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National Capital Chapter

BMW Car Club of America

July/August 2008



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Cover: It was a beautiful night for a meet at Champps Sports in Columbia on April 10th. See Orlando Taylor's article on Page 6.

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

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NCC BMW CCA

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President's Message

Quadraphenia!

Four events on a single day!

On May 31st National Capital Chapter actually had four events occurring simultaneously. There was the inaugural golf outing, thanks to the hard work of our Social Director, Paul Seto; Doug Verner put together another M Club Day extravaganza; Bogdan Poplacean and his Autocross team delivered the first Autocross for 2008; and, of course, the Driver's School team (with so many critical leaders!) put on another event at the Jefferson Circuit (and let's not forget Gordon Kimpel's barbeque at the Driver's School, so really a fifth event on that date).

The point of all this is not to live in the past, rather to make sure you know how much your Club has going on. Sure, four events on the same day is a little unusual. The current crop of volunteer leaders in your Club is aiming to make this abundance occur even more frequently.

In the good old days, say at the beginning of this millennium, having more than one event on a single day was rare, indeed. In the future, expect multiple events on a single day to become much more commonplace.

Just look at the scheduled events for the rest of 2008; go to www.nccbmwcca.org and click on the Calendar of Events in the left-hand column. There you will find the events your National Capital Chapter is sponsoring. Also, you'll note the list includes many events not sponsored by your Chapter, but they're still significant. These are events that may be geographically close, such as the NJ Chapter's Driver's School on July 26 & 27 at Summit Point, or maybe just really big, like Oktoberfest 2008 at Watkins Glen, NY the week of September 23-27.

Looking a little closer at the calendar shows weekends throughout the remainder of the year with multiple events, and every single one is somehow subsidized by the dollars you have spent to belong to this great Chapter.

So come on out and enjoy what you have so generously provided; who knows, you just might end up helping out as a volunteer leader in the future!

Tim Wesling
NCC President

Der Bayerische has received the following letter from a representative of the BMW CCA Foundation regarding archiving of newsletters and other memorabilia. Please contact Michael directly for additional information. - Editor



Dear National Capital BMW CCA Members,

As the Curator for the BMW CCA Foundation, I could use your help with the archives. I would like to add a collection of newsletters from your National Capital chapter to our archives. The BMW CCA National Office has donated most of the newsletters that they received from 2002 – 2007. Although this is a great start, I really could use the newsletters before 2002. Is there a member out there who has been around for some time with the chapter and might have saved his/her collection of newsletters? Would you be willing to donate these issues to the Foundation? We are a 501(c)(3) nonprofit organization. Your donation could be a tax write off.

I am aware that the collection has been scanned and is available on your chapter website; however, as the Curator, I am interested in collecting original copies. It doesn't matter to me if it is an early issue with two pages stapled together or some other format. Please contact me at mmitchell@bmwccafoundation.org or 864-329-1919 if you can help. Feel free to contact me if you are also a member of other BMW CCA Chapters and have back issues. We are also in search of other automotive/motorcycle items (with the exception of *Roundel* magazines – I have the complete set of those), I am looking for other car/motorcycle magazines, books, brochures, press kits, memorabilia – let's just say I am looking for almost anything car or motorcycle related for the Archives. Thank you for your help with this project.

Michael Mitchell
BMW CCA Foundation

FromThe Editor

It's not the Heat, it's the Humidity

We have just barely crossed, officially, into summer; I'm told that June 21st is the magic date, so if you recall any days in the weeks prior to that date where you were cursing the damnable heat and stifling humidity, those recollections must have been manually implanted in your brain by a crack team of brainwashing Al Gore acolytes.

It couldn't have been that hot, after all, it wasn't even Summer yet...

Club activities always ramp up for the summer and this year the calendar is particularly packed. Summer brings the Autox season, I'm always trying to talk those guys into holding some winter events, I think I'd clean up in the iX, but they don't seem to have the same appreciation for sliding around in snow that I do. Also summer-only, are the track events, the Driver's school and the Highway Safety School.

Charity Car Washes are also a big thing in the summer time and I'm actually helping to organize

one of them. My friend Jennifer Keating lost her father, Tom Bell, to lymphoma two years ago. Tom was an interesting guy, he served his country with the Army in Vietnam, was a 25-year detective in the Arlington County Police, an officer in the National Guard, and he also found time to spin platters as a DJ at various local stations such as WASH FM, XTRA 104, and WEEL. Tom was one of those people you meet and never forget, and Jen has committed to keeping his memory alive by raising money for the Leukemia and Lymphoma Society. Last year our family walked with the Keatings in the "Light the Night" event at Reston Town Center. We had a great time and intend to do it again, but this year we decided we'd see if we could help out even more.

We think we have the ingredients for a great event; everyone's favorite car washers/sign holders, the Hooters Girls from the new Chantilly location are coming out; Convenience Car Care is donating the wash space and the water; the Signs By Tomorrow franchise in Springfield is donating

signs; we'll have music and some special treats for the kids. The date is Saturday July 19 from 10:00 to at least 2:00; please see the coming events section for more details and the website for directions.

So if you perceive the third Saturday in July to be especially hot and muggy, you can either get relief by excising the global warming chip implanted in your frontal lobe, or you can come out to the Leukemia and Lymphoma Charity Car Wash in Manassas and wash some cars with us. It promises to be a great time for the whole family, and we'll spray you down with the hose and get you something cool to drink.

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 1 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 – Ramparts Sports Bar, Alexandria, VA ⁽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⁾
- 17 Social – Zodiac Grill, Gaithersburg, MD
- 19 Do-It-Yourself (DIY) – Russel BMW, Baltimore, MD
- 19 Autocross Series #3 – Manassas Park, VA
- 19 Charity Car Wash – Convenience Car Care, Manassas, VA ⁽²⁾
- 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
- 9 Summer Tour (**B**ox Lunch, **M**ountain Tours, and **W**ine) Belleville, PA
- 13 Board Meeting and Social – Location TBD ⁽²⁾
- 16 Do-It-Yourself (DIY) – Passport BMW, Marlow Heights, MD
- 21 Social – Zodiac Grill, Gaithersburg, MD
- 22-24 NJ BMW CCA Drivers' School – Thunderbolt, Millville, NJ ⁽¹⁾
- 23 Autocross Series #4 – Baysox Stadium, Bowie, MD
- 23 ChapterFest – Baysox Stadium, Bowie, MD

September

- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 13 Do It Yourself (DIY) Family Picnic – Carderock, MD
- 13 Autocross Series #5 – Maryland State Police, Sykesville, MD
- 13-14 NJ BMW CCA Driver's School – Summit Point, WV ⁽¹⁾
- 18 Social – Zodiac Grill, Gaithersburg, MD
- 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
- 16 Social – Zodiac Grill, Gaithersburg, MD
- 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>

2008 Autox Season

Autox #3 Osborne Park H.S. Manassas, VA
Saturday, 19 July 2008

Autox #4 Bowie Baysox Stadium Bowie, MD
Saturday, 23 August 2008

The July and August Autoxs are in Manassas, VA and Bowie, MD, respectively. Please see the website for details and the most current information.

Dates and locations for the last two events of the season are as follows:

Saturday, 13 Sept 2008: Autox #5 - MSP Training Facility, Sykesville, MD

Saturday, 11 Oct 2008: Autox #6 - Baysox Stadium, Bowie, MD

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

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.

Summer Tour

Box lunch, Mountain roads, and Wine
Destination: Brookmere Winery and Vineyard Inn, Belleville, PA
Start in Urbana, MD
Saturday, 9 August 2008
Register before 2 August 2008
9:00 a.m.

Time for a summer tour through the hills and valleys of Maryland and Pennsylvania to end with a gourmet box lunch and fantastic wines - this while sitting in a covered pavilion in the middle of fields of grape vines. Lunch at the vineyard will be wraps, salads, cheeses, deserts, and include a wine tasting and one glass of your favorite wine. Your cost is \$10 a person. For those who only want to tour one day - it is less than a 3 _ hour highway run from the vineyard to Vienna, VA.

If you want to overnight in the Juniata River Valley, arrangements are being made for group hotel rates, a great dinner, and a train ride on Sunday, before going home. The Saturday evening and Sunday events cannot be subsidized by the NCC BMW CCA tourmeister's budget. The tour will be self-guided using basic road rally instructions. We start our trek at 9:00 a.m. since it is slightly more than 4 hours to lunch. A brief

drivers' meeting will be at 8:30 a.m., so please be on time.

Start location is at the Park & Ride off I-270, exit 26 (Route 80), South of Frederick, MD. A gas station with restrooms and snacks is located near our start.

Please find the registration form with directions and other information on the website (<http://www.nccbmwcca.org>). If you would like to overnight in the area with us, please contact the Tourmeister as soon as possible. (bob.stern@nccbmwcca.org).



Charity Carwash

Benefit: Leukemia and Lymphoma Society
Sponsors: Hooters, Convenience Car Care, Signs By Tomorrow
Convenience Car Care
9145 Centreville Rd, Manassas, VA 22010
Saturday, 19 July 2008
10:00 am to 2:00 pm

Every five minutes, someone in our country is diagnosed with a form of blood cancer, and every ten minutes, someone dies from it. It's a serious problem...and we plan to fight it with soap and water!

Hooters in Chantilly is sending some car washers/sign holders, Convenience Car Care is lending the space and the water, and the Signs By Tomorrow franchise in Springfield is donating signs.

You know road grime is not good for your clear coat, and that brake dust is eating the finish on your wheels! This is really a no-brainer; bring the Bimmer, truck, and mini-van out for this fun event. Get all your vehicles scrubbed while helping to support research into a cure for some nasty diseases. Your car, and your conscience, will thank you!

Additional washers are also welcome, so if you're inspired to donate by doing, we'll be glad to put a sponge in your hand. CCC is located behind Bloom at Rt 28 and Sudley Rd (see the antique firetruck). See the website for directions.

Social at Champps in Columbia, Maryland

By Orlando Taylor | Photos by Paul Seto



What is a Social? According to Social Chair Paul Seto it is: "An informal gathering of us BMW owners who love the roundel." One needs only to "eat, drink, and talk about BMWs" in order to fit in. Our club has at least three socials a month; always in awesome restaurants, always on Thursdays. The great thing about our club's socials is the people. The National Capital Chapter of BMW CCA is a diverse group with but there is one issue about which we all agree; we all absolutely LOVE BMWs. Our Bavarian machines come in all shapes sizes and build dates. No matter what BMW you enjoy most, you will find kindred spirits at club gatherings.

Approximately 30 club members attended the social on Thursday April 10, 2008. It was a fun affair with all the twists and turns of a good movie. The weather was awesome; the first warm day after a cold gloomy week. On the way up from Solomon's we took note of a convertible 335i with the top down enjoying the spring temperature. That was a foreshadowing of things to come. Saida and I had been to countless events and a few socials but never one in Columbia. We were eager to catch up with our old friends from the now infamous "Columbia Maryland Mafia" (CMM). This is a faction of club members that we met during the fall tour to Wisp Resort. This is the type of rowdy bunch that Police departments keep Tasers handy for...and that's just the ladies in the group!

We arrived at Columbia Mall just in time to join the crowd gathered on the top deck of the parking lot. There were a number of E46s, E36s, E39s, E90s, E92s and even an E63. I was really impressed by the sound of the two 335i coupes. They looked mean and sounded even meaner. Social chair Paul Seto owns the Space Grey 335i coupe and has done many tasteful appearance and performance enhancing upgrades. It is clear the upgrade bug bit him early and shows no sign of letting go. Matt Sniscak's Montego Blue 335i coupe sported slick Competition wheels and also seemed far from stock, but was beautiful nonetheless. Bob and Miriam Stern showed up with the top down on their beautiful 330CiC. Bob decided to take up two parking spaces. His actions would later be duly noted by the Mall Security guards in the form of a parking citation warning. Bob later claimed that his owner's man-

ual states: "2003 330CiC is required to cover a minimum of two parking spaces at every location." Nevertheless, Bob is a good sport and took his warning ticket in stride as did the other member who parked his 745Li in more than one spot. We all had a good laugh about the aggressiveness of the mall security.

NCC BMW CCA Vice President Zach Pullin's highly modified red E46 sedan looked like an "after" picture parked in front of Saida's bone stock E46 325i. At close to 300,000 miles, self proclaimed "extreme mileage junkie" Zach's E46 has seen much more of the roads in Europe and the U.S. than Saida's has, with barely 40k on the clock. Mr. Pullin's E46 is proof positive that a well maintained BMW will still last for hundreds of thousands of miles. No wonder this guy is our DIY co-chair!

There were many fine automobiles to ogle over, and one special guest that seemed to steal the show. David Aviles of Russel BMW has been working tirelessly to show club members new products outside of the dealership. He had Chris Lee bring us a spanking new (E88) BMW 128i convertible. Special thanks to both of these gentlemen for contributing to a great Social. The ladies seemed particularly smitten by the smallest BMW. Cheryl, Saida, Miriam and many others spent quality time sitting in the cabriolet's surprisingly roomy cockpit. All agreed that the 1 "looked larger and more attractive in real life than any pictures indicate." The bezel around the start





button is engraved with the words "Year one of the 1." I'm sure this will help the so-called predecessor of the legendary BMW 2002 become a first year collectible.

Champp's manager, Vince, showed off his newly acquired silver E46 325i and told the story familiar to most of us. He searched tirelessly to find a BMW with the option he needed. That one special option that is so hard to find on modern BMWs? A manual transmission, which is becoming increasingly hard to find in our supposedly performance oriented brand. At some point, as the Sun was going down, we pulled ourselves from the parking lot to the restaurant. Champp's in Columbia is a great place for a social. What it lacks in automobile memorabilia it makes up for in big screen TVs and great food choices. The staff was friendly and helpful and we had a great turnout. There were so many members in attendance, that it was hard to get everyone into one picture. Chapter Social Chair Paul Seto and Chapter Vice President Zach Pullins kept things running smoothly. The food was great and the stories were of the type you would expect when motor heads get together. Some told tales of chance encounters with Ferraris on back roads, others told tales of driving in third world countries where the road sometimes isn't a road at all. Eat, drink, and be merry was the order of the day. As usual, the Chapter picked up most of the tab with each member chipping in a few dollars to round out the bill and gratuities. A good time was had by all and it was well worth the drive.

The National Capital Chapter would like to thank Champp's Americana for its continued support of the Social program. Special thanks to Russel BMW's David Aviles and Chris Lee for allowing us to get up close and

personal with the 1 Series cabriolet. Socials are a great way to participate in club activities during the week and make new friends with a common interest. Come out and join the fun, you'll be glad you did!

(Clockwise from Top Left) The Columbia Maryland Mafia out in force. It was a nice night for a convertible. Some of the cars in attendance on the parking deck. Simon says, cross your arms and look tough. Saida, Orlando, and Paul enjoying dinner at Champps.





5th Annual Vintage at the Vineyards

A Gathering of Gently Aged Cars and Gently Aged Owners

Text and photos by Bill Williams

Member #2 reminds us, "It is about the people, not the cars..."

Michel Potheau, past president and founder of the BMW CCA, member #2 and a voice for the owners of BMWs always reminded us that the club should be about the people and not the cars. Many of us loved his spirit and the e-mails he would send with counts he would make of the number of car pictures verses the number of people pictures in the club newsletter/magazine.

Michel's people-centered spirit was alive over Memorial Day weekend in Lewisville, North Carolina. The site for the fifth annual gathering of gently aged BMWs and their gracefully aged owners – The Vintage at the Vineyards.

Nearly 250 classic/vintage BMWs converged on Westbend Vineyards for a day of reunion. Owners from the Netherlands, Puerto Rico, Texas, Oklahoma, Chicago, Massachusetts,

Connecticut, New York, Florida, fly or drive in for this event. Over 100 2002s showed up – about half of what showed up for 02-02-02 in Spartanburg in 2002 but a showing surpassing recent events. Scott and Patty Sturdy of the Tarheel Chapter, for five years running, put their heart and soul into organizing an ever-growing

regional classic BMW car and owner gathering. For the first time, the event gained sponsorship by the BMW CCA Foundation and was declared a regional event by BMW CCA.

Not about pretty clean cars, this show is really more about the owners. The owners are talking, and often; talking about their children, passions, hometowns, retirement plans and their life challenges and victories. Wives show up at this event in greater numbers than most other events. It truly is a family gathering about the people. To be fair and accurate, an occasional conversation will pop up about the cars, or the "adjustments" (as we call breakdowns), stashed rare parts, or what it took to get the car ready to get the people to the gathering.

Thank you Michel for keeping us focused on what is important.



(Above right) Isetta, Isetta, Isetta. (Below) Frank and Denise Greppo's 2002 in Old Town Salem. (Below right) 2002s, round and square, flank a great 2002 colored umbrella.



Websites for more pictures of the event: TK's Photos <http://picasaweb.google.com/2002targa/VV08>
 Bob Verheele's Shots http://twin-pines-farm.smugmug.com/gallery/5015725_MrhTR Brad Day's http://www.flickr.com/photos/hand_rail/2525624595/
 Photos of the people: http://www.bmw2002faq.com/index.php?option=com_forum&Itemid=50&page=viewtopic&p=508806 - 508806



Spring Tour 2008

Beaucoup food, **Many** Friends, and a **W**inery that moved

Text and photos by Bob Stern

"Bob, since you have to be at Tate BMW so early Saturday morning, why don't we go to Annapolis on Friday, have a quiet, romantic, meal at one of our favorite places, and stay at a local place that night? Just the two of us?"

Many spotless BMWs were parked outside of the Wild Orchid Inn at 7:00PM on Friday, April 25. The 2008 overnight spring tour started one day early in Annapolis for more than a dozen happy NCC travelers, as we enjoyed the first feast of the weekend. I must not have heard the parts *"romantic... just the two of us"*.

Kevin Mellett and his team had Tate BMW primed and ready by 8:30 Saturday morning. The front lot was partially emptied for our 37 cars. Tables inside were overloaded with breads, fruit, and drinks for all to enjoy. The parts department opened early and even went so far as to reprogram a radio code for one of our people. It was fun watching NCC members eating – and ogling – the E30 M3 Cabrio, Modified E46 M3, and E92 M3 that Tate had displayed along with several brand new cars.

The convoy lined up to begin our trek. It included new members who were only going to join us for lunch and then return home, and two Porsches rebadged as BMWs. Brian Cunningham (previously of NW BMW Summer Tour 2007 fame and now at Tate BMW) knew what it takes to safely get rid of our group. He jumped in a new X6 at 10:00 a.m. and used it to block several key intersections, as we started across the Chesapeake Bay and north into Pennsylvania.

No formal break in the route was scheduled.

As expected, I stopped at a fast food place in Elkton to pick up another club member in his E90. Several of our group joined in for a "potty break". Our cars began filling up the reserved area parking lot at Harvest View Inn by 12:30. Five "Vipers" had arrived before us, so we instantly improved the entire look of the lot. We were seated in the "Cow Room" and began attacking the lavish buffet by 1:00. No listing of the food selection is necessary – but one member was noted as having "sampled" six deserts. By this time, our new members were planning on joining us for dinner...and we had lost one sick Porsche.

After lunch, the owner, Peter, introduced his chef to the group. The only question he was asked was, "Where is the best bakery for us to visit?" Our tour schedule left the afternoon choices open for visiting a winery, shopping, sightseeing, or going directly to Eden Resort. About 20 cars traveled to the Lancaster County Vineyard and Winery. I instantly realized that on the previous evening, the owner had moved the entire operation – house, vineyard, and parking lot – to the other side of the road. This made my route instruction "LEFT out of the winery, going north, to Eden Resort" inaccurate. Only a RIGHT turn would send you north. Several people toured a lot more of the Amish area of Lancaster than planned.

That afternoon, our people used the indoor pool, tennis courts, and other facilities at Eden Resort to work up an appetite for dinner. Our new members had decided to stay the evening, and our missing people were safely on board. Evening events began at 6 p.m. with appetizers, buffet

dinner, and a large dessert selection.

To ensure we would be remembered in Lancaster, NCCers crashed a high school prom in another part of the resort and had their "prom pictures" taken. Eden Resort had our parked cars marked and patrolled all evening for protection. Security temporarily stopped a few owners who were checking their cars while wearing balloon hats that looked a little like...never mind...skip that comment.

Presentations were made for the oldest car on the tour (1984), longest drive from home to the start point (89.5 miles), and who got lost the worst (skipped 3 directions). I noted that the error caused by the vintner moving his operations to the other side of the road, did not count as getting lost. Tate BMW graciously donated Digital Radio adapters that were awarded with the presentations.

As is our tradition, NCC BMW CCA closed the bar at Eden Resort early Sunday morning. This was an excuse to also sleep late and partake of the lavish Sunday Buffet before going home. Most of us enjoyed a regular breakfast that was included with our event package.

Make plans and register now. The one-day summer tour on Saturday, August 9, 2008 will continue our quest to find new roads, quality food, beautiful farms, vineyards, and the friendship of fellow chapter members. Although technically a one-day event, options are available to stay in the Juniata River Valley on Saturday night with a train ride on Sunday. Check the web site or contact me. (Bob.stern@nccbmwcca.org).

In Memoriam: Richard John

By Woody Hair



October 31st 2007
VIR Full Course

Our chapter lost a good friend and supporter on May 26, 2008 when Richard John, age 66, of Fincastle, Virginia passed away after fighting a battle with pancreatic cancer for almost a year. He and his beloved wife JoElla, both instructors, have been fixtures at our driving schools for over twenty years and often made the long trip from their self-built home in southwest Virginia to our social events.

Born in Baltimore, Richard graduated from Virginia Tech in 1963. He and JoElla were married in August 1963. Following graduation he served in the U.S. Army Reserves. He recently retired after a 42-year career as a professional mechanical engineer. The last 25 years he had his own consulting firm specializing in commercial heating and air conditioning systems.

Richard's love of BMWs started in the late 1960s when he and JoElla bought a 1600. That was soon followed by a purchase of the first Bavaria sold in their area and then a 2002. Among the other BMWs they have owned is a 1972 2800CS that they found in 1986 while on vacation in Arizona. They bought it on the spot and had it shipped back to Virginia. Two days before Richard's death, they showed this car at the Vintage at the Vineyard event in North Carolina. Other BMWs the Johns have owned include a 320i, an E12 Alpina B6, two E30 M3s, a 325is, an E36 M3, an M Coupe, and a Mini Cooper S. Their daughter Beverly got a 2002 in her senior year and still has it almost 20 years later.

Without a doubt Richard's favorite Bimmer was the Salmon Silver E30 M3 that JoElla bought for him for their 25th (silver) wedding anniversary. In return, Richard gave her silver-level ballroom dance lessons that they shared together for several years. He immediately started doing the National Capital Chapter Summit Point driver schools with that car. Modifications to the M3 started too, and he continually changed and lightened the car to meet his desires. As the M3 improved, so did his driving skills. Richard always likened high performance driving to "dancing with the car". This probably came from those dance lessons. Richard was an engineer, and drove like one. He valued precision and accuracy, and probably knew the nuances and subtleties of VIR better than anyone else. He looked for speed in every inch of the track; no turn was a "throw away", no braking point too early or late, and no turn-in imprecise. He delighted in running down and passing much more powerful cars, and made it look simple.

People always asked Richard about the M3's license plate – 10 BROOX. The name is from an old Bluegrass song written about an actual horse race. Tenbrooks was a big grey horse from Tennessee that raced against Molly, a California mare. The short

version of the story is that the owner shouted to the jockey, "Kiper, Kiper, Kiper my son, you are not riding right. Give Tenbrooks his bridle and let old Tenbrooks run." Again an analogy that one should give the car its "head" and let it run free on the track. Richard always said that if he met anyone who knew the meaning of his license plate and was an E30 M3 aficionado he would have an instant soul mate and friend. (The song can be found online – "Molly and Tenbrooks"). A ride with Richard in 10 Broox at VIR was inspirational to students, racers, and instructors alike – it was the unique experience of perfect balance between man, machine, and track.



For a long time Richard and JoElla have instructed at high performance driver schools, first with the National Capital Chapter, and then many other chapters and organizations on the East Coast. They played an important role in the planning and execution of the 2005 BMW CCA Oktoberfest in Greensboro and VIR. Both of them have been instrumental in the establishment of the Tarheel Chapter's Instructor Training School. He served on the Tarheel Board of Directors for several years and has been their Roanoke Area Coordinator, planning many meetings and back road tours. Richard's love of tinkering led him to develop an electronic system with a small diode light to be placed inside the eye port of a helmet. It would immediately alert a driver to any abnormal engine functions without the need to lower their eyes for a gauge scan. It was dubbed ELLA for Eye Level Light Alarm, and many drivers are using this system on tracks around the country.

Many of us have benefited from Richard's unselfish sharing of his time and mechanical skills. When my M3 had a fan blade punch a hole in the radiator, Richard trailered the car to his house and installed his spare radiator until I could obtain a new

one. Last year a driver from Louisiana came to VIR for a school and had his M3 transmission break. As tired as he must have been from a day of driving, Richard gave up an evening of drinks and dinner with friends to make the four hour round trip to his house to get a spare transmission for this fellow. That is just the kind of person Richard was.

Richard had many interests beyond his M3 and driving. His other hobbies included photography, trains, and following F1 and MotoGP. He was a high-end audiophile and built his own tube-chassis stereo. He enjoyed tweaking it to get that perfect sound. He thoroughly enjoyed music from blues to classical, but his favorite was bluegrass. In recent years he returned to a boyhood love of bicycling and as usual, did it with a passion. Richard, JoElla, and friends enjoyed Virginia's rail-trails that combined his newfound love of cycling with his fondness for Virginia history and steam trains. He knew how to live large and all who knew Richard will sorely miss him. Richard took the horror of his illness and turned it into a teaching tool. He educated us about pancreatic cancer, and gave us a big lesson in taking care of ourselves and our health, but to always remember to live each day to the fullest.

In addition to his wife JoElla, survivors include his daughter Beverly and son-in-law Dave Clarkson of Roanoke, his daughter Lisa John Shroyer of Louisville, Kentucky and two grandchildren, Tony and Kaleena Shroyer of Louisville, and a mother-in-law Juanita Hall as well as over a thousand students, fellow instructors and friends. The National Capital Chapter, the Tarheel Chapter, and the BMW CCA have lost one of the best.

(Below) May 8, 2008. Richard and Woody at VIR during One Lap of America.



25th Annual Deutsche Marque Concours

Text and photos by Bill Williams

Weather...the bane of many a car show...

Maybe those other shows, but not the Deutsche Marque Concours!

For its 25th Anniversary, Mother Nature served up yet another beautiful spring day, perfectly suited to the event. The DM organizers are now so confident of good weather that the word is next year they plan to do a rain dance in the days leading up to the event – just to show they can.

Thanks to everyone who came out to the show, and to the entrants, judges, scorers, registrars, folks from Russell BMW (who brought an X6 and a 135i), and other volunteers for your work in making this such a great event.

This year there were almost 40 cars entered for judging. The quality of the cars was equal to any concours in the past and may be improving. Newer cars made an impressive showing this year as well as the classics.

Some notes from the event:

We made a few mistakes...

After I returned home and had a minute to review the judging sheets and verify the results, I found two errors we made in our haste to finish the scoring.

The first and most severe was the Best in Marque Award. We actually had two cars that tied for Best in Marque and it is now too late to complete a tie-breaker. So we've decided to award two Best in Marque awards; one to Imrey Batori (Imrey was announced at the event) and the other to John McWilliams. I called John to explain our error and apologize. He understood and graciously accepted my apology.

The second error was in placing Anita Patton's car in the Meister's class when in fact her "Geisha" was debuted at the DMC and should

have been placed in the general class. However, after reviewing the scores, she placed second in both classes so Anita has the appropriate award.

We made some last minute changes...

We advertised only one award for the Meisters Class. After seeing the turnout of past champions, we decided to create two classes, Early and Late model, and award first, second and third places in each. I'm convinced this was the right thing to do; next year we'll re-evaluate the issue, as the Meisters class will not be as large.

Lessons for next year:

Judging...

We hope to have some level of involvement in the judging clinic next year as we did this year. The quality of the judging cadre was one of the biggest improvements this year. It takes an heroic



level of commitment to step up and pass judgment on another's car and in some cases prepare a car at the same time. Please consider becoming a judge next year so we can give our current judges a break.

On-Site Registration...

It went well this year; the wind added some challenges and we also had some issues explaining the new Anfängers and Meisters classes. We can fix the class issues, but the wind will be the wind. Maybe we will bring an enclosed trailer next year.

Pre-registration...

25 people pre-registered for the event, the most of any DM concours, another 10-12 drove on and registered. Pre-registration makes things much easier for the organizers; we'll try to think of ways to increase even more the percentage of entrants who pre-register next year, maybe even limiting judging to only pre-registered cars. Stay tuned for more, but the message is, pre-register as far in advance as you can for any event. After all, you may be an organizer one day.

Classing...

This is always the "sticky wicket." The chief judge and scorer strive to create classes of an awardable size based on the number of cars participat-



(Above) Part of the newly trained judging cadre Bill Riblett, Tosh Sondh, Bill Williams, John McWilliams, Chris Isaccson, James Laws, Cuttie Bacon. Photo by Ruth Williams. (Below) First time concours entrant, Daren Hardreth, prepping his 1992 325.



ing. A class with three to seven entrants is considered awardable; fewer than three and awards begin to lose any real meaning, but many more than seven and people go away feeling less-than satisfied and may be intimidated in the future. We continue to work on this; judging only pre-registered cars seems to solve this problem. Next year we will have far fewer cars competing in the Meisters Class and hopefully some of those entered in the Anfängers Class will step up to the general classes. These two factors will make the general classes larger and create better class structure.

Results from the 25th Anniversary Deutsche Marque Concours

Class Name Year Model

2002s

1	Jonathan Maxsom	1972	2002tii
2	Rich Pople	1973	2002 Turbo

Classic

1	Lothar Schuettler	1972	3.0CSL
2	Lothar Schuettler	1938	327
3	Lewis Baskerville	1974	3.0CS

Modern 80s

1	Imre Batori	1988	M3
2	Anita Patton	1987	M6
3	Ken Bell	1988	M6
3	Max Willikaum	1987	M6

Modern 90s

1	Daren Hardrath	1992	325
2	Charles Joesten	1996	328i
3	Ken Bell	1991	850i

Current

1	Shahriar Amiri	2000	Z3
2	Lothar Schuettler	2000	Z8
3	David Dolan	2001	Z3
3	Alfred Lawrence	2006	330i

Class Name Year Model

Early Meisters

1	John McWilliams	1974	2002tii
2	Doug Dolan	1972	3.0Cs
3	Lothar Schuettler	1956	502

Late Meisters

1	Willy Lutz	1991	M3
2	James Laws	1989	635Csi
3	Robert Stern	2003	330Cic
4	Danny Miller	1989	635Csi
5	John Estep	1991	325xi
6	Paul Correa	2000	530i

Judges Choice

Daren Hardrath	1992	325
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Anfängers

Greg Doan	2003	M5
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Best in Marque

John McWilliams	1974	2002tii
Imre Batori	1988	M3



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2008 Tire Rack One Lap of America

By Woody Hair | Photos by John Hartge

The 25th annual Tire Rack One Lap of America was run in early May and four BMWs from the Washington area were among the ten BMWs that participated. That was topped only by the 11 Porsches that were part of the 72 car field. This year's course started with registration and a wet skid-pad time trial on Saturday at the Tire Rack in South Bend, Indiana. Then it was a 235-mile transit for a 3-lap time trial at Road America in Elkhart Lake, Wisconsin that afternoon. The first day concluded with a 570 mile drive to Pacific Junction, Iowa. Sunday was two time trials at Mid America Motorplex followed by a 825 mile transit to Navasota, Texas. Monday we were scheduled to do two time trials on the fast 2.9-mile road course at Texas World Speedway, followed by two drag strip events at Lonestar Raceway near Houston. Heavy rains caused the organizers to use a 1.8-mile configuration at TWS for the afternoon trial and cancel the drag events. That gave everyone an early start on the relatively short 360-mile transit to Donaldsonville, Louisiana.

Tuesday's two time trials at No Problem Raceway were completed early and the Elapsed Time drag event was conducted that afternoon on the strip at No Problem. Then it was off on an 800-mile transit to Kershaw, South Carolina. The two time trials at Carolina Motorsports Park used the old configuration in the morning and the faster new section in the afternoon. This was followed by a 155-mile jaunt to the BMW Performance Center at the factory in Greer, SC. BMW was the featured make this year and the One Lap was able to do a two-lap time trial on a short road course that is part of that facility. A larger than usual crowd of spectators was on hand there. Wednesday ended with another short transit of 235 miles to Danville, Virginia. At VIR Thursday we did one time trial each on the South, North, and then Full courses.

An overnight rain had left the track wet for the first runners on the South. Thursday evening concluded with a 480-mile transit thru heavy rain storms in West Virginia to Beaver Falls, Pennsylvania. Friday had two time trials on the BeaveRun road course and an autocross on their large Vehicle Dynamics Area. With a short 360-mile transit back to South Bend for Saturday's concluding dry skid-pad trial and the awards banquet, a bunch of us made a stop in Cleveland for a visit to the brewpub at the Great Lakes Brewing Company.

BMW Results and -mile time:

E46 M3 of Catesby Jones and Jose Collado (both Florida). **8th** overall and 1st in SS/GT1 – Small Bore (less than 3.5 liters) **13.239 seconds**. This car was owned by Active Autowerke and carried an experimental ASA supercharger that they hope to retail. Catesby did all of the track



The E60 M5 of Mark Simon and Brian Hair running hard at VIR North.

events, neither had driven this car until two days before the start. The car had no mechanical issues the entire week. It started right with a 2nd place on the wet skidpad.

135i of Alex May, Vic Hall (both Chevy Chase, MD) and James Clay (Dublin, VA). **13th** overall and 1st in SS/GT2 – Small Bore. **13.920**

seconds. The car had a software and intercooler upgrade by Active Autowerke as well as lighter Performance Friction front brake calipers and aftermarket suspension components. The day before departing for South Bend a second oil cooler was added by RRT. Pro racer James Clay drove all of the road course events except MAM and BeaveRun. They would have had a higher finish, but got no points in the afternoon event at TWS after spinning and getting stuck in the muck.

E90 M3 of Mike Renner (SC) and Chris Thompson (NC). **15th** overall and 2nd in Luxury Sedan class. **13.726 seconds**. This stock four-door car was entered by the BMW Performance Center where Mike is one of the chief instructors. Mike did all of the track events and later admitted he didn't realized the importance of prior track knowledge to score really high finishes.

E60 M5 of Mark Simons (Ashburn, VA) and Brian Hair (Woodbridge, VA). **16th** overall and 1st in Luxury Sedan (different scoring for class position). **12.886 seconds**. Stock, except for H&R springs and a Dinan exhaust, this car surprised many with its speed. It finished 4th and 5th in the rain at TWS, 2nd (!) at VIR North, 8th at the Performance Center and 4th in the autocross. Mark was only 5-hundredths of a second slower than a vaunted Nissan GT-R in the drag race.

E92 335i of Robin Sparrow and Barry Battle (both Arlington, VA). **18th** overall and 2nd in SS/GT1-SB. **13.429 seconds**. Dinan software and AA intercooler, aftermarket springs and AST shocks were among the other goodies on this RRT-prepped car. Their best day was at VIR where they had a 3rd, 11th, and 12th. Having their women there might have helped. Robin raised over \$60,000 for the National Prostate Cancer Coalition this year.

E60 M5 of Jonathan Czarney and Jon Miller



(both of Orlando, FL). **24th** overall and 4th in Luxury Sedan. **13.132 seconds.** The car was running for the second time and has some Dinan goodies. Miller drives a Porsche 911 in the Koni Challenge Series. Their best finish was 6th at VIR South. Their best contribution – Jonathan's father who brought kielbasa and a grill from NYC to BeaveRun so we could have a good lunch.

Z3 M Coupe of Neil Simon (DC) and Woody Hair (Arlington, VA). **29th** overall and 3rd in

SS/GT1- SB **13.443 seconds.** Six One Laps in a row for this surpercharged entry. Highlights included a 17th at BeaveRun, 18th at VIR North, and 14th in the autocross. Lowlights were the 54th and 48th in the rain at TWS.

Z3 M Roadster of Jim and Francis Rzegocki (both Seattle, WA). **54th** overall and 5th in SS/GT1- SB. **14.319 seconds.** Six years in a row for this father-son team too. Dinan-super-charged car. Their final standing was hurt badly by

missing all three time trials at VIR due to a non-functioning alternator. They had to go to Greensboro for a replacement and have it installed by Jim Posig at his shop in Sonora, NC. Not an easy job with all of the supercharger hardware blocking access.

E46 328i of bothers Matt (NY) and Pete (NE) Zekauskas. **58th** overall and 5th in Mid-Priced Sedan class. **15.268 seconds.** Matt swears this car is still stock, but it looked good on the drag strip against a Mustang GT. Their best finish was a 27th in the rain at TWS.

E46 M3 Convertible of Solomon Rosenthal, Tiago Patricio and Jeffrey Garrison (all Philadelphia area). **62nd** overall and 6th in SS/GT1-SB. **14.253 seconds.** The car was supplied by their sponsor, Game-X Change, at the last minute and they were not expecting a convertible. Due to the aftermarket roll bar not meeting some tracks' requirements, they were forced by the organizers to run at "conservative" speeds during the time trials.

Full overall, class, and individual event results can be seen at www.OneLapofAmerica.com.







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Suspensions 101

By Barry Battle
RRTSuspension.com

Advanced Suspension Services and Analysis

Suspension set-up...it may be the most important and least understood aspect of car performance. Barry Battle, of our gracious advertiser and DIY shop, Road Race Technologies, has offered to write a series of articles about suspensions for publication in der Bayerische. Below is the first in the series, starting with the terminology involved. - Editor

Any car enthusiast has a few points of concern when evaluating a car. How does it look and how does it drive? Looks, of course, are subjective, but when considering how a car drives you generally consider power and handling. Within both



Photo by Alex Teitelbaum, TeamWTF.org

of these categories there are several metrics and qualities by which we judge. For power, one can rate horsepower or torque, seek an engine that is normally aspirated or with forced induction, try to optimize top-end or linear power, and we could keep going. Considering that we are aficionados of German performance, stump pulling torque, while nice, is not part of our passion; we are more interested in a balance of horsepower and torque for city cruising, autobahn travel, and track duty. The same desire for balance drives our obsession for handling.

Suspensions Components

Underneath the car, the key suspension parts are the shock absorbers (i.e., dampers, shocks, or struts), springs, anti-roll bars (i.e., sway bar), control arms, and bushings. Below is a brief description of those parts that includes a definition and their function within the suspension.

- **Shock Absorber** – Device designed to smooth out or dampen a sudden shock and dissipate the impact's energy. The shock absorber's function is to smooth the ride of the car by tempering the movement of the spring and thus the wheels relative to the chassis when traveling over bumps or transitioning into and out of turns.

- **Spring** – A flexible elastic object used to store mechanical energy that is typically made out of hardened steel. The spring's function is to support the ride height of the chassis over the suspension and permit travel of the suspension as wheel movement is necessary.

- **Anti-roll bars** – Bars that connect wheels on the opposing side of a vehicle together through lever arms connected to the ends of said bar functioning as a torsion spring. The sway bar's function is to increase the suspension's resistance to roll in turns.

- **Control Arm** – A structural member that pivots in at least two locations and connects the car chassis and subframe to the steering components and wheels using ball joints and bushings. Three types of control arms are typically seen including: Wishbone, L-shaped, and straight rear-arms. The control arms' function is to hold the suspension components in place and more importantly, control the movement of the suspension relative to the chassis.

- **Bushings** – A rubber device (also found in delrin, aluminum and other aftermarket variations) that separates contact between two metal objects. The bushing's function is to allow a set degree of movement, while minimizing the transmission of noise and vibrations through to the chassis in such applications as shock and control arm mounts.

Suspension Designs

Over the years BMW has employed various types of suspension set-ups. When considering the different suspension design options to use when constructing a new chassis, the engineers and designers weigh the targeted use, customer segments, costs, maintenance, reliability, and several other factors. For example, a 3 Series has a more sport oriented set-up while 5 Series handling is more focused on a smooth ride.

As Series have changed over the years so have these approaches to suspensions. The following list of suspension types provides a

description of the suspension, a sample BMW chassis that you would find it on, and a short evaluation of the pros and cons of that particular set-up.

- **McPherson Strut** – The front suspension design common in BMWs (E30, E36, E46, E90). The McPherson strut design is a lower cost, simpler design that mounts the wheel and hub directly to a strut and spring assembly and, in the case of the 3 Series (except the E90), relies on a single control arm and the strut assembly for connection to the chassis. While the McPherson design is cost effective, it often provides a harsher ride quality and limits the engineers' ability to fine tune.

- **Wishbone** – The second of the front suspension designs most commonly found in performance cars, typically formula style cars, but also found in the BMW E70. The double-wishbone design is a more complex design that uses two-wishbone shaped control arms on each wheel to connect the chassis to the wheels. The shock absorber and spring are mounted to the wishbones to control vertical movement of the wheels. The more costly double wishbone design allows for more discreet tuning of suspension parameters and can be tuned for a more comfortable ride.

- **Semi-trailing arm** – One of the two most popular rear suspension designs commonly found in BMWs (E28, E30, E36/8). The semi-trailing arm design is an independent suspension design that allows for each rear wheel to move independent of the other. Each wheel's hub is held in place by a triangular arm with two points connected to a subframe forward of the axle and the third point being the hub. This set-up allows limited adjustment to increase performance.

- **Multilink** – The second of the rear suspension designs most common in BMWs (E39, E36, E39, E46, E90). The Multi-link design is one that uses three or more links to connect the wheel to the chassis and direct movement both laterally and longitudinally. In the case of several BMW chassis, the multilink incorporates some aspects of the trailing arms by incorporating a crescent-shaped rear trailing arm that runs from the wheel hub forward of the axle to connect to the chassis. The Multilink allows for extensive tuning and thus increased suspension performance.

Body Work Done Right

By Brian Galhouse BMW CCA 349355

I was enjoying my first cocktail of the evening when I got the bad news from my wife- the five had been in an accident. I wish I could tell you I asked if she was OK, but I simply assumed she was (she was standing in front of me, after all) and immediately started asking about the car.

"Did you drive it here?"

"Yes."

"Did it drive alright?"

"Yes."

"By the way, what happened?"

It turns out she had a small fender-bender with our neighbor, of all people, no one was hurt, and we had some minor damage on our hands. I immediately started fretting over where to take the car, since the shop everyone immediately recommends simply doesn't fit my commuting pattern unless I take a day off of work to get there. Like most club members, I wanted my car repaired by a car-guy, not a sweatshop for quick insurance repairs. After a few minutes of head scratching, I remembered that when my last Bimmer was hit in a parking lot (don't park too close to me - bad things happen), someone had recommended Precision Auto Body in Manassas Park. Close to my job, they did quality work, and the shop owner was clearly knowledgeable about repairing BMWs.

I called my insurance agent, and they were still on the preferred provider list. Without a second thought, I made an appointment and brought the car in. I sent an email to the owner, Pete Petursson, to say hi and let him know my decision was based on his excellent work in the past. I was surprised to learn that the shop's ownership had changed, but he assured me that I was in good hands. I went from full confidence to trepidation in about 5 seconds, and I had butterflies in my stomach as I awaited my fate. I had full faith in Pete's promise, but I was now dealing with an unknown that I wasn't mentally prepared for. If you, like me, have had a bad body shop experience in the past, you know exactly what I'm talking about - the porter pulls your car up and smilingly hands you your keys. Meanwhile, your head starts to hurt as you assess the poor panel fit and mediocre paint job. The shop employees are avoiding your gaze while the manager tells you, "It actually looks great! You just need to get used to it!"

Whew! Snapping out of that nightmare, I have to remind myself that Glenn Massie, the shop manager, has been calling me daily with updates on my E39's progress. He sounds

organized and professional, and I was informed that David Robinson, the body man, has been there for years and stayed on through the change in ownership. My cars have been massaged by his great work in the past, and I know he can deliver the goods. OK, I can stop hyperventilating now.

"By the way, Glenn, could you debadge the trunk lid while you're back there?"

"No problem."

Finally, Glenn calls me to let me know the car is finished. I told him to go as slow as he needs to make it right, but it was a fairly simple repair consisting of removing some minor creasing in the sheet metal, a bumper cover respray, and a new tail lamp bezel. I'm very anxious about the finished product, but it's just a car, right? Yeah, the way my wife is just a roommate.

I heaved a sigh of relief the minute I pulled into the lot. Under regular daylight, the color looked great, the Toyota 4 Runner-induced crease was non-existent, and my car now looks stealthier (or anonymous, depending on your opinion) with the badge removed from the trunk lid. I couldn't have been happier!

Most people don't want to visit a body shop, but if you must, I highly recommend the services of Precision Auto Body. It's a small, but efficient crew: Glenn, David, and Josh Grizzard, the resident paint expert, ply their trade with great skill, and their customer service is very personal. They utilize the Chief Velocity frame measuring system and a Garomat downdraft paint booth. The shop is owned by Steven Burton of Rosslyn Auto Body.

Glenn's point of view is that, "It's all about customer service. We treat every customer's car like our own. As an independent shop, we need to produce quality work to survive." After a nervous couple of days, I would say he puts his money where his mouth is. I find it refreshing to know that in a world where the words apathy and customer service can comfortably bed together, there are still craftsmen out there that do a good job because it's simply the right thing to do.



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Do-It-Yourself Event at FunKtion Auto

By Roy Morris

When I arrived at FunKtion Auto's gleaming temple to automotive passion at 2 p.m., I found a group of participants all clustered around the front wheel well of a dark blue 1994 325i, with torches, hammers, chisels, pneumatic drills, seemingly all going at it at once. The object of this group effort? A tiny 6mm brake disc retaining bolt. Steve Tae, a first-timer at NCC's DIY, had planned to replace all 4 discs and pads, and here it was 2 p.m. and he hadn't even gotten the front left disc off, even though he'd been at it since 9 a.m. I left him in the good hands of his many new friends and helpers and looked around.

Officer of the Day Tony McMullan was directing traffic as others moved their cars in and out of the bays.

I went upstairs to the lounge area to see what there was to eat, and there was a great spread of shrimp, sandwich wraps, fruit, cookies, chips and so forth.

I searched out the other first timer, Richard Prentiss, to see how things went for him. Richard said, "I have never worked on a car before in my life, so I thought I'd start with something simple; an oil and filter change on a 1999 328i. Wayne Moubray, the shop manager, helped me out and even loaned me the tools I needed to get the job done. I see a lot of jobs that I think I could tackle." So this was apparently a great confidence-builder for Richard.

FunKtion owner, Walid Achi, gave me a tour of his showroom and showed me some of their new state-of-the-art alignment tools. I asked if he had any interesting projects going, and he went to

a technician's station and showed me the work order on the computer monitor. "We have a 2008 335xi that we're making several modifications to. This is the twin turbo car, and we're putting in a bigger intercooler and a Dinan oil cooling kit. Excessive oil temperature is a huge issue for these cars. Also we're doing tuned software, exhaust and a blow-off valve all developed and supplied by Active Autowerke. We did a dyno run when we got the car, and we'll dyno it again when we're done. We expect to add 135 ft. lbs. of torque and 120 brake horse power."

Anything else, I inquired? Sheepishly, Walid admitted that the engine of his own 2000 M Coupe was on the workbench under a shroud, with a blown head gasket. He had loaned the car to a customer to drive while they worked on the customer's car. When it was returned, the engine

made a sound like bent valves, but it was a failed head gasket. Walid is using this opportunity to have the engine re-bored, and have the crankshaft, connecting rods, pistons and block balanced, for performance and longevity.

I met the Shop manager who had helped out Richard Prentiss, Wayne Moubray. Wayne is a BMW guy also; his car is a green 1994 325is with a 3.2 litre M3 engine and the complete M3 drivetrain. Custom exhaust, roll cage, suspension....the works. I asked Wayne what he liked about working at FunKtion. He didn't hesitate: "The ability to help somebody fix their car properly, the first time. I'm involved with diagnostics so that we have a second set of eyes on the car when we're assessing the situation. Another thing is that although I'm a BMW guy, among our technicians, Dave is a Mercedes-Porsche-Audi, guy, Heinz is a Porsche guy, and Steve knows Japanese cars, so we have technicians who are enthusiasts for each of the marques. That allows us to work on a variety of cars."

Circling back to Steve Tae and his dark blue E36, he was all smiles. Brakes all done, I asked? "The front ones!" he replied. What was the solution? The one recommended by Mike Miller in this month's *Roundel*: whack the rotor from behind with a large hammer to break the retaining bolt off. It worked!

(Left) Tony McMullan in a familiar position, under his E30 at a DIY. (Below Left to Right) Jonathan Thayer supervises while others do some brake work. Uh, are those leather britches there, Roy? DIYers work to free a stuck rotor retaining bolt.





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The 2008 National Capital Chapter Autocross School

By Christopher Higgins

On April 26, 2008, the National Capital Chapter held its annual autocross school with what may be a record number of students. We were blessed, once again, to have use of the Maryland State Police Training Facility in Sykesville, MD. I cannot emphasize enough how fortunate we are to have use of this fantastic facility. We had thirty students this year who came out to learn more about autocross, about their cars, and about their driving ability. With the vast majority of our students driving BMWs from all years, instructors were able to provide their expertise on how to get around an autocross course as smoothly and as quickly as possible since most of our instructors also happen to know BMWs pretty well. There were a handful of students driving other makes; instructors and regular autocross participants will tell you they've seen almost every type of car participating over the years.

The school started with a classroom session to go over all of the basic components of a typical autocross. Things covered included course design and how to remain on-course through what can look like a giant sea of orange cones. Since autocross is a motor sport, there was an emphasis on safety including minimum helmet standards, responsible corner working, paying attention to PA announcements, and watching for waving flags and other commands from course workers. Safety is the most important thing stressed at all of our events in order to ensure future event venues can be secured and that we can continue to uphold our reputation for having safe and fun events. Other topics covered in the classroom included driving techniques, hand positioning, event schedules, and the ever important "looking ahead" while on-course. All of the students can tell you that they heard the words "look ahead" more than a handful

of times while in the classroom and definitely while on-course.

After the classroom session, students got in their cars and were ready to learn-while-doing. Students were split into three groups for the morning session. One group would be the corner workers, one group would be running the autocross course, and one group would be learning on the skidpad. They alternated after completing each station. Before any driving started, students and instructors did a course walk to learn more about each aspect of the course that you may not be able to see from just watching other cars run. The course walk is an essential part of any autocross, and you will see all of the experienced autocrossers (and hopefully inexperienced, too) walking the course multiple times to find that smooth, fast line around the course. Finally, each student was equipped with a helmet and paired with an instructor to learn on-course and on the skidpad. Instructors emphasized elements such as hand position, looking ahead, keeping your speed, smooth is fast, and other tips to correct issues as needed. The skidpad exaggerates handling tendencies your car may experience on the autocross course, such as understeer and snap oversteer, and is used as a tool to learn techniques for dealing with those tendencies.

After lunch, students were able to apply the skills they learned throughout the day and try to improve their driving skills on a new course. Each run was timed, and students saw significant improvements in their times as they completed their runs. The instructors were amazed and delighted at the improvements all of the students made in just one day of training. I am confident that the students had a good time and am sure that many of them will now be attending our autocross

events throughout the year. We all hope that you can make it out to an NCC autocross sometime this year. Even if you missed the autocross school this year, our events are very relaxed and welcoming to newcomers with multiple instructors and experts available at any of our events to answer any questions you may have or ride with you in your car to offer advice or a critique.

I can guarantee that you will meet a variety of people at an autocross, and you will see a variety of cars autocrossing that you may never have imagined would be successful at a motor sport. We try to emphasize fun as the top priority at our events. We also have a friendly competition within our autocross classing system and give out awards to top finishers in each class each year. The NCC BMW CCA offers nine BMW-only autocross classes and two non-BMW classes to keep a level playing field for the varying degree of modifications among cars including showroom classes all the way to unlimited modifications. The specifics of the autocross classes and "how to class your car" can be found on the NCC website under autocross in the chapter programs section. Unfortunately, I do have to mention that autocross is not for all vehicles since some vehicles (some SUVs, trucks, CUVs, etc.) have a high center of gravity which can be detrimental to the safety of all participating in an autocross event. Many more details about the autocross program can be found on the website <http://www.nccbmwcca.org/> or by e-mailing autocross-questions@nccbmwcca.org. If you want to find out first hand about autocross, just come on out and participate. I can guarantee you'll be hooked just like the rest of us.

July

Ultimate Owner: Colby Hall Profile: 1995 M3

Every journey to BMW ownership has a beginning. In the case of Colby Hall and his 1995 Avus Blue 5 speed M3, it was a 1972 2002. Inspired by drives as a child in his Uncle's Porsche 912, Colby eventually set out to acquire his own. In short order, however, it was the 2002 that caught Colby's attention and although he had never even changed a car's oil, he did what any reasonable enthusiast would: Buy an inoperable 1972 2002 on e-Bay from Los Angeles and have it shipped east! Fortunately for Colby, a chance meeting with club members made the project a success. Two years of weekly evening work sessions led by CCA member Ed Oldewurtel and assisted by Bill Williams (with Colby doing his best as pit crew support) yielded a first class 2002. Ed and his wife moved to Washington State but Colby remains close friends with them both.

One week after selling his '02 Colby found his ultimate M3. Colby recounts the drive north to Princeton, New Jersey, to meet the car and its original owner. A stunning unmodified example with only 36,000 miles on the clock. In addition to the low mileage, the owner produced the window sticker, both sets of keys, the manual, and even the cassette tape instruction! After more



than two years in Colby's care it recently passed the 39,000-mile mark.

Like most car guys, Colby can still remember his first encounter with an E36 M3. It was 1994 at a dealership in Boulder, Colorado and every detail from the Dakar yellow paint to the impossibly low profile tires on alloys stamped with "BMW Motorsport" remain vivid in Colby's mind. The fact that he still has a 1995 M3 brochure is a fun reminder of this early passion as well.

The BMW community also continues to hold a special place for Colby and his family. You see, it wasn't long after the M3 arrived in the Halls'

garage that Colby's wife decided she needed a BMW, too. She even joined the club herself and proudly sports CCA plates on her 330i. So far, the M3 has joined fellow club members at Summit Point for the Jefferson 500 as well as a DIY session last year in Virginia. Yes, Colby can now change his own oil. "Only with the supervision of club members, of course," says Colby with a smile. He goes on to say how many great people he has had the privilege of meeting since first becoming an owner and he loves just hanging out and talking cars, especially BMWs.

August

Ultimate Owner: Tony Montcalmo Profile: 1983 323i

The beauty of this grey-market 1983 BMW 323i, is its near original condition. The car was owned in Belgium, imported to the US and purchased by Tony in 1994. It had less than 50,000 miles on it, a combination of modest European mileage and short-distance US highway daily use. Tony used it as a daily driver for about five years and has driven it less than 1,000 miles per year since then. Currently, the odometer shows less than 120,000 miles.

The only modifications made to make it US-worthy were: a headlight change retaining the wipers, adding MPH speedometer face and adding rear side markers in the bumper. Everything else is original, (except for the alloy wheels – the originals are in the garage), burnt orange paint, radio with two short wave pre-sets, trouble light panel over the mirror in German,



headlight tilt adjustment switch (for one, two, or three passengers), European five-speed gearbox which gave the driving instructor at Summit Point fits, German language owner's manual, European bumpers with a NTSB exemption, along with a

permanent EPA/MVA emissions test waiver and Belgian dealer sticker on the rear panel. According to Tony, "the E30 series epitomizes the BMW brand. This one is, and handles like, one superb E30!"



Traditions

By Bill Williams

Every Car Has a Story.....

By now the early spring event, our Drive-In at the CarPool, is history. Jonathan Maxson, Brad and Ann Marie Day, the organizers of the Drive-In, are relaxing after another successful event. 45-50 vintage cars showed up with 2002s, E21s, an E3, an E24, E9s, E28s and some E30s represented. We had a few newer cars (E36, E46 and a Z8) too. The show featured most of the cars that make up the BMW classic car line. On the rarer side, Richard Mackey's E3 always makes the show complete as E3s are rarely seen; the rare color, Nevada, of Charlotte Laqui's 1971 2002; and even more rare 2002 driver, Woody Hair, in a 2002.

As much as I'd like to, I can't tell all the stories of all the cars and owners. Below are

Ian Powell's mostly finished 2002.



some of the highlights, in "Speedshifts" format, a la Woody Hair's Competition Corner column:

Charlotte Laqui – 1971 Nevada 2002 bought from Colorado through EBay, sight unseen, and she walked away with the Patina award. Nevada is one of those colors made for a 2002 and not often seen.....Richard Mackey – 1973 3.0S E3.....Stefan – 1971 3.0 coupe.....Aubrey Hall – A really nice 1970 Chamonix 2002 from Arkansas.....Nelson – a \$400 1983 E21.....Pierre Duy – rarely seen 1980 535i E24 named "Deiter".....Doug and Dave Dolan – Doug says his coupe was blocked in at his home so he "had" to drive the Z8 and Dave "just" drove his incredible E28 daily driver.....Scott Bryant – two tone, steel flared, 2002 from Arizona.....Anthony Gizzi aka "Dr. Danger" – drove down from Riverton, New Jersey. Winner of the "Newbie" award.....Scott Study – Scott took home the Longest Driving 02 Pilot award for his trip from Winston-Salem, NC.....Randy Lahm – flew in from Denver, CO, for the show and tied in a visit to his mother while he was here. (Wonder if that is the story mom heard?).....Paul Wegweiser – "Miss Emily" sported her Alpina steelies and new 2.23 stroker motor.....Casey Donohue – Miss Emily's

Anthony Gizzi's newly purchased 2002.



Malaga twin, made it despite a rattling wrist pin.....Ian Powell – almost completed Imola Red 1974 2002 with M20 transplant.....Mark Delisi – 1973 2002tii bought sight unseen from 2002AD.....Jason Wolff – and his FREE 1975 2002. It was listed online and when he called the guy said, "just come over and take it." Jason is fixing it up a little here and there.....Don Post – 635 with a Korman stage 2 motor awaiting new coach work.....Buck Cording – waiting on his freshly restored 2002 to arrive from California "just any day.".....Steven Kim – intercooled, turbo charged E28.....John McWilliams – drove his E28 M-Posser.....Orlando King – smiling the biggest driving his Cinnabar Red M6.....People's Choice – Jonathan Maxson's Inka 1972 2002tii (No David, he did not stuff the ballot box.....The old retired guy – sans a car, just could not get it finished.

It seems there is never enough time to get every story behind the car. Even to meet everyone at an event seems an impossible task. As we show up at events, we do get to know the story behind the car and the owner.

And the story is half the story.

Charlotte Laqui and her "new" 2002.



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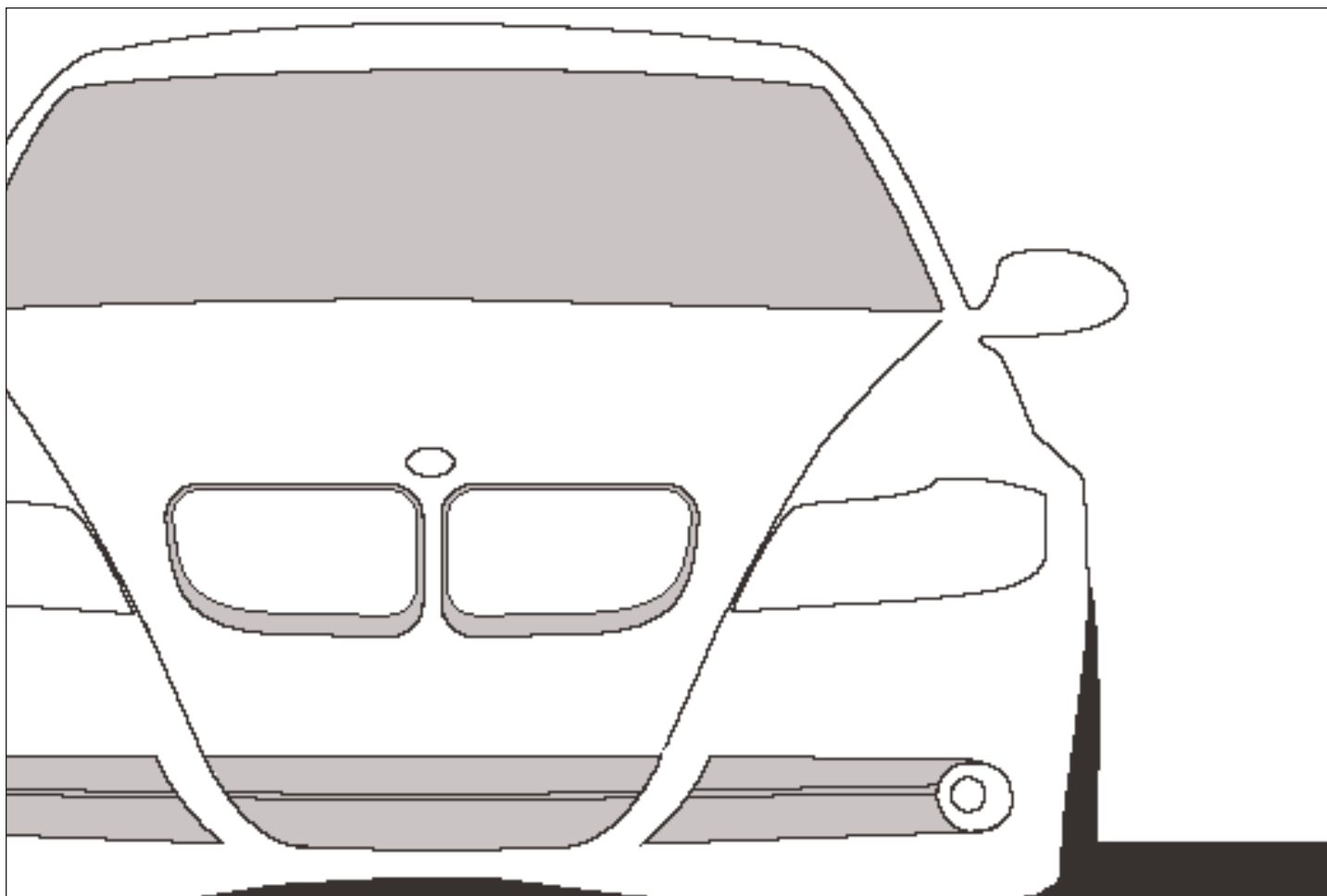


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BY WOODY HAIR



WOODY'S Competition C O R N E R

We're well into the racing season now and things are looking good for BMW on several fronts. After six of the 18 Formula 1 races, the Sauber-BMW team stands third in the constructor's championship, but just one point behind second place McLaren. Ferrari has a 16 point lead. BMW driver Robert Kubica is fourth in the driver's championship with 32 points, but only 6 points behind leader Lewis Hamilton. Kubica has two 2nds, one 3rd, and two 4ths to his credit. Teammate Nick Heidfeld is 5th in the standings with twenty points. He was 2nd in the first race and then suffered some bad luck. It is shaping up to be another interesting season and BMW could play a major role in the final championship.

With two Daytona Prototypes using BMW engines (Dinan-prepped V8s), the Rolex Grand-Am series is looking up for fans of the marque. Both the Sigalsports Rum Bum car and the SAMAX car failed to finish in round three in Mexico City, but the following week at VIR the SAMAX was 2nd and the Rum Bum 5th. To show it wasn't a fluke, three weeks later at Laguna Seca the SAMAX car, driven mostly by Ryan Daiziel, came from 16th place all the way to the front for the team's first win and BMW's first in over a year. Unfortunately the Rum Bum entry, driven by Matt Plumb, was involved in contact with another car. The resulting off course excursion knocked a fuel fitting loose and the car caught fire. Plumb was able to stop the car and bail out, but the car was severely damaged by the fire. The California-based team is determined to get the car repaired in time for round six

at Watkins Glen. What about the Rolex GT Class M6 that Automatic Racing ran at Daytona? It has skipped the next four races. According to the team, the Riley chassis M6 is undergoing the normal new car development tweaks.

Ten E46 M3s and one new Z4 M Coupe competed in the Koni Challenge Grand Sport race at Lime Rock on Memorial Day. Jeff Segal (Delaware Valley Chapter) and Jeb Thornton won the 2 hr event with their Automatic Racing M3. This was their first win ever in the series despite taking the championship last year on the basis of consistent high finishes. The next best BMW was the Dumoulin/Nastasi Blackforest M3 in 7th. This team normally runs Mustang GTs in this series. The Motorsports Technology Group from Richmond had their new Z4 M Coupe driven by Tom Milner and Billy Johnson. Milner was running in 6th place until ten minutes from the end when he had to pit for gas. That dropped him to a 14th place finish. The Koni Street Tuner race had forty-eight entries including five BMW 330s and two Z4s. Pierre Kleinubing and Toby Grahovec finished 4th with a Z4. The highest finishing 330i was driven by our own Paul Moorcones and Ted Giovanis, they were 19th.

The Rolex Grand-Am series will be running closer to our area than ever before when it appears at the brand new New Jersey Motorsports Park/Thunderbolt Raceway at Millville on Labor Day weekend. In addition to the two Rolex classes, there will be races for both of the Koni Challenge classes, the Ferrari Challenge for 430s, the new

Mustang Challenge, and Moto-ST Superbikes.

The SCCA World Challenge Touring Cars have been busy going to three tracks for four races within five weeks. Supporting the Grand-Am race at VIR in April, Seth Thomas and James Clay drove the Bimmerworld 325is to second and third place, their best showing in a long time. Then at Miller Motorsports Park in Utah Thomas was 7th and Clay 16th after an off. This was followed by two races at Lime Rock where Clay was 7th in the first race and Thomas 10th. In the second race Thomas was 4th and Clay did not finish. Bill Auberlen, on a busman's holiday, drove a Turner Motorsports 325 to 6th in the second race after not finishing the first.

Some chapter members have participated in two recent BMWCCA Club Racing events. At VIR in mid-April, RRT's Barry Battle had mechanical issues with his C-Modified class E46 323i in Friday's sprint race, but came back to win the one-hour race on Saturday and the sprint on Sunday. Eric Wong and his M3 was 10th in the IP class Friday, 5th in class Sunday and co-drove with James Muskopf to 9th in IP Saturday. Also, Adam Roy co-drove Michael Dayton's M3 to 10th in IP.

Memorial Day weekend had the BMW club racers at Mid-Ohio. Battle finished 2nd overall in both Saturday's sprint and Sunday's "enduro". Todd Brown was 2nd in D Modified with his blue E30 M3 Saturday and did not finish Sunday. David Hill's E30 M3 was 1st in JP Saturday and 2nd Sunday. It is worth noting that every one of these cars was prepared by our advertiser, Road Race Technologies of Dulles.

Sixty-six BMWs participated at VIR and forty-eight at Mid-Ohio. By contrast, only nine BMWs were in the BMW club Races at a Texas track in April. If you've never seen one of these events, you should. There's no entrance fee and the paddock is open to spectators. You might be surprised by the amount of preparation that goes into these cars for what is a completely grassroots series. The New Jersey Chapter is hosting BMW Club Races at Summit Point on July 26 and 27. Also, if you are attending the BMW CCA Oktoberfest at Watkins



A late stop for gas cost the the Milner/Johnson driven Z4 M Coupe.

Glen in September, club races will be part of the event on Friday, Saturday and Sunday.

It is not considered "vintage" racing, but BMW 2002s took 1st, 2nd, 4th and 5th in Improved Touring B at the first SCCA MARRS race weekend. The drivers were Matti Vilkkila, Bill Radford, Mark Raspi and Dave Toy respectively. The IT-R race saw 2007 Champion Marshall Lytle and his E36 325is finish 2nd in what has to be considered a huge upset.

The DC Region SCCA first Championship autocross of the season was cancelled just after the lunch break due to the high winds, lightning and rain that struck and threatened to continue all afternoon. Only two classes that ran in the morning had BMWs in the top results. Tommy Radford (325is) was 2nd in D Stock to Larry Spector's Integra Type R. In A Street-Prepared Clint Boyd (E46 M3) and Woody Hair (M Coupe) were 2nd and 3rd to a Lotus Exige. The Region has decided that those classes that got to run will be scored on seven events for the season championship, whereas those classes that were cancelled will be scored on six events for the season.

The second SCCA championship autocross saw Tommy Radford finish 2nd in DS, Tom Bleh (93 325i) and Kevin Henry (90 325i) were 1st and 2nd in D Street Prepared, and Jason Becker (00 M Coupe) was 1st in X Prepared.

Speed Shifts: Over 250 cars in over 20 classes started the annual 24-Hours of Nurburgring race in May. Porsches would have swept the top ten places except for a Z4 M Coupe in 4th and an E46 M3 in 6th. Chapter member John Shim made the cut to participate in the VW Jetta TDI Cup pro racing series for potential future stars. Most of the drivers come from the karting ranks. John ended up 22nd at VIR. The second round at Mosport in Ontario saw John qualifying 3rd, being moved back five spots on the grid for a yellow flag violation at VIR, climbing up to 3rd, spinning in the rain, and eventually finishing 17th. The next two rounds are in Portland, Oregon and Toronto. Crunch.

COMPETITION CORNER CALENDAR

Jul 12	ALMS Race, Lime Rock, CT
Jul 13	SCCA Championship AX, FedEx Field, Landover, MD
Jul 13	SCCA MARRS Regional Races, Nelson Ledges, OH
Jul 19	BMW Autocross, Manassas, VA
Jul 19-20	ALMS/SCCA World Challenge Races, Mid-Ohio
Jul 20	Autocrossers, Inc. Autocross, FedEx Field, Landover, MD
Jul 26-27	Cumberland Airport Autocrosses, Cumberland, MD
Aug 2-3	Polish Mountain Hill Climb, Flintstone, MD
Aug 3	SCCA MARRS Races, Summit Point, WV
Aug 16-17	Cumberland Airport Autocrosses, Cumberland, MD
Aug 17	SCCA Championship AX, FedEx Field, Landover, MD
Aug 23	BMW Autocross, Baysox Stadium, Bowie, MD
Aug 30-31	Rolex G-A/Koni Challenge/Ferrari Challenge, Thunderbolt, Millville NJ
Aug 31	SCCA Championship AX, FedEx Field, Landover, MD
Aug 31-Sep 1	SCCA MARRS Races, Summit Point, WV
Sep 13	BMW Autocross, MSP Training Facility, Sykesville, MD
Sep 20-21	Cumberland Airport Autocrosses, Cumberland, MD
Sep 23-28	BMW CCA Oktoberfest Autocross/Rally/Club Races, Watkins Glen, NY
Sep 27-28	ARCA Stock Car/SCCA World Challenge/VW Jetta Cup, Thunderbolt, NJ

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Do-It-Yourself (DIY) Program Update

Alan Marsh, Co-Coordinator

New Registration Concept

Thanks to Jonathan Thayer and some other folks, we have revised our registration procedures via the website. As with most process changes, there have been occasional hiccups that we have had to address, but the end result will be a better process for members. Please bear with us.

National Capital Chapter Family Picnic

Mark your calendars for our Family Picnic on Saturday, September 13th at the Carderock Pavilion in the Chesapeake & Ohio Canal National Historical Park. The park is located opposite the David Taylor Model Basin on the Clara Barton Parkway, and is just upstream from the Cabin John I-495 Potomac River beltway bridge.

The picnic is open to all National Capital Chapter members and their families. The DIY committee is working closely with Paul Seto and the Social Committee, as well as our co-hosts, the Washington Volvo Club. We expect about 100 people, including your kids, but unfortunately no pets. We'll have volleyball, horseshoes, croquet,

and special treats for the children, so please keep your eyes on the website for registration details. Registration will open July 1st and close September 6th.

Meet Your DIY Co-Coordinators

Our 2008 DIY Committee is comprised of Phillip Cummings, Jude DeCoteau (rhymes with DeSoto), Tony McMullan, Zach Pullins, and Alan Marsh. We have divided our DIY calendar as follows:

DIY #1 at Convenience Car Care: Alan
DIY #2 at Convenience Car Care: Zach
DIY #3 at J&F Motors: Phillip
DIY #4 at Curry's Auto Chantilly: Phillip
DIY #5 at Funktion Auto: Tony
DIY #6 at Road Race Technologies: Alan
DIY #7 at Russel BMW: Jude
DIY #8 at Passport BMW: Jude
DIY #9 at Martin Motorsports: Tony
DIY #10 at Curry's Auto Chantilly: Ladies' Team
DIY #11 at Convenience Car Care: Phillip
DIY #12 at Convenience Car care: Zack

Ladies Team

We still need at least one lady to coordinate our first ever DIY "manned" by a Ladies Team. Ladies, please don't make me wear a dress (or pants-suit); contact me or another Coordinator to make arrangements right away!

Please watch the website

Items of potential interest to DIYers will be posted on the Chapter website over the course of the year; keep your eyes on both "*der Bayerische*" and the website for the latest information.



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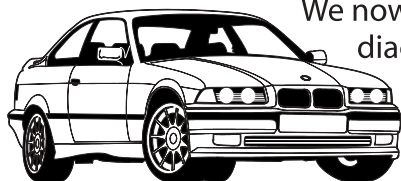


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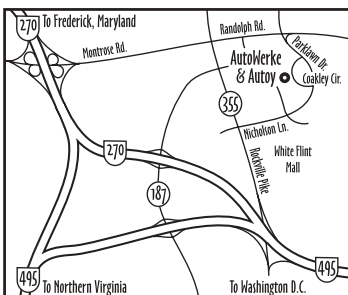
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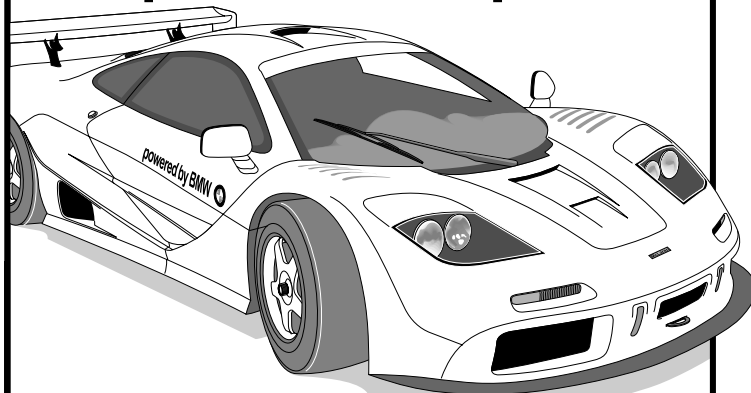
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A Look Back

By Woody Hair

Genderson BMW of Annapolis, sponsor of Jim Harrison's BMW 2002 race car, announced that they will give free BMW club memberships to their purchasers of new BMWs. July/August 1983 dB. Photo by Dave Klein.



35 years ago – Aug. 1973: Much of this issue was devoted to the IMSA twin 6-Hour races at Mid-Ohio. Both Dave Toy and Chet Kingsbury had reports and photos. Locals Earl Fellin and Terry Luxford (*did you know he raced?*) were leading in their 2002 when a simple part in the carburetor set up failed. The lead was eventually taken by DC's Nick Craw and Californian John Morton in a Miller and Norburn 2002. BMWs did sweep the top three positions. President Mike Leeper had a report on the national club's proposal for the BMWCCA to replace the BMW Automobile Club of America as the USA rep in the International Associate of BMW Clubs. The August chapter meeting was scheduled for the Brook Farm Restaurant in Chevy Chase.

30 years ago – July and Aug 1978: The chapter was saying goodbye to two very active members. President Bill Riblett was moving to Sharon, Connecticut and racer, autocrosser, and activities chairman Chet Kingsbury was moving to West Virginia. Before leaving, Chet was hosting our annual Crab Feast. There was a tech article on installing fog lamps on a 320i.

25 years ago – Jul/Aug 1983: Along with the Mercedes Club, the chapter was actively planning a charity rally to benefit Children's Hospital. Gordon Kimpel made the arrangements for our successful corral at the Summit Point Trans-Am/SCCA National Races. Bratwurst and beer were the featured items. Club members were given the opportunity to do two parade laps at a "controlled speed", but one 2002 managed to spin out in front of the large crowd. Max Rodriguez is taking over operation of the club store. Chapter president Bill Ross finished second in a Mercedes Club gymkhana with his 733i. Autohaus Tischer invited club members to attend one of its BMW car clinics which is normally a gift to their new car buyers. Genderson BMW of Annapolis, sponsor of Jim Harrison's BMW 2002 race car, announced that they will give free BMW club memberships to their purchasers of new BMWs. Rick Foster had a report on the new E30 318i that he and Raine Mantysalo test drove at Tischer. Compared to the E21 320i, it had better handling, provided better fuel mileage, but cost a whopping \$18,000. Max Rodriguez reported on his participation in the Four Ball Rally, an imitation of the Cannonball Run. The event ran from Boston to San Diego. At times Max and co-driver Marty Kelly had his '72 BMW 3.0 CS cruising at speeds approaching 130 mph. A second speeding ticket in Oklahoma and a blown rear main seal ruined their chances for a high finish and they turned back to DC. Max declared, "wait 'til next year!" Bill Ross reported on the two day May driver's school and time trials.

20 years ago – Jul/Aug 1988: George Thompson's report on our autocross school mentioned the fastest student time during the final graduation exercise was turned by Bill Shook in his 320i. A Do-It-Yourself tech session was held at Tischer BMW. Bill Via led an overnight tour to the Wintergreen Resort in Virginia's Blue Ridge Mountains, and the annual Deutsche Marque Concours d'Elegance was held at the German Embassy on

Reservoir Road. The National Capital Chapter became the largest in the country with over 1,750 members. Our upcoming September Drivers School at Summit Point cost \$80 per day. Following up on the previous issue's article on changing brake pads, Rust Bucket had a photo essay on bleeding the 2002/320i brakes, and Paul Vessels did a report on leather care products. Max Rodriguez's Technical Bits and Pieces article covered numerous topics, but mostly talked about suspension modifications.

15 years ago – July/Aug 1993: An ad for Epting Motor Works touted their 2002/320i exhaust header as being the fastest one available. Rich and Marta Bullis wrote about the overnight tour to the Peaks of Otter that was planned by Woody Hair and Bonnie Butler. Members of the Tidewater, Blue Ridge and Tarheel chapter joined us en route. Our chapter presented TV announcer David Hobbs with a Mont Blanc pen as a token of appreciation. The presentation was made at our Jefferson 500 vintage race corral. Radial Tire Company sponsored the corral, as well as gave away a set of Yokohama tires at our Maifest drivers school. Dave Baker wrote about his journey from being a driver's school participant to racing a 2002 in the SCCA MARRS series. John Hartge reported on the new E36 325i convertible.

10 years ago – Jul/Aug 1998: Jim Moran arranged for Prototype Technology Group in Winchester to host an engine modification tech session. The Deutsche Marque Concours d'Elegance was held at the Woodlawn Plantation. Best of Marque was the red 507 belonging to Howard Finkelman and Mike Tillson. Bob Williams and Bill Love of OG Racing gave an informative tech session on personal and vehicle safety gear. Fifty-nine drivers participated in our chapter autocross at the Manassas Campus of Northern Virginia Community College. Competition Corner discussed the four-year old BMW Club Racing program and the fact that not one member of the National Capital Chapter is an active participant. Ex-BMW factory driver Eddie Cheever won the Indy 500.

5 years ago – Jul/Aug 2003: The chapter had an overnight tour to the Highland Inn in Monterey, Virginia – an area known as Little Switzerland. Glenn Ty took FTD with his '98 M3 at the chapter's May autocross. Neil Simon wrote about his participation in the One Lap of America with an M Coupe, and Jed Carmona reported on the chapter's autocross school at Rosecroft Raceway. Among the participants was Tarik El-Bashir in an M3 (*Tarik has been the Washington Capitals' beat reporter for the Washington Post for several years*). Seventy six 2002s attended the 02 Fest in Carlsle, PA. The Deutsche Marque Concours was at Nottaway Park in Vienna this year and Best of Marque was the Ginger and Danny Miller-owned 635CSi. Juan Pablo Montoya won the Monaco GP with his Williams-BMW. Chapter membership is up to 4,991.



NEW MEMBERS LIST



National Capital Chapter now has 5513 members, 765 Associate members (who share in all of the benefits of being an NCC member), and an additional 89 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: Raymond S. Baxter, III, Casey BMW, Jong Chen, Robert Clarke, Gregory Doan, Brian Hair, Chris Kennedy, Algje L. Livingston, Kenneth J. Lyon, Jr., James Milliken, Michael Mills, Paul Seto, Chris Spina, Robert Stern, Jonathan Michael Thayer, and Brandon Yezarski.

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.

John Aamold	1990 525i/ S50 powered	Foula Hapsis	2008 M3 & 2002 330ci	Luan & Tuyen Phan	2008 335i & 2003 535i
Josh Adams & Jordan Gartenhaus		Dan Harbison	2006 325i & 2007 X5	Jim Phillips	2003 325xi
Richard & Matthew Adams	1989 M3	Jesse Hardin	2003 M3 Coupe	Steven Pichney	
Oleg Aksekov	2003 525i & 2000 323i	Larry Haughey	2003 745Li	William Phippen	1994 318i & 2001 X5 4.4
John Anania		Steven Hay	1997 540i	Brian Piscitelli	2003 330xi
Darren Andre	1999 E36 M3	Neil Hedlund	2000 323iT	Paul Pusateri	1999 Chevy Corvette
Alvaro Anillo	2008 328i	Joshua Herald	1998 540i	Ramzi Radwan	2002 M3
Afshin Atabaki	2007 550i	Linda Herschman	1997 Z3	Waqas Rafique	2002 525i & 1995 525i
Scott Becchi	2004 545i	Mara Hewitt	2002 325i	Gaylord Reagan	2008 328Ci
Ramona Bell-Pearson & Joshua Pearson		Jonas Hirshfield	2006 328i	Benjamin Redlin	
Scott Bertozzi	2007 X5 4.0	John & Janet Hoopes		Douglas Rigler	
Vineet Bhat	2008 335xi	Lisa Hoos	2008 328xi	Matthew Rihl	2000 528i
Edward Boatwright		Gary Horlick	2008 335Ci	David Roby	2000 z3 & 2008 335i
Walter Borges	1988 325iC	Stephen Iannucci	2008 335Ci	Jermaine Roebuck	2002 540i
Nikolaos Bournas	2006 330i & 2007 X5	Ed & Jake Isaacoff	1995 318ti & 2003 325ci	Michael Rowe	2004 330Ci
Dick Brechbiel	2005 325i	Nathaniel Jennings		Eric Rusnak	1995 540i
James Byess	1998 328i	Patrick Jennings		Cynthia Russell	2008 X5
David Carradini	97 740iL	Beverly Johnson	2001 325i	John Sampson	1997 528i
Edward Charity	1995 325ic	Jennifer Johnston	2005 330ci	Edward Schatz	1993 M5
Ryan Clark	1999 M3	Simon Kanaan	2001 325Ci	Steven Shin	2008 M5
Elaine Clevenger	2004 Z4	Jonathan Kanter	2008 535xi	Adam Siegel	
Michael Coe	2006 M3	Thomas Kazmierczak		Cedric Simon	2002 X5 & 2006 525
Allison Collins	2001 X5	Jerry Kelly		Bhupinder Singh	2002 M3
Mark Cooper	2008 650i	Adnan Khan	2008 M3 & 2000 323Ci	Leonardo Sioco	2006 325XiT
Eugene & Lisa Culpepper	2008 550i	Andrew Killgore		Bryan Slovon	2008 535Xi
Neil Curameng	2005 330Ci ZHP	Brian Knauss & Sara Rangos	2004 330i	Cheryl Smith	2008 528i
Robert Davis	2002 330i	Kyle Knudsen	1996 328is	Joann Sokol	2006 X3
Harold Dawson		John Kreider		Travis Stege	2004 X5 4.4i
Michael Denny		Carl Larson	2004 325ci	Hala & Joe Strohmer	2007 530xi & 2005 M3
Nicholas Doan	1984 325e	Michael Lawrence	2003 M3	Kevin Sullivan	2004 M3
Grif Drew	1989 635Csi & 1995 325ic	Noel Leslie	2004 Z4	William Swab	'06 750Li & '07 M Roadster
Deborah Drozen	2006 325i	Matthew Lew	2005 Mini Cooper S	David Sweat	1998 540i
Maria & Alex Duhovich	2001 325i & 2000 X5	Mike Lewns	2003 325i	Brian Tarantino	2007 525i
Jim Dunlap	2007 335Ci & 2000 328Ci	Maurice Lillis	1989 325i	Anand Thatai	2008 535i
Edward Dupcak	2001 325	James Livingston	2002 325i	Carl Tugberk	2007 Z4 M Coupe
George Dusek	2006 535i	Janice Lopez	2006 325i	Cenk Tunasar	2002 X5
Kevin Eakin & Liesel Kuhr	2005 M3	Kirk Macchiavello	2003 M5	Mark Tyer	2001 330i
Okas Elam		Satyakanth Maddu	2001 740i	Dana Varadiova	2008 328Ci
Shaun English	1999 323i	Stephen Majewski	1985 325is	Elizabeth Vick	2004 X5
Bill Erickson & Jan Kulick		Bob Manka		Dace Vidins	1999 528i
Jeff Etter	2008 535i	Jeffrey Mann	2003 Z4 2.5	Christina Vorbau	
Michael Fallon	1995 Ti	James Martin	2002 X5	Don Walker	
Tarek Fawaz		Valerie Martin		Bobby Waters	1998 740il
Michael Fazzino & Megan Bleil	'08 535xi & '06 Mini C S	Indu Mathur	2006 330xi	James Weldon	2004 325i
Brian Franck		Sean & Leonor Mckay	2008 335Ci	Mark Wenger	1970 2800 CS
Cephas Franklin	2004 525i	Richard Meade	2007 328i	Andrew & Diana White	2000 740i
Larry Freeman		Oleg Melnikov	2008 335Xi	Damon Wilson	2002 X5
Thirumala Gangireddy		Donald Micheletti		Margaret Wright	2008 328Ci
William Gano		Craig Miller	2004 325i	Dickson Young	2007 650i
John Garcia		Leta Miller & Anthony Crenshaw	2002 745i	Peter Zhang	
Olga Gelbart	2008 Mini Cooper S	Nicholas & Sylvia Miller	2008 328i & 2008 525i		
William German	2006 Z4 M Roadster	William Millholland	2008 X5 & 2006 Z4		
Greg Goodrich	2008 335xi	George Milliken	2001 530i		
Kenneth Graham	2008 328xi	Clement Mitchell	2006 750Li		
Barbara Grant	2006 325xi	Charles Nichols	1995 M3		
Mio Grcic	1996 M3 & 1996 Miata	Alex Ohmes	1992 525i		
Anselm Griffiths	2004 X3 2.5 X3	Omotayo Oladapo	1998 528i		
Beth Guthrie & Brian Radwanski	2006 650i	Earl Olson	1994 325iC		
Tu Ha	2004 530i & 2002 X5	Will Orr	2006 M3 & 1973 2002		
Leandros Hain-Kaparakis	1990 735iL & 1995 325is	Jeremy & Joyce Peralta	2008 528i & 2007 328i		

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.

C L A S S I F I E D S

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

2005 325i

Silver/Black. 33k Miles. Auto, Premium Package with Heated Seats, lumbar support. Looks and runs great, Low mileage, No accidents, Non-smoker, One owner, All scheduled maintenance, Always garaged, Still under factory warranty and service plan, Very clean interior, Well maintained. Extra set of snow tires and rims included. Car has slight cosmetic damage to the passenger rear fender, otherwise is in clean, excellent like new condition in and out and under the hood. Priced to sell! Car is located in Columbia, Maryland and is available for inspection to serious purchasers only. \$19,500. ebmessier@yahoo.com.

2003 745i Sport

42k miles. Still has another 1.5 years left on its Manufacturer Warranty which literally covers everything (parts and labor) bumper to bumper. I have only used it once to fix the stereo, no other problems at all, can run the vin with any BMW service dept and see the clean history. This does have the CPT9000 and will pair with pretty much any phone. The car is really amazing. M5 is here, need to sell, \$29,000 OBO. lovedaysm@hotmail.com

2003 325i

Black Starlight Metallic with Natural Brown Leather Interior, black carpet and accents, wood trim. Sport and Premium Packages. Air Conditioning-Climate Control System Telescoping Steering Wheel, Cruise Control Moonroof, Tilt Steering Wheel, Clock, Tachometer. Power Steering, Windows, Locks, Mirrors, Driver's Seat, Passenger Seat. Keyless Entry, Anti-Lock Brakes, Traction Control System Driver's Air Bag, Passenger Air Bag, Side Air Bags Fog Lights, Intermittent Wipers, Dynamic Stability Control Rear Defogger. Leather Steering Wheel, Sport Seats. Harman Kardon System, AM/FM-CD Player. Xenon Headlights. Recent maintenance: Castrol Syntec (every 5k), rear axle fluid, cabin air filter, valve cover gasket, t-stat, new front brakes. Known issues: Very minute right rear axle seal leak, some slight chipping on front end from road, slight dull spots on front from previous bra. Center console armrest latch broken (I have new part). Selling because I received a company car. Louis 540-752-4223 home 703-928-8878 cell lalessi at mac dot com

2002 325i Sedan

75k miles. Alpine white, black leather interior with Myrtle wood trim, Harman/Kardon premium sound system, Steptronic (auto transmission), front and side air bags, power windows, heated front seats, memory power driver's seat, power front passenger seat, tinted windows, Michelin all season tires, all maintenance performed, excellent condition. \$13,500. smhendrix@comcast.net

2002 325i Sedan

WBAET37402NG81578 Hellrot Red/Tan leather, 41k miles, CPO warranty, Steptronic, premium package, power moonroof, power windows with auto up/down, always garaged at home and work, maintained well above BMW recommended service intervals, full records, Inspection II completed, Differential, transmission, cooling and brake systems recently serviced. \$17,900 or best offer call Orlando (917) 653-8783 Email: Orlando.taylor@navy.mil Located in Lexington Park, Maryland

2001 M5

Original owner, Titanium Silver with Caramel extended leather. Dinan software, CA intake and exhaust system, Schnitzer roof wing and pedals, Hamann intakes, brake ducts and SS lines. New MK4 navigation unit, clutch, battery, MAFs. Recent extensive services. OEM parts and spares included. Joe 410 336-0802 or jlapicki@aol.com

2000 Z3 2.3

Immaculate, garaged 2.5L roadster, only 26,350 miles, gray metallic, black interior with Myrtle wood trim, 6-speed manual, power windows, power seats, AM/FM stereo w/CD, all scheduled maintenance performed, 27 mpg average. \$14,950. smhendrix@comcast.net

1997 M3 Sedan

Green/Grey leather, 85k miles. Excellent condition. Power Locks, Power Steering, Bucket Seats, Anti-Lock Brakes, Fog Lights, CD Player, Power Windows, Rear Window Defroster, Alloy Wheels, A/C. Only driven on weekends. No rain/snow. Kept under car cover. New Front brakes and Rotors, Thermostat housing, upper radiator hose. Jon 301-651-5968.

1995 M3 Coupe

WBSF9328SEH06725. Black/Black. 95K miles. Track Ready, Street Legal. Includes 4 Fikse wheels with Toyo RA-1 tires and 4 M-Contour wheels with street tires. The spare is the original motorsport wheel. Roll cage with side bars (t c kline). Race seats on sliders (Sparco Evo 2), 5 pt harness (TRS). Brake Cooling kit (Bimmerworld), Euro Floating Rotors, Stainless Steel Brake Lines, Lightweight Flywheel (VAC), Clutch (VAC), Short shift kit (UUC), Transmission Mounts (UUC), Cold Air Intake (Dinan), Throttle Body (Dinan), Sway Bars, Adjustable (UUC), Exhaust, stainless steel (Rogue Engineering), Suspension, adjustable (Ground Control, Eibach, Koni), Strut Brace - X Brace (Turner Motorsports), urethane RSMs (Ground Control) and Rear Trailing Arm Bushings (Ground Control). Thermostat housing, metal. Gauge kit, oil pressure, oil temp, engine temp. Recent Service, Vanos, Brake Pads (Hawk HP Plus), Front brake calipers, Battery, All fluids (brakes, diff, trans, coolant), Radiator, Guibo. \$19,500. Jared 703-868-5243 or email at jared.townshend@gmail.com Chantilly, VA.

CARS FOR SALE

1995 M3 Coupe

1995 BMW M3 Coupe with LOW mileage (79k). Just inspected and passed emissions in VA in December. Over \$10k in track parts/upgrades are on the car, and it comes with everything to put it back to stock as well (except for the exhaust which was trash). Engine / Driveline: Turner Motorsports Conforti Euro Intake Kit (MAF, Chip, Intake), Turner Motorsports Underdrive Pulley Kit, New steel impeller Water Pump @ 76,000 mi, Borla Cat-back Exhaust, UUC EVO III Short Shifter, Bavarian Autosport Trans. Bushing Support Rings (No \$ shifts due to flex!), Rogue Adjustable Clutch Stop Suspension, Ground Control Race/Serious Track Suspension (ride height adjustable), Complete Shortened Strut Housing, Koni Single Adjustable Front Struts w/ Ground Control Bump Stops, Ground Control Coil Over Threaded Sleeves, Ground Control Adjustable Spring Perch, Ground Control Racing Caster/Camber Plates. Much more, way too much to list. \$18,000. tmgrabb@cox.net or 703-963-2127

1992 535i (E34)

Everest Green Metallic Auto, 3.4L I6 (M30 engine). 208 hp @ 5700 rpm - 225 ft-lbf torque @ 4000 rpm 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

1990 535iA

This is an adult-owned 535i that runs great and looks good. People don't believe its age. It has no dash or leather cracks, does not burn oil and has no modifications. It is always garaged and driven by a non-smoker. A detailed service history is available. The car passed the routine Maryland Emissions test in February of 2008. Reason for sale: too many vehicles. This car is one of two I have for sale. The one that doesn't sell first is the one I keep. This is best car ever I have ever owned. I will be happy to keep it if the other sells first. It is currently underutilized and, if it sells first, I would like to see it go to someone who will continue its care and maybe upgrade it. Average value from five sources is \$3,800. Plan to accept BEST OFFER. rkoller@kcccommercial.com

1990 325iS

Sport Package, Gold/Tan, Auto, Recaro Seats/Sport Suspension/Limited slip Differential/BBS/Front and Rear Spoilers, airbag, sunroof, 12 disc, all power, Hwy Miles, no rust or dents, clean title, books/records, inspected/emissions, Outstanding condition, \$3,950, 703-919-6145. jessepippy@hotmail.com

1990 325i

5-speed w/LSD. \$4,200.00 OBO. 168k miles. MD inspected and emissions compliance up to date. Every wear item was replaced along with many Spec E30-legal upgrades to include, Stainless steel braided brake lines, K-Mac adjustable camber plates, BMP adjustable rear bushings, Korman offset lower control arm bushings, Bilstein Sport strut inserts and rear shocks, H&R Sport springs, Bavarian Autosport drilled and slotted front rotors, Supersprint SS cat back exhaust, Korman engine mounts, Ireland Engineering urethane transmission mounts, UUC Street EVO height adjustable short shifter with delrin bushings and cartridge bearing upgrade, BMP aluminum stress bar, dash top pod with Oil Pressure, Oil Temp and Voltmeter Gauges, Bimmerworld studs. Four 15x7 TSW Hockenheim R wheels with Kumho Ecsta MX 205/50-15 tires. Much much more, way too much to list. Jim Colbert ssgn727@gmail.com, mobile 202-365-7733. Silver Spring, MD.

1990 325iS

WBAAA1315LEC66052 Bronzit Beige leather 230K miles 5 speed manual. Well used, but well maintained older BMW for sale. Drives well, but has some problems that will need to be fixed within the next year. Good investment for mechanic. Contact at 703-304-7743 or 410-489-0547 or tsantmire@starpower.net

1989 325iS

Sport Package, 5spd, Black/Tan, Recaro Seats/Sport Suspension/Limited slip Differential/BBS/Front and Rear Spoilers/M-Tech steering wheel, sunroof, all power, clean title/carfax, books, lots of potential, \$1,950, 703-919-6145 *The car needs a little TLC. However, it does have a clean title and clean carfax. Many parts, perfect dash, all original body panels. It drives decent and would make a great track car or a daily driver. jessepippy@hotmail.com

1987 535iS w/ TCD Turbo

535is with a modern turbo/intercooler system running a T04E turbo, liquid to air intercooler, full 3 inch diameter exhaust with Magnaflo muffler, ceramic coated 3 inch diameter downpipe and exhaust manifold, Spec 3 clutch, and M5 lightened flywheel. I have both 8 lb and 13 lb boost springs, good for 250hp/275tq and 300hp/330tq at the wheels respectively. The suspension and brakes are also modified for the power, with short springs, Bilstein Sport shocks, adjustable sway bars, front and rear stress bars, new control arms with poly bushings and poly rear subframe bushings, braided steel brake lines, ceramic pads and Brembo crossdrilled and slotted rotors. It has a set of staggered Style 32 wheels, 17 x 8 front and 17 x 9 rear with Hankook Ventus R-S2 tires - 225/45ZR17 front and 245/40ZR17 rear. \$7,500. steven_kim@kimappraisals.com

1987 M6

Cinnabar Red with Natur Highline Leather, well maintained and very fast, \$12,000 in recent upgrades and services, Michelin PS on 17" BBS wheels with OEM TRX included, garaged and covered. Joe 410 336-0802 or jlapicki@aol.com

CARS FOR SALE

1985 735i (E23) Euro

215k miles, still runs strong Kenwood 6-CD Changer needs O2 sensor; HVAC blows, but vacuum-activated vents need adjustment. \$3,900. peterjwatkins@gmail.com 202-857-1080

1985 745i turbo

107k miles. Good running condition. Transmission (auto) shifts quickly and quietly. Needs a few minor repairs (engine runs rough for first 30 seconds then runs smooth, central locks, Engine temp gauge, fog lights taken out for inspection but included with sale. The HVAC fan speed is stuck on low speed all other HVAC functions are working. AC blows cold (53F in 72F). Interior is in great shape seats are faded but in really good shape. Paint is nice and shiny no door dings but is faded and has a few stone chips up front as well as a couple light scratches. Overall a great example of a 745i email with questions. \$5,000 open to reasonable offers. bostonbmw@gmail.com

1985 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

1985 533i

One owner, garaged. Needs some work but generally in good condition. Five-speed stick-shift. This car is a classic. nancytomich@hotmail.com

1983 320i

WBAAG3303D8382459. Grey/Green. 214,780 miles. One Owner. Literally – "Baby has been lovingly cared for, owned, and driven by a female senior citizen." Contact Sponge Bob by email for her personal information. MirNBob2@comcast.net

1981 745i Euro

Whole or for parts. The body is damaged but the engine has many new parts totaling over 6000 1 year old or less. The car does run, but is being sold for parts, and would be a great project for someone who knows and likes specialty cars, or if you have the same model or a 733i same year the parts will fit. Odometer broke at 71k miles my estimate of miles now is probably close to 85k miles. Car comes with original tires. I have brand new not BMW wheels on the car. If you want the wheels included its \$4,000 FIRM. I am asking \$4,000 OBO. Serious inquiries only. Willing to negotiate no trades cash only. chicagosunset26@yahoo.com

1978 320i

VIN# 5478823, \$3,900 OBO. Silver ext./Blue int. 110K miles. My family bought it new in '78, always garaged, nothing but 93 octane, original paint, leather interior mint but loose interior passenger door, all manual except 3 speed Automatic Trans., AC non-functional. First platform after the 2002. Only platform with 2.0 fi (next was 318 or 325) Sell only to family who will care for it as we have. Call Jake in VA (703)625-5147, Zip 22204 best contact is email jramsay911@hotmail.com

1972 2002tii Euro

Orange 2002tii in need of complete restoration. The car has not been running for 10 years. It has been garaged but still suffers from rust. Interior looks good. I'll supply photos to interested parties. Estate sale. price@direct-mail.com

1967 1800

Owned since 1984, daily driver until 2001. Originally from Colorado. Not driven in about 4 years. It will start immediately with jump and a little starting spray, but the carburetors need to be cleaned in order to be driven now. This car needs to be restored. It has a Momo Sport steering wheel and a tachometer. It currently has the original rebuilt 1800 motor with the following modifications: 1mm oversize pistons, a 320i crankshaft, aluminum flywheel, dual Webber DCOE side draft carburetors, 320i head and a 2002tii manifold with about 90,000 miles. It was converted to 12 volts. The transmission was also rebuilt at the same time in 1990. The differential was rebuilt in 1995 and has about 20,000 miles. It has Koni adjustable shocks on all 4 corners. The rear seat was re-upholstered but is slightly faded. All the gauges work except the original temp. There is an aftermarket, oil pressure and temp gage. Many spare parts, too much to list. jeff.lees@jhuapl.edu

PARTS FOR SALE

E46 M3 Various Parts

Locals Preferred, but will ship for nominal fee. These items are in good working condition. 4" Black Micro Antenna NIB \$35 OBO. OEM Clears Side Markers NIB \$35/set. OEM //M Valve Caps (set of 4) \$12 OBO. OEM BMW Center Wheel Caps (set of 4) \$25/set. aespirit2@gmail.com.

BMW Mark III Navigation Computer

This is a used Nav computer from an E46. Unit works perfectly. It was replaced with an upgraded (Mark IV) unit. This is a great upgrade for BMW Nav owners with a Mark I or Mark II computer, or a replacement for owners with a broken Mark III who don't want to pay full cost at the dealer! A new unit from the dealer costs approximately \$1400! P/N: 65-90-6-924-829 MFG: 04/05 S/N: FD0104200008169 PRICE: \$725 OBO. mdo7x@alumni.virginia.edu

E21 Euro Various Parts

Parting out a 1978 320/6 Zender E21: Euro bumpers, spoilers, drivetrain, suspension, rare green color interior, ATS wheels, body panels, Euro console, Euro cluster, Euro dash (no cracks), muffler, & much more! All parts in storage. Body is long gone. arp5034@gmail.com

PARTS FOR SALE

E46 Sedan Light Assemblies

I have the stock light assemblies I just want to get in the hands of someone who needs them. Either pay for shipping or a few bucks for gas and items are yours. I upgraded to clears all around, so everything is the OEM version for my 2002 330i. One of the front turn assemblies is black, the other is the Ti trim. Bulbs work on everything. ergriffin@gmail.com

Parting -- E30 325iC and M3

I have many E30 parts parted from a 325 convertible and M3. Please give me an email and ask for a specific part. I still have the M3 in my possession, including motor. gixer62002@yahoo.com

E46 M3 and E39 M5 Various Parts

E46 M3 parts: 19 inch set of BBS CH wheels with Pirelli P Zero tires \$1700 OBO. OEM exhaust system - \$400 OBO. 4 wheel set of PFC track pads - \$150 per axle. Schroth 4 point harnesses - \$200 OBO. Colgan bra - \$50. E39 M5 parts: OEM 18 inch staggered wheels - Straight but curb rash \$800 OBO Joe 410 336-0802 or jlapicki@aol.com

WHEELS AND TIRES

Set (4) Bridgestone Potenza RE050A Run Flat Tires

Almost new, from a 2006 BMW 330ci Coupe with Performance Package. Tread depth is 10 or 11 32nds, basically new tires. Tire size is 225/40-18 (front) and 255/35-18 (rear). Tire Rack sells these for \$1,230 plus shipping. Asking \$1,000. Prefer regular tires instead of Run Flats. Call Paul at 410-802-9148. ptgentile@aol.com

Set (4) Michelin Pilot Sport II Tires

Two 225/40 ZR 19 (front) and two 255/35 ZR 19 (rear) Michelin Pilot Sport II tires from a 2006 E46 BMW M3. Approximately 20k miles but good tread remaining. Proper care, mild driving. \$600. Contact Chris at 301-523-8050. ptgentile@aol.com

Set (4) Hakka RSi Winter Tires

Four Hakkapelitta RSi tires (235/45 R17 radials, approx. 95% tread remains) for 5 series BMW 1997 on; mounted on M-contour rims; sets of four tire totes and wheel felts; Bavarian Autosport wheel and tire cover. All for \$1,400. Dwight: 301-352-8735; dwight301@verizon.net.

Set (4) OEM E39 Wheels (Style 18)

Set of four 17x8 & 17x9 style-18 OEM wheels w/Dunlop SP8000 tires. Wheels in perfect condition. Front tires 11K, rears 23K, all gentle miles. \$900 firm + shipping. Jim: 571 272-6534 (w); 703 765-4971 (h); jim.nowak@uspto.gov. (MD).

16x7 SSR Comps with Tires

Wheels are in near mint condition, but have a few small marks on them Tires are Yokohama ES100 205/50/16 and have lots of tread left --75%. They will come with 10mm spacers to make them ET25, hub-centric rings, bolts to fit an e30, and wheels locks. Asking \$1,200. blantonator@gmail.com

Set (4) Wheels and Track Tires

E-36 Wheels and track tires (4); Stock E-36 7.5 x 17 rims; Toyo RA-1 (track) 235-45-17; used for lapping days; \$600. lindk1@comcast.net

Set (4) Toyo RA-1

Set of 4 Toyo RA-1s in very good condition. These were only used at 3 track days on my 318ti and still have plenty of life left. First reasonable offer gets them. Located in Silver Spring, MD. joe@schmid.com

Set (4) Blizzak Winter Tires

Four (4) 205/55QR16 Blizzak WS-50 winter tires mounted on 5.5 to 7.5 16x7.5 5-120 E36/46 rims, for a 2001 BMW 330xi. Excellent condition; used only one season. Call Linda @ 410-821-8205.

Set (5) E39 Parallel Spoke Wheels

7 x 16" wheels Parallel Spoke 85 Style New OEM wheels only - \$308 each plus 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-nollifting@yahoo.com Arlington, VA

E46 M3 BBS CH Wheels w/ Pirelli Tires

E46 M3 set of 19 inch staggered BBS CH wheels with Pirelli P Zero Rosso Asimmetrico tires with 50% tread left. Original cost \$3,500. Sell for \$1,700. Used only on Sunday drives. Joe 410 336-0802 or jlapicki@aol.com

WANTED

14" Autocross Tires

Does anyone have any used autocross tires, or know of a good source? I am looking for 14" for e30 bottlecaps. samb325es@comcast.net

BMW Business CD Radio

Looking to purchase a working in excellent condition BMW Business CD CD43 Radio off an E36. Basically a radio with built-in CD player. Please reply with model and price.

OEM E36 M3 Exhaust

I need a stock E36 M3 exhaust. Anyone local have one for pickup? Please contact me at jmthayer@gmail.com.



Gary Martin

460 A South Pickett Street,
Alexandria, VA 22314

703.823.9735
mmi32@msn.com

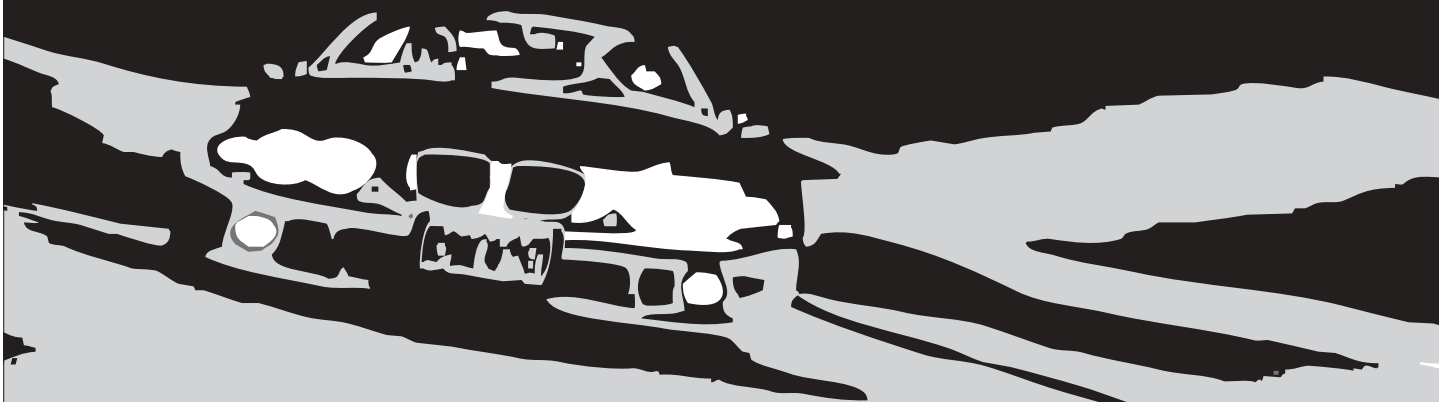
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