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National Capital Chapter

BMW Car Club of America

March/April 2008



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Cover: The multi-level BMW display at the NAIAS in Detroit was a real crowd pleaser. See J.C. Chaney, Jr.'s article on page 12. (Photo by J.C. Chaney, Jr.).

VOLUME 38 | NUMBER 2

2

PRESIDENT'S MESSAGE

3

FROM THE EDITOR

4

CALENDAR OF EVENTS

5

COMING EVENTS

18

TRADITIONS

20

WOODY'S
COMPETITION CORNER

25

A LOOK BACK

26

NEW MEMBERS

28

CLASSIFIEDS

29

ADVERTISERS INDEX

Magazine of the National Capital Chapter BMW Car Club of America

derBayerische



6

6 The M3 Driving Experience, Nurburgring 2007

BY STEVE TENNEY



10

10 2008 Concours Program

BY BILL WILLIAMS



12

12 Delighting the Market *BMW at the 2008 North American International Auto Show*

BY J.C. CHANEY, JR.



17

17 The Ultimate Owner

BY BILL WILLIAMS



17

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

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President's Message

Victims of Our own Success...

I don't think so! It amazes me how much this Club does every year. What's even more amazing is how much more we do year over year. In just the few years I've been active, your Club has made tremendous strides in the number of activities, the number of people participating, and the number of people volunteering for positions of leadership.

Your Club has grown by leaps and bounds in nearly every area over the past few years. Just the other day, tourmeister Bob Stern was looking for a place to handle 100 CCA tourers for the Spring 2008 event. Only a few years ago, the tours had maybe 25 people participating. Paul Seto, Eric Andreasen and many others have grown the monthly (even weekly!) Social events from 4 people in Fairfax a couple of years ago into events with dozens of people in both Maryland and Virginia. Even the Annual Meeting held on January 19th was up this year by about one-third. Last year's event had 125 attendees, while nearly 170 of our local BMW faithful attended this year's event.

Bill Williams has stepped up to add a Vintage car component to our Club, yes, go Bill! Bill will also be co-chairing Concours along with Tosh Sondh.

Along with all our new volunteers and growing cadre of leaders and participants, 2008 will bring continuing efforts to return to our members the resources they have so generously given to their Club. Also, our Board will work to establish budgets for every program we operate. Further, the Board will be providing fiscal guidance to ensure smooth Club operations during this time of reducing the budget surplus. In other words, while funds are being returned to our members, we want to be logical and structured, avoiding capriciousness.

Feel free to email me at president@nccbmwcca.org to discuss any ideas. Also, the monthly Board meetings are open to all members. The time and location of the monthly Board meetings will be posted on the calendar, so come on by. The February meeting will be in Alexandria on 2/20, at 7:30 p.m.

Finally, I'd like to thank each of you who voted for me. I will work to keep your trust, as I know the Board will as well.

Tim Wesling

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.

FromThe Editor

Friends in All Places

Well, the Williams/Burner family trip to Massanutten for 2008 has once again provided material for my dB column. I decided this year we'd take my E30 iX Coupe instead of Robyn's Wagon. I knew we'd have to pack a little tighter, but my car is a lot more fun to drive than my wife's, and I was looking forward to taking it on Route 33 as it passes over the mountains, crossing Skyline Drive in Shenandoah National Park on its way to Elkton, VA. The trip down went very well, and even though they are snow tires, the Vredesteins I have mounted on a set of the stock 15" alloys provide plenty of dry grip for a spirited jaunt on the switchbacks up and down the mountain.

On the second day, however, trouble struck. The whole clan was heading back up the mountain from a day at the water park; we were just pulling into the parking lot when we all started smelling the acrid stench of tranny fluid burning. I parked and got out; with the car still running I could see a very steady drip from the area of the transfer case right on to the cat. Bummer...

OK, it's not exactly a breakdown on the side of the road in a blinding storm, but still not a great situation: Consider that we were nearly 100 miles from home, we knew no one in that area, and we had a problem specifically with the AWD system on a car that is actually less-common than the E30 M3. I didn't have tools with me to handle a job like that, so I was looking at either blindly taking it to whatever shop I could find, or a very long tow to get it into the hands of someone I knew I could trust. And that's when I remembered it – the Friends of BMW book, I had just put the new edition in my glovebox – I just might have

compadres in these parts after all!

I called two contacts from the FoBMW book, Jeremy Sipe and Steve Rollman, and even though they don't know each other, and live in different towns, they each recommended Mid-Atlantic Motorwerkes in Harrisonburg. For a guy who was up against some hard options a few hours earlier, I was beginning to feel like I was in pretty good hands.

I contacted Greg Shaffer at Mid-Atlantic the next morning and he was able to fit me in, and then things happened very quickly: We limped the iX down there Monday, they diagnosed a bad transfer case to driveshaft bearing, they ordered the parts, had them overnighted, put it together Tuesday morning and we came and got it that afternoon. These guys are real professionals, from the front desk to the garage bays. Jason Zook worked on my car and was great about keeping me informed on the diagnosis and progress of the repairs.



So this year's lesson is this: Keep a copy of the FoBMW book in each of your cars, especially for long trips, and if you break down in Harrisonburg, VA, skip the book and just call Mid-Atlantic Motorwerkes – they'll take great care of you!

Cheers,
Rob



Another Satisfied DIYer

der Bayerische has received the following letter from yet another satisfied National Capital Chapter DIYer. Amid the outpouring of support and gratitude for the DIYs, one has to wonder just what kind of wretched person could NOT enjoy this program! Thanks for taking the time to write in, William, the folks at CCC and your DIY committee members appreciate the positive feedback! – Ed.

The education provided by Convenience Care Care staff is priceless!!! They are the most genuine and generous teachers in the science of automotive engineering I have ever had the pleasure of meeting. I look forward to another DIY.

Thank you very much.
William Baughman
BMW CCA 348701

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

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) – J&F Motors Ltd., Arlington, VA
- 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
- 15-16 Drivers' School – Summit Point Raceway, Summit Point, WV
- 16 Karting League Finale – Allsports Grand Prix, Sterling, VA
- 20 Social – Zodiac Grill, Gaithersburg, MD

April

- 5 BMW NA Vehicle Processing Center – Jersey City, NJ ⁽¹⁾
- 12 Do-It-Yourself (DIY) – Curry's Auto Service, Chantilly, VA
- 20 British and European Car Show – Williamsburg, VA ⁽¹⁾
- 26 10th Annual Autocross School ⁽²⁾
- 26-27 Overnight Spring Tour – Annapolis, MD to Lancaster, PA

May

- 4 25th Annual Deutsche Marque Concours – Vienna, VA
- 17 Do-It-Yourself (DIY) – FunKtion Auto, Dulles, VA
- 24 Vintage at the Vineyards – Lewisville, NC ⁽¹⁾
- 31 BMW ///M Club Day – BMW Performance Ctr., Spartanburg, SC
- 31 Autocross Series – Autox #1 ⁽²⁾
- 31-1 Drivers' School – Jefferson Circuit, Summit Point, WV

June

- 21 Autocross Series – Autox #2 ⁽²⁾
- 21 Do-It-Yourself (DIY) – Road Race Technologies, Dulles, VA

July

- 19 Autocross Series – Autox #3 ⁽²⁾
- TBD Do-It-Yourself (DIY) – Location TBD ⁽²⁾
- 19 Autocross Series – Autox #3 ⁽²⁾
- TBD Do-It-Yourself (DIY) – Location TBD ⁽²⁾

August

- 2 Autocross Series – Autox #4 ⁽²⁾
- 2 Highway Safety School – Shenandoah Circuit, Summit Point, WV
- 3 Drivers' School – Shenandoah Circuit, Summit Point, WV
- TBD Summer Tour – Hanover, PA ⁽²⁾
- TBD Do-It-Yourself (DIY) – Location TBD ⁽²⁾

September

- 13 Autocross Series – Autox #5 ⁽²⁾
- 20 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 23-27 Oktoberfest – Watkins Glen, NY ⁽¹⁾

October

- 11 Autocross Series – Autox #6 ⁽²⁾
- 11-12 Drivers' School – Shenandoah Circuit, Summit Point, WV
- 18 Do-It-Yourself (DIY) – Curry's Auto Service, Dulles, VA

November

- 1-2 Fall Tour – Destination TBD ⁽²⁾
- 8 Autocross Series – Autox #7 ⁽²⁾
- 15 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA

December

- TBA Do-It-Yourself (DIY) – Location TBD ⁽²⁾

⁽¹⁾ <http://www.bmwcca.org/>

⁽²⁾ <http://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.

Spring Tour – Annapolis, MD to Lancaster, PA

Tate BMW Annapolis, MD
 Saturday & Sunday, 26-27 April 2008
 Depart 10:00 a.m.
 (Registration ends 26, March 2008)

The 2008 Spring Tour is being held the weekend of April 26 & 27; this is our first overnight tour of the season. We will start the tour at Tate BMW in Annapolis, Saturday morning around 8:30 a.m. Tate has promised us a fun morning to include light fare and some unique, new BMWs to see.

Then it's off on our first leg. We will leave From Tate BMW, around 10:00 a.m., travel across the Chesapeake Bay Bridge, north through Maryland, Delaware, and into Pennsylvania. Lunch will be in Amish country at the Harvest View Family Restaurant, in Intercourse, PA. After a hearty meal, we will drive to the Eden Resort Inn & Suites in Lancaster, where you will find reserved parking designated for our group.

That evening, we will dine at the Resort, buffet style. We plan on giving special recognition to club members who traveled the farthest, drove the oldest BMW, and who got lost the most (no cheating). After dinner, the hotel Lounge is open for drinks and conversation with fellow BMW enthusiasts. Or, you may just want to go for a dip in the Resort's indoor pool.

Sunday morning, your package includes breakfast at the hotel restaurant. Eden's fabulous Champagne Sunday Brunch in The Courtyard, voted "Lancaster County's Finest Sunday Brunch", is also available. If you feel like just sleeping in and having breakfast a little later in the day, breakfast tickets will be accepted as partial payment for their lavish brunch.

The total cost for NCC BMW CCA members and their guest is \$80 per person (excluding the room). This includes the lunch and dinner on Saturday, and breakfast on Sunday.

We have a block of specially priced rooms reserved for NCC BMW CCA at Eden Resort, which are being held until March 26, 2008 (no later) and which can only be obtained with a "group number" that will be supplied to you upon receipt of your registration. If you miss the cutoff date for the rooms we will gladly accommodate you on the tour; however, your room costs will be significantly higher, and we cannot guarantee that there will be room at the Resort.

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

25th Annual Deutsche Marque Concours

Nottoway Park, Vienna VA
 Sunday, 4 May 2008

NCC BMW CCA will participate, along with the local Porsche, Mercedes, and Audi clubs, in the Deutsche Marque Concours, returning this year to Nottoway Park in Vienna. Come and experience this rare opportunity to enjoy several flavors of German automobile at one gathering. The odds of winning an award are greater than in years past as additional classes will be added, including first year participant and masters classes.

In order to prepare for this event, the NCC is participating with the Mercedes Benz Club in a judging clinic on April 19, 2008, at the newly expanded Mercedes Benz Vehicle Preparation Center in Baltimore, MD. This clinic prepares those interested in judging or showing concours cars. The club will pay the clinic registration fee for ten NCC members.

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

May 24th - 5th annual Vintage at the Vineyards, vintage BMW gathering

Westbend Vineyards, Lewisville, NC.

Event website:

www.vintageatthevineyards.zoomshare.com

Contact: Scott Sturdy scottsturdy@yahoo.com,
 or (336) 773-1809. (Not a NCC BMW CCA event.)





**Text and photos by Steve Tenney,
BMW CCA Member #48361**

The M3

Driving Experience, Nurburgring 2007

In early June of last year, I received a large cardboard envelope from BMW. Inside was a photograph of the E92 M3 and an invitation to, "An ultimate driver's dream come true." The invitation went on to say, "We invite you to be among the first to drive the new BMW M3 this October – months before the U.S. launch – on the track where it was bred: the Nurburgring." The event was to be from October 1 to 4, using the Sprint section of the Grand Prix course. The cost, \$5,500 per person. This included two days of driving the new M3 on the GP course, including lead follow laps, car control, skidpad, and vehicle dynamics exercises. There would be tours of the facilities at the Nurburgring, the BMW M Test Center and it would include a go-kart race. There would also be a hot lap on the Nordschliefe. Of course, transportation to Germany was my responsibility, but BMW would provide transportation from the airport to the Nurburgring and return. We would be staying at the Nurburgring Dorint Hotel overlooking the track. All meals would be included for the duration of the Nurburgring stay. Martin Birkmann, M Brand Manager, signed the invitation. Even my kids thought this was the chance of a lifetime. I signed up about a week after I got the mailing. Then my daughter made it the theme of my 60th birthday in July and got the rest of the family to contribute to the airfare, very nice for sure.

How was this offered to me? I don't really

know. I've owned E30 and E46 M3s and I've owned BMWs since 1972. I've done the Car Control Clinic and M School at the BMW Performance Center in Spartanburg and the Advanced M School at VIR. So I guess you'd say I'm a good candidate to buy the E92 M3 and you'd be right. On Sunday, September 30, 2008 I boarded a Lufthansa flight from Dulles to

Frankfurt and began what turned out to be an unforgettable experience. Everything went according to plan and I was met at baggage claim and escorted to a waiting area to be driven the Nurburgring Dorint Hotel. No sooner was I checked in when there I was standing on the balcony of my room overlooking the start finish line at the Nurburgring, amazing. People were even



out on the Nordschliefe, I could hear them. All we had to do was rest up and gather in the hotel lobby at 5:00 p.m. to be guided to dinner. We were hosted for dinner in the BMW Lounge, across the track from the hotel and the unveiling of the new M3. It was a very nice multi-course dinner featuring presentations by a various notables from Martin Birkmann himself to Ossi Kragl a Nurburgring historian and expert.

When Martin greeted the group, he said people have been asking him how they can be part of the group that gets the latest information. He answered saying that now he really knows who the core enthusiasts are and he would make sure that we got all of the latest. He also thanked us for having the confidence in him to have accepted his offer and traveled all that way to participate in the event. There were people there who are Z8 owners having done the Z8 experience that came with the car and there were also a number of people I had met at M Schools. Dinner was followed by the debut of the M3 and a complete review of the car by one of the designers. Lots of good food and beer, plus a long travel day for many of us sent us back to the hotel and a good night's sleep with much anticipation of the days to follow. We would have a day of instruction on the track on Tuesday followed by the tour day on Wednesday and then back to the track on Thursday and then transportation Thursday evening to our departure.

There were about 40 of us and we were broken into four groups, paired two to a car, for the driving events. The driving events, as I said above, were to take place on the "Sprint Section" of the GP course. The "Sprint Section" leaves out the Ford and Dunlop Curves as well as the Michael Schumacher Straight. There's a cut through just after coming out of the Mercedes Arena on the Castrol Straight that's used as one of the configurations for the 24-hour race. Leaving the pits, we would go into the hairpin entering the Mercedes Arena, and then leaving that, turn right across to the other side of the track and up to the Kumho Curve and then to the Bit Curve, down to the Advan bend, the NGK Chicane and then up to the Coca Cola Curve and the lap is complete. This creates a very nice compact track for driver's instruction. The instructors were based primarily on the German Driver (Fahrer) Training group, with Mike Renner and Matt Mullins from the Performance Center in the US. If you've done any of the schools or Performance Center activities, Mike was very likely involved in some way. Matt has also been an instructor at M Schools that I've attended. Among the instructors, we had race

driver, Claudia Huertgen and Fritz Lanio, Chief Instructor of BMW Fahrer Training in Germany. The German instructors were excellent and a lot of fun throughout the event.

On Tuesday, the first Track Day, we began with lead-follow to warm up and get the feel of the car at an easy pace. We then moved to the progression of instruction that BMW runs at events like this one, beginning with typical braking and braking while turning and lane change maneuvers. I've found that when BMW calls an event an "experience" it's directed from a basic viewpoint rather than moving quickly into on track activity where the "schools" get more competitive. Since we had a new very powerful car to test, it made sense for us to experience all of its characteristics. The first day on the track included all the basics plus the skid pad drifting exercise. As the afternoon progressed we finished by doing more lead-follow laps behind the instructors increasing the pace. Throughout we left all the adjustments as set by the instructors, DSC on.

The most obvious feature of the new M3 is the V8 motor. When you see the car you can see its connection with the previous M3s, but the engine makes a sound like no M3 before. That's not to downgrade the previous cars, it's just that this one makes its own special sound. The

groups of cars circulating around the circuit sounded more like a NASCAR event than one from BMW. Running the new V8 to 8400 rpm creates the typical V8 sound, but also adds a BMW signature due to its high revving nature. The car might weigh a little more than the E46 M3, but the extra power and its balance gives it a very dynamic well-balanced feeling. The active suspension also doing some work behind the scenes keeps everything under control. I think BMW has developed a very special car here with a lot of potential to go further with this engine and suspension package. It's very impressive.

After the first night's reception, each dinner involved a bus ride to a local restaurant. The first night was at the Hotel Vulkaneifel in the barbeque and fondue restaurant, where each table had either a grill or a fondue pot built into it. We were free to load our plates with various meats, shrimp, etc to be either grilled or placed in the fondue. The second night we were again bussed to the Agnesen Hof in Barweiler and a restaurant for another multi-course meal. The specialty there was the breads, which were excellent. The dinner was served in a buffet fashion. We (us Americans) realized too late that we should have proceeded course by course rather than loading our plates with the complete selection of food all

(Opposite page top) Line-up of E92 M3s in the pitlane at the Nurburgring. (Opposite page bottom) Entering the cars for the much anticipated taxi rides on the Nordscheife. (Below) The display M3 in the garage at the Nurburgring shortly after its unveiling.





(Above) The view of the Coca Cola Curve from my room at the Dorint Novotel Nurburgring Hotel with Schloss Nurburg Castle on the right.

at once. Oh well, we sure enjoyed the food, beer, and the excellent local wines.

The second track day, Wednesday, was a day to tour the facilities at the Nurburgring and to conduct the go-kart race. They have an excellent museum that we had to ourselves in the morning. It includes both a Mercedes section and a BMW section. The facility is known as the "Nurburgring Erlebniswelt", sort of the Nurburgring Experience. One can spend a lot of time following the historic cars displayed as well as the latest BMW F1 car. We had lunch at the Pistenklause in Nurburg, followed by a tour of the BMW M Test Center where BMW engineers work while conducting on-track testing. We got a tour and briefing from one of the engineers who works there. It was a holiday so there was no one at work. Martin told us that had they been at work we probably wouldn't have been able to get the tour. The famous Ring Taxi is also serviced and kept there. We got a glimpse of Sabine Schmitz returning from a Taxi run. Wednesday was very foggy, as the Eifel Mountains can be and we had concerns that our hot laps on Thursday might be in jeopardy if the weather was similar. A group of Spaniards was doing a one-day event in the M3s

and they were out on the track, but it must have limited what they could do. The competitive event of the day on Wednesday was the go-kart event and the key was really the paring up of two people for the 'Ring ride on Thursday. The person with the better qualifying time would get the front seat. My experience from the NCC karting events left me well prepared to make sure I was the front seat passenger for the ride on the Nordschleife. It would be worth it.

Thursday came with better weather than Wednesday as the morning fog wasn't as bad and burned off quickly. We were back to the track and the M3s. This time we did exercises to prepare us for each of the segments of the track. One interesting one was timed runs through the Mercedes Arena. Claudia Huertgen conducted a demonstration run and we got the opportunity to try it while she offered her comments. It was excellent. We also had a timed run through what amounted to an autocross course set up going back from the Coca Cola curve to the NGK chicane and back. It was great fun. Then we finished up with extended lead follow around the complete Sprint section allowing the speed to increase as the group got faster and was able to



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The M3 Driving Experience

keep up. Into the Kumho Curve and the Bit Curve, we were under full acceleration in second and third gear heading through the Advan Bend into the chicane, touch the brakes (pick a line and throttle position and stay with it) then accelerate hard to the Coca Cola. It was excellent to say the least. During this second day we were encouraged to try out the various settings in the Electronic Damper Control (EDC) and the M Dynamic Mode (MDM) on the M3. This allows you to tune the suspension and throttle response to meet your desire. We could stiffen the

suspension and feel the difference in the handling as well as compare the times.

Since the weather improved by noon on Thursday, we proceeded to the Nordschliefe entry point and the Taxi rides for lunch. The drivers for the rides were many of the instructors with some additional people. My ride was with Frank Isenberg who is the Head of BMW Fahrer Training. He said that he's been an engineer with BMW for 18 years and done many laps on the Nordschliefe. Having spent my time on PlayStation with GT4, I found the track to be very

familiar. Frank narrated where we were, but the game experience gave me no appreciation for the elevation changes and what that feels like. I was smiling ear-to-ear the ride was amazing. The M3 in that setting is something special. Frank asked how we were doing and we told him we were just enjoying the ride.

When the day was done, we transferred to Frankfurt, a few days sightseeing there and then the return flight home. What a trip. Now I've got to go back for the Nordschliefe School. More later...

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 **MARTIN** motorsports

2008 Concours Program

By Bill Williams

A full slate of concours events for 2008 combines traditional events, like the Deutsche Marque Concours, ChapterFest, and Shenandoah Vineyard Concours, with the newer, younger, Fall Meet, and even a concours judging clinic.

NCC, along with local chapters of the Porsche, Mercedes, and Audi clubs, is back at the Deutsche Marque Concours in May for the 25th running of this traditional concours event. If you have never been to the DM, you really must come and experience this rare opportunity to enjoy several flavors of German automobile at one gathering.

In order to prepare for the Deutsche Marque, NCC is participating with the Mercedes-Benz Club in a judging clinic in April at the newly-expanded Mercedes-Benz Vehicle Preparation Center in Baltimore, MD. This clinic prepares

those interested in judging or showing concours cars. The club will pay the clinic registration fee for ten NCC members.

ChapterFest combines a chapter-sponsored autocross with a low-key show and shine. It will be fun to see the show and shine folks working corners and the autocrossers voting for their favorite clean cars.

Shenandoah Vineyard Concours is another traditional event co-hosted by E&E Bodyshop and the NCC. The scenic winery, set in the rolling hills of Edinburg, VA, provides the perfect backdrop for a laid-back fall event. Non-car related activities, such as tours of the winery, wine tastings, and craft shows make

this event particularly well-suited for the whole family.

The 2008 Fall Meet hopes to build on the success of the inaugural event of last year. Combining the best of the old and new; last year's event included 180 cars from vintage Coupes and 2002s to the newest E90 and E92s. Passport BMW hosted the event last year and we hope they will do the same this year at their new showroom and service complex in Marlow Heights, MD.

Dates and the details of these events will be posted on the chapter's website. If you have an interest in the judging clinic, or would like to volunteer to help with the concours program, contact Bill Williams and Tosh Sondh at concours-chair@nccbmwcca.org for information. Those who volunteer to help with the concours program will be entered into a drawing for a nice shop-vacuum.



NCC BMW CCA

Judges are needed for our concours events.

If you have an interest in judging cars contact Bill Williams and Tosh Sondh at concours-chair@nccbmwcca.org



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Delighting the Market

BMW at the 2008 North American International Auto Show

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

"Pictures don't do it justice!"

Dave Butchko, BMW Product Communications, agreed with my remark as we walked around the gleaming X6. He commented that practically everyone he's talked to, upon seeing the X6 in person for the first time, has had a similar reaction. I could barely hide my relief that the X6 really wasn't a reincarnation of the AMC Eagle SX/4 (please, no stoning) as it had appeared in photos.

It was Christmas morning for the automotive enthusiast — media days at the 2008 North American International Auto Show. We agree with our friend, Peter "AutoExtremist" DeLorenzo, that Cobo Hall is a totally outdated facility to handle such a prestigious show. Democrat Mayor Kwame Kilpatrick made his annual promise to "fix this situation", the auto world, however, has learned to look past the decrepit facility and focus on the product.

Even with the additional space previously occupied by Porsche, who had decided to no longer participate in the North American show (proving that they are painfully out of touch with the market), the BMW section, in terms of square

footage, was one of the smaller displays at this prestigious show. In terms of content, however, the BMW display always packs a huge punch, and it did not disappoint in 2008. Engines, production debuts, thinly disguised "concept vehicles", and corporate BMW leaders were the stars of the display.

Debuting at this year's show were seven new product launches for the North American market, as well as the BMW "green" technology — the Hydrogen 7 and Efficient Dynamics powertrains. The new products were the M3 Coupe, the M3



Sedan (Yes!), the 335 turbo diesel, the X5 turbo diesel, the X6, and two vehicles that are already giving Mercedes and Lexus fits, the 1 Series coupe and convertible.

Engines

BMW's twin-turbocharged engine designs were features in all but two production vehicle debuts. Whether with a gasoline or diesel engine, BMW has mastered the art of turbocharging. The outstanding response, performance, and fuel economy was demonstrated to our satisfaction during our evaluation of a 2007 535i.

BMW's twin-turbocharged production engines available in North America are:

- 3.0 liter in-line six, producing 300 horsepower and 300 foot pounds of torque.
- 4.4 liter V-8, producing 400 horsepower and 450 foot pounds of torque.
- 3.0 liter in-line six diesel, producing 265 horsepower and 425 foot pounds of torque.

The one non-turbocharged engine making its North American debut was the 4.0-liter V-8 for the new M3 Sedan and M3 Coupe. This engine, based on their Formula 1 technology, produces



414 horsepower and 265 foot pounds of torque. This V-8 engine was designed to ensure that the new M3 maintains its “trademark” 8000 rpm redline.

Production Products

The X6

The complex curves that define the benchmark Bangle design make the products very difficult to photograph. All the spy and manufacturer photos gave the X6 a striking resemblance to the old AMC Eagle SX/4. Thankfully, it looked nothing like that in person.

Chris Bangle and Adrian Van Hooydonk have spoken about the importance of proportion, presence, form, and function in vehicle design; we should not have been surprised to see that the new X6 looked like a BMW. I was drawn to this ride that is sure to become popular with executives with young families, or those who need a larger vehicle to ferry the occasional passengers. The engine choices should be very popular with the BMW faithful, either the proven twin-turbo 300 horsepower 3.0 liter inline six or up the ante with the new 400 horsepower 450 foot pounds of torque twin turbo 4.4 liter V-8.

Of course the Nurburgring-tested powertrain, X-Drive, and suspension will thrill BMW fans, but the interior of the X6 is also designed for performance. Built for four adults, the X6 interior features leather and suede seats, which provide the driver and passengers extra grip during spirited driving. The driver and front passenger compartments are very much like the X5 with the

Sport Package. The room and the ergonomics were very familiar, giving us the feeling that this vehicle would drive like a BMW.

The rear passenger compartment incorporates some of the design cues from the 335i Coupe, including a very useful center console, with “American sized” cupholders as well as good-size storage spaces. While the sloping roof reduced rear headroom, most six-footers will find the X6's rear seats to be quite comfortable.

The rear cargo compartment was quite roomy, with a folding cover to conceal items from prying eyes. Much to our surprise, both produc-

tion X6s featured full-size spare tires. The use of “normal” high-performance tires on these vehicles speaks volumes of BMW's confidence, or lack thereof, in the high-performance “run flat” tires.

The new X6 will be seen in all the upscale suburban areas as well as executive parking spaces. Look for the BMW dealer used vehicle

The X6 shows better in person than in pictures, but we'll try again with a front view (Left) and a rear view (Bottom). (Below) The comfortable and surprisingly sporty interior of the X6.



M. The most powerful letter in the world.



(Left) Welcome back. A sedan version of the M3 has not been seen since the E36 model. (Above) It's a pleasure to make your acquaintance. The E90/92 is the first M3 with a V8 powerplant. (Below) The M3 interior is comfortable but puts business first. (Bottom-Left) The new M3 in coupe format.

lots to have an increased number of Porsche Cayennes, Infiniti FXs, Mercedes MLs, and Lexus RXs that were used as trade-bait for the X6.

The 1 Series

The much anticipated BMW 1 Series is an instant winner. This new line changes everything in the premium performance luxury market. The 1 Series is the only legitimate entry level product in this market segment. For BMW, it was a fairly straightforward process — design the modern successor to the 2002, and they are making no apologies for the overt comparison of these vehicles.

The Mercedes and Lexus “entry level/youth oriented” vehicles, the C Class and the IS, are nothing more than the automotive equivalent of Botox and Grecian formula when compared to the new 1 Series. Mercedes, and especially Lexus, are having a very difficult time dealing with their

aging buyer base. In fact, Lexus was horrified to discover that their average buyer age was now higher than Cadillac! The redesigned C Class and IS are aimed at the younger buyers who are attracted to the 3 Series. Now they have a 1 Series with which to deal.

With everything that has been written about the 1 Series, the best we can do without driving the vehicles is to confirm all the positives. Both the 128i and the 135i coupes are nice, but the 135i Coupe, featuring the lovely twin-turbocharged 3.0-liter, will be a popular club racer. It may also become popular with those M3 intenders who would like to own an M3, but find the insurance premiums to be prohibitively high. Having the M Sport package available for both the 128i and the 135i will no doubt attract this type of buyer.

The 135i convertible will be the second or third BMW in the enthusiast's garage. In a few

years, it will be the first BMW for many. Sitting in the vehicle and operating the power top (22 second operation, we were told) the 135 convertible was a much more approachable vehicle than the 335i convertible. The interior is clearly a derivative of the 3 Series, and compares in interior room to the E36 convertible.

My first BMW experience was with a 1982 320i, which some consider to be one of the closest direct descendants of the 2002. Somehow BMW was able to channel the spirit of the 2002 and the first generation 3 Series in to the 1 Series; you can't help but grin as you settle yourself in to your preferred driving position and imagine the open road.

Like many of us BMW enthusiasts who have seen the 1 Series in Europe and wondered when BMW would introduce this vehicle to the North American market, we were quite happy to see both vehicles. We were also glad to see that BMW





developed and executed a business strategy to introduce the 1 Series as the only premium “entry level” vehicle. We’re just as certain that the first North American buyers of the 1 Series will be current BMW owners. There will be a number of lucky kids who will have a 1 Series as their first car.

M3 Coupe and M3 Sedan

The BMW engineers and designers took the time to ensure that the 3 Series sedans and coupes are two distinct vehicles. As such, the M-versions of these cars share their same distinct personality.

The most outstanding feature of both vehicles is the V-8 engine. Seeing the new 4.0 liter V-8 in the engine compartment of a 3 Series is a thing of beauty. Best of all, this engine was hooked up to a performance enhanced six speed manual shifter. We like the SMG for the bigger M vehicle, but have always felt the M3 should have a standard manual shifter. SMG is available as an option.

The interiors of both vehicles are standard M design – performance seats wrapped in leather, outstanding driver ergonomics, high-end stereo, iDrive navigation, and the M logo tastefully displayed throughout the vehicle. The M3 Coupe shares the same type of carbon fiber reinforced roof design as the M6. In fact, it’s not hard to see a lot of the M6 in the M3 Coupe.

We are quite happy to see the return of the M3 Sedan. While we enjoyed our time in the M5, we felt that the E36 M3 Sedan filled a niche that the current M5 couldn’t. The new M3 will of course be quite popular and we will be curious to see the sales breakout between the coupe and the sedan.

With the new M3 Coupe, M3 Sedan, and the rumored M X-series vehicle, BMW will have an M-vehicle for every purse (for that class) and purpose. This not only makes life difficult for the

Mercedes AMG and the Audi S series, but nearly untenable for the upcoming Lexus F series.

The X5 and 335 Diesels

At last year’s show, the speculation on the BMW diesel engines revolved around which products would be used to introduce the 3.0-liter twin-turbocharged diesel engine to North America. Now we know. Basically the same vehicles with diesel engines, the X5 and the 335 are excellent products for this engine. We were a little puzzled that the 3 Series was selected over the 5 Series. This engine would have broadened the appeal for the ultimate executive sedan, but perhaps executives would have found pumping diesel unappealing.

“Green” Technology

Green is in and BMW wanted to showcase their leadership in this area. We’ve already reviewed the Hydrogen 7 – an ideal solution if the hydrogen distribution issue could be solved.

BMW has called their “green” technology

“Efficient Dynamics”. This is a subtle reminder that even with “green” technology, a BMW must drive like a BMW.

The BMW technologies under the “Efficient Dynamics” banner are (1) Valvetronic – the proven variable valve timing that is standard in all BMW engines; (2) high pressure injection and twin turbocharging – BMW’s version of direct injection engines; (3) all aluminum, clean diesel engines; (4) Active steering: the electronic steering system which results in a 3 percent increase in fuel economy; and (5) highly efficient automatic transmissions, which also achieve a three percent increase in fuel economy.

Summary

We have to mention the Mini display, which benefited from having extra space. The Clubman Cooper S complimented the Cooper S convertible rather well. Comparing the 1 Series to the Mini, it was clear that these vehicles are aimed at two different markets.

BMW kept the media rather busy with everything they brought to this show. As the last independent automaker, the 2008 North American International Auto Show BMW display showed us that BMW is serious about keeping their benchmark status in the performance luxury market.

Last year, Chris Bangle promised that the next decade would be the decade of “design sexiness” for BMW. We really liked the CS Concept vehicle that debuted at the Shanghai show. We can’t help but wonder if, at next year’s North American show, a production BMW, perhaps a 7 Series, with those design cues will debut.

(Top) The new Mini Clubman was on display. (Below) BMW’s “Efficient Dynamics” program was on display at Detroit.



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Frank Quintanilla

Year: 2006
Model: E90 330i
Color: Monaco Blue

Synopsis: Frank's first BMW. Frank dreamed of having a BMW since he was a child — while still a child (mentally) he says he finally fulfilled his dream for his birthday in 2006. After a year of planning, he pulled the trigger on a 2006 330i.

After seven weeks of painful waiting, tracking the build process online, tracking the vessel that transported his car to the US, and many sleepless nights, Frank took delivery in late May 2006. This was just a few days after his birthday. What a present! Not satisfied with the stock set-up, Frank got the "mod bug" quickly. He wanted the car to stand out from the crowd.

Being handy with tools, the modifications began with the installation of the alarm and mudguards. Still not satisfied, he ordered a Hartge front lip to change the face a little, an ACS roof spoiler and tinted the windows. Frank installed 19 inch M6 wheels to complement the body package. Next, he installed Lux 4 bulbs for the Angel eyes and modified the wiring so the Angel Eyes are on all the time without the side markers. The headlights and amber colored side lights were replaced with silver carbon fiber. His latest modification is the black lines that give a sportier look to the rear.



For the interior of the car, Frank installed the M-tech steering wheel, M-shifter, M-brake handle, and aluminum pedals. The ash tray was replaced with a home made "illuminated" sunglass tray. Rear outlets were installed so the kids can play DVDs and recharge the Nintendo while daddy drives comfortably.

What is next? Frank plans to install a quad exhaust, a different rear bumper and maybe an intake. The car is fast enough so he bought a V1 which has already saved him a few times.

According to Frank, "the car is perfect. It's so much fun to drive. I love to go to work just because I will be able to drive it." Frank is a member of the E90post.com community. The DC Metro regional forum has been very active organizing meets, happy hours, drives, etc. Frank has been involved in organizing these events. The 2006 fall meet drew about 50 BMW cars and the 2007 fall meet drew almost 90 BMW cars. Frank is an active club member and organizer of events.

Doug Dolan

Year: 1972
Model: 3.0 CS
Color: Islandgrun

Synopsis: Doug's US spec 1972 3.0 CS (VIN 2 240 234) was built in June 1972 and shipped to England on 07/05/1972. The original color was Tundra metallic (dark green).

According to Doug, "I've owned the car since March 2000. However, I knew the car for years. It was in my neighborhood and serviced at BMW Excluservice where my other cars are serviced. When I found out that the previous owner was ready to sell, I made the deal before the car could 'go public.' Since I've owned it, I've replaced the 'bus driver' OEM steering wheel with a smaller diameter Alpina sport wheel, which suits the car's character much better. I restored the interior wood (dash & doors) and recovered the dash in leather. Recently, I replaced the Burgermeister front seats with FloFit sport seats that are much better for spirited driving. Over this winter I'll have the FloFits recovered in saddle leather to match the rest of the interior and replace the plush carpet with black tweed loop."

In 1990 the previous owner stripped the body to bare metal and repainted it Islandgrun and recovered the interior in saddle leather. Ray Korman transplanted a 1988 M5 engine with a Dinan chip and five-speed trans-



mission. Korman says the engine delivers 305-310bhp. The suspension and brakes were also substantially upgraded with Alpina 16" staggered wheels replacing the original 14" wheels. The car was lowered with Alpina progressive springs and Bilstein shocks. Richard Conway Motorsport cross tower stress bars were installed front and rear along with bigger Korman anti-sway bars front and rear. Korman also installed adjustable rear camber plates to match the wider rear tires (225/50/16). In front, bigger brakes were installed

to fit the 16" wheels (205/55/16 up front).

Doug continues, "The car is a blast to drive - very well balanced and corners like it's on rails. I enjoy taking it to shows and non-competitive track events. We regularly drive to the Pittsburgh Vintage Grand Prix in July and the Euro Auto Festival at the BMW Zentrum in October. I've also taken it up to Lime Rock and most recently to Watkins Glen for the historic grand prix weekend. It was a blast driving the F1 course and the original village course!"



Traditions

By Bill Williams

Get out and go...

Winter is behind us and vintage owners have maintenance and restorations projects finished. Well, almost finished. We know owning a vintage car is like owning a home; the work is never finished. So wrap up what you can and get ready to enjoy your car and other vintage owners this year.

There is plenty to enjoy this year within a few hours drive of our area. Two big events are sponsored BMW Foundation and BMW CCA. On May 24, Vintage at the Vineyards takes place in Lewisville, North Carolina, just west of Winston-Salem. In September, BMW Car Club of America's annual Oktoberfest will be just north of us in Watkins Glen, New York.

Sandwiched in between these two marquee events are opportunities to drive your car on tours with other vintage owners, show off your concours car, race your autocross car, or just hang out. Some events are already planned, others are in the early stages of planning. But sometimes the best events are those that are unplanned; vintage owners will think of a way to catch a Sunday drive, work on a problem together, or find some place to grab a burger. Whichever event you get involved with, you will surely come away with a memory and most likely a new friend.

This year, the chapter is providing a participation award to vintage owners. The award is a custom grill badge given to club members who participate in at least four club events (vintage, concours, autocross, tours, DIY, drivers' school). The awards will be presented at the holiday party in 2009.

Get ready to attend our spring meet at the CarPool, clean that car for the 25th Annual Deutsche Marque Concours, or attend the first big event of the year, Vintage at the Vineyards.

According to the organizer, Scott Sturdy, "Vintage at the Vineyards is quickly becoming

the hottest BMW event on the east coast. Vintage BMWs will be displayed on the front lawn, a live oompah band in the background, and the smell of German food in the air. The intimate setting of the winery is what makes this event something special. All BMWs are welcome, but the display area is reserved for BMWs 1985* and older. This is not a "car show", but a "gathering", so the display area is not reserved just for the shiny ones. If yours has a little rust and/or primer spots, you are more than welcome.

*Cut-off for the display area is 1985 with the exception of the following: E23 7-series up to 1987, E24 6-series up to 1989, E28 5-series up to 1988, E30 3 series up to 1985, all Z1s are welcome as well as BMW motorcycles up to 1985.

Registration is requested so Scott can plan parking and food. This is an event you need to attend at least once and chances are, you will go back. In addition to the gathering at the winery, there are drives planned during the weekend, one especially for the "fiver" guys. BMW Foundation is sponsoring a reception on Saturday night. You can find registration, tour and lodging information on the website listed in the calendar of vintage events.

BMW'S NOT-SO-FREE MAINTENANCE PROGRAM

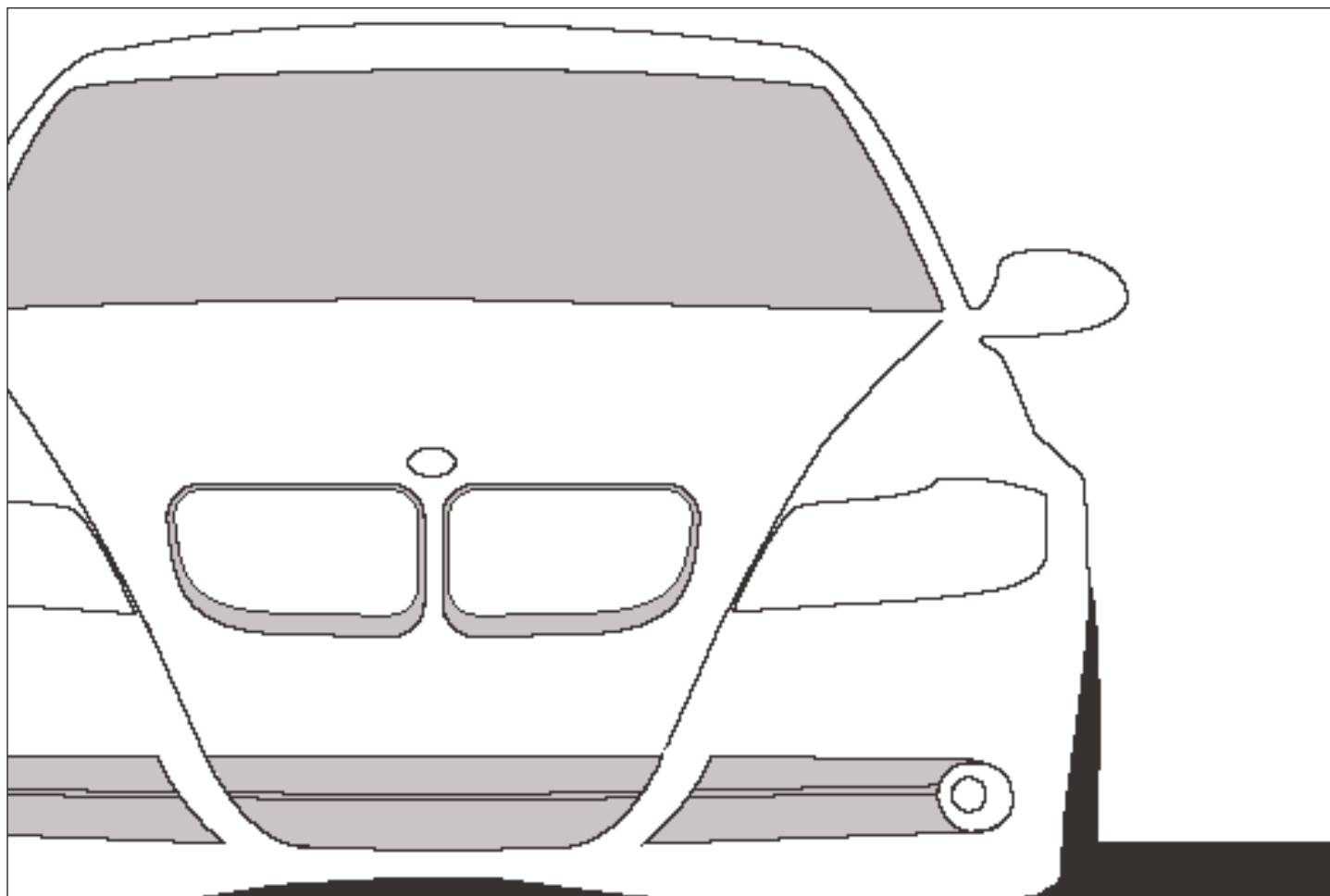


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BY WOODY HAIR

WOODY'S Competition C O R N E R

The 2008 motorsports season is getting in full swing. A NASA race weekend at VIR and a BMW CCA club race at Carolina Motorsports Park have already taken place as you read this, but they were way too late for results to be available here. Back in November the SCCA's **Charge of the Headlight Brigade 13-hour** race at VIR had at least seven BMWs competing. The winner was a Honda Civic Type R that completed 319 laps (1,043 miles) and had a best lap of 2:10.7. The top finishing Bimmer was an ITR class 325 entered by a team from Cincinnati in 4th place overall. Complete BMW results are at the end of this article.

Early December had the Tarheel Chapter hosting **BMW Club Races** at Roebeling Road near Savannah. Forty-four cars took part in Saturday's one hour "enduro". Fuel delivery problems caused the Barry Battle/Adam Roy C Mod class 323i to drop out half way through the race while they were in the lead. Todd Brown was 4th in D Mod class and 34th overall in his E30 M3 and Dennis Pippy was first in J Stock and 40th overall, also with an E30 M3. Todd was 3rd in class and 8th overall in the Sunday sprint race. Dennis was 1st in class and 36th overall. Again the Barry Battle 323i dropped out after fighting for the lead. The two class wins gave Dennis the J-Stock 2007 regional championship. The next big BMW Club Race is at VIR on April 18-20. Let's hope we have more National Capital Chapter members competing.

Two BMW-powered cars competed in the season-opening **Rolex Grand-Am 24-Hour** at Daytona Speedway. The Sigalsport Riley-BMW was driven by Matt Plumb, Quentin Wahl, Stephan Gregoire (France), Michael Cullen (Ireland), and Paddy Shovlin (Ireland). Planned sponsorship from Fortune Market fell through when FM was found to have financial issues. High CO, a European marketing firm, and Cintas



(Bottom left) The Sigalsport Riley-BMW.
(Above) BMW M6 entered by Automatic Racing. Photos by Robin Sparrow.

jumped in as sponsors at the last minute. Starting from the 9th qualifying position, the car gained the lead during a full-course caution period and held it for 12 green-flag laps. They suffered two long stops for repairs – one due to a crash and one due to transmission ills. It did finish the race in 28th overall and 14th in the Daytona Prototype class.

The M6 entered by Automatic Racing was up against 25 Porsche GT3 Cup cars as well as a host of purpose built Mazda RX8s, Pontiac GXP and GTO Rs, Mustang GTs, Corvettes, and Ferrari F430s. They qualified 18th in GT and were able to turn race laps within 1.2 seconds of the class-winning RX8's best lap. Driven by Tom Long, Jeb Thornton, Joe Varde, and David Russell, the M6 dropped out after the 6-hour mark with "power train problems." The team is optimistic for the remainder of the season. Someone who should know told me at Daytona that BMW is not happy that Automatic Racing is doing this M6 program.

After the Rolex Grand Am series visits Homestead and Mexico City, we will have a chance to see it in person at Virginia International Raceway the last weekend in April. I hope to see you there.

The 3-hour **Koni Challenge** race at Daytona had 10 E46 M3s competing against 14 Mustangs and 18 Porsche 997s in the Grand Sports class. Shortly after qualifying began a rain hit the Speedway, and the resulting lineup was quite scrambled. The #99 Automatic Racing M3 driven by John Miller and David Russell lead the first 28 laps but ended up in 5th place after 76 laps. A Porsche 997 was first, followed by two Mustangs, and the #09 Automatic M3 driven by Jeff Segal and Jeb Thornton. A third Automatic M3 was 7th. The two Turner Motorsports M3s had nothing but bad luck. Number 96 driven by

Bill Auberlen and Matt Alhadeff only completed 9 laps after suffering an oil line cut by debris. The #97 Turner M3 driven by Don Salama and Bryan Ortiz was plagued by electrical problems and finished 10 laps down to the winner. Tom Milner Jr. was driving a Porsche for the Richmond-based Motorsports Technology Group. Starting 33rd in class the P-car gradually worked its way through the field until Milner grabbed the lead with 10 laps to go. Five laps later the Porsche appeared to run out of gas while on the infield portion of the track and was classified down in 29th place.

The Koni Challenge Street Tuner class had five E46 330s and three Z4s in a field of 51 cars. Toby Grahovec's Z4 led the first 15 laps but ended up 14th in class. The top finishing BMW was the V-Pack Motorsport 330i which was 8th in class. A team principal reported the 330s were down 15 mph in top speed on the oval to Acura TSXs that swept the podium.

For some inexplicable reason, the Koni Challenge event at VIR in late April was scratched and replaced by the rival SCCA World Challenge series. So the second Koni event of the season is not until May 24 at Lime Rock. The season-ending Koni event will again be the two 6-hour races for each class at VIR in early October.

The **autocross** season has not started as this is written and I do not know the location of our chapter events. We might have some new car classifications to report by the next issue. I don't have any changes to the SCCA Solo car classifications either. Last year the 335i was placed in F-Stock with Mustangs and Camaros. The new M3 and 135i are my question marks.

If you have considered competing in the **One Lap of America**, it is not too late to sign up for the 2008 event which will run from May 2 to 10. Two nearby tracks are on the schedule. Time trials will be held at VIR on Thursday, May 8 and Beaverun on Friday, the 9th. The day before VIR the One Lap circus will make a Wednesday afternoon stop at the BMW Performance Center near Greenville, SC for a special event there. BMW is the official make this year and the One Lap staff will be traveling from venue to venue in new M3s. A number of National Capital members have already signed up the following variety of cars: a 335i, a 135i, an E60 M5, an M Coupe, a new Corvette Z06 and a Mustang.





The Rahal Letterman Racing ALMS BMW M3.
Photo SPEED TV.

Late Breaking News:

Written by: SPEED Staff/SPEEDtv.com
02/06/2008 - 04:24 PM
Chicago, Ill.

One of the more successful teams in the last 15 years of open-wheel racing announced today that it will partner with one of the most storied manufacturers in the automotive world as Rahal Letterman Racing will field a pair of BMW entries in the German company's return to American Le Mans Series racing.

The Hilliard, Ohio-based team will play a large role in BMW's return to ALMS competition, where the manufacturer earned 15 wins between 1999 and 2001, including a run of six consecu-

tive victories in 2001 that was capped by a Petit Le Mans title.

Today's announcement, which came in conjunction with the unveiling of the new BMW M3 race car at the Chicago Auto Show, will see Rahal Letterman Racing campaign a full-time, two-car effort beginning in 2009.

"This is a very important day for the future of Rahal Letterman Racing and we are eagerly anticipating playing a lead role in returning BMW to the sharp end of the ALMS grid," said team co-owner Bobby Rahal. "In my years, not only in motorsports but also as a BMW dealer, I have always been impressed by the professionalism and efficiency of the BMW organization and we at RLR are proud to be a part of it."

BMW Motorsport Director Mario Theissen added, "With the sporting genes of the production BMW M3 being clearly evident, developing a racing version of the car was the next logical step. The fact that the road-going vehicle is fitted with a V8 engine as standard provided us with an ideal base. However, the BMW M3 is more than a race car, it has achieved legendary status amongst race fans across the globe. I am convinced that this unique story of the BMW M3 racing cars will now be expanded upon by the addition of further chapters."

VIR 13-HOUR BMW RESULTS

Hughes/Checce/Wright	E36 325i	1st ITR	4th Overall
Thompson/Young	Z3	2nd ITR	10th Overall
Willis/Toy/Roncajolo/Willis	E30 325is	4th ITS	34th Overall
Sarran/Hughes/Wade/Battle	E36 325i	3rd ITR	47th Overall
Clay/Mueller/White/Bassen/Riley	E36 M3	7th ITE	51st Overall
Briody/Spaude/Piper/Hammer	E46 330i	8th ITE	56th Overall
Pharr/Soundararajim/Sansossio/Ferguson	E36 325is	7th ITS	58th Overall

COMPETITION CORNER CALENDAR

Mar 14-15	ALMS 12-Hour/World Challenge Races, Sebring, FL
Mar 29-30	NASA Races, VIR, Danville, VA
Apr 5-6	SCCA Racing School, Summit Point, WV
Apr 6	SCCA Practice AX, FedEx Field, Landover, MD
Apr 19-20	BMWCCA Races, VIR, Danville, VA
Apr 20	SCCA AX #1, FedEx Field, Landover, MD
Apr 26-27	Grand-Am/World Challenge Races, VIR, Danville, VA
Apr 26	BMW AX School, location TBD
Apr 27	SCCA MARRS Races, Summit Point, WV
May 3-4	Cumberland Airport AXs, Cumberland, MD
May 8	One Lap of America Time Trials, VIR, Danville, VA
May 17-18	SCCA National Races, Summit Point, WV
May 24-26	Grand-Am/Koni Challenge/World Challenge, Lime Rock, CT
May 31	SCCA MARRS Races, Summit Point, WV
May 31	BMW AX #1, location TBD



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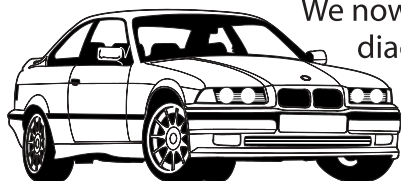
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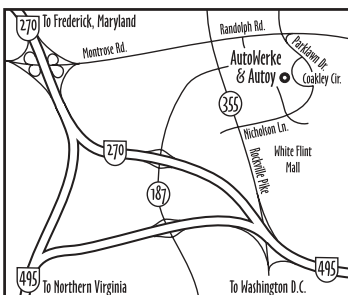
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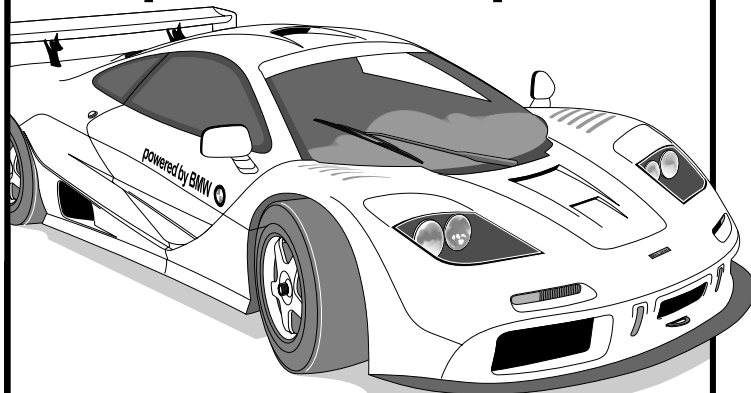
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A Look Back

By Woody Hair

30 Years Ago – Mar/Apr 1978: For some reason there was a 2/3-page ad by Spring Mall Dodge featuring the Omni. A full page ad by Heishman BMW was only a picture of a 2002 race car. Tech tips covered replacement of 2002 head gaskets with the titanium piece, flywheel failures on early 78 320is, and a \$.50 part that improves the reliability of the six-cylinder BMW windshield wiper linkage. BMW CCA announced availability of the factory-sponsored driving school at the Nurburgring. The \$250 fee included the 3-day school, car rental, 3 nights lodging and meals, fuel and insurance. The cars were to be shared by two participants. Round-trip air fare was an additional \$450. Speakers for upcoming monthly meetings included Jim Kerrigan of Quicksilver Race Engines and Bill Scott, part-owner of the Bill Scott Racing schools at Summit Point. BMWCCA was hosting their 4th annual Vintage/Classic BMW Meet at BMW NA's Montvale, NJ headquarters in May. Dave Toy of Autoy gave an informative talk on BMW suspensions at the BMWCCA National annual meeting.

25 Years ago – Mar/Apr 1983: The newly elected chapter officers were Bill Ross, President; Gordon Kimpel, VP (stepping down from President); Dan Lim, Secretary; and Dave Bowers, Treasurer. A report from the 10 major auto insurers showed the BMW 320i experienced the highest frequency of theft, far more than the next ranked Corvette. Bill Via's Rambling Ruminations column was a 2-page discussion of acceleration figures for the 2002, 2002 titanium, 320i, and Europe-only 323i. Much of his thoughts were fueled by a *Road & Track* article and subsequent comments in the *Roundel*. George Berke, an Air Force fighter pilot, wrote an article defending the 528e versus the better performing, but more expensive, 533i. Skip Marsh had an article on life with his Federalized Baur cabriolet 323i.

20 Years ago – Mar/Apr 1988: Some things never change. Planned events for this Spring included an autocross school, a highway safety school, an overnight tour to Wintergreen, and the annual Deutsche Marque Concours d'Elegance. Editor Andrew Short reports that this is the first issue done with his desktop publishing software, Macintosh II and laser printer. Outgoing Treasurer Woody Hair reported a net loss for 1987 of \$444 and a bank balance of \$4,601. Our annual wine and cheese party was held at the Mount Vernon College in NW Washington. A selection of wine and beer was provided by Dwight Derr, Kay Heatherly made good use of the Steinway piano and videos of the club's activities wrapped up the year. There was a report on the Movie Night arranged by Gordon Kimpel. The videos included F1 racing, high performance driving techniques by Jackie Stewart, rallies, and the soon-to-be-classic "Rendezvous". L. Le Hekilog had a humorous article about successfully fighting a speeding charge in a Maryland court.

15 Years ago – Mar/Apr 1993: David Roach presented part 2 of a series on time-speed-distance rallying. John Hartge had a cover story on the new 740i and its V8 engine. The application for our two-day driver school at Summit Point in May had the cost at \$100 per day. There was an article about driver school opportunities at other East Coast tracks. The owner of a '87 325is reported on joys and maintenance during its first 100,000 miles. Paul Vessels reported on a New York-owned 850Ci that was receiving extensive engine and suspension modifications at AutoThory in Fairfax.

10 Years Ago – Mar/Apr 1998: The cover photo supplied by BMW NA was of the Z07 Design Study. The production version of this car, without the 50's era head rest, was known as the Z8. Our new chapter officers were David Lassalle, president, Sue Bryan, VP, Al Zavala, treasurer, and Charlotte LaQui, secretary. There was a report with lots of pictures from our annual holiday and elections party held at the Rockville Mansion. John Hartge had a report on several auto shows. He said BMW announced plans for a coupe version of its Z3-based M-roadster. Alex Thiermann reported on a vintage race weekend he attended at the Zolder track in Belgium. When Alex's young son was offered a chance to sit in a pre-war Mercedes racer, he replied, "But Dad, this is not a BMW." John Bigboote and Dr. Emilio Lizardo, members of the Friday Afternoon Rally Team, competed in several SCCA National Rallies. F.A.R.T.'s car of choice was a 325ix. The 1997 Car of the Year, chosen from our various Cars of the Month, was Dr. Bob Warren's 1968 1600 Cabriolet. Competition Corner had a live report from the Daytona 24-Hour race where a PTG-entered M3 won the GT3 class. In Florida's other 24-Hour race, an SCCA event at Moroso, chapter members Chuck Allard, Paul Moorcones, Jim Harrison, Ian Fosler, and Bruce Shelton drove a 2002 to 3rd in ITB.

5 Years ago – Mar/Apr 2003: President Rafael Garces reported that our membership has exceeded the Golden Gate and we are now the largest chapter. The fee for our two-day Summit Point school in April will be \$385 (\$10 less than 2008!). Jared Townshend gave his impressions of the Z4 3.0 Roadster liking everything about it including the Steptronic transmission and cup holders. In a rebuttal to Jared's comments in the previous issue about the 330Ci not being a suitable track car, Barry Brown sent a letter touting his ability to run down M3s at Summit Point with his modified 330Ci. There was a two-page spread with a dozen pictures of our tour to Prototype Technology Group's shop in Winchester. The classified ads included David Livingstone's 1985 M635CSi with "over \$20,000 in Dinan modifications." No asking price was given. Mike Early advertised an original 2002 Turbo for \$20,000 OBO.



NEW MEMBERS LIST



National Capital Chapter now has 5571 members, 777 Associate members (who share in all of the benefits of being an NCC member), and an additional 97 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: Craig Robert Brickner, Juan Chang, Sarah E. Coe, Phillip Cummings, Michael Dockman, David T. Fitzhugh, Colin Harris, Joseph Peter Hrutka, Donald Lessans, John E. Loftice, Andrew R. MacLean, Roger Madigan, Byron McCauley, Wayne Carlton Moubay, Jr., Judy Palmore, Erik Phillips, Juan Sanchez, Paul Seto, Anders Skandsen, George Simpson, William M. Thomas, and Nantiya Wong.

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

To our newest members listed below, you joined the Club, now join the fun! Check out our website at www.nccbmwcca.org for the latest event details.

Antonio Agnone	2008 328i	Philip Grotheer	1997 540i	Mitchell Packett	
Shaun Amini	2001 740iL	Brigitte Gwyn	2003 325i	James Page	1995 540
Jesper Andersen	1990 750iL	Sam Hampton	2004 325i & '08 X5	Rowan Perkins & Christine Grupenhoff	1998 328is
Jon Balabat	2008 335xi	Ivan Han	1997 318i	Mike Pinkerton	2006 330i
Mark Ball	2001 325xi	Ned Hanna	2001 330ci	Allan Plumley	1987 325e
Katherine Barrow	2002 325i	Ted Hart	2005 325Cica & '99 328ci	Mark Polansky	2002 330ci
Andrea Barthello	2002 330i & '07 335i	Matthew Hartenau	2008 335i	Thomas Pole	
Eric Batten	2002 M3	Leonard Haynes		Willie Porter	1998 740iL
Michael Beaulieu	2000 328i	Steve Hrutka	2002 M3	Vincent Puopolo	1996 M3
Howard Berliner	2001 X5	Ronald Hudson		Jeff & Suzanne Revell	
Robert Blakley	2008 335i	Bryan Hurd	2008 Z4	Olga Ribas-Artze	2002 325ix
Yuri Boguslavsky	2001 325i	Victor Jerome	2006 M Roadster	Zach Richards	
Kevin Borland	2002 525i	Mike Jin	2002 M3	Chi Ritchie	2008 Z4 3.0si
Alex Brill	2007 X3	Mohanned Jishi	2003 M5	John Rock	1987 325is
Eric Brittain	2001 325Ci	Michael Jones & Mary Herron		Thomas Rorrer	2008 528xi
Derek Brown		Rafiel Jones & Denise Putney	1995 530i	Russ Roseman	2004 330ci
James Bubar	1985 325e	Martin Jose	2000 528	Miles Ross	1997 740i
Robert Butler	2005 M3	Kirk & Maria Kanner	1997 Z3	Adam Sayani	2007 E90 335i
Rodolfo Carrasco	E39 M5 2001	Inderpal Kanwal	2007 Alpina	Laura Schmeltzer	
Daniel Chin	2008 335xi	Colin & Maria Keefe	2000 M5	Tim Schniepp	2002 325i
James Clark	2001 330Ci	Jim Khoury	1998 M3	Yvonne & Jack Serio	2008 535xi
Craig Corsetto	2003 525i	James Kulbaski	2004 Mini Cooper	Pamela Siminitz	2007 328xi
James Cox	2008 328i	Richard LaFace		Michael Solomon	2003 325i
Will Crump	2000 M Roadster	Ben Lambiotte		Todd Sorensen	2008 328i Coupe
Helen & Harold Cypress	2007 328i	Brian Lasley	2004 325Ci	Nikola Spatafora	2008 X3
Gregory Davis	2004 325xi	Mark Lauer	2001 530i	David Spratte	
Karen & Roshell Dean	2008 535i Sedan	Bruce Lawson	1989 535i & 2003 540i	Graham Still	
Ralph DeSimone	2003 X5	Seon Lee & Claudia Kim	2008 335xi	Ryan Sturm	1999 540iA Sport
David DiLucente & Spencer Rice		Leo Leung	2008 535i	Sean Sullilvan	1999 M3
Peter Dingman	2006 330i	Robert & Sally Levitt		William & Courtney Taliaferro	2008 Z4 3.0 si Coupe
Brian Donadio	2006 530 xi	Syrus Lightfoot	2008 335xi	Mohammad Tawil	2002 X5 3.0i
Scott Drayton	2004 330i	Dawn Linares	2007 525i	Mohan Thadani	2003 530i & '90 525i Cv
Anthony Epstein		Toennes Log	2001 325iT	Henry Thomason	2002 M3
Jason Evans	2007 M6	Omar Lopez		Sandra Tinter	1996 Z3 Roadster
Douglas Farmer		Johnny Ma		Lauren Todorovich	
Maria & Miriam Fernandez &		Jeffrey MacLauchlan	2007 750	Duane Tomaszewski	2001 330xi
Robert Dunskey	2008 535i & '04 330xi	Michael Makarevich	2008 335i	David Vachon	
James Ferris	2007 328i	Edward Marcus	2006 325xi & '96 328i	Fernando Vargas	2003 M5
Andrew Findley	2002 525i	Marina Martin & James Therry	2008 & '06 Mini Cooper	Steve Vetter	2004 325xi
Jeffrey Frey	2005 330i	Greg Matschat	2004 325Ci	Pierre Vigilance & Candace Harris	
Steve & Claudine Gardner	2006 330i	John McKinnon	2007 335i	Jessica Wahlquist	
Christopher Garrett	2007 Z4	William Melby & Vickie Braxton	2007 X3 & '85 535i	Tamekia Wakefield	2008 328i
Corinne & Jeff Gavlinski	2004 X5	Robert Minter	2007 335i	Larry Weinberg	2006 M5
Robert Geller	2002 E46 M3	Margaret Mitnick & Larry Bershtein	2004 Z4	John Wilburn	2007 328i & '02 X5
Dana German	2006 325xi	Ben Montgomery	2007 s60r Volvo	Vincent Wong	2002 X5
William Gerrish	2007 650i	Ann Morse		Michael Zichi	2002 325xi & '05 X5
Robert Ghatti	2008 335i	Wayne Moubay	1993 325is & '93 318i	Pamela Zorich	2007 Z4
Gaaron Gilham	2002 540i & '04 M3	Paul Murray	2005 330 ci		
Andrew Goldin	2008 Z4i	Rashid Nayyar			
Bret Gorden	2003 M3	Imogene Newsome	2002 325xi		
Jeffrey Gorney	2003 Z4	David Norris			
Kerry Gray	2004 530i	Delbert Orrison	2006 330i		

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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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 M3

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WBABD53404PD95531, \$25,500, Excellent condition, 47000 miles, extended service warranty, 972-693-3962, sriramara@yahoo.com, MD

2000 BMW 323i

WBAAM3333YFP67640, \$7,500, silver. Very good condition. Outstanding body and finish with 126K miles. All maintenance records since 55K miles. Selling with two sets of wheels and tires, Bridgestone Blizzak WS50s 225/45 R17 and Goodyear Eagle F1s 225/50ZR16. Greg Furst, 703-222-9647, gregfirst@aol.com, VA

1999 BMW M Coupe

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WBAEG1315MCB42215. Best Offer. Black with light grey leather interior. Impeccable condition. 72,455 original miles. One of the very few 6 speeds brought into the US. Custom Fittipaldi carbon fiber wheels, Toyo Proxes T1-S tires. All 4 Cross-drilled cadmium-plated rotors, Python alarm system and Custom Pioneer stereo head that reads MP3 CD's, CD's and XM radio. 6 disc CD player in trunk, 2 JL Amplifiers (1 - 300x4 for the Boston Acoustic speaker system). Front speakers are three separates (tweeter, mid range and 6" mid bass). Rear speakers are 6" coaxials with a 500x1 JL amplifier for the 2 boxed 10" W6 JL Audio Subwoofers. Cliff 301-251-9397 or Cell 202-374-2939 or Cliffs475@Comcast.NET MD

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WBADC7406J1717524. Best Offer. Black. 223k miles. The car has had three owners: 1) my neighbor/friend as a kid, 2) my dad, and 3) me. The car has had limited usage for the past 5 years since I have lived in Arlington and not driven much. ASA sport rims (licensed by BBS), and are only two years old (would consider selling just the rims). Something snapped in the clutch and it needs brake work (so needs to be towed away). However, the engine has been excellently maintained and the chassis is in excellent condition. No accidents, not even any tickets with it. I would love for a BMW enthusiast to fix this up and use it for the track or otherwise. Feel free to call me at 703-405-0496 or email at bryanjwaldron@gmail.com. Arlington, VA

1988 BMW 635csi Parts Car - Free

My son and I have pretty much gutted the interior and removed several engine compartment items (radiator, MFS, PS pump, etc.). We'll be eBay'n that stuff. I'd call the local salvage yard but there's still some fairly new suspension items that I'd hate to see go to rust in a junk yard. I'd rather see it live on in a fellow board member's six. Within the last 5 years the rear SLS was replaced with a standard shock and spring kit from Bavarian Auto. Within the last 2 years the front suspension got new strut inserts, springs, tierod ends, and upper control arm bushings. Drive shaft 4 years ago. All glass is good. Hood is still on, no dents/rust. All you have to bring, besides something to tow it with, is 4 tires. Central VA, about 8 miles west of I-95 exit 126, about mid-way between Washington D.C. and Richmond, VA. Keith 540-582-6719

CARS FOR SALE

1986 BMW 535i

WBADC8404G1720856, \$1,800, dark blue/dark blue leather, 183k, auto, all orig., records since new, remote lock/alarm, sheepskin seat covers, new muffler and driveshaft, extra wheels w/snows. Walt: 443-545-5642 (h), 240-505-0345 (c), wpreysnar@comcast.net, MD

1985 BMW 325e

WBAAB5404F9629011, \$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

1976 BMW 2002

2744393, \$9,500, Inka orange, Excellent condition, 116,259 miles. No rust Arizona car that has never seen salt or snow. Refreshed but not restored - mostly original. Engine rebuild at 89k with 9.5:1 pistons, Schrick 284 cam, vintage DCOE 40s, Blanton 5-speed conversion and much more. E21 3.90 limited-slip with Aardvarc adapter kit. Bilstein HDs all around with stock springs. Full tii brakes including strut housings, master cylinder, booster, calipers and wheel cylinders. Falken Azenis on 14" Panasports. E30 M3 starter, Hella H4 headlights. Excellent clean black interior with E21 Recaros, Alpina wheel, and VDO oil pressure, oil temp and voltmeter gauges. Relocated sunroof drains. Undercarriage Waxoyled. Have all the paperwork from delivery through the early '90s, the original owner's manual and service book inside the original plastic case, and two sets of original keys including one still in the original leather keyfob. Owned since 10/02, garaged and limited miles since. Not concours but near the top of driver-class. Tim Lavery, 410-458-7658, MD

MOTORCYCLE FOR SALE

2004 BMW K1200GT

Original owner, 911 red, 22,000 miles, avg 40 mpg, heated grips and seat, color-matched hard bags with liners, owner and dealer serviced, all records, manuals, and keys available. Contact 540-720-2353 with any questions... \$10,500.00.

PARTS FOR SALE

Forgeline wheels (4)

16"x8", 36mm offset. Forgeline wheels. Race only, no center caps, these are not street wheels. Just bead blasted, no finish. Some pitting on finish from Hawk Blues, wheels are straight. Located in Sykesville, MD. Contact me at mconley3@yahoo.com.

14 x 6 BBZ original RZ style wheels (4)

Wire mesh with locking center cap and BMW emblem. Rare black center with polished rims. Original style/fit for 530/630. Will fit older (CS Cpe, etc.) or newer 5/7 series models. Eric, 703-527-1854, ebriqse@netscape.com

VDO Oil Pressure and Temperature Gauges

Included are the senders for both the temp and pressure. The pressure sender also has the output for the dash light. They are used, but the gauges are perfect. The car rarely is driven. I doubt I have 5000 miles on them, not that these are a mile related item. I am asking \$60 for everything. I think the gauges are usually ~\$28 each and the senders are ~\$20 I will meet someone if it is not too far. 87325is@meatheads.org

E30 IE front camber plates

IE street camber plates which run for \$150 new plus shipping. They are new, never installed, and one has not been open. \$135 is what I am asking. They will fit an E30 except for the ix from what I know. I will meet buyer half way if it is not too far. I am in the Gaithersburg area. 87325is@meatheads.org

Eisenmann 335i Race Exhaust 2X102mm Tips

Eisenmann "section 3" exhaust (no x pipe or secondary cat delete) from BeastPower over a month ago and I'm trading in my 335i for a bigger car. It cost me \$1,400+shipping. I never opened the box, it's still sealed in there from the factory. Please call Matt: 301-523-4774 and make me an offer. I will be pleased with any reasonable offer but no low-bidders. Pick up only, I'm just outside of DC off Western Ave. Cash or cert. check Only. This is your chance to get a real deal on this pricey, aggressive, top-of-the-line German exhaust.

C L A S S I F I E D S

PARTS FOR SALE

1988 635Csi Parts

I have many parts that were taken off before I gave the car away. It was a white '88 635Csi automatic with tan 'highline' interior. Shoot me an email and I'll send you an MS Word document listing the parts, it's 24 pages. The prices listed, along with s&h estimates, are just amounts I've seen on eBay. They're just to give me an idea of the going rate. Savings from listing on eBay will reduce the prices. Paypal accepted. mzznlink@aol.com Fredericksburg, VA

Z4 wing / spoiler

OEM spoiler/wing for Z4. Titanium silver (I was quoted \$80 to re-paint to match my sterling grey color). The paint is in great shape but needs new tape to affix it to the boot lid. No holes are needed. Just double sided auto sticky tape. \$100 /obo shipping. Also can meet or arrange pick-up. Richard serac559@msn.com 410-242-2641. Baltimore, MD

Yokohama AVS ES100 Tires (4), 205/50R16 - Free

Free to a good home. I got my 4th set of wheels this week so something has to go. I have a set of MINI friendly Yokohama AVS ES100 tires to give away. They are size 205/50R16. 2 have approx. 4/32 of tread and 2 have approx 6/32. This is a great summer street tire at an excellent price. Did I say they were FREE? Located in Mt. Airy, MD. I work at Ft. Meade and can arrange to meet to drop them off between Frederick and Columbia. Drop me a PM or email if interested, ghovis_at_gmail.com I'm putting them on eBay on the 31st. Local pickup only, can't ship at this time.

Bridgestone Blizzak LM22 225/45/17 (2)

I have two 225/45/17 Bridgestone Blizzak LM22 snow tires FS. They're in great condition with more than 3/4ths of thread left. \$100, located in Fairfax, VA. motasox@yahoo.com.

PARTS FOR SALE

Dunlop Winter Tires on Genuine BMW wheels E46/E36

BMW Wheel Style 54. 16" standard on E46. With Dunlop Wintersport M1 with less than 2,000 miles. 225/50-16 Pristine condition. Will fit non M3 E36 and E46. Prefer local pickup. Will ship if necessary. dj.kim@digitalconsultants.org

7 Series Wheel (1)

It has a little curb rash but the wheel overall is in great condition. If you have any questions please feel free to call me at 301-675-5754. Thanks For Looking!

NON-BMW FOR SALE

1995 Acura LS with Pro-built LS/VTEC Motor

JH4DC4355SS029619. \$5,200 OBO. Color Metallic Black. Professionally Built-Blue Printed LS/VTEC engine by Inline Pro/Hondada S200 System-have build receipts with all component specifics. 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 o Lightened flywheel (12 lbs) and Competition Stage I clutch. Type R cams and Intake Manifold. Larger Aftermarket Throttle Body-RPM. Adjustable cam gears. DC Headers and hi-flow cat. Greddy Exhaust and muffler. Skunk Short Shifter. Stock LS 5 speed transmission. 28,000 miles on engine. 129,000 on main chassis. Amsoil 10W/30 and Motul 5.1 brake fluid. Have all major receipts Well sorted suspension and set up for SM class in SCCA Autocross-would need Type R transmission and LSD to be really competitive. Too much to list. Ed Palaszynski, 301-963-5841, edpal1@covad.net, MD

A D V E R T I S E R S

Advantage Certified Auto Group	22
Alexandria Bavarian Service.....	24
AutoWerke & Autoy.....	24
BMW of Sterling.....	C4
Convenience Car Care.....	16
Curry's Auto Service Inc.....	23
E&E Autobody.....	11
Fairfax Service Center.....	24
FunKtion Auto.....	27
J&F Motors, Ltd.	23
Leehigh Autobody & Service Center.....	23
Martin's Auto Service.....	27

Martin Motorsports.....	9
NAB Auto Salon.....	27
OG Racing.....	22
Paddock Inn.....	23
Premier 1 Mortgage.....	8
Radial Tire.....	11
Road Race Technologies.....	19
SSI Performance.....	18
TireVan.....	C2
Virginia International Raceway	21
Wagonwork Collision	9
ZF Sales and Service NA, LLC.....	11

Maryland Club Plate applicants! If a quick turnaround is necessary, please inquire with Ed when sending in your form. Ed does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership card with the form.** If you don't, Ed can not be sure that you are a current member and he will **not** be able to send you a form.

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Interested in having personalized National Capital Chapter license plates?

If you live in Maryland, you may now order them. The four digit number on

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with a photocopy of your BMW CCA

membership card, to Ed MacVaugh at the

address listed on the form. (You may also use the convenient form

on our website listed under Club Store.) You will receive an MVA form from

Ed that you can take or mail to the Glen Burnie office of the MVA to get your

plates. Once you have your new NCC plates, you can return your current

plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please

don't send money with your application). Allow 1-2 weeks for your MVA form

to arrive. For questions, Ed's email address is macvaugh@comcast.net.

Mail to: **Ed MacVaugh**
608 Baltimore Avenue
Towson, MD 21204

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Address _____

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Phone (W) _____ (H) _____

Email Address _____





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