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National Capital Chapter

BMW Car Club of America

November/December 2008



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Cover: An X5 in New England. See J.C. Chaney's article about a family trip in the new X5 on page 12.
Photo: J.C. Chaney, Jr.

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NCC BMW CCA

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President's Message

First, let's congratulate everyone who helped make this year's ChapterFest our best ever. There were well over 300, that's right 300 people in attendance! Thanks go out to so many people including the Autocross folks, the website people, vintage car types, & everybody else who made this event so fantastic. This is the kind of enthusiasm we've had in this Chapter for many years and all of us need to say "Thanks" to the people who made it happen.

Recently I was in New Hampshire climbing one of many of the exciting trails on famous Mount Washington. Usually a serene and quiet environment, on this particular Saturday, I was lucky enough to come across all the hoopla, noise and excitement of the annual Mount Washington Hill Climb, or as our friends of the White Mountain Chapter like to say, "Climb to the Clouds."

This event was sponsored by a combination of both the Vintage Sports Car Club Association and the White Mountain Chapter of BMW CCA. There were only 20 entries from each club due to the need to finish by late morning so the road could be re-opened to the public. This is an historic event dating back to 1904 and well worth the time my hiking companion and I spent watching these beautiful machines roll on by.

The Mount Washington Auto Road is famous in its own right. Maybe you've seen the bumper stickers, "This car climbed Mt. Washington!" The auto road is approximately 8 miles long, and the Hill Climb used a 4.8-mile section of it.

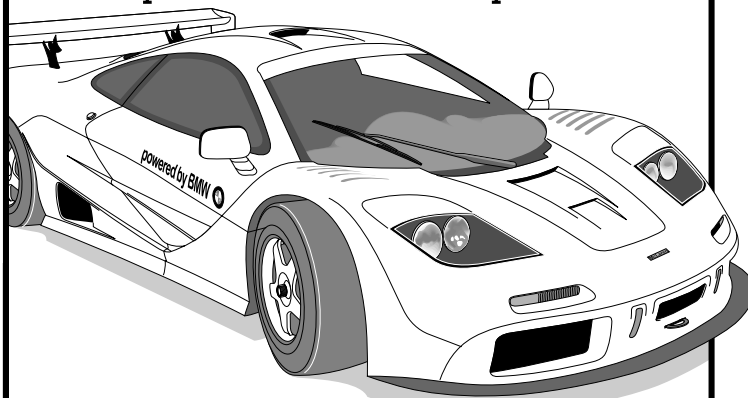
This year there was a touring class so people could enter cars that normally don't get involved in track events, like our Driving Schools. Coming out of the woods and onto the sight of such an historic event was mind blowing. My companion and I just watched several cars go by, everything from vintage BMWs to an E36 M3, even a couple of Minis went flying by!

We were lucky enough to have the ear of a friendly White Mountain Chapter member explain all the details to us. The whole event was so unexpected, and I guess that's the point here. No matter where you are or what you might be doing, friends from our BMW CCA family can appear out of seemingly nowhere to offer a great time. Wow!

Tim Wesling
NCC President

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FromThe Editor

"That Scared My Butt"

You know the feeling...you're blasting down a country road at a healthy clip and you hit a hillock that makes your stomach do a somersault. We've all experienced it, but maybe you've never had a term to describe it, until now.

Whenever we have the opportunity, my boys and I like to deviate from the major roads and take the twisty route through Clifton to get from A to B. Instead of being a shortcut, it usually adds some miles to our trip, but they are very fun miles. Popes Head Road and the stretch of Compton Road between Clifton and Rt 28 are our favorite playgrounds. I know the roads well and my boys, Nate and Weston, love when I drive in a spirited manner around the curves and over the hills.

They scream and laugh like little maniacs when we hit a hill at speed, and have come up with a term for the sensation of temporary weightlessness, they started by saying "That scared my belly!" I laughed at their very apt description and, having gotten a reaction, they began to say that each hill scared some other body part; I heard arms, legs, hips, etc. Being boys, it wasn't long before they decided "That scared my butt!" was the funniest.

Newsbreak...

This feel-good column about cars and kids has been cut short for breaking news. This morning I awoke to find a political sign in my front yard had been vandalized by being cut in half. I didn't think too much of it, and was just banging out my column this morning, up against the deadline as usual.

I just took a break, though, and figured I'd go clean the mess from my yard when I discovered it was much more than just the destruction of the sign. The offender also left a nasty note asserting that I am an ignorant racist. I hope both my readers (I think my Mom still has a subscription), will forgive me for changing the direction of this column to such an uncomfortable topic, but I'm afraid it's hard to focus on much else at the moment.

It's very chilling to think that there are people out there who hold me in such contempt, based on who I am supporting in the coming election, that they would say such an awful thing about me. And I guess that's the point, isn't it? To chill my enthusiasm for my chosen candidate and possibly even intimidate me into silence. It's ironic that

representatives of the party of non-judgementalism and acceptance of differing viewpoints have decided they know enough about me, based on a sign in my yard, to judge that I am deserving of their scorn and should be publicly slandered.

Clearly these are not people who know me personally, for two reasons: those who know me know I am about as far from racist as you can get, and they also know that I don't intimidate easily. Not only am I not scared by their strong-arm thug-gery, I'm actually energized by it. I've had yard signs destroyed in the past, but the note is a new thing. Is this absence of civility emblematic of the kind of Change the other candidate keeps speaking about? If so, I say "no thanks!"

Get out and vote...

Rob



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CALENDAR OF EVENTS

January

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

February

- 3 Karting Superbowl Mini GP – Allsports Grand Prix, Sterling, VA
- 7 Social – Carpool, Herndon, VA
- 10 Karting League – Allsports Grand Prix, Sterling, VA
- 13 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
- 14-15 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

- 1 Social – Gordon Biersch, McLean, VA
- 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 – Gordon Biersch, McLean, VA
- 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

- 3 Social – Gordon Biersch, McLean, VA
- 9 Board Meeting and Social – Roy Morris' Home
- 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 (Box Lunch, Mountain Tours, and Wine) Belleville, PA
- 13 Board Meeting and Social – Ramparts Sports Bar, Alexandria, VA
- 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

- 4 Virginia Social Event – Gordon Biersch, McLean, VA
- 6 11th Annual Shenandoah Concours – Edinburg, VA ⁽¹⁾
- 6 Street Survival – Maryland Police Training facility, Sykesville, MD
- 6-7 USO at the Fourth Annual "The Concorso" in Baltimore – Timonium, MD ⁽¹⁾
- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 11 Social – Champps, Columbia, MD
- 13 NCC 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

- 2 Social – Gordon Biersch, McLean, VA
- 4 BIMFEAST – Swim and Sport Club, Flanders, NJ ⁽¹⁾
- 8 Board Meeting and Social – Location TBD ⁽²⁾
- 9 Social – Champps, Columbia, MD
- 11 Autocross Series #6 – Baysox Stadium, Bowie, MD
- 12 Baltimore City Columbus Day Parade – Baltimore, 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
- 18 Street Survival – ADESA Auto Auction - Dulles, VA
- 25 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC

November

- 1-2 Fall Tour – Virginia Piedmont, Blue Ridge Mountains, and Natural Bridge, VA
- 4 The Ultimate Drive, SGK Breast Cancer Foundation – BMW of Towson, Towson, MD
- 5 The Ultimate Drive, SGK Breast Cancer Foundation – Tischer BMW, Silver Spring, MD
- 6 Social – Coastal Flats, Tysons Corner Mall, VA
- 7 The Ultimate Drive, SGK Breast Cancer Foundation – BMW of Annapolis, Annapolis, MD
- 10 The Ultimate Drive, SGK Breast Cancer Foundation – Passport BMW, Marlow Heights, MD
- 11 The Ultimate Drive, SGK Breast Cancer Foundation – BMW of Arlington, Arlington, VA
- 12 Board Meeting and Social – Ramparts, Alexandria, VA
- 13 Social – Champps, Columbia, MD
- 15 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 20 Social – Zodiac Grill, Gaithersburg, MD

December

- 4 Social – Coastal Flats, Tysons Corner Mall, VA
- 10 Board Meeting and Social – Location TBD ⁽²⁾
- 11 Social – Champps, Columbia, MD
- 13 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 18 Social – Zodiac Grill, Gaithersburg, MD

January 2009

- 24 Holiday Party and Open Meeting – The Willow Tree Inn, Montgomery Village, MD ⁽²⁾

⁽¹⁾ <http://www.bmwcca.org/>

⁽²⁾ <http://www.nccbmwcca.org>

COMING EVENTS

Holiday Party and Open Meeting

Saturday, 24 January 2009

The Willow Tree Inn

19550 Montgomery Village Ave.

Montgomery Village, MD

<http://www.thewillowtreeinn.com/index.html>



The Willow Tree Inn

Cocktails at 6 pm, dinner at 7 pm. Cost remains \$35 each.

See the Chapter website for details.



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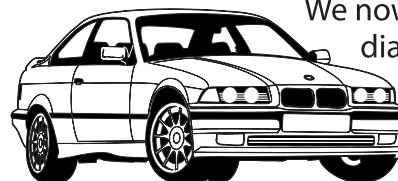
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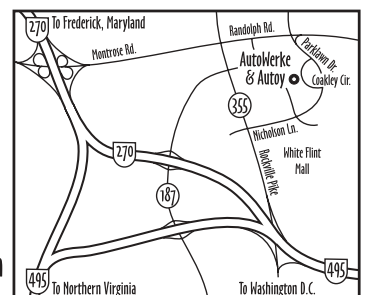
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CANDIDACY STATEMENTS FOR NCC ELECTIVE OFFICES 2009

The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2009 term.

Candidate for President – Zachary Pullins Sr.

"The best way to find yourself is to lose yourself; in the service of others. This profound statement was uttered by none other than world renowned political and spiritual leader Mohandas Gandhi. I have embraced the concept of service to others through my personal development as a man, husband, father, brother, friend, and leader. It is this development that has brought me to this place in time; the time to elevate my commitment of service to others by stating my candidacy for the President of The National Capital Chapter BMW CCA.

During a time when our nation's political candidates are speaking of "change", my focus is on "service." I have enthusiastically served as your chapter Vice President for the last year and a half and desire to continue to serve the membership of this chapter in the capacity of President. It is my belief that together we can continue to improve upon all NCC BMW CCA chapter initiatives. As your new President I can promise continued support to our chapter programs which include Monthly Socials, Auto-X, Street Survival, Drivers' School, Concours, Club Store, Do-It-Yourself, *der Bayerische* chapter magazine, and NCC Tour Programs. I continue to firmly support the belief that NCC should be about the support to and for its membership. Therefore, as President of the National Capital Chapter BMW CCA, I pledge continued fiscal responsibility, maximum return of resources to the membership through the club's existing programs, and the support of innovative ideas and new initiatives to provide the NCC enthusiasts a platform to experience the joy of ownership, the fellowship of others, and the camaraderie which comes along with sharing our common interest in BMW – the Ultimate Driving Machine!

Candidate for Vice President – Paul Seto

As Vice President, I will use my leadership and management skills to cross-promote all NCC programs. During my tenure as the Social Chairman, I have not only increased the number of social events, but increased participation by more than 500%; giving members a tremendous value for their yearly dues. This position has also allowed me the opportunity to meet various members across the chapter and promote all of the various programs/benefits that come with being a member of the NCC. It's amazing to me how many people have a limited knowledge about all the outstanding programs that NCC has to offer. Successful events, such as our 2007 Fall Meet and 2008 ChapterFest, have proved that there's a tremendous amount of interest across the chapter for multiple Programs that provide members with a well-rounded experience.

Candidate for Secretary – Dave Miller

I have had the pleasure to serve as Chapter Secretary for the last three years. During this period I have worked with quite a number of dedicated volunteers who keep the chapter moving. While we have always had a number of very active programs, I have had the particular pleasure of supporting a number of programs which have been revitalized over the last couple of years. I would ask you, the membership, for the opportunity to continue as Chapter Secretary and to work with the other board members in increasing program diversity as well as participation and all the time returning value to our membership.

Candidate for Treasurer – Roy Morris

In 2008 we undertook two initiatives related to finance. We moved the billing and collection for advertising in the magazine under the Treasurer's function and appointed Dennis Follett as Advertising Manager. Dennis has done an outstanding job. In addition, we implemented a budget process as a tool to make strategic decisions about the allocation of Chapter resources to the different programs we offer members. With one year of experience we are looking to improve the process in 2009 and make it run more smoothly. I would like to serve another year as treasurer so that I can help consolidate the gains made with both initiatives. We are now in our sixth year of publishing complete accounting details at each Board meeting and this has been a useful tool as the Board seeks to give back to the members in terms of enhanced and subsidized programs. I ask for your support to continue as Treasurer in 2009.

THE OFFICIAL BALLOT

2009 Annual Elections

Please select one person for each position.
Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. They must be received no later than January 17, 2009.

For President

☐ Zachary Pullins Sr.

☐ Write-in _____ (signature) _____

For Vice President

☐ Paul Seto

☐ Write-in _____ (signature) _____

For Secretary

☐ Dave Miller

☐ Write-in _____ (signature) _____

For Treasurer

☐ Roy Morris

☐ Write-in _____ (signature) _____

Your Name _____

Membership # _____

Chapterfest 2008

By Brian Galhouse | Photos by Jonathan Thayer



Depending upon what time you showed up at Bowie Baysox Stadium, you probably heard one of two things: Squealing tires accompanied by Bogdan Poplacean's wry commentary on the car currently running the autocross course, or someone screaming from inside car number 191, Jonathan Thayer's '99 M Coupe, as he introduced yet another person to the world of Autocross. Welcome to Chapterfest 2008!

The National Capital Chapter of the BMW Car Club of America is many things to many people. For some, it's a bi-monthly newsletter and a few bucks off of their service bills. For others, it's a social outlet; concours events, happy hours, and multi-day tours to share our common love for the marque. For others, it's a lifestyle — a supplement to their racing schedule and a place for continuing education in the form of driving schools, or an opportunity to give back as an instructor. The Chapterfest event does a great service to the club by mixing these constituent groups together, and on August 23rd, it did just that, with great success.

Over the course of the day, three hundred twenty-five people converged on the Bowie Baysox stadium complex to participate and spectate in an autocross event, admire fine machinery from the Eisenhower era to the recently on-sale E90 M3, enjoy some great food, and give some old parts new homes. More importantly though, people caught up with old friends, made new ones, learned about new directions they can take their cars and driving skills, and if, in spite of all this, you still found nothing to like, you got a nice tee-shirt! Great people make a great club, and this event affirmed that.

Arriving at eight o'clock, the site was already buzzing with activity. The autocross course was being tested out to ensure the layout was safe, the show-and-shine area was marked off, and Katie

Thayer was running the registration and check-in tent with some other hard-core volunteers who had arrived extra early to make sure everything got off to a good start. As the event began to pick up steam, one great car after another filtered into the parking lot, and while the event was a celebration of all things BMW, there were plenty of other interesting automobiles in the lineup, such as a highly prepared VW Scirocco, Porsche 911s, a Morgan 8, and a 2003 Buick Regal. A Buick Regal? Absolutely, and Michael Radziewski drove it to a respectable 51.5 second finish. Whatever excuse you were concocting for not trying an autocross at least once should be negated by that last sentence.

For those who aren't familiar, autocross is defined as follows:



"A low-speed, competitive driving series, held on courses marked by cones in parking lots."

Woo. Hoo.

If you're anything like me, you probably read this once as you were perusing the website and thought, "What? Low speed? But I have this really high-performance car and why the heck would I want to do lazy circles around a parking lot like I did in drivers ed?"

After some serious prodding from people who actually autocross, you finally go out and ride along with your buddy. In the absence of a buddy,

perhaps you choose to borrow a helmet and sit in the passenger seat of an experienced driver's car. And then soil yourself as you realize you're heading toward a set of traffic islands at wide-open throttle. Now that's what I'm talking about! But you would never have known that if you didn't come out and give it a try — one of the great benefits of Chapterfest!

Autocross should be defined as, "An event that, while seemingly innocuous, will push you and your car to their limits in a safe environment and immediately make you realize three things:

1. The first thing that needs improvement is the driver.

2. Horsepower isn't everything. Mazda Miatas and mature E30 3 Series are consistently some of the fastest cars out there.

3. The car is capable of more than you think. I'm very happy with my car's performance, but Brian Hair, a much more capable driver, shaved a full four seconds off of my time in my car. The difference? Re-read item 1 and save yourself a ton of money on upgrades. The added bonus is that the skills you acquire will work in any car, whereas your modifications won't.

For the Chapterfest autocross, there was a great mix of cars, driver skill levels, and good-natured heckling. If you remember the two critics on the Muppets, then you know what you're in for from Bogdan, Pete Lem, and friends as you barrel through the course. No mistake goes unpunished, and it keeps things in perspective while entertaining the bystanders.

Kevin Henry finished with the fastest time of the day (FTD), coming in at 41.722 seconds in his modified 1990 325i, while some drivers made huge improvements on the order of several seconds after getting an instructor ride-along or two. In short, autocrossing will challenge the

CHAPTERFEST 2008



experienced driver and the novice alike, and if you spin out, congratulations; you've just found the limits of your car. Now point it straight and do better next time.

Many people showed up with no intention of risking their beautiful paintwork by contacting a cone, but instead showed off a fabulous array of hardware in the show and shine area. Classic BMWs in various states of restoration, modern BMW iron, a Packard, and a Porsche were in the display area, along with a few cars that registered at the gate just to avoid parking in gravel!

Several displays of parts were available for perusal in classic swap meet format, and a few of the cars in the show, such as a competition-prepared car and a highly customized, wide-body E46 M3 were for sale.

Contest judging was by people's choice. The owners were quite happy to talk about their vehicles, and it was great to see the evolution of the marque from the big glass greenhouses of the 2002s and the 2.8 CS, to the modern architecture of the beautiful Z8, and the beefy lines of the brand new E90 M3. Bill Williams' article on page 10 covers the details of the show and shine event, along with voting results.

When the first autocross heat ended, the attendant glorious mechanical cacophony was

replaced with the murmur of lunch-time conversation as everyone queued up for Red, Hot, and Blue Barbecue. NCC Social Chair Paul Seto helped to serve up the BBQ; Paul has done an amazing job over the past year or so coordinating social events, and his masterful work in raising the visibility of Chapterfest was directly responsible for the great turnout. He's not quite the next Don King of promoters (yet), but a Google search I conducted using the word Chapterfest brought about page after page of information, spreading the word over a myriad of enthusiast websites. Paul has made great efforts to improve the turnout and number of social events that happen in the club, and spends a lot of time trekking around Maryland, Washington, D.C., and Virginia to ensure their success.

After the lunch break, things started ramping up again. The show and shine participants faced the judgment of the people, while the next group of autocrossers got ready to run. In this time, I had the opportunity to see firsthand what makes this club great:

People who had shown up in the morning not knowing a single person were chatting with their newfound friends as though they'd known each other for years.

Bob Stern, the Baltimore Activities Coordinator was working the crowd, asking anyone with a convertible to help him out with Baltimore's Columbus Day parade. Jonathan Thayer was giving ride-along after ride-along to people who had never been in an autocross environment; people who will be adding new blood to the organization and keeping the autocross program going. Folks with show-winning cars were sharing their knowledge of car care, parts sources, and war stories about the commitment required to keep a car a notch or two above perfect. Finally, folks who have been club members for decades were happily informing newcomers about the benefits of Street



Survival and other driving schools.

Gina Hector posted the following on the National Capital Chapter message board in the days leading up to the event, "My name is Gina and I'm a total noob [That's "newbie" for all you non-texters. — Ed.]. I've been a member for almost 2 years, but never attended anything like this." I caught up with her at the registration tent at the end of the event, and found out she had done a ride-along or two on the autocross course and met many people who were more than happy to explain all the great ways to get more out of her BMW and the club.

Brad Wells, a first-time autocrosser, said, "I just wanted to say thanks to those who took time to



organize this event; I don't think I have ever had so much fun. It was my first time autocrossing, but I'm sure I'll be at the next event in September..." Sure enough, he was running with the best of them a few weeks later in Sykesville.

For active members, this was another great event to enjoy carousing with fellow enthusiasts on a beautiful August day. I think, though, the greatest benefit of the Chapterfest was bringing new people into the fold; introducing them to aspects of the club that they may have only read about, but had no idea what took place or the great personalities that make it far more than just a "car thing".

Your BMW may have gotten you there, but it's the people that will keep you coming back.



(Top Left, Right, and Middle) Old and New, Exotic and Ordinary, all found their niche at the Chapterfest Concours. (Above) Another terrified customer goes on a ride-along with Jonathan Thayer in his ///M Coupe.



Photo by Jonathan Thayer.

Car with the Most Character:

Current Model: Doug Verner – 2005 M3
Vintage/Classic: Matthew Cervi – 1972 2002tii



Car with the Most Passionate Owner:

Current Model: Michael Correa – 2004 M3
Vintage/Classic: Jonathan Maxson – 1972 2002tii



Chapterfest Show-n-Shine

By Bill Williams | Photos by Bill Riblett

Chapterfest was back for 2008 and much better than ever. It had been a few years since the NCC had held its once-annual Chapterfest, a combination of the always-successful autocross and a low-key show-n-shine.

Combining the two events, along with some food to attract the members interested in the social side of our chapter, brought out a crowd that exceeded our expectations. Forty-three members displayed the loves of their lives at the show-n-shine; BMWs ranged from Alvin Baugh's 1971

2800CS to several 2008 M3s. All of the Bimmers were shined and readied for display, and even a 1941 Packard managed to sneak in. The weather cooperated at the last minute, and the day was a hoot!

Attendees voted for the "The car I most want to drive", "The car with the most character", and "The car with the most passionate owner." Each attendee voted for a vintage/classic and current car in each category.

The results are as follows:

Car I Most Want to Drive:

Current Model: Doug Dolan – 2002 Z8 (top) Vintage/Classic: John McWilliams – 1974 2002tii (below)



NCC Autocross #5: A Snake's View

The following report by Ben Lambiotte appeared on the Capital Area Cobra Club's forum:

The pungent smell of burnt bratwurst hung in the air at the September 13, 2008 National Capital Chapter BMW Car Club of America Autocross, and the Capital Area Cobra Club contingent was doing the grilling. The event, NCC's fifth autocross of the year, was held at the MD State Police Tactical Driving School in Sykesville, MD. The NCC Bimmer crew were good, raucous, hosts. They dished out a simple, flowing course on the smallish, but flat, lot, which featured a dry skid pad, and two U turns, as well as two decent straights, a few tight corners, and a "driver's option" slalom. You know, the more I see those, the more I think they really offer a chump's option, because there is always only one good way to enter them and end up in the right position after the last gate.

Anyway, 62 cars turned out to run in competition. As expected, it was pretty much a sausage-fest, with Bimmers and Porsches predominating, but some other interesting ironmongers turned out to test their mettle against Deutschland's pride and joy, including some Vettes, a Viper, a couple of S2000s and a gaggle of Miatas.

And of course, three Cobras. Driven by Fred Kelley, Larry Casey and your humble scribe. We were bereft to note the absence of nearby resident and famous Kraut-Killer, Trevor "I Stomped the Competition", who inexplicably did not show up. But we manned up, brushed away our tears, squared our shoulders, and faced the Teutonic onslaught without him.

As Larry teched, someone had the bad form to murmur: "these things aren't that fast." This was

consistent with the polite, but somewhat bemused and skeptical vibe we got from a bunch of people who devote a lot to their fun machines, and expect some level of engineering superiority from their investment. Displaying that signature tact seasoned with a dash of humility for which he has become so justly famous, Fred piped up with a prediction. Pointing at Larry's home-built car he said "You wait and see, at the end of the day, either THAT car will be FTD...or I will." Fred must have brought the magic crystal 8 ball, because in the end, he was proven right.

We ran in the second heat. Your scribe in A group and Larry and Fred in B. We watched the first heat from the sidelines. The field had a real hard time breaking 50 seconds. The bar was set by a pretty radically prepped 1990 325i BMW driven by home club idol Kevin Henry. The crowd oohed in awe as he posted a best pass of 48.48, far and away (by a couple seconds) the fastest dude of the am.

I was 9th car off in the second heat. On my first run, I strategically played into the crowd's collective assumptions about Cobras autocrossing. Just to put them off their guard. Overdriving berserkly, I dove deep into the tight corners, far past the point where I could actually turn the car, sending clouds of badly understeering tire and brake smoke into the air as I plowed through countless cones. Several times. Then, having them right where I wanted them, I laid down three clean, successively faster, runs, finishing with a 49.1. I heard one of the timing tent guys say, as I drove back to the grid "Almost as fast as Kevin."

I thought to myself, "just wait till you see who's up next!"

Neither Fred or Larry disappointed. To the despair of the Krautslingers, each laid down FTDs on his first run, both in the 47s, the snarling roar of their big V8s ripping the quiet country air. On his second run, Larry represented with a 46.68. On his third, Fred answered with a 46.71. Larry pushed his down in the third to a 46.2. It was like old times going into the fourth run, as Larry and Fred dueled for FTD honors: Guests who took over the party. Fred ran an astonishing 46.11 second pass on his last run, which Larry could not match with his 46.8. The next best times anyone else in their heat could do was Dan Dazzo, a 48.6, a familiar face from Cumberland in a blue Porsche Boxster (and I found out later, the course designer!), and a C6 Vette that ran a 48.8.

So, after a long walk in a cruel wilderness, Fast Freddie returned to take FTD for the meet, breaking Larry's remarkable late summer winning streak. In the end, it was Fred, Larry, Kevin Henry, Dan Dazzo, followed by the Vette. I finished off the podium, but just behind the Vette.

It was a fun, low key event. The NCC CCA folks were terrific and great hosts, and it was a nice course and a really fun day, with plenty of competition. We are very grateful for their hospitality, and the opportunity to show that it is possible for our humble little garage-built roadsters to hold their own against the weight of Bavarian engineering might. We welcome the inevitable re-match.

2004 Rolex Vintage Festival.
Photo by Raine Mantysalo.



BMW X5: The Family Learjet

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

Despite its unqualified North American market success, one never sees any articles about the BMW X5 except during the model launch. While the owners seem genuinely pleased with their X5s, these vehicles seem to have the “yeah I own a minivan but let’s change the subject” syndrome that is prevalent among suburban American families. The X5 is the “unsung hero” of the BMW North American product line – quietly providing the BMW driving experience to suburban American families. So an article on one of the places we drove during the summer seems to be a fitting tribute to this vehicle.

The E70 is an excellent family hauler. The roomy interior, supportive three-row seating, quiet ride, iPod hook-up, four zone climate control, large moon roof, iDrive system, and rear-seat DVD player make the E70 X5 a traveling family room. But it’s also a BMW. Its autobahn-bred, Nurburgring-tuned driving characteristics resonate with the BMW faithful. It’s the one “family hauler” in which the BMW driver does not need to adjust their driving habits.

The E70 is a much better family vehicle than

the E53. While groundbreaking, the E53 placed a little too much emphasis on “Activity” and too little on utility. The result was a vehicle with the



(Top) While nice, Brant Rock is not as well known as its neighbor, Plymouth Rock. (Above) Large Female Lobster with eggs – had to throw it back.

balanced performance of a BMW, but modest cargo capacity, limiting its usefulness to a family. In fact, many opted for the smaller E83 over the E53 because of the similar cargo capacity and more compact size.

My family was one of those who opted for the

E83; but that was when we were a family of three. When we became a family of four, my wife purchased the world’s most obnoxious stroller. When folded, it was the size of a Mini. We clearly needed a larger family vehicle.

And we did shop. The Audi Q7, Lexus RX, Mercedes G, M, and R-class were among the many vehicles we tested. We even tested some minivans. Fortunately, we had a chance to test some of the first production E70s, one with the 3.0 in-line six and the other with the 4.4 V-8. After those two weeks, we knew that the E70, with the 3.0-liter in-line six, Premium package, Cold Weather package, Technology package, and satellite radio was the best vehicle for our family.

When we received an unexpected invitation to visit some friends in Marshfield, Massachusetts for a week, my family immediately began packing. Known as the “Irish Riviera”, Marshfield is a self-proclaimed “small drinking town with a big fishing problem.” It’s located between Boston and Cape Cod. It’s one of my Irish wife’s favorite places to visit.

Driving to Marshfield from Fredericksburg is

fairly straightforward — stay on I-95 until we get to Boston. After programming our friend's address in the navigation system, we were able to determine the most straightforward route. Based on this summer's gas prices, the 3.0-liter in-line six proved to be a wise choice. We averaged 23 miles per gallon and had no problems with the quick acceleration needed to enter I-95 from the New Jersey rest stops as well as setting the pace for the Interstate traffic.

As with most BMW families, we knew that there were a few things to keep in mind when properly preparing for a 1000-mile driving adventure. Tire pressures, windshield wipers, and wiper fluid levels were checked and a basic "walk around" inspection was conducted. With no dipstick, we had to rely on the N92 oil level sensor to provide assurance that our oil level was fine. We also packed a small cooler for snacks and drinks, a box of DVDs, one roll of paper towels, an iPod, a bottle of Windex, and a few bath towels. The back had all our beach gear, the stroller from Hell, a week's worth of family luggage (keep in mind, my family has three women), digital camera and equipment, my laptop, and gifts for our hosts.

With a perfect combination of autobahn cruising characteristics, family entertainment options, independently controllable occupant comfort features, and outstanding cargo capacity, all occupants were happy. We were traveling in the "Family Learjet." We did have a chance to showcase the X5's benchmark handling while we drove on MA State 3A to Marshfield. While staying mindful of the increased traffic because of the annual Marshfield Fair, we still were able to enjoy some the twisty parts of that road.

Being a Southern California native, I'm not a huge fan of the Ocean City/North Carolina beaches. Simply sitting on a sandy beach all day holds no appeal to me. The Marshfield beaches, on the other hand, are more to my liking. The extremely high tide provides a firm beach surface during low tides. This harder surface provides an excellent foundation for playing in the surf, walking along the beach, and digging for clams.



In addition, the naturally rocky parts of the shoreline, much as they were when the Pilgrims landed at nearby Plymouth Rock, provide plenty of interesting places to explore. These rocks capture all sorts of North Atlantic aquatic life, including baby lobsters.

We had a chance to role play a version of "Dangerous Catch" when our friends took us on their boat to pull their lobster pots. Even in a relatively calm ocean, pulling these pots is not easy. Makes me wonder what's happening with those daily workouts at the gym! After pulling seven pots, we were exhausted and had gained an appreciation for those who do this for a living!

Luckily for the lobsters, but unluckily for us, our pots were full of egg-bearing females. By law, they had to be released. So for dinner, we went to one of the more popular local restaurants, called Haddads. Known for their local seafood dishes, the house specialties are boiled lobster, lobster chowder, and clam chowder. And because it's brewed in Boston, the draft Samuel Adams is especially fresh. Be forewarned, it's a "cash only" place!

We did use the third-row seats during this trip. After moving the second-row seats up a bit, I was able to fit my 5'8" frame comfortably. And I did appreciate the third-row seat climate control. That was especially handy when there were two occupants in the third-row seat. We highly recommend the BMW custom-fitted windshield sunshade. Even when parked in the hot summer Boston sun, this sunshade kept the interior temperature at a reasonable level.

For some reason, our Saturday drive back to Fredericksburg took about two hours longer than our previous Monday drive to Marshfield. Not that our daughters noticed — one was wrapped up in her iPod while the other was engrossed in her movies — while the satellite radio and navigation system provided ample entertainment for my wife and me.

This isn't the first long-haul trip in our E70. The first was a 1500-mile winter trek from Fredericksburg to Montreal, Canada. During that trip, the xDrive proved itself during some rather rough climate conditions, which varied from heavy rain to wind-blown snow, sleet, and ice. The individually controlled front and rear-seat heaters and climate controls came in quite handy and were much appreciated by the four adult occupants. But it was the BMW "bad weather" floor mats that were the most useful for this drive!

It's too bad that X5 owners aren't active participants at the BMW NCC events; I'm sure that there are many who would enjoy sharing their X5 family vacation stories with us!



(Above) Second row seating in the "Family Learjet". In addition to separate climate controls, retractable window sun screens, and DVD/entertainment controls, these seats individually recline and have individually adjustable leg room. (Below) The view from the third-row seat — not bad!



(Above) Cargo capacity with the third-row seat down. Note the infamous "Strollerzilla".



(Above) Cargo capacity with the third-row seat up. (Left) Daughter noting the standard BMW brake dust. The BMW sunshade is a "must have" for any BMW!



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November

Ultimate Owner: Jim LaFemina
Profile: 1976 2002

This interesting white 1976 2002 sedan belongs to club member Jim LaFemina. It's the second square tail-light, vintage bimmer Jim has owned – well technically the third, but the 1982 320i was only a few years old when he bought it in the mid-80's, long before the clever invention of the "certified pre-owned" vehicle distinction. After that, Jim was lucky enough to buy his dream car, an E28 M5, in early 2000, but a job in Washington, D.C. brought with it an eventual move from the rolling hills of Western Maryland to the urban clutter of Bowie. After a long cold winter outdoors, the house's once-spacious garage last held a car sometime in the Reagan Administration, and had been converted into an extra room three owners before Jim and his family moved in – the M5 was sold.

Jim spent the first two years with his latest project hunting down parts, the car featured an Acura Integra rear bench seat and Dodge Daytona front bucket seats, and refreshing basics like adding a new Weber 32/36, and replacing the starter, alternator, coil, etc. The car runs great (don't they all?) and with its "looks good at six feet" paint job, Jim decided the car's white canvas was the perfect place to display vintage racing stickers



and other cool decals that advertised his love for motorsports. As soon as practical, Jim hopes to add a fresh four-speed transmission along with a limited-slip differential and try his hand at autocross.

Jim still collects vintage BMW literature (his article on Bimmer brochures was featured in the *Roundel* in March, 2001) and loves a day at the local car show as much as any of us. "This summer I happened to be in Ocean City with my family during the 'Cruising' weekend, and after row upon row upon row

of gorgeous, glistening Detroit metal, I spied a simply stunning red, late-1950's Alfa Romeo Giulietta. I mean, the Camaros, Novas and Impalas were great, but this car was sensational." Power to the imports.

Next up, Jim wants to be able to drive his 76 to next year's historics at VIR, and maybe to the 2009 Vintage at the Vineyards, which Jim says "looks like a really special event." Who knows? If Bernie Ecclestone is to be believed, there may just be another U.S. Grand Prix to dream about.

December

Ultimate Owner: Matthew Ormsby
Profile: 1976 2002

Matthew Ormsby remembers seeing his first 2002 while in Pittsburgh in the summer of 2000. The Inka orange paint was an instant eye-catcher, he couldn't take his eyes off of it and instantly swore that his next car would be a 2002. So in 2005, Matthew asked his boss, a BMW owner and car enthusiast, if he would help him find one. After extensive searching Matthew was surprised to find out his boss had bought a beautiful 1976 Fjord blue 2002 for himself. A few months went by and during an annual review he offered Matthew the 2002 instead of a raise. Whether it was his plan all along Matthew does not know, but he wasn't about to ask questions. The car came without a need for any major work. Its previous owner had maintained the car well converting it to a five-speed, cutting the bumpers back, and had it re-sprayed by Coupe King in California. Some things have been switched out like



Photo by Bill Riblett.

new seatbelts, brakes, headlamps, and a turn signal to name a few, but as a whole it's in great condition. No rust, no cracks in the dash, no ripped seats and the original radio still works. Matthew had to learn the intricacies of a manual choke, but once it's running it

really goes. It made its official debut at BMWCCA Chapterfest in Bowie, Maryland, this past summer and makes its permanent home in Annapolis, Maryland.



Traditions

By Bill Williams

Classics return to the classic road racing venue.....

300 miles north, the historic village of Watkins Glen, New York, calls us back from time to time to reflect on our love of cars – older cars, speed, and racing when life was simpler and slower. Edging back into that era from time to time is as relaxing as it is exciting. So we go when we can to those places.

Last year about this time, several of the NCC classic/vintage owners trekked north to the historic races at the Glen when BMW was the featured marque and were treated to parade laps around the old public circuit and the new track “on the hill.” This year, Oktoberfest found its way to the Glen; presenting another excuse for the classic faithful to venture north.

David Roach in “Molly” (1973 2002) and Mike Leeper in “that other car” headed up

Saturday to scout out interesting local breweries along the way, wait, isn't upstate New York wine country? Anita Patton in “Geisha”, the 1986 Japanese-spec M6, Doug and Dave Dolan in Doug's 1972 M 3.0CSi, Michael and Penny Balling in their 1979 E21, Lothar and Gretchen Schuettler in their 1956 502, Fred Fernald in his 1974 2002, Imre Batori in his Deutchte Marque Concours best-in-show 1988 E30 M3, Bill Riblett in the always-dependable 1986 635CSi and I with the touring followed their path north a day or so later to Oktoberfest.

Oktoberfest has something of interest for most. There is a full slate of racing activities from drivers' school, car control clinics, autocross, a gymkhana, photo contests, new car test drives, rallies, and the most stringent concours a car owner can subject themselves to. Some of the NCC members shined, shined, and shined some more on their bimmers to present them at the concours on Wednesday at the Logan Ridge Winery. Others worked on their cone-dodging abilities and represented the chapter with speed and dignity. Some took the opportunity to show up the other chapters in finding their way around the wine country using coded directions in TSD and night rallies.

But the most fun happens away from the official events. Gatherings at restaurants, in parking lots, coffee and ice cream shops, impromptu tours



(Below) Michael and Penny Balling and their 1979 320i at the Concours held at Logans Ridge Winery. (Above) Former NCC members Bill Caldwell and Mary Hill aid Lothar Schuettler explain to Woody Hair what a Concours is all about.

to museums, under hoods making “adjustments” are where memories and friendships are created. I always wonder if Oktoberfest returns value to BMW CCA members. It is an expensive week with fuel, lodging, registration fees and those other things you just have to buy while you are at a car event. I still have not come to a clear conclusion on the question...but I do know, there are few other events that afford the opportunity to foster friend-



ships the way Oktoberfest does.

Other events seem to be a dash there and back, maybe with a meal along the way and not so much time for talk and frivolity. However, being sequestered in a town for several days almost forces people to create links to each other quickly. The caravans always have their times to eat together, work on adjustments and work out where each detour and planned stop should be. Then once you are there and all those other people are there, the relationships really start to build and flourish. Questions about where the events are staged who is competing in what, where the local attractions are make instant opportunities to meet those other people. Then throughout the week those initial hellos and how are you turn into exchanges about families and personal interests. But somehow, even the family and personal interest conversations are salted with car talk... and that's a good thing.

The National Capital Chapter was represented well by the vintage crowd but it would always be nice to see new faces there. There was also a good crowd of NCC new car owners. Results from the events are on the national club site and will show up in Roundel soon. There will be names in there of NCC members among those other names from across the country. I know the NCC classic owners did well in the concours and night rally. Hats off to Michael and Penny Baling for participating in every event they could.

Lets see if we can get together of one local event before we put our cars up for the winter.

See you in the next turn – or Atlanta (site of Oktoberfest 2009).



NCC Grill Badges for Vintage/Classic Owners

There is still time for the Vintage/Classic owners to attend at least four chapter events to become eligible for an NCC grill badge.

The chapter will award 75 grill badges to vintage/classic owners who attend at least four chapter events. Any NCC sponsored event, or regional or National BMW CCA event qualifies, e.g. Deutsche Marque Concours, Vintage at the Vineyards, or Oktoberfest.

If you have attended four such events, send Bill Williams an email at concours-chair@nccbmwcca.org by December 31, 2008, with the four events you attended. If more than 75 NCC members attended four or more events, the 75 grill badges will be awarded to the members with the highest number of events attended. Ties will be broken by the most vintage/classic events attended.

Awards will be presented at the annual awards dinner in 2009.



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BY WOODY HAIR

WOODY'S Competition C O R N E R

I was introduced to **Thunderbolt Raceway** at New Jersey Motorsports Park in late August when a handful of students and fifteen instructors from the National Capital Chapter attended the joint drivers' school hosted by the Delaware Valley and New Jersey Chapters. Open less than a month at that time, the facility was very much still a work in progress. Very little grass had managed to grow in the paddock or edges of the track, but the pavement was magnificent. The 2.25-mile track starts with four fast right-hand sweepers followed by a slow 90-degree left, and two 90 degree rights. This second right is followed by two more right hand apexes, the second of which is way around a decreasing radius that requires braking from the top of 3rd gear. This is immediately followed by a 180-degree left which begins a full-throttle run through some esses and yet another right sweeper onto the pit straight. That's thirteen turns, only two being significant lefts. Top speed on the pit straight is similar to Summit Point. I also got to experience an Arrive-and-Drive session on a short, but fast, configuration of their kart facility and a session in the passenger seat of a Toyota Celica on the 1.9-mile Lightning Raceway. Lightning had fewer turns, but is faster than Thunderbolt. Its signature turn is a 180 degree banked fourth-gear turn known as Lightbulb. Food at the paddock snack bar is good but pricy (\$3 for a bottle of water). If time allows, go to the Members' Club House between the two tracks. White linen table cloths and waiters in black tie pour all the water

you want. Lodging and a good assortment of restaurants are six-miles from the track in Millville. The track is 156 miles from my house in Arlington.

I returned to NJMP the following weekend for the inaugural pro-races on Thunderbolt. What a difference to see the paddock full of the massive 18-wheelers and vendor tents. Small grandstands (an oxymoron?) had been erected on the pit straight and on the straight before turn 5. The ambitious schedule conducted Friday, Saturday and Sunday included practice, qualifying and races for the Moto-ST motorcycles, Skip Barber Formula Mazda, Mustang Challenge, Ferrari Challenge, Koni Challenge, and Rolex Grand-Am. The race officials quickly learned that any off-track excursions resulted in dense dust clouds and/or dirt deposited on the track. They immediately instituted a rule that going off a second time would result in a penalty in one form or another. This caught Turner Motorsports M3 driver Don Salama in qualifying for the Koni race. His best time would have been on the pole, but an off during another lap caused the best to be thrown out and his next best was good for 5th on the starting grid.

The sixty-four starters in Sunday's **Koni Challenge** race included nine E46 M3s and one Z4 M Coupe in the Grand Sports class, and five

330s and two Z4s in the Street Tuner class. The 330 driven by our chapter's Ted Giovanis and Paul Moorcones had to have the lowest budget of any team in the paddock. The race was marred by several long full-course caution periods, some due to crashes that eliminated four M3s early on, but the finish was quite thrilling. Billy Johnson in the M Coupe swapped the lead a couple of times with the Craig Stanton/Jon Miller Porsche 997 during the last couple of laps. On the final lap Johnson went into the dirt on the fast turn 3. He kept his foot in the gas, but lost the lead and couldn't regain it by the checkered flag.

In the Rolex Grand-Am race the Rum Bum-sponsored BMW-Riley finished 12th of 17 Daytona Prototype cars, but was in the top seven for much of the race. Long-time BMW drivers Bill Auberlen and Joey Hand finished 3rd in a Porsche-powered DP. I do recommend you attend a track day or race at NJMP. The facility is impressive and will become more so.

The next Grand-Am weekend was at Miller Motorsports Park in Utah. The Koni GS race was



*After 12 years, 100,000 miles,
and countless track days and
autocrosses, Woody has sold
his faithful Car-of-The-Month
M3 to another chapter member.*

won by Bill Auberlen and Matt Alhadeff in a Turner M3. Then, the final Koni Races were the twin 6-hour races at VIR. Auberlen qualified on the pole, but problems had them classified 20th and 30 laps down to the winning Mustang. Andrew Davis was co-driving the Marcus Motorsport Z4 M Coupe when it lost the brakes at the end of the back straight. The car went end-over-end several times between turns 14 and 16, and then caught fire. Davis was uninjured.

The Tarheel Chapter's Mike Skeen won both Saturday and Sunday Spec E30 races in the **NASA Nationals** at Mid-Ohio. Mike was one of the stars in Speed TV's "Set Up" reality series. In the GTS-5 race, RRT team mates Andy Watts (E36 M3) and Barry Battle (E46 323i) were 1st and 3rd Saturday. Sunday, Watts was 1st and Battle did not finish. In GTS-3 Eric Wong was 3rd and 4th, while Michael Dayton was 7th both days. They were both in E36 M3s. NASA's GTS classes are based solely on dyno horsepower and weight.

Only four National Capital members were entered in the **Watkins Glen Club Races** during Oktoberfest. Total entries were over 120 and the various classes were split into two race groups. At this writing the results have not been posted. I am not sure if this is due to unresolved protests. This is the best I can remember from the races I watched. After beautiful weather the first few days of O'fest, rain and fog moved in Friday afternoon and played havoc with the qualifying sessions. Many chose not to run in the faster Group A and Group B's final session was cancelled. Saturday's feature races were run just after the sun came out and dried the track. In the fast A Group race our own Barry Battle grabbed the lead from team mate Andy Watts, but he lost the lead on the re-start after a full course caution. Shortly thereafter Barry's car stopped due to a broken throttle linkage and he was classified as 41st. Chuck Stickley had started at the back due to sitting out the wet qualifying. He quickly moved through the field, and aided by the pace car yellow laps, was able to gain second place just two seconds behind Watts. That is the way they finished. Watts, Battle, and Stickley all run in the C-Modified class. Culpeper's Michael Dayton was 19th in his M3 and NCCer Wayne Moubray was 24th in his I-Prepared 325i.

The slower (a relative term) Group B race started with a good battle between Tarheel member David White (J-Prepared 328is) and Ralph Warren in a new H-Stock 135i that had been driven(!) from California. Warren's times started increasing and he finished 7th overall to White's win. NCCers David Hill and Dennis Pippy (both JP E30 M3s) were 12th and 16th overall. Ex-chapter member Jason Briedis, now living in Delaware, was 23rd in his Spec E36 325is.

Sunday morning's Group A race started in a

steady rain and half the field, including Chuck Stickley, chose not to run. Barry Battle had to start at the back due to his not finishing the day before. Without his two main competitors, Andy Watts chose to let son Bryan run this race as he would then be starting at the back with team mate Battle. After two slow laps behind a pace car, the race went green. Battle and Watts quickly moved up to 2nd and 4th positions. On the third lap the leader crashed in the Toe-of-the-Boot turn. The next lap Bryan Watts chose to let the 2nd place car of VJ Mirzayan ahead figuring he could afford to avoid driving his mirrors for a while. As they approached the start/finish line on the 4th lap of this race that had been scheduled for 45 minutes, the checkered flag flew ending the race. I have not seen an explanation for this.

Seventy-some NCC members attended **Oktoberfest** and did come home with some trophies (actually Olympic-like medals). The **Concours d'Elegance** had Lothar Schuettler ('56 502 Cabrio) 2nd in Vintage Clean and Michael Balling (320i) 4th in Vintage Super Clean. Anita Patton ('87 M635CSi) was 4th in Second Generation Super Clean, and Bill Williams ('72 2000tii Touring) took the first place award in Concours Original.

The **Autocross** saw David Roach ('73 2002) second in class 1A, Fred Fernald ('72 2002) 2nd in 1C, Chris Higgins ('95 318i) 2nd in 2B, and Mike Leeper (Subaru WRX) 3rd in the non-BMW class. Other than Chris, none of our regular autocrossers competed.

The unique **Lonzo Fazool Night TSD Rally** was run primarily on dirt roads and the 113-mile event had 14 timed checkpoints. Teams were given the choice of speeds they needed to maintain on the rally sections — 45, 40, or 36 mph. Dust from preceding cars made this impossible at times. Woody Hair and Robin Sparrow (X5 - 40 mph) were 2nd in the unequipped class and 2nd overall. Mike Leeper and David Roach (Subaru WRX — 45 mph) were 3rd in unequipped and overall. Doing their first rally ever (talk about jumping into the deep end), Jeff Ramage and Margret Hartka (323is — 36 mph) were 2nd in the novice class and 7th overall. And our other first-timers Chris Higgins and Phil Green (318i — 36 mph) were 3rd in Novice and 9th overall.

Saturday morning was the regular **TSD Rally** and NCC brought home 3 medals. Leeper and Roach (2002) were 2nd in the A Class, Gordon Kimpel and Phil Marx (M3) were 3rd in A, and Ramage/Harka took 2nd in C Class.

A week before Oktoberfest, several BMWs competed in the 5-day long **Targa Newfoundland** performance rally. Defending champions Roy Hopkins and Adrienne Hughes repeated their victory with their venerable 160 hp

2002. Competitors included several pro rallyists with Mitsubishis and such carrying over 500 hp. Several time winner Bill Arnold again ran his BMW Bavaria and was leading Hopkins by 4 seconds on the final day when a strut mount broke.

BMW Motorsports has announced that Nick Heidfeld and Robert Kubica have been retained as drivers in the **Formula 1** series for 2009. With three races remaining in 2008, Kubica is 3rd and Heidfeld 5th in the drivers' championship. Neither has been mathematically eliminated from the championship. BMW is 3rd in the constructors' chase. The latest provisional calendar for 2009 has the Canadian GP being dropped from the schedule. That means no F1 races in North America. Apparently the powers that be feel the Montreal facility doesn't match the multi-million dollar venues recently built in Bahrain, Singapore, Shanghai, and Turkey. What a shame.

Yet another motorsports facility is planned for our area. In fact, **Tatton Park**, if it comes to fruition, will be about 50-miles south of Washington in St. Mary's County, Maryland. The developer's latest drawing shows a 3.125 mile, 14-turn road course that can be subdivided into two shorter courses of 2.11-miles (9 corners) and 1.365 miles (8 corners). They plan two paddocks, an indoor and outdoor kart facility, an off-road course, club house and conference center. Professional and club races, marque club driver schools, and security training will be accommodated. Bill Scott's BSR, Inc. has proposed to work with the developers in the design, and possible management and training programs. Their goal is to open in 2011. Tatton Park will be on Route 235 just north of Hollywood, MD.



COMPETITION CORNER TO GO ONLINE

It has been almost 23 years (137 issues specifically) since I started doing the Competition Corner column. Starting with the May 1986 issue, the original purpose was to educate readers in the local motorsports activities such as racing, autocrossing, and rallies that were available in our area. More and more it developed in a news and results report, and very stale news at that.

So I have decided that following this issue, Competition Corner will appear on our chapter website, more specifically the Message Board under the Lounge section.

This will enable me, or anyone else, to post news, results, commentary, photos or links to these items at anytime. Look for announcements about televised race events too.

Woody Hair



2008 DIY Program Update

By Brenda Gates-Anderson & Alan Marsh, Co-Coordiators

Ladies' Team

Brenda Gates-Anderson was our Lady Coordinator for our first-ever Ladies' DIY, at Martin Motorsports in Alexandria, Virginia on September 20th. There were five eager ladies empowering themselves through learning from the expert (Gary Martin) and willing to "get dirty" to work on their own cars. Everyone who participated, including the men, was flexible, encouraging, helpful and patient with each other. The ambiance of the entire event exuded a comfortable, fun-filled, relaxed, and excited learning atmosphere. The lady participants learned how to change their oil and filter, fuel filter, perform a brake flush, check their brakes, put on a hood emblem, perform a routine check-up, etc. We had positive feedback from the entire event, especially from the ladies.

Hear what the some of ladies had to say:

When asked about Tips and Lessons Learned:

I learned that "Typically wear items should periodically be inspected and replaced, & the procedures for performing a brake fluid flush"

– Joyce Little

"Write a list of things to do beforehand. Take everything you need out of the trunk before lifting the car!"

– Caroline Miller

"Too many good Tips to list!"

– Cheryl Griffin

"A great shop owner is forever, the person who will teach and tell the "Whys"!"

– Janice

When asked, Things I liked about this DIY:

"Excellent overview of the car's main component's, operations, and maintenance."

– Joyce Little

"Brenda did a great job hosting! She provided a warm welcoming atmosphere, and I think it made the environment very good for learning. Gary was also very good about explaining and welcoming!"

– Caroline Miller

"I liked that it was geared towards women and the women's gifts!"

– Cheryl Griffin

"Being in the shop and learning about the other cars, owners, and repairs!"

– Janice

In summary, Gary Martin and his staff provided a very successful event, and we decided to seek additional Lady DIYs in the future. So

remember ladies, we need your continued support by spreading the word and participating in this dynamic event!

NCC Family Picnic

Our Family Picnic on Saturday, September 13th was sparsely attended by National Capital Chapter members – we had about 2 *per mil* (0.2%) of our members attend, while the co-sponsoring Washington Volvo Club had about 9 per cent of its membership attend. Everyone who attended had a great time, and went home with a terrific bespoke 2008 Family Picnic tee-shirt. The DIY Committee members decided to continue the Family Picnic tradition for 2009, and we may adopt several changes. We may schedule it for later in the fall, we hope that the NCC officers will reinstate their financial subsidy towards the cost of food, and we may invite other marque clubs.

Seeking Message Board Feedback

We still need feedback for our DIY events, particularly comments from first-time DIYers. After each event, please use the event-specific thread on our NCC website Message Board to comment.



2009 DIY Planning is Underway

The 2008 DIY Committee of Phillip Cummings, Jude deCoteau, Tony McMullan, Brenda Gates-Anderson, Zach Pullins, and Alan Marsh will be adding several additional coordinators, including Oscar Benitez and Rob Williams. We have set the following dates for our basic schedule of one DIY per month, and we may expand our program in future.

- DIY #1 January 17
- DIY #2 February 14
- DIY #3 March 07
- DIY #4 April 11
- DIY #5 May 16
- DIY #6 June 20
- DIY #7 July 18
- DIY #8 August 15
- DIY #9 September 19
- DIY #10 October 17
- DIY #11 November 14
- DIY #12 December 12

By Halloween our goal is to have a Sponsor identified and published for each of our basic schedule's dates. If you have any comments, complaints, or suggestions, please speak with any DIY Committee member; alternatively you may send an e-mail to diy@nccbmwcca.org.

Please watch our website

Throughout the year we post numerous items of interest to DIYers on our Chapter website Message Board. Please use both the website and "*der Bayerische*" for your DIY information.

(As of 01Oct08/1230/abm)



A Look Back

By Woody Hair

Pittsburg Vintage Grand Prix.
November/December 1998 dB.
Photo by Ray Maliszewski.



35 years ago – Oct/Nov 1973: The do-it-yourself tech session at Heishman BMW drew 30 participants and a newspaper report on the event by the *Arlington News*. Chet Kingsbury had an article on the upcoming autocross school and described what an autocross is. We used three classes, stock up to 2.0 liters, stock Bavarias and Coupes, and modified cars. Jerry Coffey continued with the second part of a very technical article about the effects on ride height and geometry of suspension modifications. Two candidates were vying for each of the four chapter officer positions in our upcoming elections. Apparently the chapter set the amount of our dues and after much discussion, it was voted to increase the annual amount from \$14 to \$15. The classified ads had a set of Firestone A70-13 Wide Oval tires ("great for autocrossing") and a crash tested '72 legal roll bar, both offered by Dave Toy.

30 years ago – Nov 1978: Not unlike five years ago, this issue had a plea for members to step forward and run for the chapter officer positions. Bill Via wrote about a new Irish-made car wax named Porzelack. It was available at Heishman Porsche-Audi. This issue had a number of tech tips including one with an anecdote about a man who used his wife's pantyhose to fashion an emergency fan belt.

25 years ago – Nov/Dec 1983: Autohaus Tischer of Laurel put up three new cars for a unique autocross at Fort Meade. The cars were a VW Rabbit GTi, a Honda Prelude, and a BMW 318i – all with 1.8-liter engines. The sixty-some drivers each got one run in each car. Each car managed the day-long abuse without any mechanical ills or overheating, but the tires, which started out new, were pretty much worn out by the end of the day. The fastest time in each car, all set by different drivers, varied by less than one-half second on a 70-second course. BMW of

Fairfax and the chapter hosted a flea market that raised \$280 for Children's Hospital. General Manager John Jaffe then generously matched that amount. A tech session was held at VOB BMW. Over 50 members had their cars analyzed by VOB's new Siemens computer and four technicians, including Dan Martin, interpreted the printed analysis. Thirty-eight BMWs participated in the annual Fall Tour to the Bavarian Inn in Shepherdstown, WV. The drive was described as "brisk." John Hartge had a report on his visit to Munich and the new BMW Museum. Gordon Kimpel wrote about his journey to the BMW CCA Oktoberfest in Colorado Springs with his 530i. A report on the chapter's fall driver's school included times from our time trial (now a no-no). John Weaver in a 2002ti had the best with 1:37.55.

20 years ago – Nov/Dec 1988: The annual election dinner was scheduled for the Mustache Café in Alexandria and the annual holiday party was to be at the Post Hall on the campus of Mount Vernon College in DC (They were separate events then). Don Whitaker had an article about the national club's Oktoberfest in Rochester, NY. Our chapter, despite a low number of entries, took home eight trophies in the competitive events and easily won the new Chapter Challenge award. John Hartge discovered that trophy held exactly \$8 worth of draft Molson at the hotel bar. It was announced that helmets in future driver schools must meet the Snell Foundation standards. No more \$29.95 specials from K-Mart. Jim Epting won the MARRS ITB championship with his 2002. Gary Toyama wrote about his engine rebuild and Max Rodriguez gave a report on his season campaigning a 2002tii in



VOB Auto Sales tech session on electronic diagnosis.
November/December 1993 dB. Photo by Raine Mantysalo.

the MARRS series. Max also had a tech article that covered shocks, oxygen sensors, brake calipers, and spark plugs. A feature story on VOB BMW reviewed their history and current sales and repair staffs. The

classified ads included a request from Fred for someone to share a trip to the Daytona 24-Hour race.

15 years ago – Nov/Dec 1993: This issue was highlighted by two items: a cover shot and illustrated article on our Summit Point Corral at the vintage sports car races, and Jenny Nazarko's attendance at the Portugal Formula 1 race. Mark Greenberg had an article on our annual Fall Tour to the Bavarian Inn in Shepherdstown. Topics of tech articles included cylinder head bolt failures, improving transmission shift linkages, R 134a air conditioner conversions, upgrades to electrical system wiring, and eta engine oil leaks. Local newspapers are reporting a "Grand Prix" racing track might be built at Brandy Station, north of Culpeper.

10 years ago – Nov/Dec 1998: Our annual Crab Feast and car show at the Patapsco State Park featured a gathering of sixteen 318ti's from a number of states including Massachusetts. David Roach reported on the Pittsburgh Vintage Grand Prix where BMW was the featured marque, and the Shenandoah Vineyard Concours d'Elegance. John Williams' 1976 2002 won best of marque. Cars of the month were Nick Morgan's Z3 1.9 and Keith Frech's Euro 735i.

5 years ago – Nov/Dec 2003: Our four officers, President Rafael Garces, VP Steven Schlossman, Secretary Andy Grigor, and Treasurer Roy Morris are all running unopposed for re-election. Bill Brochu (535i) was the fastest BMW at both of our Prince Georges Community College autocrosses. Jared Townshend had a first-hand report on the USGP Formula 1 race in Indianapolis. Steven Schlossman did an article with a

comparison of parts prices at our ten area BMW dealerships. Competition Corner featured a report on the Rolex Grand-Am race at VIR. A BMW-powered Picchio finished 3rd among Daytona Prototypes and an ex-PTG M3 was 4th in the GT class. The classified ads included a 30-year-old '73 2002tii listed for \$9,500.



John McWilliams won Best of Marque and Best 2002 at the 2nd Annual Shenandoah Vintage Concours. **November/December 1998 dB.**

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NEW MEMBERS LIST



National Capital Chapter now has 5447 members, 746 Associate members (who share in all of the benefits of being an NCC member), and an additional 83 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: Benjamin A. Campbell, Jr., Casey BMW, Donny E Chan, Adam Chelikowsky, Joern Esser, Stephane Grabina, Victor Hall, Gregory Johnson, Judy Palmore, Paul Seto, Mark Thomas Scire, II, and Robert Schmid.

Do you know someone who owns a BMW, but is missing out on the rewards of belong-

ing 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.

Jeffrey Aldridge	2002 325i Sports Wagon	Jim Grapek	2003 M3	Carlos Ramirez	
David Alexander	2008 335xi	Joseph Grossman	1988 M3	Donald Rancourt	
Geoffrey & Jen Alvarez	2008 128i Convertible	Hector Guevara	1999 328i	David Rattner	
Michael Amato	2006 Z4 3.0Si	Geary Gunter	2002 745Li	Theresa Reyes	2000 328i & 1995 325i
Valerie Asher	2008 328xi	Steven & Michelle Harloff	1995 525i	Betty Rhodes	2001 530i
Darby Ashmore	2002 325Ci & 2004 X3	David Harris	2005 330Ci	Adam Ring	2003 325i
Marilou & Renato Aure	2001 X5	Letitia Harrison	1999 528i	Adam Rosenberg	2006 330i
Mark Baik	2008 335xi	Webb Hayes	1988 M3	Brian Rosenfeld	2002 X5 & 2001 335i
Tolga Baki	1994 325ci	David Helmreich	2007 500i	Douglas Schenk	1999 740iL
James Baleman	1998 M3 Coupe	David Heyer		Grant Scherling	2004 325Ci
Alexander Bazzie	2002 530i	Eric Hilliard	1995 530i	Joan & Alan Schiavelli	2008 328xi
Roy Beaumont		Jerome Hoffman	2008 335i	Michael Sciscenti	2008 128i Coupe
Ronald Beavers		Jackson Hou	2007 335i	Ryan & Karen Seggerly	2004 325xi & 2006 X5 4.4i
Mark Bienz	1990 325ic	Lance Hyatt	2008 M3 Convertible	Nikolaos Selimis	2009 E93 335 Convertible
Tony Bingham		Neeraj Jain	2006 325i	Talin Senner	2004 M3 Convertible & '94 E34
Frank Blythe	2005 530i	Heather James	1995 318i & 2000 Honda Si	Stephen Shapiro	
Shawn Blyther	2001 325Ci	Brahmdeep Jandir	2007 328i	Peter Shields & Leslie Werner	2008 X5
Alex Boggs		Harsha Jayanna	2003 530i	Jonathan Sindler	2008 535xi
John Bowers		Laura & Jesse Kaihlanen	2007 328Ci	Tera Singletary	2004 X3
John Brack	2001 330Ci	Natarajan Kalpaphy	2003 325xi	Tobin Smith & Marjorie Sutherland-Smith	
Chris Bracken		Sanjay Kansal		Meghan Steele	2008 328i
Craig Braucht	1988 528e	Brendan Kara	2001 325Ci	Jeffrey Steele	2005 MINI Cooper S
Muriel Browder	2001 X5	Robert Kasabian	2006 X5	Michael Steiner	1984 533i & 1986 635Csi
Shepard Buckman	2008 328i	Larry Kijewski	2008 335i Convertible	Jim Stepka	1994 530i & 2004 X5
Tawanna Buggs		Maher Kilajian	2001 X5 & 2007 325	Sam Stewart	1987 325iC
Maurice Butler	2003 330i Convertible	Jaysen Kim	'04 MINI Cooper S & '06 MINI S Cv	Marvin Stockman	2001 325it
Michael Buttnr	2008 X5 3.0Si	Gregory Kitson	2001 M Coupe	Mark Stuckey	
Marilyn Caldwell & Ross Snyder	2006 550i	Daniel Kostyk	2001 325Ci	Chun-wei Su	2008 X5
Doug Caldwell	2008 335xi Coupe & '04 330Ci	Ken Krehbiel	2008 335xi & 2001 325Ci	Howard Tag	2005 530i
Gerry Campbell & Carlos Perez-mendez	1982 320i	Laith Layous	2003 M3 & 2006 M5	Toshiaki Tanaka	2007 550i
Quinn Carbine	1997 318ti	Chang Wook Lee		James Taylor	1997 M3 Coupe
James Carter	1987 E30 325	Oleg Levinski	2001 740iL	Brad & Chris Taylor	
Thomas Castro	2007 335i & 2008 X5	Michael Lewis	2008 535i	Linda Thomas	2003 325i
Kai Chan	2008 328i	Hugh Lloyd-thomas	2004 330i Convertible	Arthur Thompson	1988 535i & 1991 525i
Rob Chenault	2001 330i	Lee & Dawn Lofthus	2004 325i	Mike & Kathleen Tozier	2008 335i & '06 MINI Cooper S Cv
Andrew Chrusciel	2004 Z4	Martin Mackes	2007 335 & 2007 MINI	Ted Trabue	
Yuri Clark	2007 335i & 1998 Honda Civic	Chris Marcel	2006 325xi	Edward Turano	1998 328i
Howard Cochran		Koren Mateo	2008 328i	Jordan Turek & Christina Mauldin	2008 335xi Coupe
Steven Corfman		Kevin McCormack	2007 525i & 2007 328i	John Vitarello	
Mark Cromwell	2001 330i	Aubrey Mcroberts	1971 2002 & 2000 540i	Vincent Walker	2008 328i Convertible
John Dealy		Nahome Mengistu	2002 745i	Ray Walker	
Aljay Deguzman	2001 330Ci	Glen Miller	2007 M6	Charles Wells	2003 M3 & 1986 635i
Jennifer DiGiacinto		Scott Mitchell	2008 335xi coupe	Brad Wells	2002 330Cic
Dwight Dove	2003 M3 Convertible	Harvey Moore	1999 740i	Linda Wharton & Milton Boyd	
Richard Drury	1997 328ic & 2008 335i Cic	Debbie & Ryan Moore	2005 325Ci & 1994 316i	Roman Wilbert	1997 M3 & 1990 535i
Laura Dunlop & David Barth	2007 MINI Cooper S	Keiko Mori	2008 135i	Anthony Williams	1998 528i
Carl Eierle	2004 325i	Ryan Murphy	1995 Dakar M3	John Winstead	1973 2002
Mazen Eleryan	2003 M5 & 2002 Cooper	Christopher Murphy	2001 525	L. Wintriss	1984 633Csi & 1987 M6
Karen & Ray Emami	2008 X5	Chase Niblett	1989 M3	Charles Witten	1976 2002
Todd Farmer	1975 2002	Scott Nichols	2003 325i	Robert Wolfe	
Ryan Floberg		Albert Oakley	2003 530i	Wesley Wornom	
Alan Freeman	2003 530i & 2005 Z4	Brendan Odonoghue	2007 M5 & 2008 M3	Doniyor Yusupov	2008 528xi
Todd Fulop	2008 335i	Carlos Ortiz	1994 540i	David Zlowe	2008 335xi
Greg Gallagher	2008 X3	William Pearson	2007 530i	Jason Zorn	2005 545i
Paul Garver	2008 550i	David Peerless	2009 135i Coupe		
Adam Getz	1997 318i	Chelsea Petrucci			
Michael Golden		JT Powell	2003 530 & 2002 325xi		
Gwendolyn Good & Ricco Cooper	2008 650i	Jeffrey Quillen	2007 550 & 2007 328xi		
Michael Goodfriend		Amy & Ted Quinn	2005 325Cic		
Jason Goodman	2008 328xi	Michael Rafferty	2006 Z4		
Lucas Graenicher	1994 318is	Eric Ramarijaona	2007 525		

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

1972 3.0CSI

Classic 3.0 coupe. Was a daily driver but recently a garage queen. Looking for a good home. Not perfect but not bad. Originally a California car, does not include the original engine. Has a 1984 633 CSI engine and matching 5 speed with a short shifter. Hardy and Beck custom 3 piece wheels. Some restoration work done, some remains. For the right person, this would be a great winter project. Call at 703 628 5501

1995 M3 Coupe

Track ready. Street Legal. Excellent condition. Meticulously maintained. Garage Kept. All records available. Street Legal. 280+ HP. 38 mpg highway. CD player. No rear seat, but plenty of storage space. Roll cage. Sparco seats. 5 pt harness. Many performance mods. Black/Black. 95K miles. VIN: WBSBF9328SEH06725. Includes 4 Fikse wheels with Toyo RA-1 tires and 4 M-Contour wheels with street tires. The spare is the original motor-sport 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)- Wheels, lightweight (Fikse)- Strut Brace- X Brace (Turner Motorsports)- Rear Shock Mounts, urethane (Ground Control)- 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 Jared at 703-868-5243 or email at jared.townshend@gmail.com VA.

2000 528i Sport

Gets 30 Mpg on the highway, and drives nice and tight. Sport suspension, 5 speed, leather heated seats. 78,000 miles. Recent water pump, belts, new tires, 60000 tuneup. Some curb rash on the wheels from original owner. Love the car but have too many. 703 628 5501.

2001 M5 (E39)

Price Reduced to \$27,900 OBO. 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

2002 325Ci Convertible

Excellent cond, 82k mi, Gray int, Blue ext, 2 dr, Premium Pkg, Cold Weather Pkg, Sport Pkg, Harmon Kardon, HID, 25mpg avg. Car needs nothing. Clean CARFAX from date of import into this country showing 1 owner - lease program car - then shows the car bought by Radley Acura, who I bought the car from. So I'm the 2nd owner. CARFAX report is 100% clean for damages, flood, odometer rollback, etc. No issues at all. If you wish a pre-purchase inspection, I'm agreeable to that. The car is in excellent mechanical condition. Serviced by BMW specialist only since I purchased the car. 540-287-2690

2004 330i ZHP

Imola Red. Performance Package, Cold Weather Package, 6-spd manual, Alcantara Interior, 48,xxx, Xenons/HK sound, Moonroof/Rain, sensing wipers, Power Seats, CPO until 3/31/2010 or 100k. BMW Service/Maint until 3/31/2010 or 100k. No Mods. 3M Clear Bra, iPod hookup, included, VIN # WBAEV5340KM06810*Adult owned and driven No accidents or paint work. *2nd owner. Bought from BMWCCA member.*Oil changed every 7k miles, dealer maintenance in between. Some minor paint chips. Only 1 or 2 minor scratches. No dings.*Suede wheel being replaced this week by dealer with Leather wheel.*\$23.5k Ryan410-736-2622 -- No call after 10 pm EST please. rwm510@yahoo.com

PARTS FOR SALE

1992 535iA (E34) Parting Out

I am parting out a 92 535iA that was hit in the rear, silver with dove gray interior Auto trans, exhaust, Bilstein sports suspension already spoken for. Good engine, body parts interior. Recent fan clutch. Email me for what you need/ Clarence I am located in Silver Spring, car runs. Chope97@aol.com

X3 Rubber Floor Mat Set

Set of front and rear rubber floor mats for BMW X3. All in perfect condition, no cuts or tears. 703-282-7076.

AC Schnitzer Aluminum Pedals

BMW AC Schnitzer aluminum pedal set, new never installed includes mounting hardware. Fits all E36's and E83's with automatic transmission, include dead pedal. 703-282-7076

M3 (E46) Hawk HP Plus Brake Pads

The brake pads were used maybe 5000 street miles and two summers of autox, plenty of pad life left. Asking \$100, offers considered. I'm also selling a couple of other things for an e46m3:(4) OEM 18x9 wheels. They are straight and true, but do have some minor scratches/blemishes, and one has a little bit of curb rash. The tires are an older, and pretty well worn set of 265/35 Dunlop SuperSport Race tires. These can be run on all four wheel positions on the e46m3 to better balance the car for both autox and track use. Asking \$600, offers considered. I also have a set of Ground Control sway bars (front and rear) complete with all hardware and bushings. These were used for two seasons of autox and removed for winter. Asking \$400 for the pair, offers considered. I'm located just north of Baltimore, zip: 21093 Questions? Email me at: bbenger@gmail.com

PARTS FOR SALE

M3 (E46) Ground Control Sway Bars

I have a set of Ground Control sway bars (front and rear) complete with all hardware and bushings. These were used for two seasons of autox and removed for winter. Asking \$400 for the pair, offers considered. I'm located just north of Baltimore, zip: 21093 Questions? Email me at: bbenger@gmail.com

2002Tii Parts

Used stock 2002tii parts. Local pick-up preferred. 2 ea. 4-speed transmission, unknown condition \$15 ea. 2 ea. differentials: 1 unknown condition \$15, other was checked out by BMW mechanic and seals replaced \$50. 2 ea. steering boxes, \$10 ea. Rear windshield, heated \$50. 1 pr. rear windows w/brackets \$50. 1 pr. front vent windows/frames \$15 ea. ti air cleaner housing \$50. Driveshaft for manual transmission '02, unknown condition \$103 ea. Left side, 1 ea. right side door mirrors \$10ea. 2 ea. Squarie (wood-grain) instrument cluster. \$5 ea. Left/Right Squarie front grills, black plastic \$25 ea. 12-V tii alternator \$25. windshield wiper motor \$10. E121 (early tii) head with 1972 tii injection system (intake plenum/throttle body/injectors/plastic intake runners, head cover, Kugelfischer pump, etc.). \$250/offer. Left and Right front turn signals, USA style, used, minor pitting \$5ea. 2002tii radiator \$5. Stock red plastic cooling fan \$5. Lots of other small stuff, email to see if I've got what you are looking for. Please email: [jdhew\[at\]yahoo\[dot\]com](mailto:jdhew[at]yahoo[dot]com)

1985 735i Parting Out

1985 735i WBAFH8401F0972918. 130k, Auto, Bergundy Exterior, Beautiful Brown Leather Interior, Engine, Trans. body panels. Nose & Hood damaged. 4 new TRX tires. Bel Air Area. Reasonable Offers. Chris H-410-893-8726. Cell 301-520-5371. christopher.t.halloran@verizon.com

M3 (E46) and M5 (E39) Parts

e46 M3 parts:*19 inch set of BBS CH wheels with Pirelli P Zero tires \$1900 reduced to \$1500 OBO - Fits e92 M3*OEM exhaust system - \$500 reduced to \$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 exhaust system - \$400 OBO*OEM 18 inch staggered wheels - Straight but curb rash \$800 OBO. Joe 410 336-0802 or jlapicki@aol.com

M3 (E36 and E46) Parts

6 M3 Sway Bars (like new-taken off at 4000mi's) \$200 frnt/rear, Turn Signal Lights (new) \$20 ea. howard, 410-961-5888, apexthecurves@hotmail.com VA

WHEELS AND TIRES

X3 OEM 19" Wheels

Complete Set of Wheels with Pirelli Tires: Two 8.5x19; front wheels with 235/45 R19W wheel size and two 9x19; rear wheels with 255/40 R19W tire size. Perfect condition with no curb rash or scratches. These are factory wheels not take-off's. Don't pay BMW's price of \$3844, only \$1500. Email or call 703-282-7076.

E90 Winter Wheels and Tires

Complete winter tire/wheel package by Tirerack for ideal fitment on the E90/1/2 3 series: - 4 ASA JH3 17" aluminum wheels in very nice condition with BMW center caps.- 4 Dunlop Winter Sport 3D M S tires (mounted) with 85-90% tread. 225/45/17. Balanced and ready for immediate installation. Originally \$1200. Smooth and quiet with excellent grip. Dave (703-888-3929)

E60 Winter Wheels and Tires

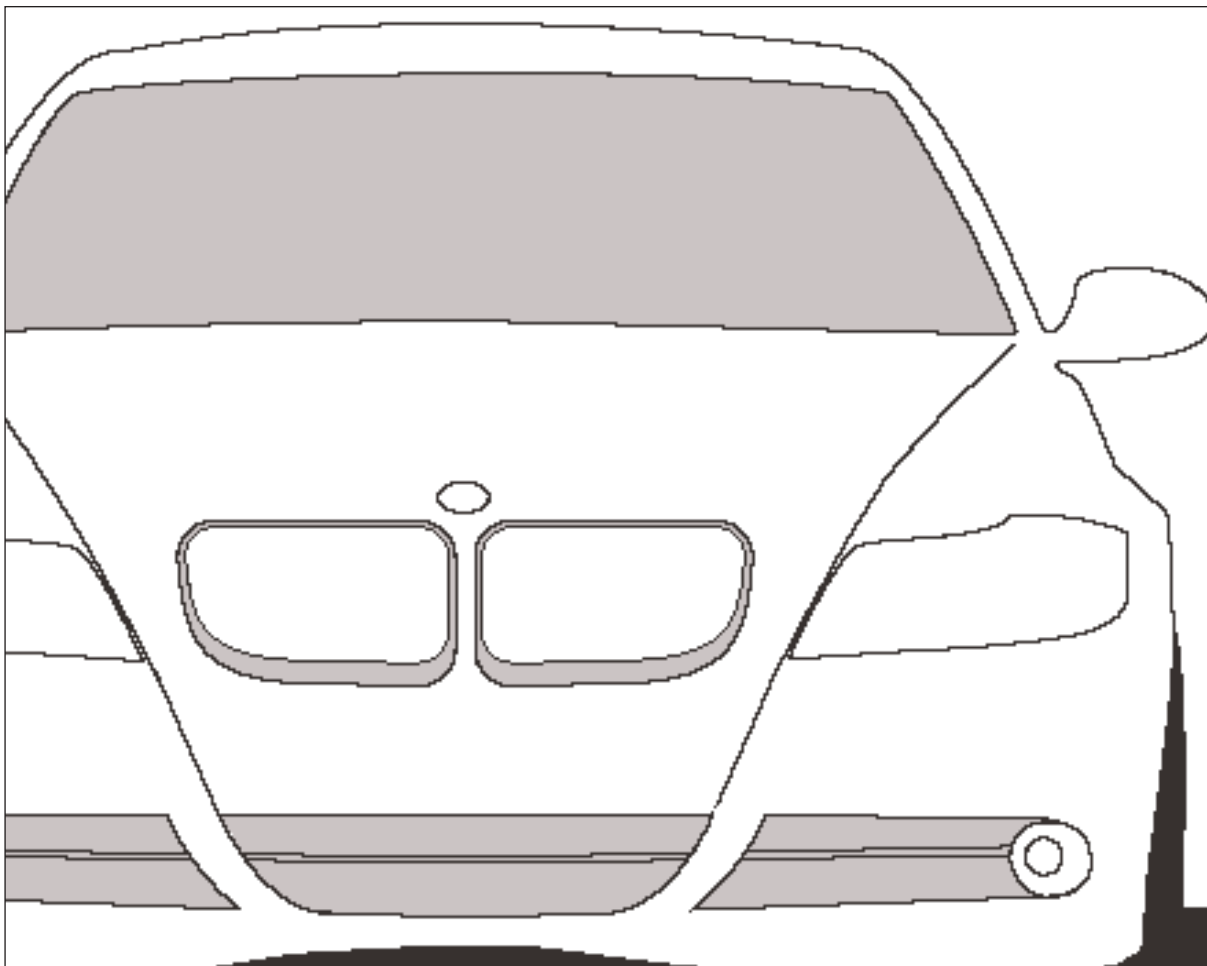
Four Hakkapeliitta RSi tires (235/45 R17 radials, approx. 95% tread remains) for 5 series BMW 1997 on; mounted on M-contour rims; sets of four tire totes and wheel felts; Bavarian Autosport wheel and tire cover. All for \$800. Dwight: 301-352-8735; dwight301@verizon.net.

M3 (E46) OEM 18x9 Rear Wheels

The wheels are straight and true, but do have some minor scratches/blemishes, and one has a little bit of curb rash. The tires are an older, and pretty well worn set of 265/35 Dunlop Super Sport Race tires. These can be run on all four wheel positions on the e46m3 to better balance the car for both autox and track use. Asking \$600, offers considered. I'm located just north of Baltimore, zip: 21093 Questions? Email me at: bbenger@gmail.com

M3 (E46) BBS Ch Wheels and 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 \$3500.....Used only on Sunday drives. Joe 410 336-0802 or jlapicki@aol.com



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