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National Capital Chapter

BMW Car Club of America

May/June 2008



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Cover: The new BMW M3 is among the new models our production manager Raine Mantysalo will be test driving during BMW's "Ride and Drive" event in South Carolina as this issue goes to press. (Photo by BMW AG.).

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derBayerische



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BMW CCA National Capital Chapter Officers

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

President

Tim Wesling president@nccbmwcca.org 703.244-6323

Vice President

Zach Pullins vice-president@nccbmwcca.org 443.542.9320

Treasurer

Roy Morris treasurer@nccbmwcca.org 703-851-6017

Secretary

David Miller secretary@nccbmwcca.org 703.304.7950

Membership Chair

Greg Lindsay Gregory@Lindsay.net 703-440-0970

Social Chair

Paul Seto social-chair@nccbmwcca.org 301-908-1928

Drivers School Coordinator

Matt Oleksiak ds-coordinator@nccbmwcca.org

Concours Chair

Bill Williams and Tosh Sondh concours-chair@nccbmwcca.org

Webmaster

Steven Schlossman webmaster@nccbmwcca.org

Autocross Committee

Bogdan Poplacean bogdan.poplacean@gmail.com

Jonathan Thayer jonathan.michael.thayer@gmail.com

Baltimore Activities

Bob Stern MirnBob2@comcast.net 410.602.0175

Club Council Representative

Pete Lem autocross-chair@nccbmwcca.org

der Bayerische Staff

Editor

Robert Williams db-editor@nccbmwcca.org

Production

Raine Mantysalo db-production@nccbmwcca.org 301.933.1880

Advertising Manager

Dennis Follett db-advertising@nccbmwcca.org

Contributing Writers

Woody Hair, Alan Marsh, Roy Morris, Bill Williams, Rob Williams

Club Address

NCC BMW CCA, P.O. Box 685, Arlington, VA 22216

National Membership Toll-Free Number

800.878.9292



NCC BMW CCA

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President's Message

Driving season is open . . .

Let me start by thanking each of the program managers who worked so diligently to produce a budget for their 2008 program. Alan Marsh & Zach Pullins for DIY, Bill Williams for Concours & Vintage, Bob Stern for Tours, Paul Seto for Social, Bogdan Poplacean for Autocross, and Roy Morris for Driving schools.

Our Chapter's been around for more than 30 years. This is the first time budgets have been created for every program. Last year Alan Marsh and Zach Pullins led the way with the Do-It-Yourself program. Your elected Board has a plan to have 2009 budgets in place before the end of 2008! Another milestone in accountability.

While the openness of the finances of each program is a clear benefit of budgeting; the real beauty of this approach is that the National Capital Chapter's 2008 budget seeks to return resources to every Member who participates in these programs! The plan returns nearly \$14,000 to the participants. By now I hope you're getting the message: Participate and reap more benefits!

Think about this for just a few seconds. Come out to a tour or a social event and a part of your dues will come back to you through a direct benefit. Participating in one of the Club's events has always given you an opportunity to meet some really terrific, friendly, and giving people. Now, you'll receive back some of what you so generously gave in the form of dues. Come out to participate in a DIY and get all sorts of goodies due to the hard work of Alan and Zach.

Who knows, your participation might lead to being part of something bigger as a volunteer. Finally, in the weeks ahead you'll have the benefit of having online access to Board meeting minutes and our monthly Treasurer reports.

Come out to one of these great events, enjoy yourself, and see some benefits returned!

Tim Wesling

der Bayerische includes the following announcement as a public service to assist a local charity. The National Capital Chapter is not affiliated with the St. Elizabeth Hospital Ambulance Fund. - Editor



Win a Beautifully Restored 1976 BMW 2002ti!

An area enthusiast has generously donated this beautiful 1976 2002ti to the St. Elizabeth Hospital Ambulance Fund to raise monies, through a Raffle, for the purchase of an ambulance for St. Elizabeth Hospital in Arusha, Tanzania.

Tickets are \$30.00 each and the number of tickets sold is limited to 2,002. The drawing will be held on Friday, August 15th 2008.

Please visit our website at www.sehafund.org for more information on the mission of The St. Elizabeth Hospital Ambulance Fund, documentation of the provenance and painstaking restoration of the 2002, and a link to purchase tickets or make a donation.

We hope you will share this information with other BMW enthusiasts to help this noble cause.

FromThe Editor

Pity the Fool

Pulling away from the pack, I accelerated quickly down the short straight, winding third gear to 6,000 RPM in a mad dash toward the next turn. The cheers of the thrilled crowd behind me were drowned out by the howling BMW M20B25. Dropping into the slot, I braked hard as I pointed the nose at the apex, my feet performed a deft heel-and-toe dance that landed me in second gear with the revs matched perfectly to accelerate through the turn. I tracked out and slowed for the turn into the paddock, at which point I heard, "you were faster yesterday" from my five-year-old son, Nate, sitting in the back.

Thus ended another two-mile trip to pre-school for me and the boys; three year-old Weston was more satisfied with my performance and decided to stay constructive by suggesting that if I trailed-braked all the way to the apex I might be able to carry more speed through the turn. Wow, these boys are tough.

As we parked, I realized it was April Fool's Day and we had still not yet concocted a plan to fool Mommy. I raised the issue with the boys, and after I explained the premise of the day, asked if they had any suggestions. They were very excited at the idea of fooling Mommy, especially the part where they got to yell "April Fool!" but they did not have any ideas on a good joke. Scrambling to come up with a plan, I suggested we tell her that I had made an impulse purchase of a used M3. Robyn and I always discuss major purchases like this in advance, so this was sure to send her through the roof. The boys liked the idea and we agreed to hit her with it around the dinner table that evening.

That evening, around the table, I began my story, "Honey, you know I've been looking for a nice E36 M3 for some time, well I found the perfect one, it's Artic Silver over black, low miles, unmolested. It was for sale on EBay and I went ahead and bought it, it'll be shipped out here later this week." The table fell silent for a moment, as

Robyn gave me a smirk that said she knew what I was up to; unsure when the punch-line would come, the boys looked intently for a signal from me. I winked at Nate and then all three of us stood and yelled "April Fool!" A riot of laughter ensued as we congratulated ourselves on getting Mommy.

It turns out that Robyn had tried to enlist the boys help in a prank on me but was rebuffed when they told her that we had a plan for her. Luckily, the fact that the joke had been sprung previously did not seem to detract one whit from the boys' pleasure at having "gotten" Mommy. Such is the humor of little boys, how many more years they'll be this easy to please is anyone's guess!

Cheers,
Rob



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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

- 3 Social – Carpool, Herndon, VA
- 4 NJ BMW CCA Drivers' School – Lime Rock, NY ⁽¹⁾
- 5 Curry's Clash III – Curry's Auto Service, Chantilly, VA ⁽²⁾
- 5 BMW NA Vehicle Processing Center – Jersey City, NJ ⁽¹⁾
- 9 Board Meeting and Social at Ramparts Sports Bar – Alexandria, VA
- 10 Social – Champps, Columbia, MD
- 12 Vintage BMW Drive In – Carpool, Herndon, VA
- 12 Do-It-Yourself (DIY) – Curry's Auto Service, Chantilly, VA
- 4-15 NJ BMW CCA Drivers' School – Summit Point ⁽¹⁾
- 19 Concours Judging Clinic – Baltimore, MD
- 20 British and European Car Show – Williamsburg, VA ⁽²⁾
- 26 10th Annual Autocross School – Sykesville, MD
- 26 Dinan Show – Fairfax Service Center, Fairfax, VA ⁽²⁾
- 26-27 Spring Tour (Overnight) – Annapolis, MD to Lancaster, PA

May

- 4 Social – Location TBD (VA) ⁽²⁾
- 4 25th Annual Deutsche Marque Concours – Vienna, VA
- 8 Social – Champps, Columbia, MD
- 14 Board Meeting and Social – Location TBD ⁽²⁾
- 17 Do-It-Yourself (DIY) – FunKtion Auto, Dulles, VA

- 31 Autocross Series #1 – Baysox Stadium, Bowie, MD
- 31 Golf Outing – South Riding, VA
- 31 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC
- 31-1 Drivers' School – Summit Point (registration begins April 7)

June

- 5 Social – Location TBD (VA) ⁽²⁾
- 11 Board Meeting and Social – Location TBD ⁽²⁾
- 12 Social – Champps, Columbia, MD
- 21 Autocross Series #2 – Maryland State Police, Sykesville, MD
- 21 Do-It-Yourself (DIY) – Road Race Technologies, Dulles, VA

July

- 9 Board Meeting and Social – Location TBD ⁽²⁾
- 19 Do-It-Yourself (DIY) – Russel BMW, Baltimore, MD
- 19 Autocross Series #3 – Manassas Park, VA
- 26-27 NJ BMW CCA Drivers' School – Summit Point, WV

August

- 2 Highway Safety School – Shenandoah Circuit, Summit Point, WV
- 3 Drivers' School – Shenandoah Circuit, Summit Point, WV
- 13 Board Meeting and Social – Location TBD ⁽²⁾
- 16 Do-It-Yourself (DIY) – Passport BMW, Marlow Heights, MD
- 22-24 NJ BMW CCA Drivers' School – Thunderbolt, Millville, NJ ⁽¹⁾
- 23 Autocross Series #4 – Baysox Stadium, Bowie, MD
- TBD Summer Tour – Hanover, Pennsylvania ⁽²⁾

September

- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 13 Do It Yourself (DIY) Family Picnic – Carderock, MD
- 13 Autocross Series #5 – Location TBD ⁽²⁾
- 13-14 NJ BMW CCA Driver's School – Summit Point, WV ⁽¹⁾
- 20 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 23-27 Oktoberfest – Watkins Glen, NY ⁽¹⁾

October

- 8 Board Meeting and Social – Location TBD ⁽²⁾
- 11 Autocross Series #6 – Baysox Stadium, Bowie, MD
- 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 – Tour Route TBD ⁽²⁾
- 12 Board Meeting and Social – Location TBD ⁽²⁾
- 15 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA

December

- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 13 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA

⁽¹⁾ <http://www.bmwcca.org/>

⁽²⁾ <http://www.nccbmwcca.org>

25th Annual Deutsche Marque Concours d'Elegance

Nottoway Park - Vienna, VA

Sunday, 4 May 2008

(Rain Date: Sunday, 18 May 2008)

8:30 a.m. for participants; 9:00 a.m. for spectators.

Additional judges are needed to assist the certified judges. This is a good opportunity to learn judging and concours rules from a trained concours judge.

The National Capital Chapter celebrates the 25th Annual Deutsche Marque Concours d'Elegance (DMC) this year with fellow Deutsche Marque car clubs - Porsche Club of America (PCA) and the Mercedes-Benz Club of America (MBCA). There will be 25th Anniversary t-shirts, commemorative dash plaques, and special 25th Anniversary awards for the winners. With revised rules, two new classes, and the anniversary celebration, this sets up to be a good year for the concours event.

A concours is a clean-car contest and car show. Vehicles are judged on condition, appearance, and cleanliness. All classes are judged "top-only". In top-only judging, the exterior, interior, engine bay, and luggage compartment are judged. This event offers several traditional classes and two new classes.

Traditional classes will be formed based on pre-registration. Cars of similar style or years will be grouped together to form a total of seven classes. First, second, and third place awards will be given in each class.

The **Meisters Class** (Masters Class) is reserved for all past class winners. All class winners from past DMCs must show in the Meisters Class this year. It will be a true showing of the best of the best. Last years Best in Marque automobile is not eligible to participate in any judging this year. One award will be presented to this class.

First time participants may enter their automobile in the **Anfängers Class** (Beginners Class). This is an opportunity to clean the car and compete with others who are first timers. The Anfängers class is judged by a peoples' choice ballot. One award will be presented to this class.

All participants' automobiles must move onto the show field under their own motor power.

Schedule

- 8:30 a.m. Grounds open to show participants for placement onto the field.
- 9:00 a.m. General admission for the public.
- 10:30 a.m. Judging begins - show cars must be on the field and rags down.
- 3:00 p.m. Judging ends and scores tallied. Anfängers Class ballots due in at the registration table.
- 3:30 p.m. Wine and Cheese Reception - Awards will be given at the reception.

Please note: This concours is an all-day event. Resources are spent in preparation prior to the show, as well as on the day of the event, by both event planners and participants. If you enter the event, please be prepared to stay through the awards presentation. The winning owner and automobile must be present at the awards ceremony to receive the award. If the owner and the car are not present, the award will be given to the next highest scored automobile in the class. Additionally, please be mindful that cars not registered and displayed in the show should not be parked in the show field.

Registration

The entry fee is \$30.00 per car, cars can be registered on the spot the day of the show. Registration includes one Wine & Cheese Reception ticket; additional reception tickets are available for \$10.00. There is no charge to attend the event as a spectator.

See the chapter website www.nccbmwcca.org for directions and other details. Questions can be directed to Bill Williams or Tosh Sondh at concours-chair@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.)



2008 Autox Season

Cones!

I hope by now that spring has sprung and the warm weather is delightfully pleasant. Spring is most definitely a great time as it marks the start of the autocross season. Trees are turning green, flowers are blooming, and cones are popping up on local parking lots.

By the time you read this, we will have completed our annual autocross school. Every year we plan and run a small, informal school as an introduction to autocross. The basics are covered in a "classroom" session and then the remainder of the time before lunch is spent honing driving skills on a set of driving exercises. After lunch, a mini-autocross is set-up, allowing participants the opportunity to show the clock how much they've learned.

This year's autocross program will include a six event championship series (If you attend all six events, only your best five events will count for championship points). You can expect to see a bunch of new faces along with the usual villains. We also are working on a NCC ChapterFest. Details have not yet been finalized, but expect a great time that will include both a concours and an autocross. More details will follow as they are confirmed. If you would like to be notified of updates to this event, shoot me an email (jmthayer@gmail.com) and I'll add you to the notification list.

Here's our upcoming event schedule:

- Saturday 31 May 2008: Autox #1
- Baysox Stadium, Bowie, MD
- Saturday 21 June 2008: Autox #2
- MSP Training Facility, Sykesville, MD
- Saturday 19 July 2008: Autox #3
- Osborne Park H.S., Manassas, VA
- Saturday 23 Aug 2008: Autox #4
- Baysox Stadium, Bowie, MD
- Saturday 13 Sept 2008: Autox #5
- MSP Training Facility, Sykesville, MD
- Saturday 11 Oct 2008: Autox #6
- Baysox Stadium, Bowie, MD

If you have never participated in an autocross, I am sure you are thinking: "How can I try this out?" It is very simple and beginner friendly! There is no need to have a special car with special equipment, your daily driver will work fine. There is no need to purchase a helmet, we have lots of loaners available; we can even have an instructor ride along with you to give pointers and feedback. Simply register and show up for an event! Don't be shy about saying that you are new to autocross - we were all there at some point. If you would like

COMING EVENTS

to get more information about autocrossing or simply have a question, do not hesitate to email me at jmthayer@gmail.com.

We look forward to seeing you at one of our upcoming events!

- Jonathan Thayer

Breakaway Motoring Wanderlust Tours

Have you ever said "What is on my calendar for this weekend?" Or "What do we have to do Saturday (or Sunday)?" And found out that there was really nothing that was urgent or necessary? And that the weather forecast was almost perfect? And then you said "Let's take a ride to... and getand stop for lunch (or dinner) at..."

And it turned out to be a perfect way to take a break from the normal routine?

Well, so do we. How about starting a list of email/phone numbers of club members who may find themselves in a similar situation? Everyone on the list would be capable of starting an "instant tour" for the upcoming weekend.

A club member starting an instant tour would be responsible for identifying a time and place to meet, proposing stops, and information

on a route from one of the many web based mapping sites. This would be a "Dutch treat" tour at no cost to NCC BMW CCA.

Please send me your thoughts and ideas on this suggestion. The good weather is almost here. BobStern@nccbmwcca.org or MirnBob2@comcast.net

Drivers' School and Highway Safety School

Summit Point Motorsports Park, Summit Point WV
Saturday and Sunday, 2-3 August 2008
Pre-Register Monday, 26 May 2008

The August 2 Highway Safety School, in particular, should appeal to anyone who wants to be safer in Beltway traffic. Sure, it's fun, but primarily a safety school for ordinary drivers (Street Survival is our program for newer teen drivers). We hold the Highway Safety School at the Summit Point training facility so that we will have a safe, controlled environment for the on-track driving exercises. Incidentally, this will be our first time running the safety school at the Shenandoah Circuit, so even if you have taken

Highway Safety before, this will be a new and interesting venue. Cost \$125.

Drivers' School on the Main Circuit. The repaving job that was done in the fall on the Main Circuit made the track seem considerably different, since the traditional reference marks (as well as a good portion of the curbs) had been paved over. The surface has already been patched in some turns and I'm sure that before long, the Main Circuit will re-acquire at least as much character as it used to have. Regrettably, we have had to raise the tuition this year due to increased track rental costs. The Drivers' School program is budgeted to receive a \$6,000 subsidy from the Chapter treasury this year, so we are setting tuition at \$215 per day, which is about \$17 per day less than our actual out-of-pocket costs to run the event.

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2008 Do-It-Yourself (DIY) Program Update

Alan Marsh, Co-Coordinator

People working together can accomplish exciting things; we appreciate everyone who has helped the DIY Committee widen the breadth of our program and its appeal to our membership. Please see the "Calendar of Events" for our full DIY program.

Maryland DIYs Added

We thank Paul Seto and David Aviles for arranging our July 19th DIY at Russel BMW. This will be our first Baltimore area DIY, as we dramatically increase the DIY footprint in the NCC region. The NCC Coordinator will be Jude DeCoteau, his first as a member of our DIY Committee. You may recognize Paul as our Chapter Social Chair, and Chapter member David is Russel BMW's Internet Sales Manager. Thanks again, Paul & David.

We also thank Raine Mantysalo for arranging our August 16th DIY at Passport BMW in Marlow Heights, MD. We're looking forward to this DIY at Passport, which you may remember was a major sponsor for last year's big fall gathering. NCC Coordinators will be DIY Committee members Zach Pullins & Jude DeCoteau. You may recognize Raine as the designer of our 2007 and 2008 DIY logos, as well as being halfway through his third decade of producing "*der Bayerische*." Thanks again, Raine.

Budgets & Us

Early in 2007 the DIY Committee produced the first budget for a Chapter program, in support of improved fiscal planning. We also benefited by joining the Driver Schools in offering program regalia, such as DIY shirts and caps. In addition to free lunches, these popular items were available gratis to our registered attendees.

For 2008, the board of directors chose to manage the budget process in a way to support all Chapter programs, as related to return on investment to our members. We support this

approach, and we also recognize that we can comfortably service only a varying but finite number of cars at our DIYs. As an example we had to close our latest registration two days after it opened because it filled so quickly. One result for us is that our 2008 budget is roughly half of our 2007 budget.

We can manage with almost any budget, and we will adopt the following for 2008.

- The registration fee will continue to be non-refundable \$15. In the unlikely event there is space, any "Walk-Up" registration the day of the DIY will continue at \$25.
- We will continue to offer free lunches, and they will be moderately elegant (after all, it is all of us together who make the elegance). The lunches are gratis to all Sponsor people, all registered Members, and any registered Helper (no \$15 fee applies) approved on site by the Coordinator. If extra food is available and the Coordinator approves, anyone else may have lunch upon payment of \$15.
- We will offer 2008 DIY Regalia, in limited quantities, at significantly discounted prices to our registered Members. Please check with the Coordinator for prices.

Ladies Team Coordinators

We will have one 2008 DIY coordinated by a Ladies Team, even if I have to wear a dress. Ladies, please don't make me do it; contact me or any of the other Coordinators to arrange to coordinate a DIY event that suits your schedule. (Ladies, please don't let it come to this, for all our sakes! – Editor)

Please watch the website

We will be posting several items of potential interest to DIYers on our Chapter website over the course of the year. Please use both the website and "*der Bayerische*" for your information.



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Bushings, Diffs, and Mousetraps, Oh My!

By Rob Williams

The steel mount groaned with reluctant resignation as the rubber cylinder that had so long occupied this most pivotal of positions was incrementally and unceremoniously driven from its position with a combination of brute torque and clever engineering – yes, dear friends, the E30 rear sub-frame bushing tool has struck again!

Feb 16th marked the second of four scheduled 2008 Do-It-Yourself days hosted by our most hospitable of DIY shops at Convenience Car Care in Manassas, VA. All 12 of the main bays in CCC's state-of-the-art shop were buzzing with activity as more than 20 NCC members and helpers attacked various projects on their cars.

The newly-acquired E30 rear sub-frame tool

was the star of the show, seeing use first in Tony McMullan's '89 325i followed by M Coupes belonging to James Dandalides and Ethan Monat, and Craig Brickner. M Coupe owner and rear sub-frame veteran Joe Brannon pitched in to offer assistance on all these projects, along with Jonathan Thayer. While I would be surprised if it ended up being used four times at each of the 12





DIYs scheduled for 2008, its applicability to both the E30 and Z3 bodied cars, combined with the high labor cost of having a shop do this repair, will doubtlessly create great demand for this tool in coming years. When he was asked how one would know if their rear sub-frame bushings are bad, or at what interval they should be preventively replaced, Joe replied, "just do 'em, they were bad straight from the factory."

Shock/strut work was done by Henry Pham on his '92 325i, DIY curmudgeon Alan Marsh on his '92 525i, and brand-new NCC member Brian Hogan on his '95 318i. Brian gets the Boy Scout Award for the impressive set of tools he brought to bear on his project; you just never know what you might need for a job like this. It turned out no one required a mousetrap or a caulk gun, but if they had, Brian was prepared to assist.

Brakes and fluids are perennial favorite DIY tasks. Joseph Concaugh, William Baughman, and Lester Green did brake work on their cars, a '03 330Ci, '99 M3, and '98 328i respectively; while Craig Brown changed the oil in his '04 330i. Oscar Benitez pulled the rear diff in his '87 325e, but found he had been sold the incorrect replacement and had to put the old one back in. Phillip Cummings checked the hood alignment on his '98 M5, Richard Wasserstrom installed a bike rack on his '07 328i, and Robert Urdal had tires mounted on his '98 M3. Orlando and Saida showed up to "help" but instead decided to just stand around and look pretty. Finally, Zach Pullins was the DIY officer on deck for this event, and he kept things running smoothly.

The National Capital Chapter would once again like to thank Timmy Tyrrell and his great staff at Convenience Car Care for their support of



the DIY program. CCC is literally your one-stop car care emporium, offering everything from race car prep, to custom restoration, to regular maintenance on your daily driver. Our chapter had not had a DIY in more than two years when Timmy offered his shop for an event on 2005 that resurrected the program, and CCC is on the schedule for four events in 2008. Alan and Zach now have a cadre of dedicated volunteers who have helped to make this one of the most vital and active programs offered by our club.

(Clockwise from Upper Left:) Brian Hogan gets assistance from CCC Tech Ryan Light with the spring compressor. Tony McMullan uses the bushing tool on his 325i. A motley crew, the DIY gang assembles for a group shot. Joe Brannon and James Dandalides wrestle with a bushing on James' car. A victim of the bushing tool is ready for the trash heap.





Photo by
etechnphoto@usa.net

Drivers' School Notes

By Roy Morris

OK everybody, get out your calendars and mark these dates:

May 26, pre-register for the August 2-3 Highway Safety School and Drivers' School
June 9, mail application for same.

August 4, pre-register for the October 11-12 Drivers' School

August 18, mail application for same.

Our schools are popular events. If you mail your application on (not before and not after) the first mail-in date, you can be highly confident of admission, based on past experience. We are almost always able to accept all the "timely birds" who postmark their application on the opening date. So make it easy on yourself and mail in on June 9 and August 18. Pre-registration is done on the Chapter website and consists of entering your personal and car data so that we'll have that on file.

The August 2 Highway Safety School, in particular, should appeal to anyone who wants to be safer in Beltway traffic. Sure, it's fun, but primarily a safety school for ordinary drivers (Street Survival is our program for newer teen drivers). We hold the Highway Safety School at the Summit Point training facility so that we will have a safe, controlled environment for the on-track driving exercises. Incidentally, this will be our first time running the safety school at the Shenandoah Circuit, so even if you have taken Highway Safety before, this will be a new and interesting venue. Several attendees take the course year after year, on the theory that if you practice your driving skills you improve them. We would sure like to see you among us on August 2. The tuition of \$125 reflects a substantial subsidy by the Chapter as a service to the members.

All of our schools are focused on driver skills

improvement. We don't teach racing and we don't permit timing or racing of any sort. All students are strongly encouraged to drive a stock street car with regular street tires; you learn faster and you're safer when your car's limits are lower. The perfect learner's car in my opinion? A 1991 318is.

Our March 15-16 school on the Main Circuit was a big success. As is usual at NCC schools, no sheet metal was dented or scratched, and everyone went home with big smiles on their faces. We did not have a blizzard, like we had last year in March, instead it was beautiful spring sunshine. The repaving job that was done in the fall on the Main Circuit made the track seem considerably different, since the traditional reference marks (as well as a good portion of the curbs) had been paved over. The surface has already been patched in some turns and I'm sure that before long, the Main Circuit will re-acquire at least as much character as it used to have. By character I mean, bumps, gouges, and other features of interest. We were thrilled to have Richard and JoElla John from the Tarheel Chapter join us, and for Richard to share his wisdom with the advanced students. Richard challenged us to never become complacent and never stop learning. He also shared some of his speed secrets, including entering turns faster and trail braking to the apex. Wheel! High marks were also given to the professional corner workers from 2 x 4 Safety Services, a Pennsylvania-based corner workers' organization that works all types of motorcycle and car racing and driving events. With Matt Oleksiak, Drivers' School Coordinator, keeping everything right on schedule, Chief Instructor Bill Shook's customary furrowed brow was replaced with a beaming smile all weekend. The Avus Blue t-shirts, procured by Student Rep Tony Clark through the Chapter's new Club Store proprietor Jonathan Ransom, were also a big hit.

We'll be at the Jefferson Circuit May 31-June 1, and by the time you read this we will already have our student applications in hand. But you are certainly welcome to come by and check the event out; it's a nice drive, about 1 hr. 15 min. from D.C. Be sure to ask about riding with an instructor if you would like a thrill; that can usually be arranged for Chapter members.

Congratulations to David Ortiz, a new graduate of the NCC Instructor Academy. We expect a bumper crop of new instructors this year. Every first time student is a potential NCC instructor. Anyone who can drive safely on the street can learn to drive on a track. With the attention we lavish on the Instructor Academy candidates, almost every willing student can perfect their driving and instructing skills to the high level required to become an NCC instructor.

Regrettably, we have had to raise the tuition this year due to increased track rental costs. The Drivers' School program is budgeted to receive a \$6,000 subsidy from the Chapter treasury this year, so we are setting tuition at \$215 per day, which is about \$17 per day less than our actual out-of-pocket costs to run the event. We're working hard to deliver the best possible school for the lowest possible cost to the Chapter members, but we just won't skimp on safety-related expenses (e.g., life support ambulance, full insurance coverage, professional corner workers, skid-pad training, one-on-one in-car instructors, and extensive classroom instruction) and we have to spread those costs among the users. It's a good thing all our organizers and instructors work free! Our students consistently rate the schools an excellent value for the money and we hope you will agree when you come.

Roy Morris

Chair, Drivers' School Steering Committee



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May

Ultimate Owner Donny Chan Profile: 2006 325i

BMW passion came early to this month's ultimate driver as he recalled the E12, E23, E28 and E34 that cycled through his father's driveway. But it was not until the spring of 2006, at the age of 31, that BMW ownership was finally his, with the delivery of a brand new sparkling graphite E90 325i. Ironically, it was nearly not meant to be as Donny was seriously considering the then newly-released Lexus IS. Interestingly, it was a Lexus ride and drive event in the fall of 2005 that sold him on the E90. "One turn of the steering wheel in the E90 and the Lexus was immediately written off" he recalled.

Determined to do it right from the start, Donny went through the whole new car ordering process. "It was an awesome start to be able to spec the car out exactly how I wanted it and to track its production and transport stages; I believe this experience tightens the bond between car and owner".

Donny also learned another lesson: A car ownership experience can be vastly enhanced by being a part of an active and supporting community. His quest for information began his involvement in the BMW community; bimmerfest.com was his first stop, where he learned valuable pricing and ordering information, and then e90post.com (part of bimmerpost.com), where he was able to connect with other E90 owners from across the nation. "I must say that e90post.com helped me get through those long days prior to delivery. We had an active support group comprised of folks on the same boat over" he chuckled.



Shortly after delivery, Donny decided to reach out to the local BMW community and joined BMW CCA, with our National Capital Chapter. "It really has been fun to meet new folks regularly and learn from each other, unfortunately there's a bad side to all this involvement, namely, the ever growing running bill for aftermarket parts and accessories" he groaned jovially. Major modifications done to the car include Eibach pro-kit springs, 19" BBS CH staggered wheels, OEM Blackline taillights, ACS front lip and roof spoiler, black kidney grilles, window tints and OEM strut bar and he's convinced he's not quite done yet. "It's an evolving process limited only by money and imagination" he winked.

Of course he stressed that being a part of a community is a two way relationship, you have to give something back. To that effect, Donny has been active in help-

ing set up regular local meets, initially with e90post.com's local members (mid-Atlantic region) including past Ultimate Owners Frank Q (last month's feature), Alvin Espiritu and Paul Seto (NCC Social Chairman). "The meets just started getting bigger and more varied and I've met great friends along the way" he enthused. True indeed, as last fall marked the first ever joint NCC/Bimmerpost Fall meet at Wolf Trap, the culmination of the efforts and visions of a passionate group of core individuals. Recently, he was also appointed as a forum moderator on Bimmerpost.com. "I just feel lucky that I was able to be a small part of it all, it's been quite a ride, we hope to pull off even bigger things in the years to come."

His ultimate BMW dream? To do a European Delivery and Performance Center Delivery combo.

June

Ultimate Owner Richard Mackey Profile: 1973 73 3.0S (E3)

Introduced in 1968 and sold through 1977, BMW's Senior Six (e-3) was marketed as the "Wundercar." The roomy performance sedan with the powerful M30 engine gripped the road so well that *Road & Track* called it "delightful" and "superb." The big-bore 3.0S, introduced in 1971, included power steering, air conditioning, electric windows, leather seats, alloy wheels, rear head rests, and tinted glass.

In 1983, a Boston enthusiast dumped a whopping \$31.5k to create the "perfect four-door sedan" from a long forgotten 1973 3.0S. The refurbishment included a rebuilt 3.3 liter engine, dual side-draft Webers, new 733i 5-speed transmission, Alpina suspension, and a complete external makeover. Two subsequent owners added replacement leather, a Carter fuel pump, a Crane ignition, and other refinements. Eventually the car found its way to Richard Mackey of



Great Falls, Virginia. All Richard had to do was replace the Roundels, fill-up the tank, and find some empty roads.

Last year's Fall Event was the car's coming out party; it is truly a fine specimen of a car not often seen.



Traditions

By Bill Williams

Show and show-up time...

The season of short days, mud, snow, ice, and having only tubular vegetables to eat is in our rear view mirror. Oh how I tired of tracking in mud, putting on a sweatshirt every time I headed to the shed, wondering when I could drive the car again without fear of feeding the tin worm his best meal of Maryland road salt. Television tries its best during the short days to make us think of summer but again all of the clean garages and homes they show make me wonder if everyone lives in Southern California – oh wait – they had mud this winter, too. Where were those television shows broadcast from anyway? You get my point – brighter, longer, warmer days are now straight in front of us where we can show-up at car events.

The NCC vintage/classic program is taking shape and I am grateful the chapter supports the vintage owners. The spring and summer calendar are full of shows and events. By now, the Carpool Drive-In and Sharkfest East are memories. Deutsche Marque Concours d'Elegance and the Vintage at the Vineyards are staring us in the face. I hope this is the year the vintage/classic car owners show-up at NCC car shows, drive-ins, tours, autocrosses and DIYs. The calendar of chapter events is on the home page including a link to specific vintage/classic festivals.

All of us benefit when we see the classics and learn about BMW's rich history of building vintage and classic cars. If you know of one of those nice cars or own one, we hope you show-up at one of the vintage/classic events this year. We will also "meet" some of you in the Ultimate Owner section of the *dB*.

One question I get is "who can participate in NCC vintage/classic events?" Some events restrict which model years can participate and others are open to any and to all. When the 2002 folks go for a drive or a tour, we welcome owners of newer cars to come along. Their newer cars make great parts haulers for us. The answer to that question really depends on the event, so check the website.

So, is your car vintage or is it a classic? BMW has a separate club specifically for vintage cars (BMW Vintage & Classic Car Club of America). Anyone can join that club but they

tend to cater to cars older than most of ours. The marathon they sponsor from time to time has a cut off at model year 1983. Our own Grant Randal of Alexandria Bavarian Service participated in the last marathon. He made us proud in his 1972 2002tii. Well, you decide what your car is – vintage or classic, or better yet, don't decide, don't worry about it and just show-up this summer at a National Capital Chapter event.

Next time we will catch up on the spring events and spotlight some favorite reading material to take to the beach or the mountains. Send me an e-mail with your favorite car book and I will share some of the good ones in the next issue.



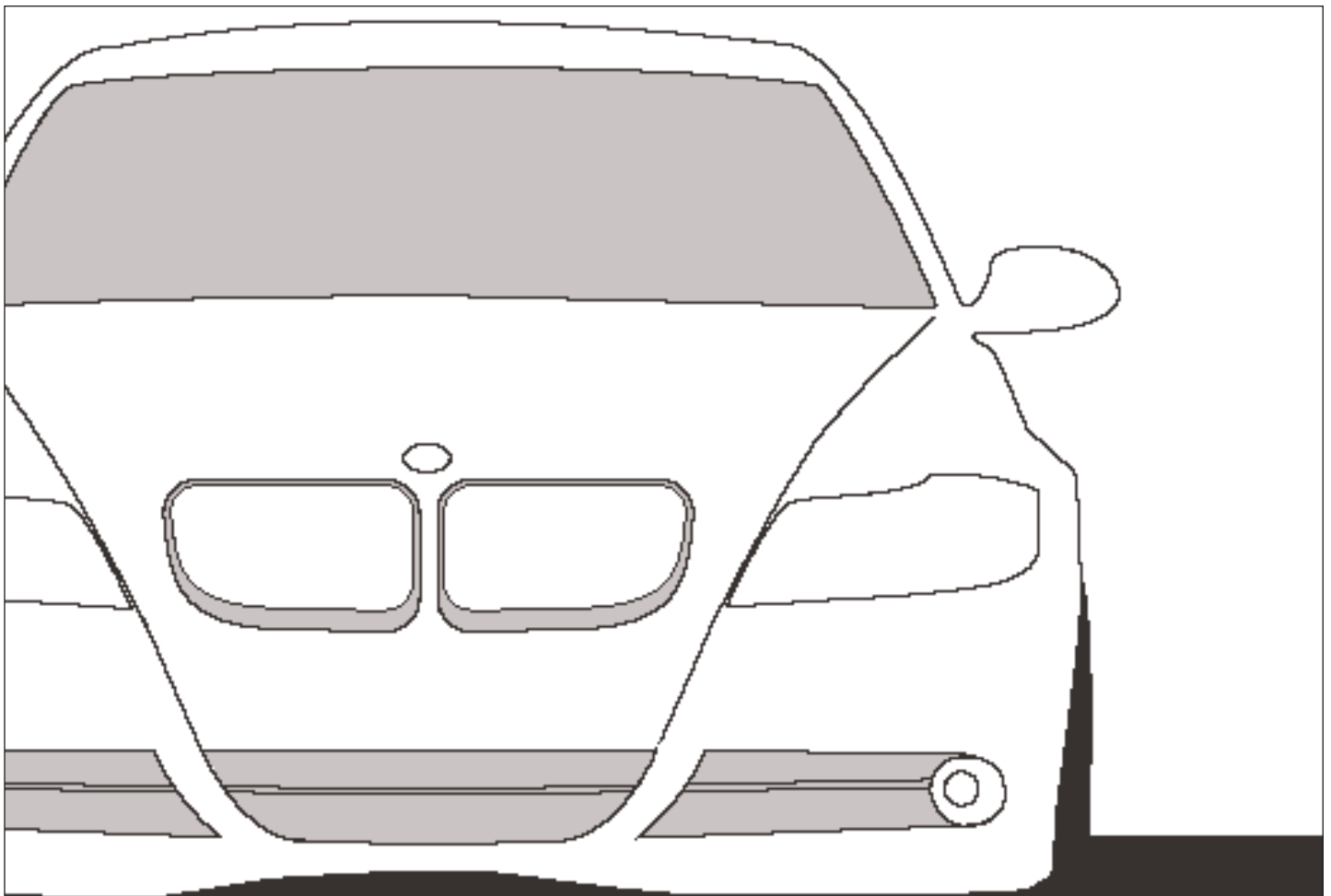
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BY WOODY HAIR

WOODY'S Competition C O R N E R

Even this far into the year, the **autocross** season is just getting started. The chapter's event number 1 is not until May 31 at the Bowie Baysox stadium in PG County. At this time six events are planned with the season ending October 11. Ripken Stadium at Aberdeen is no longer available to clubs for autocrosses. We have three scheduled for Bowie, two at the Maryland State Police training facility near Sykesville, and one at the high school in Manassas Park. The organizers don't plan any major changes to our car classification rules. The E82 1-series and E90/92 M3 will be classed with the other M-cars. For autocross registration and rules information go to our website at www.nccbmwcca.org and look under Chapter Programs.

The DC Region SCCA had the first of their popular Solo (autocross) championship series on April 20. Events are at the FedEx Field football stadium; over 200 people have season subscriptions for these events. Online registration for the remaining 50 or so slots starts at 8 p.m. the Sunday night preceding an event. A few rule changes affect BMWs. A stock 335i will continue to be in F Stock along with the Detroit V8 muscle cars. The stock 128i will be in D Stock along with its 3 Series brethren and the 135i in AS with the E46 M3. The 335i, along with the new 128i and 135i will be in the B Street Prepared class

along with the E36 M3. The E46 M3, along with the S52-engined Z3 M Coupe and Roadster continue to be in A Street Prepared. The Porsche Cayman S and Boxster S were given a break by SCCA and moved down from ASP to BSP. Rear-wheel drive cars in the Street Touring Ultra class are allowed increased tire widths up to 285 mm. This will affect the E36 M3 if you can legally flare the fenders sufficiently. Details on their schedule and registration can be found at www.wdcr-scca.org and select Solo from their menu.

Two marque clubs in the area hosting autocrosses include the Mercedes and Porsche clubs and they both allow other makes. The Mercedes events are held at Millbrook High School in Winchester, Virginia. I do not know if their two classes (men and women) for other makes are indexed for differences in performance potential. Information is on the web at www.gws-mbca.org and click on Event Information. The Potomac Region PCA runs autocrosses at Bowie Baysox Stadium and James Wood High School in Winchester. Go to www.pcapotomac.org and click on Autocross 2008. The Chesapeake Region PCA also has an autocross program, but their 2008 program is questionable with the loss of Ripken Stadium. Try www.pcachs.org for new information.

*The stock 128i will be in D Stock along with its 3 Series brethren and the 135i in AS with the E46 M3.
Photo: BMW AG.*



The Capital Driving Club hosts a dozen or so autocrosses mixed between Harry Grove Stadium in Frederick and the Bowie Baysox Stadium. They use a handicap system that groups all cars together. Participants have described their courses as tight. Their website is www.capitaldrivingclub.com.

The Baltimore-based Autocrossers, Inc. has affiliated with the DC SCCA and will be holding five events this season at FedEx Field. This should be a good opportunity to drive this fabulous facility without the difficulty of getting in an SCCA event. They use SCCA's classification system. Details are at www.autocrossersinc.org.

Going further afield, autocrossing opportunities are available once a month on the Cumberland, Maryland airport runways. They run both Saturday and Sunday and you can choose to do one or both days. SCCA classes are used, www.nationalroadrally.com will get you the details. These low-key events have become quite popular with participants from Washington/Baltimore and the Pittsburgh area filling the rolls.

The Mid-Atlantic Region of **NASA** hosts events in the Petersburg and Tidewater areas of Virginia. They use their time-trial classing system that has cars grouped according to their potential performance with bumps to higher classes based on the level of modification, tires, etc. The website is www.get-fast.net/nasacross/.

A good number of BMWs participated in NASA's race weekend at VIR the end of March. Saturday's Thunder race had 69 starters. Vernon Anderson from Oklahoma had the highest finishing BMW. Barry Battle had an issue in qualifying with his 323i. Starting 66th overall, he finished 9th in the 6 lap sprint race.

BMW Results:

Vernon Anderson	M3	2nd Super Unlimited
Barry Battle	323i	3rd Super Unlimited
Andy Watts	M3	5th Super Unlimited
Doug Pascarella	325is	1st GTS-3
Eric Wong	M3	2nd GTS-3

The Autobahn race on Saturday had 56 starters. The Spec E30 class had 15 finishers. First in Spec E30 was new TV star Mike Skeen who was 21st overall.

Top BMW Results:

Jason Weaver	M3	3rd GTS-2
Chip Stabler	M Coupe	4th GTS-2
Mike Skeen	325i	1st Spec E30
Jon Allen	325i	2nd Spec E30
Carter Hunt	325i	3rd Spec E30
Chris Cobetto	325i	4th Spec E30
Skip Bennett	325i	5th Spec E30
David Herrington	325i	6th Spec E30
Simon Hunter	325i	7th Spec E30

Rain caused many of the drivers to skip Sunday's races and the results were very scrambled.

SPEEDSHIFTS: The second **Rolex** Grand-Am race of the season was held in late March at Homestead. A second BMW-powered Daytona Prototype was entered by the Samax team and driven by Ryan Dalziel from Scotland and Henri Zogaib from Orlando. They finished one lap behind the winner and 10th in the DP class. The Sigalsport BMW-Riley was driven by Gene Sigal and Matt Plumb. It is now sponsored by Rum Bum, whatever that is. Plumb had the car up to 3rd place momentarily with just a few laps to go, but braking too late at the end of a long straight enabled two cars to slip by. Their fifth place finish meant each of the top five were powered by different engines – Lexus, Porsche, Ford, Pontiac and BMW. . . . Chapter member John Shim has received an invitation to tryout for the SCCA's new Volkswagen Jetta TDI Cup racing series. These events will be support races for big events like Grand-Am, ALMS and ARCA and the first was at VIR John's first challenge will be raising the necessary \$35,000 to fund his entry. Good luck John!

COMPETITION CORNER CALENDAR

May 3-4	Cumberland Airport Autocrosses, Cumberland, MD
May 4	SCCA Championship Autocross #2, FedEx Field, Landover, MD
May 8	One Lap of America Time Trials, VIR, Danville, VA
May 10	AI Autocross, FedEx Field, Landover, MD
May 24-26	Grand-Am/Koni Challenge/World Challenge races, Lime Rock, CT
May 31	NCC Autocross, Bowie, MD
June 1	SCCA Championship Autocross #3, FedEx Field, Landover, MD
June 1	SCCA MARRS races, Summit Point, WV
June 7-8	Grand-Am/World Challenge races, Watkins Glen, NY
June 7-8	Formula 1 Montreal GP
June 7-8	Cumberland Airport Autocrosses, Cumberland, MD
June 21	NCC Autocross, Sykesville, MD
June 21-22	Grand-Am/Koni Challenge races, Mid-Ohio, Lexington, OH
June 29	SCCA MARRS races, Summer Point, WV
July 12	ALMS race, Lime Rock, CT
July 13	SCCA Championship Autocross, FedEx Field, Landover, MD
July 12-13	SCCA MARRS races, Nelson Ledges, Ohio
July 19	NCC Autocross, Manassas Park, VA
July 20	AI Autocross, FedEx Field, Landover, MD
July 26-27	Cumberland Airport Autocrosses, Cumberland, MD

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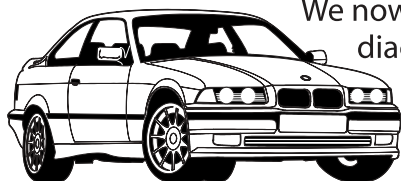
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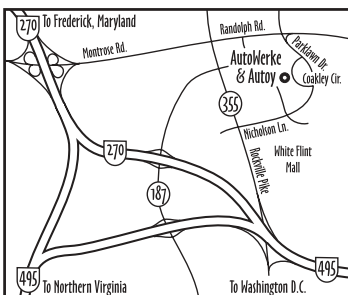
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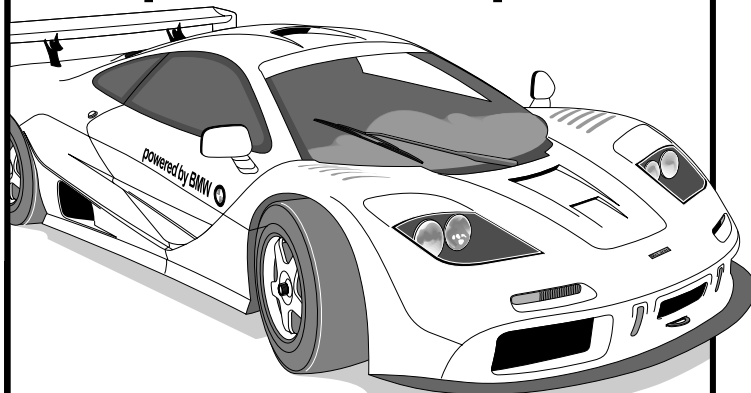
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A Look Back

By Woody Hair

1980 BMW M1 test drive. May/June 1983 dB.
Photos by Raine Mantysalo.



30 Years ago – May/June 1978: President Bill Riblett reported he is considering dropping our membership from the Metro Washington Council of Sports Car Clubs. He counted five active autocrossers and three active rallyists in the chapter, none of whom seemed anxious to host events for the Council. Bill Via reported on the new 2-liter “small six” that would be available in the Europe-only 320i, and Bill Riblett had the results from a *Rally Magazine* article which compared a stock 2002ti muffler with 5 aftermarket products. The results showed the stock unit to be very effective from both noise suppression and little power loss aspects. This 12-page May issue had no classified ads. In the June issue Bill Via did his usual thorough job of analyzing the first 7-series, a 733i. He compared reports in *Road & Track*, *Car and Drive* and the British *Autocar*. Estimated curb weight was 3,800 lbs. and the price was \$22,000. Bill also did a test drive of a 733i provided by Heishman BMW. The biggest fault Bill found, besides the price, was the inclusion of an automatic transmission. Dave Toy had a description of front and rear stabilizer bar installation. It doesn't say, but presumably it was for aftermarket bars on a 320i. Still no classified ads.



25 Years ago – May/June 1983: Bill Via's Rambling Ruminations column discussed performance figures for the new, and highly praised, E28 533i versus the 5-year old E12 528i. Based on *Road & Track* figures, they are almost the same and the 533i costs much more. Raine Mantysalo reported on a Do-It-Yourself tech session at Tischer BMW. Raine also reported on a test drive he had made with fellow club member Don Kellam in a 1980 BMW M1. The car was undergoing

Federalization modifications by Lothar Schuettler, service manager at VOB BMW. With 277 hp, the exotic was quite a step up from the normal BMW of its day. Joseph Hirschfeld wrote about the club's Spring Tour from Precision BMW in Frederick to Warner's German Restaurant near Cumberland, Maryland. Don Kellam had a detailed report with pictures on the \$8,300 frame and body repair by VOB on his almost new 320iS.

20 Years ago – May/June 1988: Cory Laws' President's message included the news that Dave Thompson, a technician at Marten's BMW (*now Passport*), was one of two US techs sent to Munich for the finals of a worldwide competition for the best BMW technician in the world. And the winner was... Dave! Cory also announced that a Hollywood movie producer was looking for a local blue 2002 to appear in movie scenes being shot in the DC area. It seems a California-owned '02 was being used in the scenes done there. Klaus Hirtes wrote about his participation in the club's second annual Highway Safety School at Summit Point. Klaus drove a large Mercedes diesel in the event. Stacy Suria Koons had a good article about her thrilling experiences in a club driver school at Summit. Glen Stewart, better known as Rust Bucket, wrote a detailed procedure for changing front brake pads on a 2002 or 320i. It

was illustrated with pictures by Dave Sossamon. Chapter member Kay Heatherly, also known as Bambi Bimmer, won three prestigious awards for her work in 1987 in obtaining sponsorships for local motorsports events – one by the DC Region, SCCA, One by the Southeast Sports Car Association, and one by the Metropolitan Council of Sports Car Clubs. Russ Parise was starting a drive for Maryland members to obtain organizational BMW CCA license plates.

15 Years ago – May/June 1993: Terry Luxford, part owner of Quality Car Service in Rockville, had a long discussion on modifying BMW engines. He went through each of the major steps including carburetors/fuel injection, camshafts, compression ratio, and exhaust systems. David Roach explained the SCCA's Pro Rally series and gave a primer on attending the closest event held in Wellsboro, PA. As a follow up to an earlier article on the first 100,000 miles in his '87 325is, Woody Hair, reported on the next 30,000 miles. His biggest trauma was a broken rocker arm suffered during the Oktoberfest autocross in Florida. Replacement, a valve job, and timing belt replacement were done at Rennie Bryant's Redline Performance shop in Pompano Beach in 31 hours and a cost of \$827. The Genesee Valley Chapter's Roy Hopkins had an article on building a faster 325e. The resulting car will run with the more expensive 325i. Eight 2002s, including a ti and three tiis, were offered for sale in the classified ads.

10 Years ago – May/June 1998: Dwight Derr, the *dB* editor, wrote about red light cameras in Montgomery County and the car tax in Virginia. *Isn't the Washington Post writing about those items today?* Our first autocross of the season was held at the Manassas Campus of Northern Virginia Community College. Michael Ko surprised everyone by driving his much modified '89 M3 to FTD over our usual front runners David Lassalle and Bill Brochu. Our annual tour to the PTG race shop in Winchester had a report by Duane Collie. In addition to seeing the M3s being prepared for Sebring, we got to hear the McLaren V12 started and revved indoors. The subject of Mike Gayle's Featured Advertiser article was Curry's Auto Service of Chantilly. The cars of the month featured Paul Vessels' 5-speed 733i and Mike and Sheila Lohr's red M6. Jim Moran was pinch-hitting as the Competition Corner writer this issue. He reported that the PTG M3s finished first and second in class at the Sebring 12-Hour, repeating their finishing positions in the Daytona 24-Hour. Dwight Derr had a tech tip for cars that are too low for a floor jack. He suggested driving the car onto a set of autocross trophy plaques to get the necessary ground clearance.

5 Years ago – May/June 2003: Thirty members attended the Do-It-Yourself tech session at BMW of Fairfax. Tom Hehman wrote about his purchase of an “honest” 1990 325is and Jared Townshend discovered the perfect family car – an E46 325Xi Sport Wagon (a car that just topped 130k miles and is still driven daily by Robyn Williams, wife of then and current *dB* editor Rob Williams). Matt Copperthite and Rafael Garces finished 1-2 in our mini-GP at Allsports karting facility. Our membership had reached 4,995 active members.



NEW MEMBERS LIST



National Capital Chapter now has 5545 members, 761 Associate members (who share in all of the benefits of being an NCC member), and an additional 95 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: Douglas Bonner, Peter J Bosco, Joel Bossard, Gregory Cilia, George Day, Joern Esser, David Fick, Walter Howes, William Hughes, Ray Korman, Walter David Monk, William Owens, Judy Palmore, Kay Pearlstein, Jonathan Aaron Ransom, Michael Service, H. C. Lawrence Smith, David Strassman, and Jonathan Michael Thayer.

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.

Elizabeth Anderson		Michelle Hayling	2001 325xi	Nathan Pearlstein	
Stephen Anthony	2002 330i & 208 M3	Susan Hendrix	2002 325i & 2000 Z3	Linda Pettersen & Ralph Mocci	
Anthony Antonuccio	2006 330i mt sport	Alan Herod & Sally Nork	2008 135i	Bruce Pollekoff	2008 X5
Adolfo Aquino	'02 M Roadster & '99 323i	Marshall Hoel	2004 M3 & 1999 323i	John Powers	2006 325ci
Brent Bacon	1997 540i	Lesley Horman	2008 X5	Carol Pressly	2008 328xi wagon
Cuttie Bacon	1973 2002 & 1982 E21	Jeffrey Hughes	1998 328is	Waverly Rainey	2008 535xi
Susan Baker	1997 528i	Robert Hunter	2002 325xi & 1976 R90S	Timothy Ramlogan	1999 M3
Yesmin Bashar	2006 325XI	Lee Irwin	2002 325i	Cassandra Randle	1995 325 CI
Joshua Bauder	1995 Previa & 2009 135i	Donald Ivers	2001 740iL	Von Rawley	'06 530 xit & '03 k1200 gt
Joseph Becker	2003 M5	Scott Ives		Tony Reasonover	2003 540i M-Sport
Richard Beckett	2002 X5 & 1998 528i	Micah Jensen & Chris Curtis	2001 325iT	Christopher Reed	1998 M3
Steve Bende	2007 Z4	Craig Keeler	2001 Z3 & 1997 318ic	Alyssa Reiman	
Vincent & Michael Biondino	2007 530xi	Tommy Kettmer & Martha Kendrick	2002 325Ci	Justin Rider	2008 335i
Vicky Bishop		Judith Kimberlin	2008 535xi	Michael Riechers	2005 z4 3.0i
Ethan Blank & Suzanne Perla	2007 335i & 2005 325i	James Kimbrough	2006 x5	William Roberts	2008 535xi
Zachary Bongianino	2002 325Ci	Timothy Knight	2001 X5	Angela Robinson	2004 525i
Gabrielle Bosco		Samuel Koberoski	1997 M3	Christopher RoDee	'06 325i & '08 X3 3.0si
Thomas Bowes	1995 540i & 1997 528i	Todd Koldewey	2003 540i	Max Rodriguez	
Robert Bozzelli		Anthony Kozuch		Matthew Rojansky	1975 2002
Dan Breedlove	2004 E46 M3	Stephen Kunick	1999 M3 & 1992 Civic	Danny Sarubin	2001 540
Anthony Butler	1998 M3	Kenneth Kurtz	'97 540i & '00 M roadster	Larry Schuette	1997 540
Bryan Callaghan	2005 325i	Helen Lanes	2004 645	Matthew Schumacher	
Dat Cao		Lee Lange	2003 530i	Mark Scire	1989 735i & 1998 323is
Kevin Coyne	2000 328i	Ike Lawton		James Simmons	2008 535i
Leslie Crawford	2007 650i	George Levathes		Warren & Kelsey Simms	1987 535is & 1988 528e
Manuel De Pena	2008 335i	Lisa Levy	2007 328i	Jason & Cynthia Simon	
Charles & Patricia Dehaven	1987 325is & 1989 325is	Andy Li	2008 328xi	Andrew Smith	2007 Z4
Byron Desbordes	2005 X5	Linda Lindamood	2002 X5	Ross Smith	2008 328i
Dave Dluzyn	2004 330 XI	Christopher Lisle		Troy Smith	2002 330 ci
Clement Douglas		Richard Lister	1996 e36 328i	George Souza	2008 E92
Brian Dunphy		Jing Liu & Xiaoying Shan	2007 335xi	Annette Stamper	1996 328ic
Laura Ebert	1998 M3	James Loeb	2002 M3	Andrew Stewart	1983 320i
Peter Eleftheriou	1994 525i	Jialie Lu	2008 x3	Chris Strait	2002 530 & 2003 540
Charles Emely		John Lucas	1990 325 is	Robin Struyk	1998 Z3
Natalie Emery		John MacMillan	2005 E46 M3	James Swann	2007 335i & 2007 328i
Peter Farley	2003 325 xi	Dawn Mancuso	2001 530i	Tin Tai	2000 323i
Keith Fennell	2008 335i convertible	Earle & Terri Marbury		George & Lisa Thuman	2006 330 ci
Mark Fisher	2007 328	William Martin	1981 635i	Robert Valente	2008 550i
John Forinash		Dan Maxwell	1997 M3 Sedan	Timothy Walker	1991 mr2 & '92 cherokee
David Fowler	2007 mazdaspeed3	Mark Mayer		Eric Wallgren	1998 M3 & 1983 R100CS
John Freck		Jeffrey & Dorie McGuiness	2006 x5 & 2003 525i	John Walterhoefer	2005 X5 & 1999 528i
Jorinjit Gill	1993 325i	Clyde McLaughlin	1989 E30 & 1997 E36	Michael Watson	2008 335i
Charles Gilman	2004 545	Joseph Mercado	2001 330ci	Garrett Wood	2008 BMW 335i coupe
Michael Goff	2003 760il & 2004 645ci	Leonard Merlo	2002 M5	Tim Wright	2001 BMW M3
Lenworth Gordon		Robert Michel	2008 X5 3.0si	Brandon Yezarski	
Thomas & Debbi Goudreau	2007 Z4 & 2008 328i	Ken Milvid	2003 z4 Roadster	Zeff Yusuf	2003 330i
Francis Goulart	1984 528e	Aubrey Mitchell & Amy Manbin		Manna Zelalem	2000 528i
Timothy Green	2003 525i	Ethan Monat	2002 m coupe		
Eric Griffin	2002 330i	Michael Mou	2006 z4 3.0si		
Casey Gwei	2002 330Ci	Charles Muhs	1995 740i		
Brennie Hackley	2004 M3	Sherry Nay			
Daniel Hamad	2008 X3	Anda Nematalla	2005 325 xi		
James Handy	2006 330i	Jerry Nepodal	2002 330Cic		
Tim Hargrave	2004 X5	Tim Neville	2006 BMW 330xi		
Jason Harmala	1998 328i	Peter Nicoll			
Corbin Harris	2004 X5	Ronald Noll	1992 325i		
Joseph Hartman	2000 323i & 2004 M3	Robert Owens	2005 X3		
James Hatch	2008 335xi	Kathleen Padian	2000 323i		

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.

NCC BMW CCA 2007 Income Statement and Balance

Autocross & Street Survival		Balance Sheet as of 12/31/2007 (cash basis)	
AX admissions	8565	Assets	
Street Survival Fndn rebates	1724	Checking-Wachovia	24374
Md amusement tax	-627	Money Market-Wachovia	66492
Awards	-860	Autocross Trailer	1625
Computers	-1867	Total Assets	92491
Lot Rental	-5820	Liabilities & Equity	
Insurance	-3025	Liabilities	0
Supplies, tent repairs	-2307	Retained Earnings	106504
Total AX & Street Survival	-4217	Net Income	-14013
Concours		Total Liabilities & Equity	92491
Income	705		
Expense	-3472		
Total Concours	-2767		
<i>der Bayerische</i>			
Advertising Income	6820		
Scanning back issues website	-1665		
Printing, production, mailing	-45409		
Total der Bayerische	-40254		
Do-it-Yourself			
Income	933		
Expenses	-9670		
Total DIY	-8737		
Drivers' Schools			
Tuition-students and IA	69205		
Corner Workers	-6675		
Insurance	-6000		
Student & Instr shirts	-6040		
Track rental fees	-58619		
Printing, supplies	-1598		
Total Drivers' Schools	-9727		
General & Administrative			
Chapter Dues Rebate	85600		
Nat'l Rebates-other	550		
Interest on bank deposits	1013		
G&A Expenses	-3049		
Total G&A	84114		
Holiday Party			
Income	4555		
Expense	-10455		
Total Holiday Party	-5900		
Tours & Club Day			
Income	19700		
Expenses	-27124		
Total Tours & Club Day	-7424		
Club Store			
Banners and decals	-1062		
Total Club Store	-1062		
Social			
Expenses	-18039		
Total Social	-18039		
Net Income	-14013		



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CLASSIFIED REQUIREMENTS

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

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

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

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

Advertising Rates

Business card size per issue	\$100	1/2 page per issue	\$350
1/4 page per issue	\$200	Full page per issue	\$450
1/3 page per issue	\$250	Premium placement per issue	\$550

CARS FOR SALE

1986 BMW 535i

WBADC8404G1720856, \$1800, 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

1987 BMW M6

WBAAE1407H2560473, \$12,900, red, full leather interior, custom sheepskin seat covers, car cover, always garaged, 150,000 miles, MD inspected, must see, ready to drive and enjoy, Harry at 410-665-5328, 443-790-8738, hmbwmw@comcast.net, Glen Arm, MD.

1987 BMW 635Cs

WBAEC8401H0614750 \$ 5,500.00 or best offer, Light Blue, Automatic, Garage kept, 127k, 2 door, John Boot 410-746-0572 jboote@klmb.com Timonium ,MD.

1991 BMW 850i

WBAEG1315MCB42215. Best Offer. Black with light grey leather interior, impeccable condition, 72,455 original miles, very rare 6 speed. Custom Fitapaldi carbon fiber wheels, Toyo Proxes T1-S tires. All 4 Cross drilled cadmium plated rotors, Python alarm system and Custom Pioneer stereo head that reads MP3 cd's, CD's and XM radio. 6 disc CD player in trunk, 2 JL Amplifiers (1 - 300x4 for the front and rear Boston Acoustics speaker system). Front speakers are three separates (tweeter, mid range and 6" mid bass), Rear speakers are Boston Acoustics 6" coaxials with a 500x1 JL amplifier for the 2 boxed 10" W6 JL Audio Subwoofers. Call Cliff 301-251-9397 or Cell 202-374-2939 or Email CliffS475@Comcast.NET MD.

1992 535i (E34) 163k Miles

Everest Green Metallic 1992 BMW 535i (E34) Automatic Transmission 3.4L (M30 engine) - SOHC inline-6 cylinder - 9.0:1 compression ratio - 208 hp @ 5700 rpm - 225 ft-lbf torque @ 4000 rpm. 163,777 miles Mods: BavAuto springs Bilstein sport shocks Kenwood MP-205 head unit Tires: Good tread on Michelin Pilot Exalto's Extra set of wheels - Borbet H type (3 good cond. / 1 bent) Maintenance: Mobil-1 every 5k Recent coolant and power steering flush Please contact via e-mail: Netminder71@yahoo.com

1998 BMW M3 Convertible

WBSBK0331WEC39346, \$19,500 obo, Estoril blue/gray leather, 57K miles, automatic, sport package, power everything, 6-disc changer, NEW ROOF, H/K sound, excellent condition. Ross:703-235-0687(w), 571-641-9895(h), Ross.Shippe@hhs.gov VA.

1999 BMW M Coupe

WBSGCM9334XLC61048. Only 26,900 miles. Cosmos Black/black interior. Rare sunroof delete. Conforti intake, Remus exhaust, H&R springs, Koni adjustable shocks, new Bridgestone RE-01s. Always garaged, almost showroom condition—exterior 9.5/10, interior 10/10. Mechanically excellent. Fresh fluids. Car cover. Needs nothing. \$24,000. Call Jim at 703-437-3418 or e-mail harrisj@centrava.com

2000 BMW 323i

WBAAM3333YFP67640, \$7,500, silver, 2000 323i in very good condition. Outstanding body and finish with 126K miles. All maintenance record since 55K miles. Selling with two sets of wheels and tires, Bridgestone BlizzakWS50s 225/45 R17 and Goodyear Eagle F1s 225/50ZR16. Greg Furst, 703 222 9647, gregfirst@aol.com, VA

2001 BMW M3 Convertible

WBSBR93421EX20477, \$29,995, Black 2001 M3 Convertible. 30,600 miles. Manual Trans, H-K stereo, xenons. This car has been a (covered) garage queen its whole life- never seen snow or rain. All factory maintenance up to date. Oil changes every January at about 5-7k miles, all maint. done w/BMW fluids and OE parts. I have every single piece of paper associated with maintenance and still talk with the original owner (like in the VW commercials) about the car. Belt service and new PS2s put on in the fall. Don't want to sell, but baby number two is on the way... Contact Brian Galhouse, 571.437.0113, bgalhouse@cox.net, VA

2000 Ford Mustang GT

Description: 1FAFP24X3YF309452. Asking price: \$8000, 2000 Ford Mustang GT, Contact Greg Lindsay at 571-278-6638, Gregory@Lindsay.net in Virginia. Features: 260-hp, 4.6-liter V-8 5-speed Manual Transmission. 78k Miles. Performance Red with Medium Parchment Cloth Interior. 17 inch Wheels, Flowmaster Cat-back Exhaust, ABS with Traction Control, Cruise Control, Air Conditioning, Power Steering, Power Brakes. In-dash CD/Radio with Sub, Power Seats, Power Locks, Power Windows, Power Mirrors, Rear Window Defroster, Tilt Wheel, Fog Lights, Driver/Passenger Airbags, Floor Mats. Oil changed every 2500, Current Virginia State & Emissions Inspections. New Items: Hawk HP Street Brakes, Koni front / KYB rear shocks and Bridgestone Potenza RE750 Tires. Non-smoker. Sporty, Fun Handling Car.

PARTS FOR SALE

(4) Bridgestone Potenza Run-Flats

Bridgestone Potenza Run-Flats RE050A 2 225/40/18 2 255/35/18 These are off my 08 E92. I took them off when my car was redelivered to me at PCD in Dec. after my ED in Oct. They have 3100 miles and there is nothing wrong with the tires. All treads show 10/32, which is the same amount as when the tires are new. I am selling them because I am putting 19s on as my spring/summer set-up. These tires are \$1230 from Tire Rack. I am selling for \$850 plus shipping. Perfect if you are coming up on lease end. I am in N. Va, so I am willing to drive up to 30 miles to meet. harlemknights02@verizon.net

(5) OEM (E39) Parallel Spoke Wheels

It's hard to find a set of 5 wheels. Do you really want to run the risk of not having a spare when you need one? 7 x 16" wheels Parallel Spoke 85 Style New OEM wheels only - \$308 each shipping Tires have limited tread and have begun cracking. Spare tire is perfect and never been used. \$500 for 5 wheels and tires Brian Bentzen breyers911-nolifting@yahoo.com Arlington, VA

(4) OEM M5 (E39) Wheels Plus Tires and Tire Totes

17X8 OEM wheels - ALL 4. ITN Style #89, 17X8 inch, 5X120 mm, 38 mm. All four with BMW "tire tote" covers and used tires. Wheels are not bent, but should get repainted. Covers are in perfect shape. I have no more need for winter tires! Best offer gets them out of my condo. Bob Stern. 410-602-0175, MirNBob2@comcast.net, MD.

(1) OEM E46 M3 19" Wheel with Tire

This is an OEM BMW M3 19" rim with tire. The tire is a Michelin Pilot Sport 255/35 19. This rim is for the rear and the tire is to run on the left side of the car. It has a little curb rash but otherwise in great condition. If you have any questions please feel free to call 301-675-5754.

(1) OEM 7 Series Type 95 Wheel

This is an OEM BMW 7 series wheel (type 95) for sale. It has a little curb rash but otherwise in great condition. If you have any questions please feel free to call 301-675-5754.

(4) Forgeline Wheels

16" x 8" 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. Pictures here: <http://usera.imagecave.com/mconley3/wheels/>

(4) 14x6 BBS Original RZ style wheels

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, ebriiggse@netscape.com, VA

(4) E23/32 Stock Wheels and Tires

4-E23/32 stock wheels, will also fit E24, may fit others. 225-60R-15 ContiTouringContact tires, good tread. (W)540.894.2473 (H)540.582.6719 after 5:00.

E46 Strut Brace

New in-the-box Dinan strut brace for any E46, except M3. Reinforce strut towers for street driving and enhance performance on track. \$250 (MSRP \$399). John 703-549-6445. Alexandria, VA

6-CD Changer

OEM trunk-mounted 6-CD changer w/ cassette from 1997 E36. Head unit (c33?) needs repair, it is free to anyone who wants it (pick-up only). Email or call John at jdnew@att.yahoo.com or 301-335-4562.

VDO Oil Pressure and Temperature Gauges

Oil Temp and pressure. 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

BG 44K and MOA

I have about a 50 cans each of BG 44K and BG MOA. BG MOA is \$10ea; BG 44K \$15ea. You're welcome to buy 1 or 50, or all 100. Thank You 301-675-5754.

Four (4) 205/55QR16 Blizzak WS-50 snow tires mounted on 5.50 to 7.50 16x7.5 rims. Excellent condition; used only 1 season, on a BMW 330xi. Call Linda @ 410-821-8205.



Gary Martin

460 A South Pickett Street,
Alexandria, VA 22314

703.823.9735
mmi32@msn.com

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BMW of Sterling.....	C4	Paddock Inn.....	19
Convenience Car Care.....	12	Premier 1 Mortgage.....	7
Curry's Auto Service Inc.....	19	Radial Tire.....	3
E&E Autobody.....	17	Road Race Technologies.....	15
Fairfax Service Center.....	20	SSI Performance.....	6
FunKtion Auto.....	11	TireVan.....	C2
J&F Motors, Ltd.	19	Virginia International Raceway	23
Leehigh Autobody & Service Center.....	19	Wagonwork Collision	9
Martin's Auto Service.....	11	ZF Sales and Service NA, LLC.....	14

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.

Application for Customized Maryland Club License Plates

Interested in having personalized National Capital Chapter license plates? If you live in Maryland, you may now order them. The four digit number on the plates will be issued in sequential order as applications are received. **To apply, fill out this application form and send it, along 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

Name _____

Address _____

City _____ State _____ Zip _____

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