW Certified Pre-Owned Warranty through mid August 2009. BMW Ultimate Service Agreement through mid August 2007. Make sure you confirm warranty status when comparing pricing for similar vehicles. There are very few models of this configuration available with these two warranties. Located in Northern Virginia. Call Chuck at 703.251.6941 or email at cviator@ccpace.com

2002 BMW 330Ci Convertible

WBABS53472EV8976, silver, optional hardtop, navigation, sport package, 5speed, CD changer, BMW certified, very clean, excellent condition, Mike Ward, 410.667.6679, DaWards@aol.com, MD

2001 BMW 325i sedan

WBAAV33451FU81056; asking \$11,500 OBO; white w/beige interior. Very clean, no damage. New front tires, nearly-new rears (all Michelin 205/55R16s) water pump, belts. Non-smoker, originally Florida car and garage-kept since I bought it. After-market tinted side and rear windows; factory AM/FM/single CD. 110K mi. Fresh MD inspection and oil/filter change. Please contact Bob Schmitz, (410) 795-5091 (home), sekndbass@aol.com. Located near Sykesville, MD.

1999 BMW 323i Convertible

WBABJ733XEA18619, \$16900 obo, 29K miles Cosmos Black exterior/beige leather interior. Premium Package, 5-speed manual, heated front seats, black soft top, K&N air filter, sunshade, jack adapter, outstanding condition. Inspection 1 recently performed. brake fluid and coolant recently changed. Must sell. James Chew (540)907-2867, jameschew@mac.com VA

1999 BMW M3 Convertible

WBSBK0330XEC46029, \$14,995 OBO, Titanium Silver Metallic/Gray Leather, Auto, Heated Power Seats, Cruise, Computer, Harman-Kardon Premium Sound w/6 CD changer and cassette, BMW Navigation, Wood Trim, M-Countour II Wheels, 96K highway miles, excellent condition offered by orig non-smoking owner, all records available. Contact Paul (H)703-683-6650, (C)703-403-9172, pkaplan.cai@comcast.net VA

1997 BMW 318ic

WBABH7325VEY02140 \$9500.00 Bright Red 318ic with Hardtop 82,500 miles with transferrable warranty to 105,000 miles. Garage Queen, only driven on sunny days not driven in rain or snow. All Redline fluids with BMW Synthetic oil. Includes matching Hardtop with stand and top cover. All maintenance performed to include new waterpump, thermostat, belts, and hoses. K&N air filter, new Bilstein Touring Shocks and Struts. New Alpine Stereo with iPod cable. Have new teflon coated stainless brake lines not yet installed. All windows have been tinted with lifetime warranty. Lou Waters 703-932-7629 louiswaters@comcast.net VA

1995 BMW M3

WBSBF9326SEH00227, \$13,000, Red. Koni adjustable shocks, TC Kline 4 point bolt in roll bar and harnesses, Euro spec headlights, extra set of wheels w/ Khumos mounted; 102K miles. Robert Burhenn, 540-888-9011, 443-745-1727 (cell), m3bob@hughes.net, VA

1995 BMW M3 SCCA STU Prepped

No VIN. Avus Blue, Rare No-Sunroof car. Prepared for SCCA Solo STU class or BMW Autocross Super Sport Prepared. 159,135 miles Excellent mechanical condition. On Stock seats in poor condition (dirty and well worn), rest of interior in decent condition. Paint is on paint, but overall exterior in great shape (no rust). Legal for street use when the A/C must go back in. Bilstein PSS9 struts/shocks - SSR Comp wheels with 255/40-17 Yokohama Advans (shaved) - Quaife LSD - H&R front sway bar - UUC front strut bar - Conforti intake - Corbeau FX-1 front seats - Custom dyno tune

CARS FOR SALE

by CynTex - UUC Exhaust - UUC Short Shift kit - TC Kline camber plates - RTAB Limiters - A/C delete. Extensive spares/extras package. Asking \$13k for everything, complete package only. Lots of pictures here: http://www.pbse.com/mcneary/27_stu and here: <http://www.pbse.com/mcneary/perupro2006> Stickers have all been removed. Email mike.neary "at" autocrossersinc.net

1995 BMW 850ci

WBAEG4326SCD05039, \$17,500, White/Lt Gray, vented disks, Remus exhaust, almost new Michelin Primacy 245/45 tires on BBS 17" RS wheels, original wheels available with 225's, leather armrest, no accidents, no rust, very good condition inside and out, 93k, contact Dave, 410-991-6070, pflyer34@toad.net, MD

1991 BMW 850i 6 Speed

WBAEG1315MCB42215. Black with light grey leather interior, impeccable condition, 72,455 original miles. Custom Fitapaldi carbon fiber wheels, Toyo Proxes T1-S tires. All 4 Cross drilled cadmium plated rotors, Python alarm system and Custom Pioneer stereo head that reads MP3 CD's, CD's, and XM radio. 6 disc CD player in trunk, 2 JL Amplifiers, Boston Acoustic speakers. Call Cliff 301-251-9397 or Cell 202-374-2939 or Email CliffS475@Comcast.net MD

1987 BMW 528e

No VIN. 92,800 miles Original black exterior and Llama Beige leather interior are immaculate. This low mileage automobile is exceptional; beautifully maintained, garaged, never in accident, drives and feels like new. Engine was recently tuned, has all new belts, hoses, ignition parts, timing belt & tensioner, new battery, new radiator. A/C System is cold & strong, heater & fan operate like new. Windows and sunroof operate like new. The 5-speed manual transmission is very smooth. Brake system and exhaust system are in excellent condition. Car is located in Northern VA. Please contact Brendan Bahr at 703.863.6348 or hirollaz2@aol.com.

WHEELS AND TIRES

Snow Tires - Set of 4, mounted and balanced Nokian Hakkapeliitta-Q 205/65 R15 snow tires mounted on BMW steel rims. For E39 ('96-'02) 5 series. These silica-based snow tires provide great traction for snow and ice. Used 3 seasons; still great tread. Bill at 703-506-4404.

Rota Torque 17x8 ET38 - Brand New Hyper Silver - 5x120 38mm 72.6 hb for \$700 Shipped. Prices are if shipped directly to you. I am told they are 2 weeks out right now. Brand new set of custom built Rotas in this finish http://www.subydude.com/images/prod/products/Wheels/rota/Torque/500/500/torque_hs_3.jpg The wheels have been ordered through SubyDude group buy <http://forums.bimmerforums.com/forum/showthread.php?t=701160> and are scheduled to arrive soon. The cost is \$700 shipped. What that means is that you pay me the \$200 deposit I paid and the order gets transferred to you. Once the wheels come in, you would pay the \$500 balance and the wheels will be shipped to you.

Goodyear tires, F1 GS-D3 - 2 Goodyear tires, F1 GS-D3, 225 50ZR16, 92Y. Excellent condition < 1000 mi. \$220(pr) \$110(ea). Call Robert Hofmeckler at 703 680-7170. VA. drhturbo@aol.com

SSR Integrals in 17x8 Silver - (4) SSR Integrals 17x8 WHEELS ONLY E36 3-series fitment. \$600

18" M3 OEM Rims - I have a set of 18" M3 OEM wheels sitting in my garage that I want to sell. Email me at miaomix@gmail.com if interested.

Michelin Pilot Alpin - 205/55R16H. Purchased new and mounted Nov 2006 thru April 2007 on 3 series wagon. Only one season use! Sold car. Jim 571-276-5058.

Five (5) BMW Basket Weave Wheels from E30 - From a 1991 BMW 318is (E30). They are in good shape. Complete with tires. Four wheels have 195/65 R14 Michelin MXV4 Plus and one is a Pirelli P6. One rim has minor cosmetic damage. Link to pictures of rims is below <http://picasaweb.google.com/rowens66/BMW/E30BasketWeaveRims> BMW Wheel - Style D - 14" x 6.5" BMW Part Number 36 11 2 225 540

1994 BMW 740i - Set of four 15" steel wheels with track tires still on them that I used with my 740i. The tires are worn but the wheels are in good shape. Tire size is 225 60 15. Free to whomever comes and picks them up. I won't be doing driving schools with this car anymore so I don't need the wheels. Lou Balla 202-320-8975 or louballa@yahoo.com

M Coupe Roadstars - Set of Roadstars and Michelin Pilot Sports Cups for Z3 M Coupe. Like new. Have been resurfaced. Currently mounted with the Michelins, which are also for sale. Call Jim 703-276-7703 ext 165 or e-mail harrisj@centrava.com

Michelin Pilot Sport Cups for M Coupe - Set of Michelin Pilot Sports Cups for Z3 M Coupe. 245/40/17 and 255/40/17. Almost new. Two autocrosses and about 100 miles highway. Currently mounted on M Coupe Roadstars, which are also for sale. Call Jim 703-276-7703 ext 165 or e-mail harrisj@centrava.com

WHEELS AND TIRES

4 15x6.5 Team Dynamics Monza Wheels w/Bridgestone Potenza RE750 195/50-15

Set of 4 nearly new (20-30 miles) wheels and tires: Team Dynamics Monza wheels 15x6.5 with 4x100 bolt pattern and 18mm offset. Tires are Bridgestone Potenza RE750 195/50-15. I bought these for my 2002tii with rolled fenders, but after making one short trip I found that there was a little fender rubbing on two of the tires. Likely would not have rubbed if the car wasn't lowered 2 inches. The 18mm offset is perfect for the E21 3-series, which came stock with this offset. Some minor fender work should get these working without rubbing on a 2002 also. You're welcome to come by and try them on for size! Paid over \$1000 for the set, sell for \$650. Phil 703-207-2012. zubaly@z-ware.com Falls Church, VA

Bridgestone Blizzaks with less than 1000 miles - 4 matched Bridgestone Blizzak snow tires, size 225/50 17 with less than 1,000 miles. These came off my friend's 530i and won't fit my 330i so here they are for sale. Asking \$250/obo for entire set. Please call Mark at 410-440-1406. Marriottsville, 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) 4 17x8" Chrome TSW wheels: Currently they have 235/45/R17 Kumho Ecstas on three of them. 3 wheels are in good to great condition, while one wheel is slightly damaged, but perhaps can be repaired. Please let me know if you would like to come and see them: (202) 359-5108.

OTHER

E46 M3 ROTORS FRONT & REAR - Brand new, still in box E46 M3 Front ROTORS. Slightly Used (5,000 MILES), Rear E46 M3 Rotors. Gordon Kimpel 703-623-5458 gmkimpel@finsvcs.com

E36 European Headlights - Original bosch e36 euro headlights for sale. Also, I have an e36 sedan (does not fit coupe) tail light for passenger side. I have an idea of how much but for now make an offer. Please send inquiries/offers to sale+lights@nrahimi.com thanks.

E36 M3 lights - From a 1997 E36 M3/4 (shipping not included-but willing to meet locally). Amber side markers-\$15. Perfect condition. Amber Corners -\$25. Perfect condition. Back right light (amber). \$30. Excellent condition. Pics <http://picasaweb.google.com/maruscmm/Parts> Mike Edit/Delete Message

70's Bavaria, 2800 - Bavaria/2800 6 cylinder lower engine, starter, drive shaft, 4 speed manual transmission. Any offer or good story. Chris 301-520-5371, chrseman@aol.com, MD

BMW Z3 Service Manual - Bentley Publishing - Like new Z3 manual by Bentley; 1996-2002 Roadster, Coupe, M Roadster & M Coupe. I now own a Z4 and this book needs a good home; it helped me with brakes & shocks. Email: gdtitmer@comcast.net. I live in VA - metro area.

2002, BMW, M3 - E46 M3 Suspension: springs, struts/shocks (\$400); Brakes: calipers, rotors (\$300); Exhaust from headers to muffler (\$400). Ted, 410-531-1969, tngiovanis@aol.com, MD

R5 Service Light Reset Tool - R5 Service Light Reset Tool for 01/1987 - 06/2000 BMW's with 20 pin plug. Instructions and case included. Excellent condition. \$30.00. John (410) 519-7616. jwknx44@yahoo.com (MD)

E46 3 Series Nose Mask - E46 3 Series Nose Mask for 4-dr, sport wagon up to 8/01. Nose Mask is new. \$45.00. John (410) 519-7616, jwknx44@yahoo.com (MD)

Townhouse for Sale Germantown MD - 3 bedrooms, 1.5 baths # Rough-In for Full Bathroom in Place. Renovated to Perfection! New Wood Floors, New Carpeting on Upper 3-Finished Levels, End Unit, Backs to Seneca State Park Finished Basement w/Walk-out to Fenced Rear Yard, Eat-in Kitchen, Separate Dining Room, Master Bedroom w/Walk-in Closet

E46 & E36 M3 Parts - E46 M3 Sway Bars (like new-taken off at 4000mi's) \$200 frnt/rear, E36 M3 Water Pump (New) \$50, Turn Signal Lights (New-Drivers side, Clear) \$15 ea. howard, 410-660-5976, apexthecurves@comcast.net (Leesburg, VA)

WANT TO BUY

Set of Z3 "Z-Star" wheels w/o Tires - I'm looking for set of 16x7 Z3 "Z-Star" wheels. Have cash. Thanks! Paul 410-302-3188 or paul_pryzborski@hotmail.com



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