

der Bayerische

National Capital Chapter

BMW Car Club of America

January/February 2008



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Cover: Orlando Taylor gets some help from Saida Khan changing the fluids in his beautiful 1988 M6 at the November 17th DIY at Convenience Car Car (see article, page 3). (Photo by Rob Williams).

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President's Message

I hope it's not too late to sign up for the Holiday Party! Tim Wesling is able to make these happen without breaking a sweat. Of course he gets help, and that's something we have a lot of in our Chapter; people who step up when they see a need. I have definitely appreciated that over the last two years.

I have immensely enjoyed serving as President of this Chapter. I love this job and I love this Chapter. A lot of new activity and a lot of change has occurred over the last two years. I am stepping aside as President, however, for the good of the Chapter. I firmly believe that new blood is essential to volunteer organizations. Often an "old guard" develops that stifles new volunteers. It's amazing what can be accomplished by new people who don't know that something is impossible – often, they accomplish it! For my part, I intend to continue to serve the Chapter in whatever other capacities I am needed and to continuously recruit and make way for new leaders to replace me in every such task.

This is a lesson that is not universally understood by the national board members of the BMW CCA. A recent proposal to institute term limits on national officers and directors (currently, only the president is term-limited) was defeated by the CCA old guard. Despite the fact that 65% of the members polled supported term limits, this forward-looking proposal was stymied by the old guard. Check out the vote as reported in the *Roundel* and you will know who the old guard is.

That is why I personally urge you to support Len Mueller in the contested election for Executive Vice President of the National CCA. The incumbent has served with distinction and dedication...for a long time. Simply because of that, it is time for him, like me, to put the interests of the Club first, and step aside to make room for new blood.

Change is good!

-Roy Morris

Update your e-mail address and BMW model information to stay in touch.

If you have changed your e-mail address recently, make sure you notify BMW CCA of that change. Keeping your e-mail address and model information current will keep you current regarding vintage events in the area.

Upcoming vintage event notices are sent to owners who register ownership of BMWs older than 1983 at the e-mail address on file with BMW CCA (National). If you did not receive the notices in the fall, you need to update your e-mail address or car ownership information with them.

Event details sometimes change after the club calendar has been posted. Update your car ownership and e-mail to find out about upcoming spring events. The change can take a while to filter down to the local chapter mailing lists, so please make your changes known to BMW CCA as soon as possible by going to www.bmwcca.org.

Do-It-With Help

"Do-It-Yourself"...hmm...I guess that sounds cool, but is it really accurate? We use this phrase to describe our extremely popular tech days where we get to work on our cars in local shops, but if you've ever been to one of these events, I'm sure you'll attest that one of the neatest things about a DIY is that you're not by yourself, you're not alone. Not only do you have the support of a professional shop with technicians who do the same kind of work you're doing every single day of the week, there are also 15-20 of your fellow NCC chapter members there who have your back.

Feelings of fellowship were in abundance at the DIY Nov 17th 2007 at Convenience Car Care in Manassas. CCC owner Timmy Tyrrell and his staff, Danny Evans, Matt Maidens, Steve Sladek, Derek Williams, and John Sarecky proved once again why they are widely regarded as one of the most club-friendly shops in the area. I think everyone achieved what they set out to do; for most

participants it was a pretty simple routine maintenance task, for a few others it was a more challenging task that they probably would not have wanted to try by themselves, and, in one case, it was just free lunch and pockets stuffed with snacks for later!

Fluids were changed by the following folks on their vehicles: Orlando Taylor '88 M6; Rich Fristick '95 M3; Mark von Wehrden '99 528i; Micah Goodwin '02 330Ci; Jude Decoteau '02 530iA; Richard Rush '04 Z4; Deborah Findlay '05 X5; Mike Edwards '01 525i; Linda Jenifer '97 528i; and Rob Williams '88 325ix. Saida Khan brought her relatively new-to-her '02 325i in to check a headliner problem and to just give it a general inspection. Maurice Werner did the sway bar and arms on his '86 635Csi. Philip Cummings replaced a bulb and did a dyno reading on his '98 M3. Tony McMullan did the guibo and center support bearing on a '89

325i he recently acquired. DIY program coordinator Alan Marsh did the shocks and struts on his '92 525i. Bruce Ebersman did brakes on his '00 540iT.

Thanks once again to Convenience Car Care for providing a great venue and fantastic hospitality, they always make us feel welcome. Please see page 14 for Alan Marsh's wrap-up of the 2007 DIY program and a preview of 2008, and sign-up for one of these events, I hope to see you under your car soon!

Cheers!

Rob

(Above) Saida Khan yanks the plugs to relieve Orlando Taylor's M6 of its old fluids. (Below) Saida and DIY coordinator Zach Pullins chat with DIYer Bruce Ebersman and CCC employee Ray Bernstein. (Bottom-Right) Rich Fristick's '95 M3 up on the alignment lift. (Bottom-Left) Bruce gets down and dirty with the brakes on his '00 540iT. Photos by Rob Williams.



CALENDAR OF EVENTS

November 2007

- 1 Social - Guapos, Shirlington, VA
- 3-4 Fall Tour - Wisp Resort, Deep Creek, MD
- 8 Social - Green Turtle, Columbia, MD
- 15 Social - Zodiac Grill, Gaithersburg, MD
- 17 Street Survival - Dulles, VA
- 17 Do-It-Yourself (DIY) - Convenience Car Care, Manassas, VA

December 2007

- 1 Do-It-Yourself (DIY) - BMW of Fairfax, Fairfax, VA
- 1 RRT Open House with Toys for Tots - Dulles, VA
- 6 Social - Guapos, Shirlington, VA
- 13 Social - Green Turtle, Columbia, MD
- 20 Social - Zodiac Grill, Gaithersburg, MD
- 23 Karting League - Allsports Grand Prix, Sterling, VA

2008 CALENDAR OF EVENTS

January

- 3 Social - Carpool, Herndon, VA
- 6 Karting Practice - Allsports Grand Prix, Sterling, VA
- 10 Social - Houlihans, Columbia, MD
- 13 Karting League - Allsports Grand Prix, Sterling, VA
- 17 Social - Zodiac Grill, Gaithersburg, MD
- 19 Do-It-Yourself (DIY) - Convenience Car Care, Manassas, VA
- 19 Holiday Party & Annual Meeting - Silver Spring, MD
- 20 Karting League - Allsports Grand Prix, Sterling, VA

February

- 3 Karting Superbowl Mini GP - Allsports Grand Prix, Sterling, VA
- 7 Social - Carpool, Herndon, VA
- 10 Karting League - Allsports Grand Prix, Sterling, VA
- 14 Social - Houlihans, Columbia, MD
- 16 Do-It-Yourself (DIY) - Convenience Car Care, Manassas, VA
- 17 Karting League - Allsports Grand Prix, Sterling, VA
- 21 Social - Zodiac Grill, Gaithersburg, MD
- 24 Karting League - Allsports Grand Prix, Sterling, VA

March

- 1 Do-It-Yourself (DIY) - TBD
- 2 Karting League - Allsports Grand Prix, Sterling, VA
- 6 Social - Carpool, Herndon, VA
- 9 Karting League - Allsports Grand Prix, Sterling, VA
- 13 Social - Houlihans, Columbia, MD
- 16 Karting League Finale - Allsports Grand Prix, Sterling, VA
- 20 Social - Zodiac Grill, Gaithersburg, MD

April

- 19 Do-It-Yourself (DIY) - TBD

May

- 10-11 Spring Tour - Annapolis, MD to Eastern Shore, MD
- 17 Do-It-Yourself (DIY) - TBD

June

- 21 Do-It-Yourself (DIY) - TBD

July

- 12 Do-It-Yourself (DIY) - TBD

August

- 17 Do-It-Yourself (DIY) - TBD

September

- 20 Do-It-Yourself (DIY) - TBD
- 23-27 Oktoberfest - Watkins Glen, NY ⁽¹⁾

October

- 18 Do-It-Yourself (DIY) - TBD

November

- 15 Do-It-Yourself (DIY) - Convenience Car Care, Manassas, VA

December

- 6 Do-It-Yourself (DIY) - TBD

⁽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
Saturday, 19 January 2008
6:00 p.m. to 10:00 p.m.

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!

The Blair Mansion Inn is in its third century of welcoming people through its doors. Built at the end of the 19th century as a wedding present, the Mansion has witnessed much change from its beginning as a country estate, evolving into one of the premiere destinations in the Washington, DC area for dinner theatre, wedding receptions, parties, and catered special events of all kinds. The Blair Mansion is located at 7711 Eastern Avenue, Silver Spring, MD 20912.

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

Kart League Announcement

Attention all DRIVERS. Gear up for the spring by karting in the winter, and improve upon that all-important component to driving fast; you, the driver! For the fourth year in a row, our club will

have a Winter Karting League at Allsports Grand Prix in Dulles, VA. You can learn much about your own driving and practice your race craft by participating. While it is only for fun, this league has some of the most competitive racing around. In years past, the gap in lap times between the fastest and slowest drivers has closed to less than 2 seconds per lap. The race groups are based on your qualifying and race lap times, so you are competing against other drivers with similar skills and lap times, making for some very tight battles on the race track. The karts are made to be equal, and with only 6.5 horsepower to push you, the drivers' weight can play a role, but generally, the better drivers prevail.

The schedule for the Winter League

Round 1: December 23, 2007, start time 2:30 PM.
Round 2: January 6, 2008, start time 2:30 PM.
Round 3: January 13, 2008, start time 2:30 PM.
Round 4: January 20, 2008, start time 2:30 PM.
Round 5: February 10, 2008, start time 2:30 PM.
Round 6: February 17, 2008, start time 2:30 PM.
Round 7: February 24, 2008, start time 2:30 PM.
Round 8: March 2, 2008, start time 2:30 PM.
Round 9: March 9, 2008, start time 2:30 PM.
Round 10, The Finale: March 16, 2008, start time 2:30 PM.

Our Annual Super Bowl Sunday Grand Prix event:

February 3, 2008, start time 1:00 PM.

The cost is \$70 per driver, per event. If you have questions, or would like to join us, please contact Brian Hair at brian@ogracing.com. To participate, advance notice is helpful, but just show up at Allsports 30 minutes prior to the start time, with your driver's license. If you have your own helmet and gear, bring them, but Allsports Grand Prix does provide everything you need to race. If you need directions or details on the facility, call (571) 434-9566, or go to: www.AllsportsGP.com.



Db has received the letter below from Mark von Wehrden raving about the great value he sees in the DIY program. Thanks for the letter, Mark! You're not alone, our research shows that at least 99.99% of participants are delighted with the wildly successful DIY program. See Mark's letter below and for more info about the DIY program, see Alan's wrap-up of the 2007 season and preview of 2008 on page 14. — Editor.

Letter to the Editor

Dear Editor,

I've been fortunate to attend three of this year's DIY events and want to thank both Zach and Alan for organizing these events. I've learned a great deal about my own vehicle, and even more watching others make repairs to their BMWs, all the while meeting many great members and getting to work in some fantastic repair facilities. Throw in breakfast, lunch, shirts, mugs, and the supervision of experts, all for \$15, and I feel like I made out like a bandit after each session.

None of this would be possible, however without the tireless efforts of Zach, Alan and the many facilities that host these events. Thanks to all for such great DIY events.

Mark von Wehrden

Letter to the Editor

A Defense of NVTAs Taxes and Abusive Driver Fees

Db has received the letter below taking the publication to task for publishing a letter from another member in the Nov/Dec issue, which itself was a response to a "From the Editor" column. This is exciting! We love to get reader feedback and will run any letter from a member as long as it conforms to commonly accepted standards of decency, is not a personal attack, is not too long, etc.

Please note that dB did not withhold from publication any, "views explaining that the issues are more complex and multi-faceted than Mr. Rodokanakis apparently believes", as suggested in the first paragraph. Mr. Bloom's letter is the first such material we have received; we hope publishing his response gives der Bayerische the "more balanced view" he is looking for. - Editor

Dear Rob:

Just read the Nov/Dec 2007 *der Bayerische* and came across the letter to you by Phillip Rodokanakis. It was interesting to read his opinions regarding the recently enacted statute and his lawsuit. However, I was disappointed that you chose to publish that letter and not any views explaining that the issues are more complex and multi-faceted than Mr. Rodokanakis apparently believes.

For example, Mr. Rodokanakis seems to believe that the statute at issue is unique in requiring that we pay taxes to non-elected government personnel - people he labels with the pejorative "bureaucrats." In fact, all the taxes we pay in this country, federal and local, are paid to executive-branch agencies with non-elected personnel. That is necessary and unavoidable with 300 million people and the type of government we have. This type of government revenue collection is nothing new.

Moreover, smearing all government workers as uncaring, "faceless" robots is offensive and dishonest. Those of us in public service, more often than not, do our jobs for less than we could make in the private sector because we care about people - not to maliciously wield power over our fellow citizens. This vision of government employees is common in movie scripts, but not in real life. In fact, the first federal executive branch agency was created at the behest of private businesses - namely the wealthy railroad owners.

Mr. Rodokanakis argues against abusive driver fees over and above regular traffic fines. One can certainly argue with the effectiveness and fairness of such fines. However, Mr. Rodokanakis unwisely seems to ignore the serious pandemic of speeding and otherwise aggressive drivers endangering our lives every day on our roads. He mentions only that that some speed limits are "unrealistically low." I contend that reckless, speeding drivers and aggressive drivers are a much more serious problem than some low speed limits. Somebody has to do something to deter the widespread bad judgement being exercised by drivers - if abusive driver fees are unconstitutional, then Mr. Rodokanakis should be constructive and suggest some other way to address the problem.

In addition, the letter you published also appears to contend that tax money is better spent on new roads than on public transportation. Such a contention is debatable, to say the least. We could build new roads forever in Northern Virginia, and it would not solve the congestion problems in the long run. More roads draw more cars. We will have to continue to invest in expanding our public transportation system in this area - something that tax money is needed for in our country. While it certainly can be argued that Metro could be spending its funds more effectively (as I have argued), it is not at all realistic to simply demand more roads, which are costly per passenger carried compared to public transportation. It is no longer believable that simply building more roads will make everyone happy and get us all to work and home in a timely way, for a variety of reasons.

While there are certainly important constitutional issues related to the new statute to be addressed, I'd hope that our club publications could do a better job of providing a more balanced view of the issues involved, and not simply publish one-sided, relatively myopic cheerleading for our selfish indulgence in cars, cars and more cars. I love driving and my car, as we all do, but if we are not realistic and honest in making public policy, we will pay and our children will pay very dearly. We owe them, and ourselves, more than that.

Thank you for considering my views.

Jeff Bloom, BMW CCA 380849

CANDIDACY STATEMENTS FOR NCC ELECTIVE OFFICES 2008

The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2008 term.

Tim Wesling – *Candidate for President*

As your Treasurer for the past two years and your Secretary for one year before that, I am intimately familiar with Club operations. I'm seeking the term of Club president for one year with the goal of continuing to return to our Club's members the resources they have so generously provided over the years. I will work with every committee chair to produce budgets and to have accountability to those spending plans. The role model so thoroughly provided to us is the "Do It Yourself" or DIY committee's 2007 program.

Having witnessed and assisted efforts to give back to the Club's members what is rightfully theirs, I can say these efforts have been a success and should be broadened. I will work with each committee to efficiently expand its offerings, whether through additional events, such as your Social committee has done this past year, or through reduced rates for events, or additional benefits at every event.

Of course, each committee chair could use some assistance in expanding their programs. We can't expect highly successful programs to become even bigger and better without additional membership involvement. Whether it's providing lunch at autocross events, hosting social events in disparate locations, working with the concours committee or any other Club activity, there's plenty of room for anyone willing to lend a hand and who wants to hear congratulations for a job well done!

I look forward to your support as the president of your Club in 2008.

Zachary Pullins Sr. – *Candidate for Vice President*

Service before self has been a guiding principle I've always strived to live by... I've served our country for 20 plus years in our nation's Armed Forces. I was recently called into service as the interim Vice President by NCC President Roy Morris when our elected Vice President relocated to South Carolina. As your elected Vice President I will bring a history of selfless service, as well as multiple years of managing in one of the largest corporations in the world. I can't promise a new bimber in every garage or a chicken in every pot, however, I can promise continued support to the NCC Do-It-Yourself Program, Socials, Auto-X, Street Survival, Driver's Schools, Concours and Tour Programs. The NCC BMW Chapter is all about support of and for its members, therefore I pledge to insure fiscal responsibility, continued return of resources to the membership, and to create innovative ideas and programs to provide the NCC enthusiasts the joy of ownership, fellowship, and camaraderie.

David R. Miller – *Candidate for Secretary*

During my two years as Chapter Secretary, I have had the opportunity to work with a great team dedicated to improving the club by extending its programs, and returning value to our members. We have made great progress along these lines with the enhancement of many programs and increasing participation. However there are many opportunities to still improve. I wish to be able to contribute further along these endeavors and now ask for your support to extend my service for another term.

Roy Morris – *Candidate for Treasurer*

I would like to continue to serve the Chapter, and our new president, in 2008 as Treasurer and as a member of the Board of Directors. I previously served in this position from 2003-2005 and implemented a number of improvements including monthly distribution of detailed financial statements, and the filing of tax returns. I would be taking over from Tim, who has done an

outstanding job and will be leaving the records in excellent order. As Treasurer, I will continue to press for transparency, accountability and integrity in all matters affecting Chapter finances. In addition to serving as Treasurer, I would expect to continue serving in the Board-appointed post as chair of the Drivers' School Steering Committee. I appreciate your continued support.

Dennis B. Follett – *Candidate for Treasurer*

I would like to state my intent to run for the office of Treasurer for the National Capital Chapter of the BMW CCA. I have been a member of the Club since 2002 and would like to get more involved in the internal activities of the Club. I have been an active participant in most BMW Tour weekend getaways since joining.

I believe that my experience in Federal contracting would be beneficial in performing the duties and responsibilities of the Club Treasurer position. In this role, I regularly evaluate issues involving cost and make recommendations as well as accept responsibility for implementation.

Therefore, I am asking for your support in this election.

THE OFFICIAL BALLOT

2008 Annual Elections

Please select one person for each position.

Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. They must be received no later than January 17, 2008.

For President

☐ Tim Wesling

☐ Write-in _____ (signature) _____

For Vice President

☐ Zachary Pullins Sr.

☐ Write-in _____ (signature) _____

For Secretary

☐ David R. Miller

☐ Write-in _____ (signature) _____

For Treasurer

☐ Roy Morris

☐ Dennis B. Follett

☐ Write-in _____ (signature) _____

Your Name _____

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Warm-up for Wisp

By Walter Jones, BMW CCA 296144

With the NCC Fall Tour to Wisp only a month away, my wife, Perlita, and I decided we needed a warm-up lap to practice negotiating those twisty little roads in the hinter part of Maryland. As if out of no where, up pops the perfect event: The Green Mountain Chapter's OctoberFAST drive in scenic Vermont.

We'd get to see the beginning of the colorful foliage as autumn descends, drive the winding back roads of Vermont, hobnob with members of another chapter, quiz Mike Miller (guest speaker), and visit friends in Baaaaaaston. And the whip cream on top was that next door to our auto show was the 25th Annual Stowe Art & Crafts Festival; a big draw for Perlita. So, off we go; 600 miles to Stowe, 200 to Boston, and 500 back to Gaithersburg. Not bad for an extended Columbus Day.

There is a hitch. About half-way there the "Service Engine Soon" light comes on; at night, on the twisty little roads, in rural Vermont! What an end to a really nice morning, afternoon, and evening. To be stuck on the back roads of rural Vermont on the way to a German car show. Luckily, that didn't happen, but that was the basis of my first question for Mike Miller.

The headquarters for the GMC, and starting point for the drives, was at Smugglers' Notch, which is just a bit beyond Stowe, though the car and craft shows were in Stowe proper.

On the way to Smugglers' Notch we motored along to Vermont 108, through Stowe, then we saw a sign that said "Vermont 108 Scenic." Hmmm. It started out as a normal rural road. But then came the sign that said, "road narrows." Sure enough, 1 1/2 cars wide. Then the sign, "Centerline not marked." Shortly, all road marking disappeared; a bit of a challenge, at night on an unlit, narrow road winding road through switchbacks. But then came the large granite boulders, eliminating any forgiving "wheels off" room there may have been previously. It was a harrowing jaunt, to say the least, but fun as well.

Prior to the driving tour Friday, a general warning was given that Vermonters do not

appreciate a gaggle of BMWs flowing around them over double yellow lines, so BE CAREFUL, they call 911 on you. Little did we know it would turn out to be the other way around. We were moseying along (BMW style), and after just turning a corner, a large pickup (think F250) blew by us with a humongous ATV strapped to the back. He ignored the road signs. The scuttlebutt later was that any guy doing that was probably leaving home with all of his possessions.

Next day (Saturday) was cloudy and overcast. What the heck, the car show provided a tent to weather the rain showers. In between we had a chance to peruse everyone's car and vote. There were Porsches, VWs, BMWs of course, and Audi: the usual selection of German touring cars. The oldest car was a '52 bug. The oldest sports car, a Porsche 1600 from 1960. The most recent, a 2007 M3. Someone drove an Isetta (are they allowed on public roads?).

The oddest vehicle was a X5 with Dinan S2 modifications. I suppose one can improve the safety of an SAV by lowering it, but stiffer suspension for an off-road vehicle? Maybe no "off road" for that baby; it had a pair of 15" woofers in the back floor, so it could really rock.

Then Mike showed up in his Dinan modified M3 just back from Octoberfest, and started chatting, with the admonition, "No questions on automatics, or oil." I started with the engine service light. Turns out about 20% of the questions were related. The most popular subject after that was the noise from bad (worn) ball joints. Seems E46 (and maybe E36) frames have this problem. Mike said that there was only one reliable way to test it, which was to squeeze the joint with slip-joint pliers. Then he allowed questions about automatics (none) and oil. I forget the question, but the answer is 10W-60.

The next day (Sunday) brought a choice of autocross, Bavarian Autosport show, or a simple drive home. I was worried about the engine diagnostics so I thought autocross was probably not a good idea, and the caravan to the car show left at 5am. I am not an early riser. We chose to

wander off leisurely to Boston and some lobster.

Monday (Columbus Day) was misting. Boston is not a driving city, so we walked from the hotel overlooking the Charles River in Cambridge, to the Museum of Fine Arts, through Boston Public Garden and Boston Commons to Paul Revere's house at the North End. There we found lobster, and Mike's Pastry Shop, which is a favorite of Bill Clinton. Holy cannoli, they were good! We needed the remainder of the walk to work off the calories.

I have long been of the opinion that road signage in Washington, DC leaves a bit to be desired. But in Boston, street and road signs are non-existent, as if they were trying to solve a shortfall in city finances by getting rid of street signs. When we rolled into Boston off of I93, that was it. The only way we found the hotel was to navigate to the Charles River and meander along until we arrived. The next day was similar when we left; South on I93 with the intent to get to the Mass. Turnpike and head west. We ended up with a tour of Logan. Once we were headed in the right direction, I93 apparently came to an end (at their inner beltway), so we ended up on some God-forsaken little roads in the wilds of Massachusetts. It turns out there was a slight jog in the road, but no sign.

After that we cruised home to G'Burg. Driving down the New Jersey Turnpike, the "Service Engine Soon" light went out. Turns out to be the aftermath of a vacuum leak, and the mass air flow sensor was dirty — it is an expensive part, even by BMW standards.

I am pumped, and really feel we are Ready for Wisp!





Photos taken by Bob Costanza on the historic Long Branch estate.

Whisking Away to Wisp

By Bob Costanza, Tourmeister

NCC driving tours are as notable for the wide variety of sights seen and the friendships renewed and established as for the roads driven. From planning drives to stops along the way, from sharing meals to tours of historic homes, one never quite knows where the tour will lead or what one will encounter. The 2007 Fall overnight tour to Wisp Resort in Maryland was no exception.

During the first weekend in November, more than 60 NCC members embarked on a two-pronged attack on the roads of Maryland Virginia, and West Virginia, stopping at an historic home found via a web search, eating lunch at the oldest continually operating tavern in the U.S., wandering through the hollows of far western Maryland, and stopping by wineries and pumpkin smashing festivals on the way home.

Once again serving as Guest Tourmeister, I was asked to plan the Fall Tour. As the Fall Tour in 2006 went South (in a good way) and the summer tour in 2007 North, I decided that West was the way to go this year and identified Wisp Resort in Maryland as a good destination. In an attempt to bring more of the club's Baltimore area members

into the fold, this year's tour had two starting points, one in Virginia and one in Maryland. Ably assisted by Guest Tourmeister Bob Stern, the tour was planned so that the two groups would drive independently in the morning, meet for lunch, and then continue on the rest of the way together.

This plan worked very well. The Virginia group, including 21 cars, started in Manassas and the Maryland group, comprised of 10 cars, in Ellicott City. For the fourth straight year, the weather was near perfect - sunny and in the low 50s.

The Virginia group drove through some gorgeous horse country, including a leg on one of the most unusually named roads in the Commonwealth: Snickersville Turnpike. While one might think the road was named after the famous candy bar (well, at least I thought that), in fact, it got its name because the road ends at Snickers Gap, where what is now VA Route 7 crosses the Blue Ridge Mountains. Snickers Gap got its name from Edward Snickers, who ran an inn and operated a ferry across the Shenandoah River nearby.

Shortly after leaving Snickersville Turnpike (very shortly, a number of people blew past the

turn, especially a group of E30s, go figure), the route headed up on Blueridge Mountain Road. This road goes past the Mount Weather Emergency Operations Center. According to various sources, Mount Weather is the self-sustaining underground command center for the Federal Emergency Management Agency (FEMA). The facility is part of a network of secure Federal Relocation Centers that support continuity of Government. In the event of a national emergency, the President, his cabinet and the rest of the Executive Branch would be relocated to Mount Weather. It is reported that the facility includes a self-contained underground city, including housing, restaurants, a hospital, a water purification system, power plant, transportation and communication systems. It is also rumored that Mount Weather was one of the "undisclosed locations" where Dick Cheney has recently been spending a great deal of time. Alas, no one on the tour reported seeing the elusive Cheney.

After leaving Blueridge Mountain Road, the group headed on to the historic Long Branch estate. Built on land once owned by Lords Culpepper and Fairfax, and surveyed by a young

George Washington, construction on the house started in the early 1800s. The house passed through a number of hands until it was purchased at auction in 1986 for \$1.5 million by Harry Isaacs, a Baltimore textile executive. Three years and \$13 million later (talk about your fixer-upper), the house was completely rehabilitated and furnished with an amazing collection of period pieces. Mr. Isaacs died in 1990 and left the house to a non-profit foundation to manage the estate.

Our host and tour guide at Long Branch was Colette Poisson, a long-time employee of Mr. Isaacs, who still lives on the property. She was responsible for assisting with much of the renovation and restoration. Her encyclopedic knowledge of every piece in the house and its provenance was astounding and the house itself is a de facto museum of early American architecture and furnishings. After the tour, a few of us stayed behind to take pictures of our still shiny BMWs in front of the house and then departed for lunch.

The Maryland group followed a different route, mapped by Bob, starting in suburban Baltimore and driving on some lovely roads in Maryland and Virginia on their way to Middletown. Apparently, one of the highlights of the Maryland route had to be the total lack of traffic through Harper's Ferry, an incredibly rare occurrence and another sign that the Fall Tour was going to be a successful event. Plus, it was pretty much all Bob could talk about at lunch.

Speaking of which, lunch was at the historic Wayside Inn in Middletown, VA. The Inn served their first guests in 1797. During the Civil War, the North and the South traded control of Middletown and the Inn, using it for headquarters and housing, sparing it from destruction. The Inn was expanded multiple times and completely restored after a fire in 1985. It claims to be the oldest continually operating tavern in the United States.

In a testament to good planning (and a bit of

luck), despite starting nearly 70 miles apart and taking completely different routes, the two groups arrived at the lunch spot within a few minutes of each other. The combined groups enjoyed a delicious lunch, exchanged stories of the morning's adventures, and took a brief tour of the Inn. George Washington did not sleep there but supposedly there is a Civil War ghost in residence.

After lunch, the two groups joined up for the 140 mile run to Wisp. There were several high points on this part of the route, including some fabulous switchbacks on Route 50 over the mountains, the "lovely" town of Romney, West Virginia, the spot on Route 38 in Maryland where your Guest Tourmeister nostalgically remembered getting stopped during a planning drive by one of Maryland's finest, but not cited, for speeding, and then, the high point of the tour route, the hollows outside of Oakland, MD.

This last part of the route included some of the best roads but the twisties, road name changes, and inter-car differences in odometer readings, caused a few problems for some folks (one group called me for help - like I know the off-route roads any better than they do - and they had GPS!). Nonetheless, everyone eventually arrived safely, and uncited, at Wisp where the resort had set aside a special parking section for our cars. Robin, my wife, and I were one of the later cars to arrive and it was quite a sight to pull in and see 25+ BMWs all lined up in front of the resort. We parked next to a gorgeous, black, M6 convertible, hoping that some of its good looks and speed would wear off on my 540.

That evening, there was a very nice reception followed by a lovely dinner. Since we were in a room reserved just for us, and that room doubled as one of the bars on property, there was much revelry, extended story-telling, and making of new friends. Although some of us cut out a little early, I am told that a number of folks stayed until (and

after) last call. I heard something about the Columbia Mafia closing down the joint.

Sunday morning dawned a bit colder and grayer than the day before, but that didn't deter folks from getting the most of the weekend. While some cars headed straight home (at least 10 cars were gone by the time we finally got up around 9 am - and that was after the switch from daylight savings time), others had activities planned for the drive home. Bob lead a group to lunch and then a winery. Others did some more driving, stopped by the outlets in Hagerstown, and probably other activities unreported. Robin and I headed back towards Snickersville Turnpike because it is the home of Great Country Farms. After Halloween, they have a huge pumpkin smashing festival, devising a variety of ways for destroying those left-over pumpkins and no longer wanted jack-o-lanterns. Pumpkins met their demise by being dropped from a silo, zip lined into a tree (those filled with shaving cream were particularly enthralling to watch), and being "eaten" by a giant, mechanical dinosaur.

NCC Tours are always very enjoyable events. One never quite knows what you will encounter, what roads will be on the route, what sights and scenery you will see, and what friends and friendships will be enjoyed. Beautiful weather, fantastic roads, great people, and interesting sites. And maybe next year, Great Meadows will have the record-setting pumpkin canon that launches those orange gourds almost a mile through the air. What more could you ask for from a weekend drive in the country?

Note: The Spring Tour 2008 is tentatively planned to go to the Maryland Eastern Shore the weekend of April 26-27 and for the first time will be an overnight event. The Fall Tour 2008 isn't planned yet (give me a few weeks respite), but should be in early November.





Traditions

By Bill Williams

It is cold and dark outside this season of short days and long evenings. Classic car owners are not wondering about the next drive or the next event. In the land of ice and excessive road salt, all of the vintage/classic cars are tucked away. Winter and early spring can be a time of refreshment, refurbishment, and restoration.

After a summer of driving, showing, and having fun in our classic cars, it's time to care for them and ready them for next spring. The spring events will be here soon. Vintage at the Vineyards is May 24, 2008 at Lewisville, North Carolina, one of the premier events of classic BMWs on the east coast. Scott Sturdy, the organizer of this event, predicts this will be the last year the event will be held at the vineyard. Attendance continues to grow and with BMW Foundation sponsoring the event this year, plus being elevated in stature to that of an official BMW regional event, attendance this year will max out the parking at the vineyards. Information for the event: <http://www.vintageatthevineyards.zoomshare.com/>

Yearly maintenance always includes a change of air and oil filters, motor oil, brake fluid and a check of transmission, cooling and differential fluids. An oil change early in the winter season rids the lubrication system of nastiness. A check of tire pressures (including the spare) and wipers is always in order. A check of suspension and steering parts either makes you comfortable for the next year's driving season or has you ordering parts to make the car safe and sound. Vintage owners can take advantage of the club's DIY events to get their cars in sound mechanical condition.

I think every vintage car owner has a list of parts they need to replace as funds allow. Replacement parts make great holiday or birthday gifts. I used to register my gift needs with my parts supplier almost like a registry. The wife just called and asked what was on the list and my gift was always perfect. This year, my Christmas gift was ordered and received before Thanksgiving (a set of VDO gauges for the new yellow car).

As far as the overachievers, we find them in their garages covered with moil (mud and oil), sanding dust, and overspray. Those who have the drive and skills to do a back yard garage restoration have my respect; Matthew Cervi and

Bill Riblett are two of those brave souls who have been down that path.

Matthew completed his 1973 2002tii in 2005 and Bill is finishing up his 1972 3.0CS Coupe right now, both in their backyard garages.

Here are their stories, in their own words.

Matthew Cervi's 1973 2002tii

I bought my 1973 2002tii in 2000. It wasn't in very good shape (all the trim had been stripped off the car and the interior was shot), but it was a tii and ever since I had owned my first 2002 as a teenager I had wanted a tii.

Over the next several years I obtained a lot of the missing parts - new trim, bumpers, seats, and did a lot of engine work. Unfortunately, in my work on the car I also found that whoever "restored" (using the term loosely) the car in the early 1990's just covered up a lot of rust. Putting



one end of the car up on jack stands made it sag so badly that it was difficult to open the doors because the inner rocker panels were almost gone. There were "creative" modifications throughout the car, as well, such as a VW blower fan inserted in a hole cut through the firewall because the regular heater fan wouldn't run. Eventually it became apparent that major work was going to be required to fix the car correctly and I knew my wife was never going to be willing to let me spend the money for a full-blown restoration.

Around the time I was trying to figure out what to do, Matt McGinn (a well-respected BMW restorer from Connecticut) obtained a tired 1973 tii that only needed a new nose and some minor welding repairs, otherwise it was clean and

straight. It was even Riviera, the original color of my tii. And most importantly, he didn't really want the car nor have time to restore it. So I contacted him and we worked out a deal where he would do the initial bodywork (new nose, repair the floorboard and, it turned out, replace the trunk panel) and spray it with epoxy primer to stabilize it and I would take it from there.

In February 2005, I drove up to Connecticut and brought back my new shell. My wife was gracious enough to move her car out of the garage to make room for the shell and I promised her I'd be done by winter. March though September was spent filling and sanding and repeating, one to two hours a night after the kids went to bed. I maintained a log of my work through that period and had about 120 hours into it before I was ready for the final primer and paint in October.

Painting a car in your garage is an interesting experience, to say the least. First off, the chemicals in modern automotive paints are unbelievably toxic. I didn't really believe it until I opened the can to peek at the color and instantly got a headache from the fumes. They make supplied air systems for a reason. I used one but then ran into a problem that the full body suit and rapidly warming supplied air make you really sweaty - and you don't want to drip sweat on your fresh paint. Painting is also a lot of work, especially panels like the roof where you have to lift the paint gun high, keep the airline off of the body and maintain an even line.

I learned that painting is definitely something that you get better at with experience, and your first car is never going to turn out perfectly. I have some runs and some orange peel, but from 10 feet back the paint looks fantastic. I could clean up a lot of it with another wet sand, but I've been saying that for almost 2 years now...and I've been enjoying driving the car so much that I don't want to take the time to do it! Ultimately, my goal was not to have a perfect car. I wanted something I wasn't afraid to drive but could still be proud of.

Oh, and I cut up my old shell and got it out of my garage on December 20, 2005, so my wife could park back in the garage by winter, just as promised.

Bill Riblett's 1972 3.0CS

I'm working on my second restoration of this coupe. This time around, I've found that although I had accumulated a lot of experience over the years, there is always more to learn.

I bought this 1972 3.0CS coupe in 1987 with a noisy differential, a big rust hole in the left side and some other lesser mechanical problems. It was painted a strange bright blue color. I

replaced the differential, patched the rust, chemically stripped off three layers of old paint and repainted the car maroon. Mechanical upgrades included a five speed transmission which made highway travel much quieter.

Beginning with my first car, I had done nearly all the past work on my cars. One of the few tasks I paid someone else to do was replace the cheap-looking glass sunroof a previous owner had installed on this car with a 'real' sunroof from another coupe I parted. This change made the car seem a lot nicer to me. For years I enjoyed driving the coupe to club events.

Early in 2004 I ran into the Coupe's left front fender with my van in a moment of lost attention. The coupe's damaged fender was the decision-maker to do another restoration, the increasingly shabby 18-year-old lacquer paint and the multiplying rust bubbles were contributing factors. I had also recently retired and had time for the restoration.

My initial objective was to make the CS a good "driver." I wanted a nice looking car, but not as "perfect" as a show car. I feel that this car is probably not worth a complete restoration, with some work it could be made to look presentable, nearly everything would have to be replaced to make it "like new".

One of my major concerns was the severely rumpled lower rear valence, below the rear bumper. My past efforts to straighten it had not been very successful. I had tried to convince myself that it didn't look bad, but of course it showed. A second big problem was the damaged left front fender. Initially, I thought I could patch these parts by splicing in some used parts. But after some thought, I decided this would require too much preparation work and besides, fitting

irregularly shaped sections into the body would be tricky. I decided I needed a stud welder — a wonderful tool that welds a "nail" to sheet metal so that it can be used as a grabber to pull out dents. Using a body hammer and dolly to do some final straightening, followed by a light coat of body filler, yielded good-looking results. This work was kind of fun and I was sufficiently pleased with the results that I searched the car looking for small dents to pull out.

The stud welder solved several problems for me and really improved the quality of my work. Another valuable purchase was a new MIG welder. More than 20 years ago I had purchased a large MIG welder and while I learned how to use it, I eventually figured out that it was really too powerful for most of my welding — thin sheet metal bodywork. The new Lincoln MIG I bought worked much better and its lower heat settings gave me more control over my work. I repaired the rusty places: both front fenders, both front floors, both rocker panels and more. It seemed like every rust bubble had a larger rusty area behind it. Unfortunately, this is no surprise with the early coupes which had minimal rust-proofing. Some people say they were designed to rust!

When I was ready to start painting, I removed the bumpers and most of the bigger trim parts. I painted the car with "high build" primer, which is meant to be sanded smooth — lots of sanding! Each new paint coat required spending time masking anything that wasn't to be painted, and I kept taking more parts off so I wouldn't have to keep masking them. Masking goes a lot faster when you are just doing relatively large windows and not a lot of small trim pieces. Looking back on it now, even though they were the easiest to mask, I wish I had removed windshields too.

Although I had painted seven cars in the past, this time it seemed like each successive stage in painting introduced me to some new problem. I found solutions for most of them. Now it is late Fall and too cold to do more painting. I've done enough color sanding and buffing that the car exterior is pretty shiny, but there is still some finish work that will have to wait for warmer weather. I also want to get the bumpers and metal trim re-chromed or polished this winter.

The interior will need some work, and there are some mechanical repairs that need to be done to feel comfortable driving to distant events. When will this end? Well, I know from past experience that restoration work always takes a lot longer than expected.

For the near future, I've decided to take a break on the car and spend some time making my garage workspace more usable, including a good heater, so I can do a lot more this winter. My current goal is to try to get the car together for the Vintage in the Vineyards show in North Carolina next Memorial Day weekend.

Thanks for your stories, Mathew and Bill!

The quality of vintage cars in the National Capital area is improving. I reflect on how the cars looked and performed in 2002 and compare them to the cars that turned out to our Fall event and the positive change is remarkable.

Now that it is cold outside, find a warm spot, read some informational material, get on a message board, talk to a friend, garner some tools, and head out to do something to your vintage car. Change those fluids, change a part, shine something or even start your own refurbishment or restoration.

See you in the next turn.



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NCC 2007 Do It Yourself (DIY) Program Summary

With the December 1st DIY at BMW of Fairfax in Fairfax, VA we finished ten of eleven DIYs (#4 was cancelled by the sponsor), the most ever in our Chapter history. We attracted 93 unique members, who attended a total of 152 times. Our DIYs ranged from 10 members (when we cut off registration early) to 21 (twice) attending, and they averaged 15.2 members. By and large, our attendees were very pleased, and there were no fist-fights. Of interest, our entire program was conducted within the Commonwealth of Virginia.

Thanks Go to Many People. We thank our sponsors, without whom the program would not have worked. In chronological order: **Convenience Car Care** (twice), **FunKtion Auto** (twice), **Curry's Auto Service**, **Road Race Technologies**, **J&F Motors**, **BMW of Sterling**, **Martin Motorsports**, and **BMW of Fairfax**. We thank NCC member Raine Mantysalo for our 2007 DIY graphic design, which we used on coffee mugs, long-sleeve work shirts, baseball caps, DIY Family Picnic tee-shirts, and cold weather scarves. We thank Steven

Schlossman, who has been very supportive with our website coverage. And of course we thank our Board of Directors for approving our DIY program budget, and for their continuing support.

Our Planned Cross-Promotions were a miss and a hit. We had to cancel our DIY-oriented activities at the 2007 "Jefferson 500" vintage race weekend at Summit Point, because at the last minute the 'Jeff 500' was canceled due to lack of pre-registered entries. However, our (first annual?) Family Picnic at Carderock Pavilion in the Chesapeake & Ohio National Historical Park, co-sponsored with the Washington Volvo Club DIY group, was an outstanding success.

NCC 2008 DIY Preview

Schedule of Events. Your DIY committee has requested sponsors to identify dates for 2008, and at the time of this writing we are confirming those actual dates. Our intent is to have one DIY per month, for each month of 2008. Please always check with our Club website for up-to-date DIY information.

New DIY Coordinators. For 2008 we have added four additional DIY coordinators, to share the 12 events as they so choose. The first is **Anthony McMullan**, who attended seven 2007 DIYs with his white 1984 318i, most with assistance from his father Kenneth. Second is **Jude Decoteau**, who attended four DIYs with his 2002 530iA. Third is **Phillip Cummings**, who brought his 1998 M3 to two of our events. Last, but in no means least, is **our female coordinator team**. We have asked several ladies to become involved with this team; as of this writing we are awaiting confirmation of their interest and availability. We think a lady DIY coordinator team would be fantastic! For overall continuity, *Gregarious Zach* Pullins and *Curmudgeon Alan* Marsh will continue as overall DIY Tsars, providing as much or as little guidance and direction as required.

Something New for 2008? Give our DIYs a try; you will learn much more about your Bavarian machine and how to care for it, and you will love the DIY experience!



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Oktoberfest 2007

Text and photos by Robin Sparrow



Day 1 Minus 1 Week:

After much discussion amongst friends and revised last minute plans and commitments, it is Woody Hair and I who will represent the National Capital Chapter E30 M3 contingency from North Arlington at the 2007 Oktoberfest in Fort Worth, Texas. Woody will drive his '88 down and I will tow my like year M3 with my 2002 X5. Early the week of our departure all is finally in order. The cars are teched and Woody's cracked rear sub-frame is repaired by the gents at RRT. Other NCCers attending include Jim and Cindy LaRoach (M6), Fred and Nancy Fernald (2002), Joe Genego (328i), Ed and Beverly MacVaugh (M3), Miles Carpenter (M Coupe), and Steven and Florence Schlossman (318Ti).

Day 1:

We depart Arlington at 5:45 am on Thursday morning from behind the Mary Mount "Blue Goose" at the corner of Glebe and Fairfax. How far we will drive today is unknown, but the goal is to reduce tomorrow's leg to as few miles as possible. We hardly make it past the Beltway before Woody comes in over the walkie-talkie, "Houston, we have problem." The temperature gauge on his car is registering ice cold. Do we have a thermostat problem? We pull over at the Manassas rest area and check under the bonnet, feeling the heat on those big black hoses. Everything appears to be in order and we decide to roll on. Later, Woody makes some calls to the more mechanically inclined and we are given the green light live with it.

The weather is good and we make great time. I can only travel approximately 300 miles on a tank of petrol and of course there are required stops in between for "rests". Our final stop for the day at 6:30 pm local time is West Memphis,

Arkansas...just over the mighty Mississippi. 890 miles on day one with the 525 miles remaining to Granbury, Texas scheduled for day two. I mention to Woody that I will cross over the Mississippi in a car six times this year...he responds with, "What do you want, a medal?" It appears he can get a bit feisty when subjected to 890 miles in 85 degree heat with no AC. Little did we know this would be the coolest day of our trip.

Day 2:

Rising early (5:30am), we gas up and start making our way across Arkansas and the Texas border. Again the weather is good...just getting warmer the further southwest we travel. For me this is not an issue, but for those without AC, things are getting sticky! We hit the Dallas-Fort Worth metro area around 2:00pm. Traffic is moderately heavy, but we make Route 377 south headed to Cresson and Granbury an hour later.

The BMW CCA club races and driver schools are to be held at the Motorsports Ranch in Cresson, TX. The town of Cresson is approximately 30 miles southwest of downtown Fort Worth. The track consists of two layouts: a 1.7 mile circuit which the racers and the school will tackle over the course of O'Fest and a 1.3 mile circuit which joins with the 1.7 mile track to make a very challenging, technical, and possibly dangerous 3.1 mile circuit.

We pull into the track entrance at 3:30 and proceed to the paddock. A few club racers are testing and tuning for the weekend's activities. Woody and I find a space in short order and I set up camp. The first person we meet is Will Atkinson, a local M3 driver who has just returned from competing in the Targa Newfoundland with

Nick Papayianis. They had the distinction of hitting a house this year. Woody is off to meet and greet some of his friends who have made it to the track as well. He seems to know absolutely everyone...I guess that's what comes with being on the planet from when wheels were carved of stone. By 5:30pm we are at our motel, the Plantation Inn on Lake Granbury, in our swim trunks and a cold one in hand!

Day 3:

It's Saturday and it's a day for meeting more old friends and making new ones throughout the paddock. The club racers have morning practice and qualifying with two sprint races in the afternoon. The J Stock class quickly becomes the one to watch as Eric Heinrich from Boston and Luis Marques from Fort Worth battle it out lap after lap. This is Heinrich's maiden voyage to MSR Cresson, but he has picked up the pace steadily all morning with help from two dash-mounted brass balls putting him over the edge to very competitive times. The proof is in the pudding as Heinrich's Gulf Oil-inspired M3 at day's end wins both sprint races. Ray Korman from the Tarheel chapter had to pit on the first lap of the first race to lower and secure the hood on his D-Modified 325is. He came back to finish 8th. Dave White, another Tarheeler, was running a solid 3rd overall with his I-Prepared M3 when his differential broke.

The end of the day finds Woody and me right back at the pool with more beers. An early dinner in the town named after General Granbury of the civil war, and we were back to the Inn for a sound sleep. If one has time in the area of Fort Worth, Granbury is certainly worth the 35 mile

drive. The town square is right out of the movie "Back to the Future" with a French architecturally detailed county courthouse, including clock tower, adorning the center of the square. Many of the buildings date to the mid-1800s and include two live theaters, restaurants, and the Nutt House Hotel. There are plenty of nice B&Bs in town with many directly on the lake.

Day 4:

Sunday starts exactly as did the previous day, but today Woody and I will get some track time in between the racers practice, qualifying, and afternoon enduro race... Yeah! Woody is warming up for his instructor duties on Tuesday and I've been allowed in the DE solo sessions.

Again, the enduro race finds Heinrich and Marques the ones to watch. Heinrich is pad-docked right next door to our set-up and so I offer to assist with any chores during the enduro's five minute mandatory pit stop. Eric gives me the task of counting out the five minutes from actual wheels stopped to the go. I must admit that a bit of nervousness sets in just before Eric pits as the split difference between Luis and Eric on track is close and every second lost in the pit will be hundred's of feet on the track. Any time under five minutes the wheels are not stopped and there is a penalty...not good either!

Heinrich is ahead as he enters the pit. Luis has already completed his five minute stop. Everything goes off without a hitch and post-race we determine we were stopped for 1.5 seconds more than the required five minutes. The difference in reaction times of starting a stop watch, screaming GO and Eric putting his foot down. Luis apparently has pulled off several Schumacher-esque laps while we are pitted, and takes the lead. Heinrich continues to reel Luis in over the next 25 minutes, but at the end finishes 2.25 seconds behind in second place.

Woody and I pack up at days end and head to the Fort Worth Hilton to check in and officially register for the O'Fest activities. We see Steven and Florence Schlossman, dutifully manning the registration table. After drinks at the Welcome Reception, we head out for a late dinner with two of Woody's friends, Alan Warner and Janet Kiyota from Denver. Alan had been a member of the National Capital Chapter many years ago. We go to the Flying Saucer Brewpub and it seems like Woody knows everyone in the joint. Extraordinarily slow service means we get back to our room around midnight.

Day 5:

Monday is another early morning start as Woody

and I have entered the autocross and the course is an hour west of the Hilton. We arrive at the appointed location at 7:30 am and begin unpacking. The course promises to be fun, challenging, and most importantly, long! Rumors have the layout at 1.2 miles. As I have never autocrossed before, it all seems rather logical and normal. There's an asphalt paved area the size of Rhode Island. Maximize the course layout with a couple hundred cones forming gates, pointers, and walls and have at it. Logical AND normal. It's when Woody informs me that most "average" runs in autocrosses are completed in a minute or less and runs here will be over two minutes, that I realize this is a bit special...Yehaw! (obviously Texas is getting in my blood)

After unpacking the cars and setting up my canopy we are informed the autocross might not happen here after all. It appears there has been a miscommunication between the city, which owns the lot, and the government contractor who uses it to test military drones. In short, our driving through a sea of cones will interfere with their testing. As we are sitting around waiting for the bomb to drop (sorry for the bad pun), we decide to walk the course. After all, our chances of staying put are 50%. The course is two "average" layouts joined by a 1/4 mile straight.

After three hours of negotiations, the contractor agrees to let us have the lot until 1:00 pm. This leaves two hours to run approximately 50 cars through four runs each. After taking my turn

at chasing cones for the E36 and E46 chassis groups, I strap in and queue up. Eric Heinrich, who had competed in the Solo Nationals in Kansas the previous week, jumps in at the last moment promising me some "pointers." We're given a "GO" and we're off. Eric immediately screams gas, brake, look there, now there, open the steering, turn in late, you're too early! I successfully navigate the course without missing a gate or toppling a cone...131.5 seconds. My next run is solo and I improve to 126.05 seconds. For run three Eric jumps back in (okay he's getting free looks at the course as he has yet to run...I am a pawn in a cut throat game) and we time out at 126.56 seconds. I get a thumbs-up from Eric as we come to a halt. I stop after three runs as it's been a long day already and the temperature is near 98 degrees with no breeze. I'll wait for the *Roundel* O'Fest issue to see where I place. Will I autocross again....you bet!

When we get back to the room Woody watches his in-car video from the autocross and is appalled to see he misses a gate on each of his runs. There had been no announcing during the event and he never knew. Timing the video, Woody is convinced that, had he been on course, he would have finished second in class.

Another reception in the vendor display room completes the day.

Day 6:

It's now Tuesday and, rather than Belgium, we are

(Opposite page) Daybreak at Motorsports Ranch. (Below) Terry Sayther's 2002 C-Mod mows down a few Texas weeds coming out of Big Bend at Motorsports Ranch.



back at MSR Cresson for the driver's school. Again, the weather is forecast to be hot, breezy, and dry! I have signed up for the intermediate group, but hope to move up to advanced after having run in the Sunday DE Solo group. The first session is run under double yellows providing everyone a chance to dial it back and learn the line. At the end of the session, I get an okay to run in the advanced group with a different instructor who may or may not solo me off. No worries, take it as it comes. After sitting in the false grid for 5 minutes, I am given a green dot (I feel like a Dr. Seuss character) approving my solo status and it's off to play in the advanced group. The track is fun, with high-speed sweepers and some very technical turns....Little Bend, Big Bend, Ricochet, Boot Hill, and of course Rattle Snake.

Toward the end of the day, a real Group A M3 in the instructors group loses an oil line and dumps a slippery trail starting at the entrance to Ricochet (a fast left hand sweeper down hill and off camber). The spins and offs that commence are numerous, but no equipment is damaged as there is plenty of run-off at this track. It is announced that it will be 45 minutes to clean up the track, at which point I opt to forego my last session of the day and start loading up the car.

Bill Arnold, several times winner of the Targa Newfoundland, had hopped a ride to the track with Woody this morning, but as he was instructing I did not get much time to talk with him. That changes when I offer, and he accepts, a ride back to Fort Worth in the confines of the air conditioned X5! We discuss the Targa, the One Lap of America, O'fest, Bill's shop, BMWs and the stuff of everyday life when you have met someone for the first time. Approximately three miles from the track we come upon a group of M3's pulled over, one with its hood up. Since I am towing, I cannot come to a controlled stop in time. A quick debate as to whether to go back ensues and we determine that, since my M3 is still street legal and I have a trailer, we should return to provide any assistance we can, including a tow to a shop, if required.

Returning to the sidelined group, Bill quickly starts assessing the problem. The owner reports the car just "went dead" and when they pulled over and lifted the hood, there was a small fire at the main battery post connection. I grab my tool box and Bill is now stripping back wire wraps, disconnecting this and that, etc. and you can see the owner is a bit nervous...who the hell is pulling my car apart?! I reassure him that today is his lucky day and that if he doesn't know of Bill Arnold, he should! He's in good hands. After 15



(Above) Woody and I enjoying the local flavor at Talladega. (Below) Two of several M3s paying homage to famous race cars. Woody Hair photo.

minutes, Bill has the issue well in hand and sends someone off to the local Advanced Auto store for a wire connector. Shortly after that the connector is in place and the car purring...oh to have an S-52 conversion. This is what O'Fest is about....camaraderie, making new friends, and catching up with old ones! It turns out the disabled M3 belongs to Jim Binford, another ex-National Capital member who now resides in San Diego.

Day 7:

Today I get to sleep in and have a leisurely breakfast at the buffet as Woody is off at the crack of dawn to assist with the Tire Rack Street Survival School. As advertised, my morning is slow and restful, but at mid-morning there must be something to do and I decide I'd like to see what this Street Survival is all about. I cab down to the local AA baseball team's parking lot and find it awash with orange cones and screeching tires. As it is mid-week, the adults, rather than teenagers, are being put through the paces of survival school. I wish I could have joined them, but instead I chase cones. At the end of the session, a course combining all the attributes of the individual lessons is laid out and we watch the fun begin. The specific point of interest is the decreasing radius turn with a puddle placed at the tightest point of the turn...look ahead! The Gymkhana on an adjacent portion of the huge lot looks to be short on driving and long on silly fun.

Shortly after returning to the hotel room, Woody calls from the lobby to say that he has signed up for a test drive of the 535d provided by BMW NA. So much for a relaxing afternoon. This 3-liter, twin-turbo diesel is rated at 286 hp and a whopping 420 ft-lbs of torque, but, except for one brief stretch of I-820, there is little opportunity in the vicinity of downtown Fort Worth to test this engine. We do find it has none of the clatter of the traditional diesel. Perhaps the best part of the test is watching Woody trying to find Drive with the modern transmission selector.

The O'fest evening adventure is dinner and cocktails at Billy Bob's, billed as the largest honky tonk in America...maybe even the world! Billy Bob's establishment is located in the old stockyard area of Fort Worth where today many of the buildings have been converted to quaint little shops. To the contrary, Billy Bob's is enormous, covering



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(Above) Getting it sideways through Big Bend at Motorsports Ranch....and not collecting the neighbors.
(Bottom) The all-BMW caravan en route to home.

what I guess is three acres. More bars, mechanical bulls, and memorabilia than I could count. Woody has already paid me to burn the photos of him on the bull, so please don't ask.

Day 8:

Thursday is Rally day. Woody has convinced me to participate in the TSD rally as his navigator. "Sure," says I, "How hard can it be...start, turn left, turn right, done!" It certainly was more than I expected. The rally was approximately 90 miles in length and traversed through the back roads west and north of the Fort Worth area eventually finishing at the Texas Motor Speedway. I am told to track where we are in the course notes, the ever changing CAST (average speed), mileage, pauses (automatic or forced), re-set the average MPH, and the "trick" notes....oh and don't look down too long as car sickness may set in! We (I) made some mistakes along the way (this was my first TSD Rally), but we had gobs of fun and finished fourth in our class. I'm ready for next year, most definitely!

We turn in our "buy time sheet" at TMS and head back to the Hilton to pick up our gear and start heading back east. We say our goodbyes to anyone and everyone we can find. We're on the road by 2:30 pm and plan to crank out 350 miles to somewhere in Louisiana. Why depart O'fest one day early? Woody has one more stop in mind en route to home...we are Talladega bound!

Day 9:

Friday's first leg of 250 miles lets us sleep in late...6:30am. Again, we make good time and reach the Talladega Speedway around 1:30pm. After we sort out the parking "rules" and slap down \$20 for a Jeff Gordon hat and another \$20

for the proprietor's lot (both required to park), we are off to the box office and an afternoon of ARCA racing, good ole' boy style. The place is swarming with NASCAR fans all just biding time until the big race on Sunday. Woody and I are there, though, to catch Scott Speed's and Dario Franchitti's first stock car race, and what a great venue...nothing less than the high banks of 'Dega. Another \$20 each gets us in the gates under general admission. These aren't Formula One prices!

We pick a spot in the rather empty 140,000-seat grandstand in time to watch a 45 minute NASCAR Nextel Cup practice with perhaps the best question asked over the past ten days. After the public address announcer says a certain 189 MPH is good enough to "make the show," a slightly inebriated lad next to me asks, "Who the f**k is Jacques Villeneuve?" Apparently our new friend has not been keeping up with all the hubbub in the national and local paper's about

Jacques' rookie status and his potential to send things awry.

Four o'clock arrives and it's finally time for the ARCA race. Speed starts in 7th and Dario, after qualifying 6th, starts dead last due to an engine change made while parc ferme. The race is interesting and the ARCA drivers are turning only slightly slower laps in the draft than the Nextel Cup honchos. Scott Speed rises as high as 3rd during the race and Dario 6th. Speed even earns his NASCAR wings by punting the 4th place car in the rear with eight laps remaining bringing out the caution. In the end, Speed finishes where he started and Dario in 17th. Both did well and received more kudos from the public announcer than the actual winner!

Woody and I head back to the vehicles, deciding to make Chattanooga, Tennessee before calling it a day. And what a good day it was!

Day 10:

Saturday...phew! Another 500 miles and we're home. The trip computer tells us we should be pulling in the drive at 4:15pm. That will work for Woody, but I must unload the car and drop off the trailer to storage before I get to call it a day. As I peel off I-66 at Centerville to complete my chore, Woody gives me the thumbs up and a so long via the walkie-talkie. It's been a great O'fest and an awesome trip. It's an adventure that I would not have missed for the world (not quite like last May's One Lap of America, but close). Hell, I even realize I am going to miss Woody!

Will I attend next year's O'fest? You can bet on it...after all, what's not to like about Watkins Glen, being 2,400 miles round trip closer, and most importantly, swapping fish tales with all my new friends and enjoying the company of old ones.





*Photos by Victor Naumann/
Red Sky Photography.*

Drivers' School Notes

By Roy Morris, Drivers' School Steering Committee Chair

First, a sincere thank you to our dedicated volunteer instructors, and to our key organizers: Registrar Doug Verner, Chief Instructor Bill Shook, Instructor Representative Eric Carnell, Student Representative Tony Clark, Drivers' School Coordinator Emeritus Adil Desai, Incoming Drivers' School Coordinator Matt Oleksiak, and Instructor Academy Administrator Pete Read. Their hard work has resulted in another successful year for the Drivers' School program.

How do we define success? Certainly, the number of students served by the program is a key indicator. In 2007 we delivered 325 student-days of drivers' school instruction, 46 candidate-days of Instructor Academy learning, and 31 student-days of Highway Safety School instruction. A total of 127 unique students participated in the 2007, along with 50 instructors, for total of 177 program participants. And that doesn't count the people who came out to the track for the barbecues or just to check out the scene.

Another key indicator that we as school organizers obsess over, as an indicator of success, is the number of incidents (that is, damaged cars). As former Chief Instructor Miriam Schottland says, an "accident" is when a meteorite drops out of the sky onto your car. Everything else is an "incident" and incidents are usually a product of drivers' errors. This year we had two incidents in our 12 days of on-track driving; fortunately, in each case, the car was merely dented and was able to be driven home. One involved an instructor and the other an advanced student. To us, two incidents is two too many, but the reality is that if you drive past your personal limits, you can lose control and potentially damage your car. That's why all students are paired with instructors whose mission it is to keep them within their personal envelope of skills so that learning can transpire. We don't think that smacking up your car is a very good teaching tool, and it sure isn't any fun. Compared to other track days and high-performance driving schools,

two incidents in 12 days would be a phenomenal record, but we are striving for zero incidents.

Notice that I am talking about the incidents. We don't pretend these don't happen, and we don't sweep them under the rug. Instead, each one is analyzed, added to our curriculum materials and used to help students and instructors understand what went wrong, and what could have been done at each step to anticipate, prevent and then ameliorate, the incident. In fact, this year we made a temporary change to the curriculum based on our ongoing cumulative analysis of impacts. Looking back over the 2006 incidents, we noticed that a recurring crash scenario involves the car oversteering to a large angle (tail stepping out), and the driver failing to quickly dial in, and then quickly dial out, countersteer to recover control. So, we developed a skidpad exercise to allow students to practice that specific skill, involving sharp turns at relatively slow speeds around traffic cones on a wet surface. Mandating that exercise for all students disrupted our normal evaluation process and ended up delaying graduation for several of our Instructor Academy candidates, but we feel that that was a worthwhile price to pay to prevent future incidents.

I'm pleased to report that we have largely solved the three big challenges that the committee identified last year: tech inspections, corner workers, and a replacement Drivers' School Coordinator. Bill Duvall organized the Instructor Academy candidates into a crack team of tech inspectors. We located an enthusiast organization of professional corner workers with many years' experience. And, through what must have been Providential intervention, Matt Oleksiak was called to serve as our new Drivers' School Coordinator, replacing Adil Desai, whose decade of service in that position was above and beyond the call of duty.

Financially, the Drivers' School program definitely "gave back" to the members in terms of subsidizing the costs of this activity. With total tuition

income of \$69,000 and program expenses of \$78,500, we sustained a \$9,500 deficit as against a budgeted deficit of \$7,000. Our liberal refund policy accounted for the difference between the projected and the actual deficit. For 2008 we will need to increase the school tuition somewhat from the current \$175/day rate; that will be an NCC Board of Directors' decision based on how much of a subsidy the program will receive from the Chapter. These program expenses do not include the \$9,000 we spent on three barbecues which were open, and free, to all members.

We have changed our refund policy for 2008. For the last several years we have had a rather harsh written policy where a student canceling in the last three weeks was at risk to lose his entire tuition. This makes sense from a financial standpoint, since the Chapter is fully committed financially at that point and trying to insert students at the last minute wreaks havoc with instructor schedules and run group assignments. In practice, though, this policy was so harsh that we did not feel we could ask our Registrars to strictly enforce it. Invariably, students who need to cancel have a good reason for doing so. But refunding the entire tuition simply shifts the cost of cancellations to the Chapter. More than the lost revenue, each late cancellation means that someone on the wait list will not get to attend the school, and some volunteer instructor's time will not be fully utilized.

We kicked around all kinds of alternatives, from charging for event cancellation insurance, to raising the prices for all participants to spread the cost of cancellations, to having a subjective standard of refunds "for good cause shown." Everyone polled agreed that a participant should get a refund if his cancellation is for a "good" reason, but not if he did not have a "good" reason. But no one was able to define a good reason—the person canceling always thinks their reason is a good one, otherwise, they wouldn't cancel. And it is unfair to the Registrar to put him in the position of having to



adjudicate every situation. Finally, it is important that there be some deterrent to late cancellation.

So what we decided to do was to compromise and have the participant bear one-half of the financial loss occasioned by a late cancellation, and have the chapter bear the remaining one-half, without regard to the reason for the cancellation. We expect every canceling student to have a good reason, and that's why we are giving a 50% refund, even though our expenses are completely non-recoverable. Our Registrar is now completely out of the business of judging the merits of his fellow members' personal situations. Also, now, only changes in the last 15 days result in a financial cost to the participant. Here is the new policy:

Revised Refund Policy for 2008

Student and instructor schedules are finalized and sent to the printer fifteen days prior to the school (namely, on the third Friday preceding the school weekend) (the "Freeze Date"). We are not able to add students from the wait list after the Freeze Date. The school costs are all fixed costs and tuition is priced as low as possible based upon full attendance.

If you notify the Registrar of your cancellation prior to the Freeze Date, you will receive a refund of all amounts paid.

If you notify the Registrar on or after the Freeze Date, and up until 9:00 p.m. the Friday immediately preceding the school weekend, you

will receive a refund of one-half of your school tuition (regardless of the reason for the cancellation). Notification of the Registrar may be made by email to nccdsregistrar@mac.com, or home phone 301.990.1315 or cell phone 301.526.4548.

If you fail to attend the school without notifying the Registrar prior to 9:00 p.m. the Friday before the school, you will forfeit your entire school tuition for that weekend.

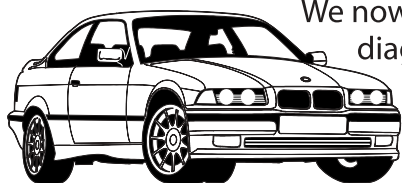
We're looking forward to four weekend schools in 2008, possibly with two Shenandoah Circuit schools, one Jefferson Circuit and one Main Circuit. All three tracks are part of the Summit Point complex, about 1 hour 15 minutes west of Washington, D.C. Yes, these events are held on "race" tracks, but there is no racing here. Street cars are welcome, race cars are not. We do not teach racing and we do not practice racing.

So, if you're looking to improve your driving skills in a structured educational environment, bring your daily driver out and join us. Be sure to send your registration in on the first day of the registration period, though, because most schools fill up promptly. Come on out and drive!

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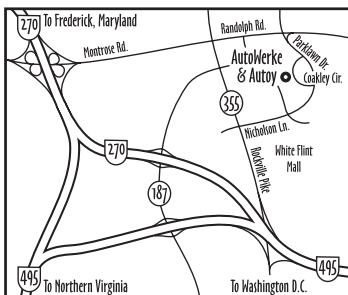
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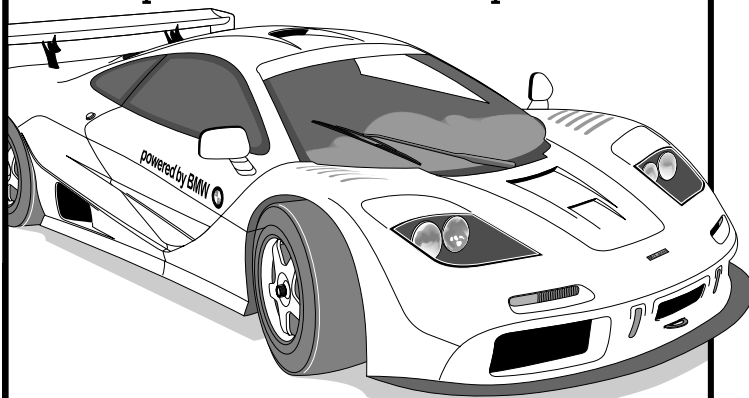
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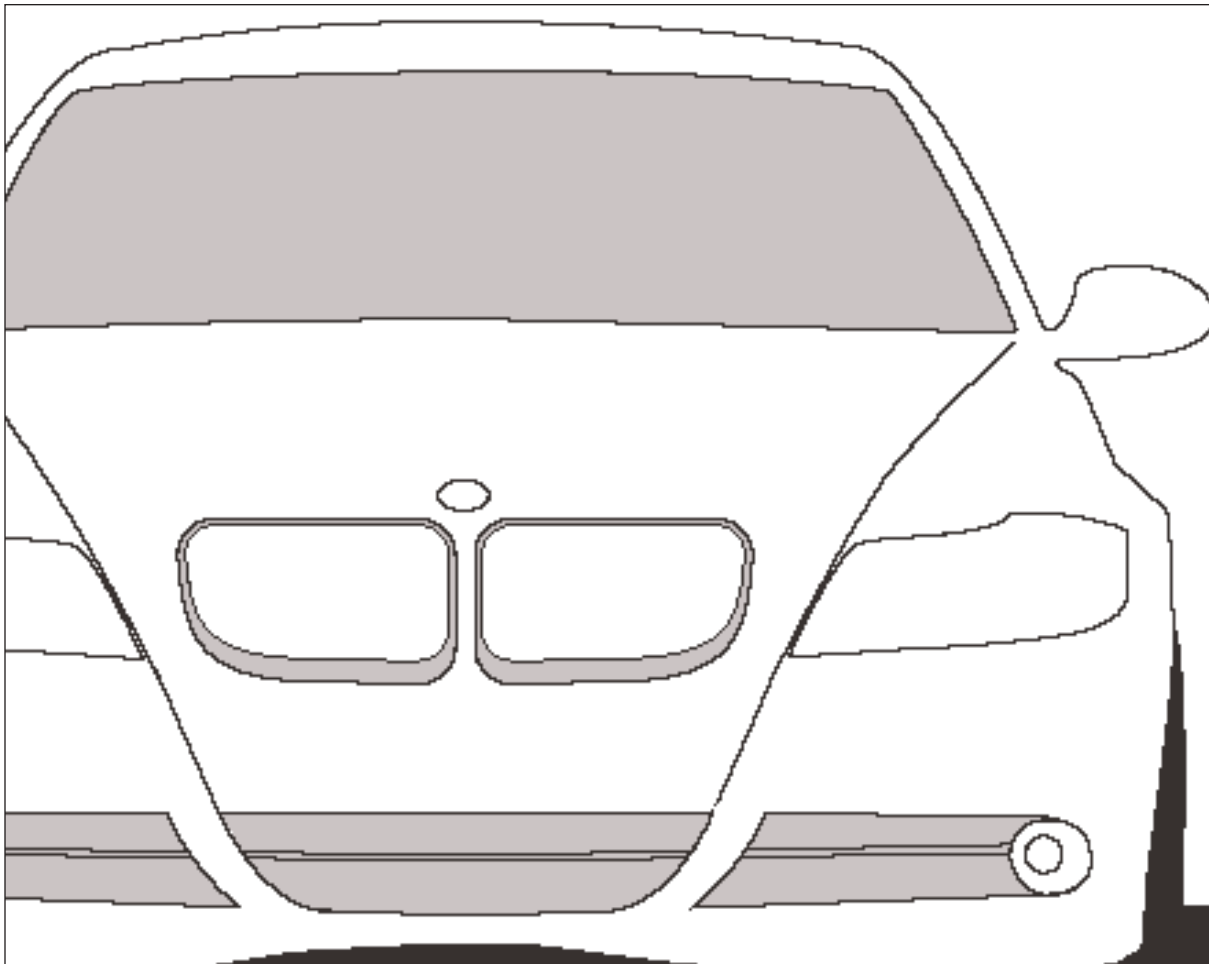
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BY WOODY HAIR



WOODY'S Competition C O R N E R

The **Rolex Grand-Am Series** will look a little different for BMW fans. The yellow and blue number 05 Riley-BMW (Dinan V8) Daytona Prototype will now be a red number 7. Primary sponsorship is changing from Luggage Express to Fortune Market, and the drivers will be Matt Plumb and team owner Gene Sigal replacing Bill Auberlen and Matt Alhadeff. Auberlen, who has driven BMWs ranging from Le Mans V12 prototypes to Koni Challenge M3s over the last 12 years, is switching to the Ruby Tuesday sponsored Crawford-Porsche in the DP class.

The Grand-Am GT class BMW M6 entered by the Automatic Racing team in 2008 will not only have a Riley-built chassis, but the engine will be the Dinan-prepped S62 V8 rather than the production M6 V10. I guess time will only tell if the V10 is approved and developed for Grand-Am racing in the future. Jeff Segal from the Delaware Valley Chapter will be driving a Mazda RX8 in the GT class this year. It is not known if he'll keep his Automatic M3 ride in the KONI series. The first race in the Rolex Grand-Am series is the 24-Hours of Daytona on January 26-27.

The Grand-Am's **KONI Challenge Series** concluded the 2007 season with two 6-hour races at VIR. The Grand Sport class race was won by the Turner Motorsports BMW M3 driven by Bill Auberlen, Chris Gleason and Joey Hand. They only gained the race lead with 20 minutes to go when the leading Automatic Racing M3 driven by Tom Long had to stop for a splash of fuel. The Long/David Russell M3 ended up third behind a Porsche 997. Another Automatic Racing team M3 driven by Jeff Segal and Jeb Thornton lost over 15 minutes due to a broken shift linkage and finished 23rd. It was enough to clinch the 2007 drivers' championship for Segal and Thornton even though they never won a race all season. Consistency counts. Strong showings throughout the season by the Turner and Automatic teams gave BMW the manufacturers' crown as well.

The 6-hour Street Tuner class race was held the previous evening. The Fountain Motorsports team BMW 330i driven by Guy Cosmo and VJ Mirzayan, was leading with 20 minutes to go but had to stop for a splash of fuel. Sound familiar? They held on to finish second to a Honda Accord. Trevor Hopwood and Adam Burrows were third in a Turner Motorsports BMW 330i, thus clinching the drivers' championship. This gave Turner the 2007 team championship too, but Acura took the manufacturers' title. It looks like the KONI Challenge Series will be returning to VIR in April 28-29 for a pair of 2 1/2 hour races to support the combined DP and GT Rolex Grand-Am race. The twin 6-hour KONI races will again be held the first weekend in October.

Nick Heidfeld and Robert Kubica will continue to be BMW's **Formula 1** drivers for 2008. BMW test driver Timo Glock has gone to Toyota, replacing Ralf Schumacher. As of this writing it still has not been determined where 2006 World Champion Fernando Alonso will land after leaving McLaren.

BMW captured their third manufacturers' title in a row in the **World Touring Car Championship**. Britain's Andy Priaulx also repeated in the driver's championship. The cars are limited to 2-liter engines.

NASA's Spec E30 class continues to grow. There were 43 drivers who started at least two races in the 2007 Mid-Atlantic race series. I wonder if the demand for potential race cars is pushing up the value of the '87 to '90 325i.

Construction is well underway at **New Jersey Motorports Park**. There will be two courses — Lightning with 10 turns in 1.9 miles and Thunderbolt with 14 turns in 2.25 miles. Paving of Lightning should be complete when you read this. Thunderbolt, which will be their signature track and the venue for races, will be

paved in the Spring. The Grand-Am series has requested a Labor Day weekend date and the ARCA Re/Max stock car series has requested September 27-28. The Delaware Valley and NJ BMW club chapters may host a drivers school and club race in August.

Meanwhile High Rock Raceway south of Greensboro, North Carolina is waiting for county approval of their erosion plan before resuming construction. As for DragonsRidge Motorsports Park, east of Richmond? Don't hold your breath.

Some mighty impressive **drag strip performances** have been turned at Maryland International Raceway this past fall. In mid-November Mike Radowski from Linden, NJ drove his turbocharged M3 to a quarter-mile time of 9.92 seconds at 145.5 mph. Then in late November Ulysses White from Calvert County turned a 9.93 with a trap speed of 152.6 mph in his turbo'd 328i. Hard to believe, but this 2.8-liter engine has been dyno tested at 996 rear wheel horsepower. Apparently these are the fastest street class runs ever turned by BMWs in the United States. No doubt there is a lot of skill involved in building and driving a BMW to this level.

Piper Motorsports near Dulles is building one of the wildest BMWs in the USA. Starting with an E30 M3, they are re-fabricating much of the unibody chassis to fit E90 front and rear subframes and an M5 V10 engine. The result should be a modern ultimate street machine with the looks of a twenty year old classic.

Several BMWs participated in the **Redline Time Attack** drivers school and time trial weekend on the Shenandoah Circuit in September. After some practice, each time trial participant got two 3-lap sessions with the fastest lap being what counted. The Street Classes did not allow R-compound tires.

Results:

Barry Battle	323i	Unlimited RWD	1:35.963
James Muskopf	M3	Modified RWD	1:41.998
Brian Hair	M Coupe	Street RWD	1:39.435
David Ortiz	M3	Street RWD	1:39.622
Scott Blair	M3	Street RWD	1:43.140
Ben Sarli	M3	Street RWD	1:43.775
David Yi	330i	Street RWD	1:45.480
Wayne Moubray	318i	Street RWD	1:51.609
Ashley Lindo	330i	Street RWD	1:53.035



Andy Priaulx (GBR), BMW Team UK, BMW 320si
WTCC celebrates his world championship.
Photo BMW AG.

Congratulations to the following club members and BMW drivers for their high finishing positions in **2007 season championships**:

SCCA Mid-Atlantic Road Racing Series

Marshall Lytle	325is	1st	Improved Touring R
Sam Asinugo	325is	2nd	Improved Touring R
Charles Dehaven	325is	3rd	Improved Touring S
Bill Radford	2002	2nd	Improved Touring B
Matti Viikkila	2002	3rd	Improved Touring B
Phil Ackley	BG T-Bird	1st	SPU2

SCCA DC Region Solo

Bren Bengermimo	Corvette	1st	A Stock
Lee Piccione	350Z	1st	B S
Matthew Arnold	330i	1st	D S
Larry Spector	Integra R	2nd	D S
Stuart Fain	Boxster S	2nd	A Street Prepared
Jonathan Thayer	M Coupe	3rd	A S P
Kevin Henry	325i	1st	D S P
Mike Neary	M3/Evo 9	1st	S T U
Scott Blair	M3	2nd	S T U
Brian Hair	M Coupe	1st	Street Mod 2
Jason Becker	M Coupe	2nd	S M 2
Woody Hair	M Coupe	3rd	S M 2

NASA Mid-Atlantic Race Series

Chuck Stickley	M3	1st	GTS-5
Bruce Shelton	M3	4th	GTS-4
Doug Pascarella	325is	1st	GTS-3
Eric Wong	M3	2nd	GTS-3
Max Fischer	M3	3rd	GTS-3
Jon Allen	325i	1st	SpecE30
Chris Cobetto	325i	2nd	SpecE30
Skip Bennett	325i	3rd	SpecE30
Jens Scott	325i	4th	SpecE30
Carter Hunt	325i	5th	SpecE30
Vic Hall	325i	6th	SpecE30
Al Taylor	325i	7th	SpecE30

BMW AUTOCROSS RESULTS

SCCA Championship #7, FedEx Field, October 14

Brian Hair	00 M Coupe	1st SM2	67.888	Christopher Potter	97 M3	6th STU	73.616
Jason Becker	99 M Coupe	2nd SM2	68.09	Matthew Arnold	03 330i	1st DS	73.795
Woody Hair	99 M Coupe	4th SM2	70.700	Ruhl Heffner	99 M3	9thSTU	74.340
Kevin Henry	90 325i	1st DSP	72.476	Nick Rubenstein	95 M3	10th STU	74.499
Scott Blair	95 M3	4th STU	72.713	Wayne Rubain	91 M5	6th FS	75.819
Josh Phipps	88 M3	5th SM	72.889	Tommy Radford	94 325is	4th DS	75.91
Bob Hausmann	87 325	6th SM	73.281	Ed Palaszynski	95 M3	11th STU	76.225
Josh Turner	07 335i	7th SM	73.615	Bill Radford	94 325is	6th DS	79.477



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BMW Roundel Celebrates 90 Years

A Roundel Myth is Dispelled

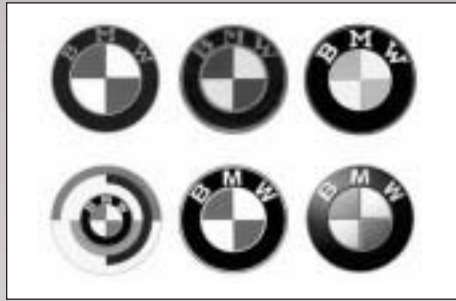
Chapter President Roy Morris came across the following article and thought it would be of interest to fellow enthusiasts. It is reprinted with permission from BMW Motorrad UK, 19/10/2007 edition, www.worldofbmw.com. – Editor.

The BMW Roundel, one of the world's most recognized and revered commercial symbols, celebrates its 90th anniversary this month.

In July 1917 Franz Josef Popp registered the name Bayerische Motoren Werke, thus distancing the new company from the Rapp Motorenwerke. This was a necessary move if the new company was to find new clients and prosper. The name was registered but as yet there was no new logo...

It was on 5 October 1917 that the BMW trademark was registered with the Imperial Trade Mark Roll under No. 221388. It featured the circular design of the Rapp logo but with the letters BMW at the top of the outer ring. The inner featured quadrants in the Bavarian Free State colours of blue and white - but in the opposed order - as it was illegal to use national symbols in a commercial trademark.

The design was not in any way connected with aircraft engines or propellers. The idea that the blue and white had anything to do with spinning propellers comes from a 1929 advertisement, which featured aircraft with the image of the Roundel in the rotating propellers. This advertisement came at the beginning of the Great Depression, which coincided with BMW acquiring the license to build Pratt & Whitney radial aircraft engines. The advertising department used the Roundel and BMW heritage in an attempt to



increase sales of the new radial motors.

The idea of the spinning propellers was given greater credence in an article by Wilhelm Farrenkopf in a BMW journal of 1942. This also featured an image of an aircraft with a spinning Roundel. These were powerful images and the legend of the spinning propeller was born.

The logo was registered on 5 October but it was in limited use prior to this date. On 1 October 1917 Franz Josef Popp was given a certificate confirming his appointment as General Manager and it was adorned with the now familiar BMW Roundel.

The basic structure of the Roundel has remained the same over 90 years but there have been subtle changes. In the original design the lettering and outline was in gold, but by the time the first BMW motorcycle - the R 32 - was released in 1923 it had changed slightly. The letters were still in gold but the font was bolder and letters closer together. This was the style that was submitted to the German Register of Trade Marks in 1933, and the international register of trademarks in 1934. This did not however stop various versions being used.

One of the early BMW advertisements using the logo was in 1918 with the 'Falling Roundels', this was a positioning advertisement that was designed to establish the brand and give an indication to its current and future products.

Subsequent advertisements, posters and even cars and motorcycles also featured many styles of Roundel. The proportions changed, the shade of blue used, and the lettering could be in gold, white or silver with serif or sans-serif fonts in different sizes. There appears to be no reason for this variance except for product designers and marketing and communication staff using personal choice depending on application.

Through the 1950s there was a more concerted effort to standardize the Roundel. The use of white lettering was now standard and when used on cars and motorcycles it was silver. By the 1960s the serif font was replaced by sans-serif, and this was used on all motorcycles by 1966.

There was a subsequent change to a slightly bolder font and this has remained as the standard Roundel. There was flirtation with a 'Motorsport Roundel' in the early 1970s and '80s which had the standard logo surrounded by the BMW Motorsport colours. In 1997 BMW moved to having the Roundel depicted in 3-D when used in the printed form. This gives the Roundel a new bolder and dynamic look.

The BMW Roundel is now ranked in the top ten of the world's most recognized commercial logos and is an iconic symbol in its own right. The original design, in its simplicity and symbolism has stood the test of time.

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Woody Hair in the McLaren F1 during one of our tours to PTG. November/December 1996 der Bayerische. Photo Raine Mantysalo.

A Look Back

By Woody Hair

30 Years Ago – Jan/Feb 1978: Barry Livingston wrote a negative viewpoint on the upcoming mid-engined BMW (yet to be named the M1, apparently). Barry also had an article about the lack of any depreciation on 2002s in the last five years. Manhattan Auto, the dealer on Lee Highway in Fairfax, had a full page ad for the new 630CSi. Copy in the January issue was from a typewriter. The February issue went to professional print. Bill Riblett was elected the new chapter president, but the VP slot was empty. Bill's plans for the chapter included a number of social events, tours, rallies, autocrosses, caravans to IMSA races, and a group trip to Oktoberfest in New Orleans.

25 Years Ago – Jan/Feb 1983: The cover story featured a BMW 320i that had been converted to a tow truck. Three tech sessions were scheduled to get us through Winter – the subjects were engine rebuilding at J&F Motors, engine oils at Quality Car Service, and restoration and rust prevention at London Auto Services. President Gordon Kimpel reported the chapter had moved from fifth to fourth in membership size. Gordon had a report on his and Bill Ross's test drive of the new \$30,000 533i. With 60 more horsepower, they thought it a big improvement over the 528e. Ira Winthrop reported on the chapter's annual Augustfest event held at Blob's Park, a German beer hall, in Jessup, MD. The event was on November 12 (??). The application for the two-day Summit Point drivers' school scheduled for a weekend in May showed the entry fee to be \$90. In the classified ads, Terry Donahue was seeking a 140mph speedometer for a 2002.

20 Years Ago – Jan/Feb 1988: Newly elected officers were Cory Laws, President, Terry Forest, VP, Lynn Phillips, Treasurer, and John Hartge, Secretary. A Halloween Party was held at Post Hall on the campus of Mount Vernon College. The report included pictures. Another picture in this issue was by Walter Alexander of his 320i near Harpers Ferry. A swimsuit-clad girl was draped over the hood. Bob Gammache, our drivers' school chief instructor, had a turn-by-turn description on how to drive a fast lap at Summit Point, and Jack Chandler had a long article comparing our drivers school with an SCCA race school. Results of our Metro Washington Council championship autocross showed the fastest BMW was Leo Balzereit in his red and silver 2002tii. Cars for sale in the classified ads included a '65 1800Ti, a 67 1600 4-door, a 67 2000Ti, and a 70 2000 – all by the same owner.

15 Years Ago – Jan/Feb 1993: Event reports included a tour to the East Broad Top Railroad in Orbisonia, PA planned by Bonnie Butler. Members rode a 1870s era train to a picnic grove on a perfect fall day. Our Head for the Hills TSD rally included 14 checkpoints over a 150 mile route. The winners had a total error of 12 seconds. Al Zavala wrote a primer on our Summit Point drivers' schools and Marci Apker wrote about her experiences as a first time driver school participant. A contest to sign up new members included a chapter drawing for \$100 bills and a national club drawing for a free entry in a Skip Barber driver school. Our total membership was just under 2,000 and we were slowly gaining on the Golden Gate Chapter. Jenny Nazarko had a long report on the '92 Oktoberfest at Sebring and West Palm Beach. This event was highlighted by the 20th anniversary of BMW Motorsports and many race cars and drivers came from Europe for the festivities. Cars for sale in the classifieds included an 89 M3 with 40,000 miles for \$20,000. (It might go for that same price today.)

10 Years Ago – Jan/Feb 1998: Mike Gayle had a report on the New Member Party held at Passport BMW. Photos of each of the "newbies" were included. Gary Allen wrote about the travails of having his 25-year old Bavaria crunched and repaired due to a traffic accident. Tech tips included E36 ball joints, E30 speedometers and oxygen sensors. Raine Mantysalo told us about his trip to Lapland, complete with photos. Cars of the Month included Dave Born's 88 535i and Mike Tolson's much modified 95 525i. We had a two weekend BMW/Corvette Challenge autocross series. First event was on the 1/3-mile oval at Old Dominion Speedway. The Corvette guys had a standard course there and kicked our butts. The following weekend was on a normal parking lot at Nova Community College in Manassas. New chapter president Dave Lassalle took FTD with his E36 M3. Corvettes were second and third.

5 Years Ago – Jan/Feb 2003: In our next to last autocross of 2002 at the Bowie Baysox stadium Bill Brochu took fastest time in his 85 535i. James Sheridan was second with a '98 323is. The last autocross was on a 7/10th mile course at Six Flags Amusement Park in a soaking rain. Clyde Caplan in his all wheel drive 325iT was only beaten by James Sheridan and Han Ah-Sue (E30 M3). A cover story by Rob Williams described Phillip Lopez's much modified M Roadster complete with an RMS supercharger. Jared Townshend wrote his impressions of the E46 330Ci. Our 13-page Bylaws were published for member's edification.



NEW MEMBERS LIST



National Capital Chapter now has 5601 members, 800 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: Koby Amoah, Miguel E Bonangelino, Dale Borja, Juan Chang, Mike Cochran, Dondy Cuevas, Alvin Espiritu, Joern Esser, Joel Greenfield, Colin McLaughlin, Jason Paar, Judy Palmore, Jerry Panowicz, Zachariah Rel, Robert Stern, Ryan Wagner, and Gareth Williams.

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.

Yolanda Aguilar	1996 318ti & 1996 318ti	Dawn Eisert	2007 328i	Mohammed Kalan	2002 530i
David Alessi		Gregory Elliott	1991 850i	James Kemathe & Rodah James	1995 740
Kim Aslen	2003 325i	James & C Eu		Fritz Kestermann	1995 325is & 1996 328ic
Jeffery & Eileen Auen	2008 X5 & 2007 530xi	M Ferrara	2002 540i	Min Kim	2006 330i
Andrew Baek	2006 525xi	Diane Fincham	2002 325ci	Sunhak Kim	2007 Z4
Lattia & Patrick Baker	2006 325i	Erin Finucane		Jacob Kirschbaum	1999 740il
Thomas & Michelle Bath	2006 330i	S Freegard	2000 Z3	Mark & Susan Kolman	2008 335 Cic & 2006 X3
Andrew & Frank Beale	2002 M3	Judith French	1997 528i	Zachary Kontzias	2001 X5
Hunter Beard	2007 335i	Mila & Christopher Fuller		Robert Koo	
Alison Beckwith		Al Funk	1999 M3	Meredith Kozikowski	
Behrad Behbahani	2008 335i	William Galebach	2005 530j	Gloria Kroll	2000 323i
Ivan Bermudez		Alberto & Nicolle Gamez	2000 323i	John Kunu	
Bobby Bhattacharjee	2008 335i	David Gans		Norman & Tanya La Salle	2000 M5
Bhavana Boggs	2001 525i	Scott & Daintry Ganz	2003 Z4 & 2007 X3	William Laughlin	
Bob & Caroline Brescia	2002 325xi & 2004 X5	Robert Gehrman	2008 535xiT	Robert Laurence	2006 750i
Catherine Brown	525i	Paula Gill	2008 353xi	Robert Lautrup	2006 6 Series
Evans Browne	2005 330ci	Deborah & William Griffin		Ally Leader	
Barry Bruce	2005 M3 & 2006 X3	Thomas Grossi	2001 330xi	David Leekoff	1997 M3 & 2005 Z3 coupe
Christopher & Shannon Bryant	1987 535is	James Grossmann	1989 635Csi	William Lesser	
Mark Cambrel	2001 740iL	Chris Halliday	2006 X5	Kim Lim	2002 X5
John Carter	2003 Z4	Ralph Hallow	2000 540iA	Ying Liu	
Luis Carvajal	2002 525i	Patrick Hanley	1996 328i	Mallory Livingston	
Patrick Castro	2001 530i	Lou Hansen	1998 M Roadster	Jose & Elba Lopez	2006 330i
Christina Cekala		Alyssa Hart		John Lund	1996 328i
Se & Yong Chang		Carl & Susan Hayashi	2008 335xi	Phillip Madron	
Bo Chao	2000 740iL	John Helms	1999 328Cic	Caleb Maiselman	
Daniel Cheng	2007 750Li	Della Hendrix	2002 325i	Jeffrey Marx	2007 335i coupe
David Clayton	1998 M3	Pracy Hickey		Timothy & Wanda McLean	2002 325
Edward Cohen	2007 Z4	Howard Hicks	2002 325i	Doug Miller	2004 M3 & 2003 530i
Jason Cohen	2008 X5	Joe Hikel	2007 M6 Cv	Mark Milstead	2002 325i & 2006 325i
Lorena Coleson		Sam Hill		Ikramulla Mohammed	2004 530i
Ryan & Victoria Cook	2000 528iT	Bryan Hiller	2007 M5	Ricky Moore	1997 M3 Coupe
Danielle DaCrema		Jeff Hixon	2000 328i	Hendrik Moran	
Shermoan Daiyaan		Jeff Hodor	2001 X5 & 2004 325ix	Alan Murdoch	1995 540
Jeffrey Darnell		Peter Holmsten		Michael Na	2003 M3
Mark Delisi	1973 202tii	Stephenn Holzerr		Ravi Nath	
Jacques Deverson	2006 330i	Martin & Susanne Horn		Tom & Cheryl Neff	2001 525i & 2000 528i
Sue DeVille	1998 Z3	Joseph Hsu	2004 645Csi & 2002 X5	Walter Nichols	2003 Z4
Tara Devine		Keith & Andrew Hummel		Steve Nottinghamham	2004 745Li
Mike & Patricia Dinneen	2007 335xi	Luke Huntington		Bernard Oravec	1991 325ic & 1998 323is
Danielle DiPaolo		John Jacobs	1971 3.0Cs & 2003 540i	Michael Ostrowski	
Kunjoong Do	2008 335i	Troy & Anne Jenderseck	2003 325i & '03 Mini CS	David Patton	2008 335i
Michael Donohue	1998 740iL	Linda Jenifer	1997 528i	Marc Patton	
Antwan Dunmyer	2004 330Ci	Michael Jensen	2001 330i	Sridhar Pennathur	2007 335i
Patrick Dwyer	2007 335i	William Jensen	2006 325i	Henry Phan	2007 335i
Bobby Eccleston & Cheryl Bobby	2008 135	Anthony Jones	2008 535i	Steven Pittman	2006 330i
Darren Eicken	2008 335Cic	Lemar Jones	1989 325i	Holly Plummer	



NEW MEMBERS LIST



Simone Posey	
Greg & Elaine Price	2008 335i
Vadim Pshenichnikov	2008 E92 335i
Sergio Quiroga	2004 530i
Nathan Read	1991 325ix
Marcia Richard	2007 Z4
Robin Riggins	
Brian Rist	2004 545i & 2000 540i
Carla Roberts	2007 335ci
Julie Salcedo	2002 M3
Dwayne & Tamara Sam	2007 335i & 2007 335xi
Samuel Sarpong	2001 528i
Loren Shields	2000 328i
Harald Schneider	2001 525ia
Thomas Schultz	1990 325i
Brian Schulz	1998 M3 & 1993 325i
Robert Seaman	2007 328xi
Brian Shannon	2004 330ci
Mark Sheinkopf	2006 Z4
Daniel Shelkrot	2006 X3
Jeffrey Sims	2001 325ci
Daniel Sisemore	1998 540i
Michael Snyder	

Danielle Sova	
William Spotswood	2005 530i & 2001 525iT
Alyssa Stein	
Guy Stevenson	2008 335xi
David & Amy Styers	2002 330xi & 2001 325i
Jordan Styloglou	2006 m3
Duane Summons	2002 530i & 2000 323i
Scott Sweeney	2008 E90 335i
Taline Tahmassian	2004 M3
Diego Tejada	1990 325is
Larry Thomas	2004 745i
Marvin Tilghman	2001 740iL & 1994 525i
Kallia Tison	
Archi Trahan	1995 325is
Irma Turcios-Payne	2001 330ci & 2003 745Li
Peter Turnbull & Maija Peter	2000 M5 & 2001 325xi
Arley Turner	
Michael VanDerLinden	1991 318i
Christopher Vendemia	
Walter Via	1990 325i
Joshua Wagner	
Ian Walker	1986 E30
Paul Walker	2007 335i

Eric Walter	'02 540i M sport & '02 M R
Kenneth Ward	1997 M3
Jeffrey Warner	2005 325i
Roger Weeden	2002 E46 M3
Jola West	1998 325ix
Eugene White	1987 635ci
Donald Williams	2007 X5
Aung Win	2007 550i
Jacob Wisbeck	1993 325ic
Richard Wolf	1991 525i
Jeremiah Wright	1972 2002tii
David, Charles & Sara Yerkes	2000 323Ci
Christopher Young	2008 535i

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



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

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

Please see the chapter website at www.nccbmwcca.org and click on "der Bayerische" and then "Classifieds" to submit an ad. Ads for coming issues of *der Bayerische* will be pulled from the website on the first day of even-numbered months to appear in the

subsequent issue of *der Bayerische* (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

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2005 BMW M3

WBSBL934X5PN63471. Silver/Black 9800 Miles. Cold Weather Package- Heated Seats, Retractable headlight washers, Ski Bag. Premium Package- Power moonroof, Power seats w/ Driver memory, BMW assist, Adjustable seat w/Lumber, Xenon Headlights, Navigation System, Harman-Kardon Sound, 19" wheels. Garage Kept, 1 Extra new tire, window sticker, sales Brochure. Contact Phil 703 929-4610, ppao@msn.com VA.

2004 BMW 330 CI

WBABD53404PD95531, \$25500, Excellent condition, 47000 miles, extended service warranty, 972-693-3962, sriramnara@yahoo.com, MD

2003 BMW Z4 3.0 Roadster

4USBT53413LU01940, \$25,950 obo, light metallic blue 2003 Z4 3.0 Roadster, Camel top, 26,100 mi. Clean & Excellent Condition, Estate sale, Contact Bill 410-371-5179, wilfre@atlanticbb.net, MD.

1995 Acura LS with Pro-built LS/VTEC Motor

JH4AC435SS029619. \$5200 OBO. Metallic Black. Engine and drivetrain professionally built-Blue Printed LS/VTEC engine by Inline Pro/Hondata S200 System-have build receipts with all component specifics. Dyno Data:183 WHP and 135 ft-lbs by Inline Pro-have graphs; can get more out of the engine with the right cams. AEM II cold air intake. Lightened flywheel (12 lbs) and Competition Stage I clutch. Type R cams and Intake Manifold. Larger Aftermarket Throttle Body-RPM. Too much to list. Ed Palaszynski, 301-963-5841, edpal1@covad.net, MD

1991 BMW 318is

WBAA9310MEE71151. This car is in good condition. It is stock with no modifications. I have all maintenance records and the original window sticker. The exterior is red and the interior is tan. It has 180K miles. Call (703) 606-3971 for more information. robert.f.owens@bigfoot.com

1991 BMW 325ix

WBAAE9316MED64513, \$5,500, Alpine White, 4-door, 5-speed AWD, gray leather interior, very clean, solid and straight, regularly and well maintained and all stock except for BMW M-Technic springs and Conforti chip, extra set of 4 mounted Michelin X-ICE snow tires, 165,000 miles, Fred Hathaway, 703-838-6554, fred.hathaway@bipc.com DC.

1985 BMW 325e

WBAA5404F9629011, \$5,500, Alpine White, Original Owner, 1985 325e, 2-door, manual, 5 speed, Clean, Solid, Well Maintained by Dealer Team, Service Records Available, Current Inspection, Black Interior, Sports Seats, 147,000 miles, James Bubar, 202 223-2060, Washington, DC

WHEELS AND TIRES

ENKEI 17x7J, model J10 off E36

Description: Four (4) ENKEI MODEL J10 wheels, size 17 x 7Js, black with machined lip, dual 5-bolt lug pattern in a 112mm and 120mm spacing, ET38mm offset. Installed and balanced with Dunlop SP Sport FM901 tires in a 215-40 R17 size with 8/32" / _ tread showing. Complete with Enkei-style metal valve stem. Have used for two DE days at Summit Point and worked great (!) on my 318ti, but SCCA says the 17" size is too big for my (future) ITA class, so must go to support the new wheel/tire combo.

WHEELS AND TIRES

ASA JH3 17" with Blizzak 225/50

These are for an E46 M3, as the front and rear offset are different to look proper. Please confirm fitment with a reputable source if you have a different car. The wheels and tires are in great condition. I couldn't even predict how much longer they'd last, as there is too much tread to worry about it. I sold the car, and these must go. Now's the perfect time!

M3 18"; Rear Set (4) with Falken Azenis

These are 255/40R18 Falken Azenis 615 that are slightly used, have about 5 track days on them, 1.5 of which were in the rain. There is plenty of tread left and the shoulders tread are in good shape. The OEM 18"x9" E46 M3 Rear wheels are better than average, they are extremely clean for track wheels, almost too good! No centers, but have lugs. Pickup preferred. These will mostly only work for an E46 M3, and are a great square setup with very neutral handling. Sold the car so these must go.

Dunlop Winter Tires on Genuine BMW wheels E46/E36

BMW Wheel Style 54. 16" standard on E46. With Dunlop Wintersport M1 with less than 2000 miles. 225/50-16 Pristine condition. will fit non M3 E36 and E46. Prefer local pickup. Will ship if necessary. e-mail me: dj.kim@digitalconsultants.org

E46/E36 black steel wheels

Description: (4) 16x7 et46 black steel wheels. Used only one winter for snow tires. In nearly perfect condition. No dents, bends or curb scrapes. Also have three hub caps to go with them. May fit other cars with 5x120 bolt pattern too. mbyltye@cox.net

(1) 7 Series Wheel

It has a little curb rash but the wheel over all is in great condition. If you have any questions please feel free to call me at 301-675-5754. patryk_koj@yahoo.com.

Michelin Pilot Sport tire (original, not 2)

225/45 ZR 17 (only 1) full tread, never used, these tires are not manufactured any longer, so if you need one to keep an existing set going - here it is. \$110 obo Ruhl 410 458 4422 raptheff@comcast.net

E60 Snow Tires&Wheels

Dunlop Winter Sport M3 245/40 R 18 97V tires (4) with 9 to 10/32 tread (almost new - sold car). These are high speed tires that perform very well on dry roads. They are quiet too, so you don't know you are on snow tires. \$560 just tires OR mounted on 18x8 ASA JH3 silver wheels for \$1200. Prices are picked up locally or plus shipping. Make an offer. Ruhl 410 458 4422 raptheff@comcast.net

OTHER BMW PARTS

Nose Mask M3 (E46) with mirror covers

Full mask with mirror covers, black, used one time, in new condition. rsanderjr@comcast.net.

1998 BMW C33 Head Unit

Asking \$100 C33 unit removed from 1998 BMW M3. Unit in great condition: very well kept by original owner. Removed shortly after vehicle purchase in favor of after market unit with CD and Sirius. Radio code included. Ben, 703-863-2875, bbenser@gmail.com

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