

# *der Bayerische*

National Capital Chapter

BMW Car Club of America

January/February 2009



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**Cover:** Harnessing the Power Galactic. Kendra Seto works on her M Roadster 'Silver Surfer' at the November DIY. See article on Page 8.  
Photo: Rob Williams.

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# derBayerische



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## President's Message

As most of you know, this is my last opportunity to thank so many people in so public a forum. This great Chapter of ours only becomes so because of the people who make the individual programs and events happen.

There have been several advances made by the Chapter over the last couple of years. The latest is our new website. By the time you read this, our new website will be available to all. Thanks go to Jonathan Thayer for working with so many others to make this a reality. Also, thanks very much to Steven Schlossman for working with Jonathan and helping to make the transition a smooth one.

Another terrific improvement has been the work done by Dennis Follett to rationalize the *db* advertising process, including collections of outstanding amounts. Thanks to Dennis, with great support from Treasurer Roy Morris, our Chapter can support even more events and activities with greater certainty now that we have this source of income.

And for our Maryland license plate devotees, Bob Stern has stepped up (again!) to make this program work. There have been some delays in getting MD license plate approvals. I'd like to thank Bob for taking on this important program.

Finally, one of the biggest successes of the past year was the fantastic ChapterFest program put on by all of our Autocross team, including Bogdan Poplacean, Jonathan Thayer, and many others.

I'm sure I've missed many who deserve a pat on the back and a big thank you. Next year, you'll have some new people in leadership positions. Be sure to vote for your choices in the upcoming elections.

It's been a terrific ride as your Chapter president. I look forward to staying active and helping out where I can.

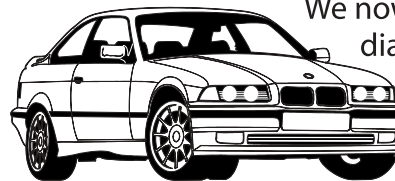
All the best to each and every one of you in the New Year!

Tim Wesling  
NCC President

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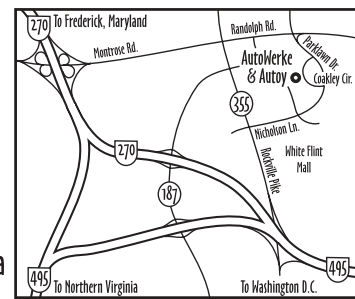
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## The Neurotic Mechanic

The Holiday Season of 2008 brings to mind, for me, the Holiday Season of 2007 and my timing belt project. I hope the tale of my antics will amuse the mechanically adept of you out there, particularly Kevin "Mr. E30" Henry, who could do an M20 timing belt in his sleep, with one hand tied behind his back, using nothing more than a can opener...

Work prevented me from making the yearly Thanksgiving sojourn to the In-Law's house in North Carolina, so I decided to use the family-free few days to perform some preventive maintenance on my 1988 325iX. For those who have never owned an E30 or E28 Bimmer, the venerable M20 powerplant uses a timing belt instead of a chain and it must be replaced every 60k miles or three years, whichever comes first.

You'll notice I said it "must" be replaced, not "the recommended interval is..." or "to keep your car running its best, experts say..." There's a reason they say "must" when it comes to the M20 timing belt and that's because the M20 is an interference engine, meaning that replacement of the timing belt is more than just something you should do to keep from being stranded on a dark country road some night. In an interference engine, the valves and piston heads occupy the same space at alternate times and the only thing keeping them from occupying the same space at the same time is the relative position (or timing) of the camshaft with the crankshaft. The timing belt is the lynchpin that keeps this mechanical symphony from becoming a cacophony of crunching metal bits.

I had four days until the family would be back, so I was really taking my time and making sure I did things correctly. I also ran into some parts issues that necessitated return trips to the dealer, which cost me some time. Speaking of that, I wish the dealer would sell a Timing Belt Kit for the M20, a grouping of those part numbers would have saved me a lot of time. When I first arrived to pick up my parts after talking to the parts guy on the phone about my project, I found that he had included some stuff I clearly did not need (a valve cover gasket) and had left out some other stuff I clearly did need (like, a new thermostat). A complete Timing Belt R&R Kit for an M20 should include (at least), the timing belt, water pump, all hoses off the front of the engine, thermostat and gasket, all belts, new crush washer for the block drain, and two quarts of anti-freeze. I also updated my radiator petcock to

a newer design.

With the exception of a couple of minor "learning opportunities" the project had gone very smoothly. It wasn't until "Day Two – Reassembly", that things went a little awry. "Day Two – Reassembly" had actually become "Night Two – Reassembly" as I pushed into the evening to complete as much of the project as I could. I was enjoying the moment; just me, my car, a few beers, and some great metal on the boom box. When I finally called it a night I had the timing cover, water pump, crank pulley, all the belts, and the fan back on. The next day I'd put in the radiator and hoses, block drain plug, fill with coolant, and I'd be ready to fire it up. I had accomplished quite a lot.

As I sat in the empty house that evening, with no wife or kids to yell at, I reflected on the day's work. I recalled each step in my mind, trying to make sure I had not forgotten anything or done a step out of order. I recalled installing the new belt and tensioner, lining up the timing marks on the cam pulley, turning the engine through three revolutions and checking the mark again, putting the timing cover and water pump on and tightening each bolt to the spec given in the *Bentley* manual, and then I had a nagging thought...when I put the tensioner on I knew I loosened the adjuster bolt to apply tension to the belt, but had I remembered to tighten it after doing that?

The tensioner has two bolts, one is a regular mounting bolt, and the other is the adjuster bolt that goes through a slotted opening in the tensioner bracket. The procedure is to install the tensioner with the mounting bolt a little loose and the one through the slot just tight enough to keep the spring-loaded tensioner wheel off the belt while you install the belt. Once it's on, you then loosen the adjusting bolt, which unloads the spring, putting tension on the belt, and then you tighten both bolts to hold it there. As I went through the process from the night before, I could feel myself doing every step, including the regular mounting bolt, but I could not specifically remember tightening the adjuster bolt. I was sure there was no way I would go and put the timing cover, water pump, and pulley back on without making sure both tensioner bolts were tight. But, as hard as tried to convince myself, not being able to specifically remember doing it left me with a sick feeling.

Not to bare my neuroses for all to share, but I think maybe I'm a little freaky about forgetting things. It's not that I actually forget things much more often than anyone else (although my wife

may have a thing or two to say about that), it's that I am constantly afraid that I am going to forget things. I guess it's a little hard to explain, but put it this way...between the time I am dressed in the morning and when I have finally gathered everything and am on my way out the door with the boys (and all their gear) to take them to school, I will probably pat my pocket where my money clip and keys are five times to make sure I have them – check, yep got 'em, check again, yep, still there. I know...it's a little weird.

A vigorous debate raged in my head the next morning as I stood in front of the car. I was worrying way too much...there was no way I could be so dumb as to not make sure the bolts were tight before putting on the timing cover. Then again, I had enjoyed a few cervecas while I was working on it, and I was cranking some wicked Iron Maiden, was it possible that I was not as careful as I should have been?

Basically it came down to a matter of trust; I could spend the next two hours undoing and re-doing most of what I had done the night before, or I could trust that I had done it right the first time. What finally settled it was when I weighed the consequences of being wrong. My mind wandered to the moment later in the day when everything was done and I was ready to start the car. Would I hear the mechanical symphony or the cacophonous crunching of my engine smashing itself to bits? How pissed would I be if it was the latter?

I decided discretion is the better part of valor, or, put another way, that there was a distinct possibility that I am the kind of numbskull who could put the timing cover back on without making sure the bolts were tight. So I made sure, and the good news was I found that the bolt was tight; so I may be a numbskull, but not that kind of numbskull. I still gulped hard when the moment finally came to turn the key, but my garage was filled with the symphonic rat-a-tat of a well-tuned M20B25.

There's a lesson in this story, I'm sure, but I'm not real clear on what it is. Is it to stop worrying and trust that you did things correctly? Or, maybe it's that "trust but verify" is the more prudent course; considering it only took me a couple hours to be 100% sure, and the consequences of failure were catastrophic? I'll let you decide...

Cheers!  
Rob

# 2009 CALENDAR OF EVENTS

## January

- 4 Karting Event #1 – Allsports Grand Prix, Sterling, VA
- 8 Social at Carpool – Herndon, VA
- 11 Karting Event #2 – Allsports Grand Prix, Sterling, VA
- 15 Social at River Hill Sports Grille – Clarksville, MD
- 17 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 18 Karting Event #3 – Allsports Grand Prix, Sterling, VA
- 17 Social at Winston's Sport Cafe – Gaithersburg, MD
- 24 Holiday Party & Annual Meeting – The Willow Tree Inn, Montgomery Village, MD
- 25 Karting Event #4 – Allsports Grand Prix, Sterling, VA

## February

- 1 Karting Super Bowl Mini Team Races – Allsports Grand Prix, Sterling, VA
- 5 Social at Carpool – Herndon, VA
- 8 Karting Event #5 – Allsports Grand Prix, Sterling, VA
- 11 Board Meeting and Social (to be announced)
- 12 Social at River Hill Sports Grille – Clarksville, MD
- 14 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 19 Social at Winston's Sport Cafe – Rockville, MD
- 22 Karting Event #6 – Allsports Grand Prix, Sterling, VA
- 28-1 Drivers' School – Virginia International Raceway, TarheelBMWCCA.org<sup>(1)</sup>

## March

- 1 Karting Event #7 – Allsports Grand Prix, Sterling, VA
- 5 Social at Glory Days – Fairfax, VA
- 8 Karting Event #8 – Allsports Grand Prix, Sterling, VA
- 11 Board Meeting and Social (to be announced)
- 13 Social at River Hill Sports Grille – Clarksville, MD
- 14 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 15 Karting Event #9 – Allsports Grand Prix, Sterling, VA
- 19 Social at Winston's Sport Cafe – Rockville, MD
- 21-22 Drivers' School – Summit Point Raceway (tentative)
- 28 Autocross – Test and Tune, Summit Point TSP

## April

- 3 Social – (Virginia, Location TBD)
- 8 Board Meeting and Social – (Location TBD)
- 9 Social – (Columbia, MD Location TBD)
- 11 Do-It-Yourself – Leehigh Auto Service, Dulles, VA
- 16 Social – (Montgomery CO, MD Location TBD)
- 18 Autocross School – MD State Police Training Facility
- 25 Spring Tour – (to be announced)

## May

- 2 Autocross Event #1 – Summit Point TSP
- 7 Social – (Virginia, Location TBD)
- 13 Board Meeting and Social – (Location TBD)
- 14 Social – (Columbia, MD Location TBD)
- 16 Do-It-Yourself – Curry's Auto Service (location TBD)
- 21 Social – (Montgomery CO, MD Location TBD)
- 30-31 Drivers' School – Summit Point Raceway (tentative)

## June

- 4 Social – (Virginia, Location TBD)
- 10 Board Meeting and Social – (Location TBD)
- 11 Social – (Columbia, MD Location TBD)
- 11-12 Marque Madness Drivers' School – VIR
- 18 Social – (Montgomery CO, MD Location TBD)
- 20 Do-It-Yourself – Intersport Auto, McLean, VA

## July

- 2 Social – (Virginia, Location TBD)
- 4-5 Drivers' School – Virginia International Raceway, TarheelBMWCCA.org<sup>(1)</sup>
- 8 Board Meeting and Social – (Location TBD)
- 9 Social – (Columbia, MD Location TBD)
- 16 Social – (Montgomery CO, MD Location TBD)
- 18 Do-It-Yourself – (Host and Location TBD)

## August

- 6 Social – (Virginia, Location TBD)
- 12 Board Meeting and Social – (Location TBD)
- 13 Social – (Columbia, MD Location TBD)
- 15 Do-It-Yourself – (Host and Location TBD)
- 20 Social – (Montgomery CO, MD Location TBD)
- 23 Summer Tour (to be announced)

## September

- 3 Social – (Virginia, Location TBD)
- 9 Board Meeting and Social – (Location TBD)
- 10 Social – (Columbia, MD Location TBD)
- 12-13 Drivers' School – Virginia International Raceway, TarheelBMWCCA.org<sup>(1)</sup>
- 17 Social – (Montgomery CO, MD Location TBD)
- 19 Do-It-Yourself – J&F Motors Ltd., Arlington, VA
- 28 Oktoberfest 2009 begins<sup>(2)</sup>

## October

- 1 Social – (Virginia, Location TBD)
- 8 Social – (Columbia, MD Location TBD)
- 10-11 Drivers' School – Summit Point Raceway (tentative)
- 14 Board Meeting and Social – (Location TBD)
- 15 Social – (Montgomery CO, MD Location TBD)
- 17 Do-It-Yourself – Convenience Car Care, Manassas, VA

## November

- 5 Social – (Virginia, Location TBD)
- 7 Fall Tour (to be announced)
- 11 Board Meeting and Social – (Location TBD)
- 12 Social – (Columbia, MD Location TBD)
- 14 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 19 Social – (Montgomery CO, MD Location TBD)

## December

- 3 Social – (Virginia, Location TBD)
- 9 Board Meeting and Social – (Location TBD)
- 10 Social – (Columbia, MD Location TBD)
- 12 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 17 Social – (Montgomery CO, MD Location TBD)

<sup>(1)</sup> <http://www.bmwcca.org>

<sup>(2)</sup> <http://www.bmwccaofest.org>

# COMING EVENTS

## Karting – Event #2

Sunday, 4 January 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

A competitive driving series using Sodi Karts with 6.5hp engines. Please see the website for details and registration information.

## Social – Carpool

Thursday, 8 January 2009  
208 Elden Street  
Herndon, VA

Come join fellow National Capital Chapter members at Carpool in Herndon for a bite to eat and an evening of fun and socializing! Carpool is one of our friendliest venues and they have an ample parking area for members to gather to check out what everyone is driving.

Our socials are really just "mini-meets"; informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMW's. There's not too much more to it than that folks. Hopefully the requirements are not too restrictive for you!

We typically hold three socials a month, one in Northern VA; one in Columbia MD; and one in Montgomery County, MD. Event venues sometimes change, so please see the website for the latest information and to RSVP. We carefully select where to hold our socials based on parking accommodations, quality of food and service, and location. We usually meet before the event in our designated parking area to hang out and check out everyone's rides. (Weather permitting, of course!) Socials are great opportunities to interact with other gearheads, track guys, and hardcore marque enthusiasts.

In order to keep our social program going strong we like to collect a portion of the bill to offset the cost of having our events. (Historically this has been around \$10.00 per attendee, but varies at each event.) We ask that those who partake in more food and beverages volunteer more funds to help assist in covering the costs of our social events.

## Karting – Event #3

Sunday, 11 January 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

Please see the website for details and registration information.

## Social – River Hill Sports Grill

Thursday, 15 January 2009  
6040 Daybreak Circle  
Clarksville, MD 21029

Come join fellow National Capital Chapter members at River Hill Sports Grill for a bite to eat and an evening of fun and socializing! We love the food at River Hill Sports Grill, and they have an ample parking area for members to gather to check out what everyone is driving.

Please see the website for more information.

## Do-It-Yourself – Convenience Car Care

Saturday, 17 January 2009  
Convenience Car Care and Auto Sales  
9145 Centreville Rd.  
Manassas, VA 20110

Come out, get some grease under your nails, and learn a thing or two about your car at the January Do-It-Yourself day at Convenience Car Care and Auto Sales in Manassas!

The 2009 Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

## Karting – Event #4

Sunday, 18 January 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

Please see the website for details and registration information.

## Social – Winston's Sports Cafe

Thursday, 22 January 2009  
1776 E. Jefferson Street  
Rockville, MD 20852

Please see the website for more information.

## Milestones '09 – At the Rolex 24 Hours

Thursday, 23 January to Sunday, 25 January 2009  
Daytona International Raceway  
Daytona Beach, Florida

Milestones is your opportunity to participate in the legendary Rolex 24 Hours of Daytona. Created for the sports car racing fan, Milestones offers a look at the history of the sport, lunch and a visit with Grand Marshal Brian Redman, winner of the '81 Rolex 24 and one of the true heroes of the sport. You will have an opportunity to see some famous race cars up close, tour the racing garages and enjoy reserved seating for the race on Saturday and Sunday in the Pit Road Patios located at turn one. To complete your Milestones participation, a truly special Daytona experience; two parade laps of the 3.76-mile road course on Saturday morning.

Cost for the three-day Rolex 24 Hours event, including Milestones, is \$185. Each member will receive a welcome bag containing a Rolex event hat and pin, plus a race program and poster. Milestones will be located in the Daytona 500 Club. A light breakfast will be served Friday at 8:30 a.m., then a tour of the garages at 10 a.m., with lunch starting at noon. Lunch will be followed at 1 p.m. by a talk with Brian Redman, conducted by well known vintage racer, Murray Smith.

To determine how to order your Rolex 24/Milestones tickets, we suggest you contact RT Hall at

left\_turn@mcchsi.com. Or you can speak with RT directly at 229-563-8824. He will be glad to direct you and answer any questions you may have.

We advise you to place your orders promptly as we do have a limited capacity. We look forward to welcoming you to Milestones. You'll meet some interesting people, have some laughs and share in a unique motorsports experience.

## Holiday Party and Open Meeting

Saturday, 24 January 2009  
The Willow Tree Inn  
19550 Montgomery Village Ave  
Montgomery Village, MD 20886

Come on out for the premier event on the NCC social calendar. Cocktails and hors d'oeuvres will be served at 6:00 p.m. with dinner following at 7:00 p.m. Cost is \$35 ea.

Menu choices are:

- Filet Mignon with Baked Potato
- Grilled Salmon with Rice Pilaf
- Chicken Piccata with Rice Pilaf (all entrees are served with salad and fresh vegetable medley)

Desserts include cheesecake, chocolate mousse cake, and key lime pie. Please see the website for details and registration information.

## Karting – Event #5

Sunday, 25 January 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

Please see the website for details and registration information.

## Karting – Super Bowl Team Races

Sunday, 1 February 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

Please see the website for details and registration information.

## Social – Carpool

Thursday, 5 February 2009  
208 Elden Street  
Herndon, VA

Come join fellow National Capital Chapter members at Carpool in Herndon for a bite to eat and an evening of fun and socializing! Carpool is one of our friendliest venues and they have an ample parking area for members to gather to check out what everyone is driving.

Please see the website for more information.

## Karting – Event #6

Sunday, 8 February 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

Please see the website for details and registration information.



# COMING EVENTS

## Social – River Hill Sports Grill

Thursday, 12 February 2009  
6040 Daybreak Circle  
Clarksville, MD 21029

Come join fellow National Capital Chapter members at River Hill Sports Grill for a bite to eat and an evening of fun and socializing! We love the food at River Hill Sports Grill, and they have an ample parking area for members to gather to check out what everyone is driving.

Please see the website for more information.

## Do-It-Yourself – Convenience Car Care

Saturday, 14 February 2009  
Convenience Car Care and Auto Sales  
9145 Centreville Rd.  
Manassas, VA 20110

Come out, get some grease under your nails, and learn a thing or two about your car at the January Do-It-Yourself day at Convenience Car Care and Auto Sales in Manassas!

Please see the website for details and registration information.

## Social – Winston's Sports Cafe

Thursday, 19 February 2009  
1776 E. Jefferson Street  
Rockville, MD 20852

Come join fellow National Capital Chapter members at Winston's Sports Cafe for a bite to eat and an evening of fun and socializing! Members say the service is excellent at Winston's, and they have an ample parking area for members to gather to check out what everyone is driving.

Please see the website for more information.

## Karting – Event #7

Sunday, 22 February 2009  
Allsports Grand Prix  
45915 Maries Road  
Dulles, VA

A competitive driving series using Sodi Karts with 6.5hp engines. Please see the website for details and registration information.

## Boats, Maryland, and Wine

**THE 2009 NCC BMW CCA SPRING TOUR**  
Saturday, 25 April, 2009

*"Over the river, and through the woods, to the old boathouse we go"...* An old boat yard with a museum and restored boats, a typical Southern Maryland lunch buffet, and a fine winery are on the slate for the April 25, 2009 tour. We will start in Annapolis, Maryland and end near Dahlgren, Virginia.

## Branches, Military, and Wine

**THE 2009 NCC BMW CCA SUMMER TOUR**  
Saturday, 22 August 2009,

This tour promises tree tunnels, country cooking, one of the nicest wineries we have yet to visit, and all without leaving the great state of Maryland. This will also be an "overnight optional". For those of you who decide to stay, we will visit one of the military's largest wheeled weapons museums on Sunday. We will start near Ellicott City on Saturday, August 22, 2009, and end that afternoon near Rising Sun, Maryland. The Sunday portion will end in Bel Air, Maryland.

Do YOU have an idea for a great tour? Do YOU have ideas for a new start place? Join the team! The NCC BMW CCA will give you all the support necessary. See Bob Stern for more information.

Make sure you are on the Tourmeister email list and that you pay attention to both the bi-monthly *dB* magazine, and our club web site. Any questions please check with your spring/summer Tourmeister team – Bob or Miriam.

Are YOU a Maryland resident driving the ULTIMATE car without the ULTIMATE license tags? Send the form that is on our web site or in the *dB* and get your NCC BMW CCA plates NOW!

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## What Do NCC BMW CCA Convertible Owners Do...

**Text and photos by Bob and Miriam Stern**

*...when the season for top-down trips is almost over?*

ANSWER: They become Parade Junkies!!

Since 2003, our club has become the primary source of convertibles to support the annual Baltimore City Columbus Day Parade. This year the request for cars reached in excess of 20, far more than have ever participated. NCC is officially identified as the "Car Support for the Parade Committee."

We began assembling (and final cleaning) in a fenced and patrolled parking area around 8:30 a.m. on Sunday, October 12, 2008. At 9:15 a.m. we stopped and walked to breakfast; all this work had created big appetites.

We left the lot and traveled to the parade formation area as a group. Baltimore City police

were busy and the requested traffic help did not show. Taking a cue from the several people who ignore orange cones at Autocross, we stopped traffic at intersections without any official help.

The Maryland Z Club, Russel BMW and Northwest BMW supported NCC. For the first time, Maserati of Baltimore supplied six Lamborghini "to add an Italian touch." In past years, the Z Club has paraded as a separate unit. This year, they gave up their parade position and every member "squeezed" in a beauty queen (or two) for the ride.

Parade day was perfect — weather sunny and temps in the mid-70's. We carried beauty queens, skateboard champions, Italian tenors, and politicians that included the Baltimore City Mayor. Those in the front of the parade were able to drop their passenger, park, and return to the reviewing

area to watch the balance of the parade. It lasted from 1:00 p.m. to almost 3:00 p.m.

That afternoon, there was a free concert by the Italian tenors and many restaurants in Little Italy had special \$30 dinners. While at the concert, I overheard a discussion between two parade participants. One said she had her pocketbook in the Lamborghini and her candy had melted. The other said, "Well, in my BMW, we had the top down and the air conditioning on. It was GREAT!"

Several of us ended our day with dinner at Da Mimmo's restaurant, followed by a big party with the tenors and members of the Columbus Parade committee. Make sure you plan now to watch for the announcements and to join in the festivities next year at the Baltimore City Columbus Day Parade.



*Two skateboard stars — but they were Not allowed to bring their boards in our cars.*



*Two beauty queens filling up a Russel BMW 6 Series. 2 for the price of 1.*



# DIY-Mania!

## November 2008 DIY at Convenience Car Care

By Rob Williams

**D**IY-tastic, DIY-apalooza, DIY-errific! You get the idea, the NCC DIY program was hot, hot, hot in '08 and promises to be even better in '09!

We're wrapping up the '08 season and beginning '09 with five straight events at the shop that hosted the resurgence of a then-dormant DIY program back in 2005, Convenience Car Care in Manassas, VA. When given a schedule of prospective DIY dates for 2009, and asked if he'd like to choose a few dates, CCC owner Timmy Tyrrell shot back, "How many of them can I have? I'll take all twelve if you'll let me!" While we appreciated the enthusiasm, we didn't want to be exclusive to just one shop, so we're doing six events at CCC in 2009 and we're adding more events to the calendar at some of the smaller shops (less than six lifts). The result will be more than one event per month in 2009 and they will be more geographically distributed.

Operating the shop is a family affair for the Tyrrells, and they truly enjoy having their NCC friends over to their "house" for a day of

wrenching. The Tyrrell family patriarch and matriarch are both on staff; Timmy's dad, Bill, helps run car sales, and his mom, Nancy, does the books. Timmy's lovely wife, Tina, brought us lunch, set it up in the conference room, and made



sure everyone felt welcome and got plenty to eat. Four-year-old "Mini Timmy" supervised in the front of the house and the back.

Shop foreman, and ASA-Certified Master Mechanic, Danny Evans jumped from job to job throughout the day, helping NCC members when they asked for it, and just keeping an eye on things even when they didn't. When Danny couldn't get to you, you'd find Eddie Kenny ready to lend assistance with his multiple years of experience. You never knew where you'd find Matt Maidens; he's CCC's "Utility Infielder", one minute he'd be out at the front counter answering the phone and the next you'd see him back in the shop with his head under the hood of a car.

The data output for this event from DIY's WRENCH program (Work Registration and Enrollment Notification for Checklist Help) show 22 National Capital Chapter members with projects. That's a huge turn-out, and there were several other folks (like myself) just hanging around to help on projects. So we probably had 28-30 NCC members out there. Captain Zach Pullins had





complete their exhaust projects.

Rounding out our day, were some projects that didn't really fit in to those other categories. Richard Prentiss did the spark plugs on his '99 328i; Imogene Newsome used the Auto Logic Diagnostic Tool to trouble-shoot an oil level warning light issue on her '02 325xi; DIY Coordinator Brenda Gates-Anderson and husband David were there to do the starter on her '96 328i; Raymond Lombardo adjusted the valves on his '85 535i; Martin Jose replaced the flex disc and drive belts on his '97 M3.

We had Ron "Flush Daddy" Canfield from BG on hand to give us a quick lesson about how

*(Below) Ryan Murphy gets soem help from Timmy on his brakes. (Top and Bottom) DIYers attack their various projects.*

the con and did a great job of keeping things organized.

Fluid changes are always a popular DIY event, and this one remained true-to-form with the following folks doing an oil change, trans fluid, differential gear oil, coolant, or some combination of a couple of those: Phillip Cummings, '97 540i; Bruce Ebersman, '00 540i Touring; Ron Paletzki, '07 335i; and DIY Coordinator Alan Marsh, '92 525i. Alan actually did his water pump, radiator, and all the hoses, quite a job.

DIYers agree that a brake job is much easier on a lift than on jackstands, making R&R of pads, rotors, and a fluid flush a very popular DIY task. The following NCC members did brake work on their respective cars: Josh Keene, '87 325i; Duane Simmons, '02 530i; and Ryan Murphy, '95 M3.

For those of us without air tools in our

garages, a DIY is a great place to do suspension work. Using the air tools saves you both time and effort. The following people did suspension work on their cars, to include shocks, struts, control arms, bushings, etc: DIY Coordinator Tony McMullan and his Dad, '89 325i; Steve Tae, '94 325i; John Hewes, '97 318iS; Joseph Concaugh, '03 330Ci; Peter Coleson, '95 525i; Nick Nikas, '85 325e; and DIY Coordinator Zach Pullins, '00 323i.

When diving into an exhaust project, you always take the risk that you may get stuck if you don't have a torch available. Exhaust fasteners are notorious for being rusted in place and sometimes a torch is needed to loosen them up or even cut them. Eric Batten, '02 M3; and DIY Coordinator Oscar Benitez, '88 M3; considered the DIY registration fee money-well-spent to ensure they'd have the tools available to



the fluids in our vehicles break down and the damage that can occur when they do. Some good news you may not have heard about is that BG has decided time and mileage intervals are not precise enough ways to measure the efficacy of your brake, power steering, transmission, and differential fluids. BG has developed some nifty reactive paper strips; Ron put a small sample of the specified fluid on the strip and consulted the corresponding color chart to get a much more accurate idea of how much life is left in your fluids than just time or mileage. They were very informative and easy to use.

I have always wanted to learn more about the paintless dent removal process and I finally got the chance. The Dent Masters guys were there and explained how they use their various specialized tools as they massaged door dings out of a couple of member's cars.

One of the coolest things was the short little Q&A with 10-year-old Austin Ousley during lunch. Timmy sponsors Austin's racing go-kart and they have already had great success; Austin won the VA State Championship for his age class and, perhaps more importantly, he and his father won the Sportsmanship Trophy. This award is voted-on by their peers, so it is a true reflection

of their character and ethics as gentlemen and racers. Austin is an impressive young man; not every kid his age could stand in front of a room full of strangers and confidently tell them about his kart and answer questions for the crowd. I'm sure he has a bright future and the NCC DIYers were honored to have met him.

RP Performance brought a few of their rental Spec Miatas out from Summit Point for us to look at. Those cars are a hoot to drive. Until someone starts renting a Spec E30, renting a Miata may be the best way to experience a season of club racing without buying a car. Not only do you not have to worry about maintenance or tech, the cars stay there at the track, so you don't have to store your ride at your house or transport it back and forth. This is a great option for those who live in an apartment or town house and don't have the space to stash even a trailer, much less a race car, on their property.

To sum it up, we had a tremendous time at the CCC DIY; the National Capital Chapter would like to thank the Tyrrells and everyone else over at Convenience for putting on another fun, productive, and educational event for us. We're looking forward to more good times in 2009!

If you don't like getting grease under your



nails, or think you have a project that's a bit more than you can handle, please consider Convenience Car Care in Manassas, for *Quality Service with a Personal Touch*. They can be reached at 703-330-2237 or on-line at [www.convenience-carcare.com](http://www.convenience-carcare.com). And don't forget to ask for your club discount!

*(Top) Ask Ryan Murphy about these brakes before buying them yourself. (Bottom) The controlled chaos of a DIY as seen from above.*





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# Drivers' School Notes

By Roy Morris

**W**e've just concluded another successful year of hosting Drivers' Schools and are planning for 2009. For those of you who are new to the Chapter, our Drivers' Schools are not racing schools. Our focus is on skills, not speed, and our overriding concern is with your safety and that of your car. We select our school instructors very carefully, not simply for their technical knowledge and accomplishments as drivers, but also for their abilities to impart that knowledge to their students in a clear, concise, and professional manner.

Your BMW is an amazingly capable car. At a National Capital Chapter drivers' school, you will be able to realize your car's capabilities, learn the limits of those capabilities under controlled conditions, and practice the skills needed to control your car safely within those limits. Unskilled drivers typically react reflexively or not at all to impending trouble. It takes training and practice to anticipate, sense and correct for a potential loss of control. While it is true that you will have more fun than you have ever had in a car, that is not the reason you should attend. Or,

maybe it is; you decide.

Let me share some of our successes, and some of our challenges, with you.

In 2008, we hosted four weekend schools, consisting of seven regular school days, and a one-day Highway Safety School. We accepted every applicant for every school, except in the case of the Main Circuit school, where we did have a short waiting list. The conventional wisdom that "NCC schools are hard to get in to" has not been true for the last five years. All you have to do is apply within the published application period, and earlier is better than later.

It is definitely true that registration is more cumbersome, and confirmation of acceptance comes more slowly, as compared to other organizations who offer track days or recreational driving on a first-come, first served basis. NCC has a published priority system so we need to close the registration window before we can officially accept students. This means the process takes longer. But as we keep saying, for the last several years we have accepted every single student who applied on the first day. So,

apply promptly when the registration window opens, and you can pretty much be assured of acceptance.

Statistically speaking, in 2008 we delivered 314 student-days of on-track instruction, 20 Highway Safety student days, and 39 Instructor Academy candidate-days. Our instructors volunteered a total of 359 person-days to share their love of learning and of driving.

Our instructor corps now includes 57 active instructors. Congratulations to the seven IA graduates in 2008: David Ortiz, Bill Duvall, Peter Kerekgyarto, David Miller, Tom Buchanan, Rich Kuryk and Mark Padovan. We also welcome an experienced instructor approved by check-out, Tony Longinotti.

While we work hard to reduce the probability of an impact, we did not have an incident-free year in 2008 (an "incident" is when a car is damaged; invariably caused by one or more mistakes). One incident involved an instructor, and the other, an advanced student in the Instructor Academy. So, you might say, in 2008, 2 of 732 NCC driver days ended unhappily, and

*Photos by Victor Naumann of Red Sky Photography.*



none of them involved a novice or intermediate student. There is a risk of damaging your car at a drivers' school, and that's why you are assigned a qualified instructor to help you stay within your personal limits.

In 2009 we are going to sponsor three weekend schools at Summit Point, one at each of the three available tracks on the following dates (registration dates are posted on the NCC website):

March 21-22, 2009 Main Circuit  
May 30-31, 2009 Shenandoah Circuit  
Oct 10-11, 2009 Jefferson Circuit

In addition we are going to do a separate one-day introductory car control clinic for adult drivers, at a non-track facility within the D.C. area. We are going to put a special emphasis on bringing new folks out to the car control clinic. By the time you read this the dates will likely be posted on the NCC website. In addition, to the Drivers' School program, the Chapter is co-sponsoring with the Mercedes and Audi clubs a Tri-Marque school at Virginia International

Raceway in Danville, Virginia, Thursday and Friday June 13-14.

Pete Read will be taking over from Bill Shook as Chief Instructor, and Bob Briggs will move into the job of Instructor Academy Administrator. Bill says that he is very grateful for the support of the instructor corps during his tenure, which made his job much easier. The truth is that Bill inspires such deep respect and loyalty that the instructors were eager to embrace his high standards for safety and learning. Bill has agreed to continue to support Pete during the upcoming year. Pete states that his emphasis will be teaching "Regular people in regular cars." In other words, NCC drivers' schools will continue to be driving schools and not racing schools; and we will continue to urge all students to drive stock BMW cars on street tires. Matt Oleksiak will continue as Drivers' School Coordinator and Tony Clark will continue as Student Representative.

Above all, we welcome novices and neophytes; come out and enjoy your BMW as it was meant to be driven: safely and enthusiastically. Check the Chapter website for school dates



and registration information. And don't hesitate to call me or any drivers' school volunteer if you have any questions about participating. We are looking for regular people in regular cars!

Roy Morris  
DSSC Chair  
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# Traditions

By Bill Williams

## Our first year...

When you open your mouth — you usually get put to work. At the Deutsche Marque Concours in 2007, I cornered our chapter president and asked if the chapter would pay more attention to the classic and vintage cars and owners. So, you guessed it, he asked me what I wanted to do. Not sure then and still not sure now what to do — we gave it a go in 2008.

The chapter allotted some funds to support a couple of events, gave us space in the *der Bayerische* for a column and wished us success. Well, the first year was not a bad one and there is still headroom for improvements.

The spring **Drive In at the Carpool** provided some impetus to dust off the old cars, charge the batteries, inflate the tires, and head out to see old friends. It is really good to look forward to that early spring event putting the Mid-Atlantic dull grey winter in our memories. Jonathan Maxson's 2008's Drive In at the Carpool enjoyed its largest turnout yet. Cars showed up from as far away as New Jersey and the lot in Herndon was full with many new cars and owners.

**The Deutsche Marque Concours**, the NCC's biggest concours event, was populated with a nice class of vintage and classic cars. Lothar Schuettler returned to the concours with his fleet of vintage and classic cars. Not only did the usual classic owners return, but also a 1974 2002 Turbo owned by Rich Pople came out to show. It was also good to see many of the classic owners judging the event.

Without a doubt, Scott and Patty Sturdy, from Winston-Salem, North Carolina, have discovered the formula for hosting a successful BMW vintage and classic car gathering with their **Vintage at the Vineyards** event. The 2008 show at a winery in Lewisville, North Carolina, attracted over 300

gently aged BMWs. Again, a good representation of NCC members made the trip south, spent the weekend, and enjoyed the gathering. With FiverFest out west this year, the fiver crowd made Vintage at the Vineyards their unofficial east coast meet, boosting the attendance numbers at the Vintage even higher than was expected.

**Chapterfest** attracted a respectable number of classic BMWs this year. More than 12 owners of classic BMWs brought their cars out to display and educate others about what made BMW what it is today. It was good to see the new faces at the event. One of the new attendees was probably the youngest classic owner, Matthew Ormsby, and Aubrey McRoberts was one of our more senior exhibitors. Aubrey brought his grandson Steven who had a hoot of a time around the older cars and enjoyed the food provided by the social committee.

**Oktoberfest** was close to us this year and more than ten chapter members drove north to BMW CCA's annual car event. The vintage owners from the National Capital Chapter showed well in autocross, the concours, TSD and night rallies.

Looking forward to 2009, plan to attend some of these vintage/classic events.

## 2 0 0 9 V I N T A G E / C L A S S I C E V E N T S

### Spring Gathering

TBD

### Deutsche Marque Concours

May 3, 2009  
Northern, VA

### Vintage at the Vineyards

May 22-24  
Memorial Day Weekend  
Shelton Vineyards, Dobson, NC  
Event Hotel: Hampton Inn at Shelton  
Vineyards in Dobson 336-353-9400

### Summer Vintage Picnic and TSD Rally

TBD

### Chapterfest

TBD

### Shenandoah Valley Concours

October 2009  
Mt. Jackson, VA

Photo by Raine Mantysalo





## January

**Ultimate Owner: Chuck Insley**  
**Profile: 2007 Z4 M Roadster**

Amongst the natural beauty of the Northern Shenandoah Valley, you'll see an occasional Z4 sporting about. Until recently it was rare to see these machines west of the Blue Ridge. It was like they were jewels held only by those closer to the city; but with the availability of good service and an increasing number of Z4s in production, this has started to change.

Chuck Insley has been enjoying fine motorcars for many years. He's had the good fortune to have enjoyed such vehicles as a 1956 Austin Healey 100/4 M, 1974 E-Type Jag V12 and a 1972 Rolls Royce Silver Shadow. It was only natural that the BMW bug would bite.

It all started with a 1989 325 E30 that he acquired from a friend for his son, Chad. What a great car. Knowing there was more fun to be had, he bought himself a 1996 318ti, from there it escalated to a 2002 330, 2003 330ci and then the Z4.

Chuck could be seen sporting about in his Sterling Gray Z4 with Dream Red leather interior, when his Z4 began undergoing some changes. First there was the addition of the BMW Aero body package, then the DINAN S1 performance package. Yes, all was good in the Insley garage.

As most of us know, there's always something out



there that we long for, something just around the corner or over the hill. One of the things Chuck longed for was one of those BMWs that had the "M" in its name; but with a couple BMWs in the family already, and with a Z4 that would take your breath away, it looked like he'd continue to mod the Z4.

Then a few months ago, while surfing the internet, Chuck stumbled on a 2007 Imola Red Z4 M Roadster in the Chicago area. Not really believing the opportunity, Chuck and a friend hopped in the car for the all-night trip to Chicago to take a look. Well, the rest is history. It was

a little awkward having to call home to tell his wife Zoe "Well, I just bought it!" and assuring her that "yes, something will have to go."

That brings us to the "Beast." Chuck says, "If you want to feel alive for a few seconds, just get behind the wheel of any of BMW's M products. It will take your breath away." Chuck's monster Z4 M sits in the garage with a beautiful Z4. We expect those two to be companions for a long time, at least until Chuck gets the 2002 bug.

## Ultimate Owners for 2009

By Bill Williams

Our Chapter is fortunate to have many nice cars and passionate owners. The Ultimate Owner section of the newsletter spotlights those passionate owners and their connection to their cars. In 2008, *der Bayerische* spotlighted new and old cars with young and old owners.

Since you have a unique attachment to your BMW, new or old, clean or driven, we would like to share your story with the 5500 plus NCC members. This section of the newsletter has been around for years and is a favorite of our members. If you are willing to share your connection to your car send a short write-up, (150-200 words) and a high-resolution digital photo to mailto: [concours-chair@nccbmwcca.org](mailto:concours-chair@nccbmwcca.org).

The sidebar includes some tips on shooting digital pictures suitable for publications.

### Digital Images and Camera Settings

By Raine Mantysalo

We have been having some problems with digital images that have been submitted to the *dB*. Since the problems don't seem to go away we thought that it might be best to shine some light on the cause.

In most of these cases when the images can't be used the resolution is too low. The confusion stems from the differences between the display on your computer and reproduction in print; your pictures may look fine on your computer screen, leading you to believe they would reproduce well, but that's not always the case. The reason they look fine, is that most monitors render images at 72 pixels making JPG images (also at 72 dpi [dot per inch]) ideal to view. These images are low-resolution images and mainly intended to be used on the Web and for emailing back and forth. If you would print one of them they would appear blurry and out of focus without any detail.

Higher resolution translates to more image detail. In order for an image to print properly it needs to be converted to a high-resolution, 300 dpi, image. Why 300 dpi? Because the line screen the newsletter

printer uses for the halftones is 150 lines per inch and the industry norm is to double the line screen to get the ideal resolution. What are these lines? They are the number or dots (lines of dots) per inch. Line screen separates a continuous-tone photograph into dots (so that it can be printed) and the finer the line screen the more dots (more detail) you will have in your printed image. Any 72 dpi image needs to be resampled or resized to 300 dpi. What it means is that if you have a 72 dpi image that is 7" x 5" it will end up being 1.68" x 1.2" at 300 dpi. About one fourth of its original size, and unfortunately usable only as a postage stamp.

You can easily control the image size before you shoot since digital cameras allow you to select the size of your image. Most digital cameras give you Normal, Fine, Hi, Raw and Basic settings to select from so that you can determine the size according to your need. Check the manual since the settings may differ from one manufacturer to another. If you shoot for the *dB* using a "Fine" selection will probably be adequate. I have been using it for all my shots and the size so far has been OK even for the covers. Remember, though, that when you shoot larger image sizes your card will fill up faster.



BY WOODY HAIR

# WOODY'S Competition C O R N E R

## COMPETITION CORNER IS NOW 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.

Since early October Competition Corner has appeared 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

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form on our website listed under Club Store.) You will receive an MVA form and instructions from Bob to take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application).

Allow 1-2 weeks for your MVA form to arrive. For questions, Bob's email address is [MirNBob2@comcast.net](mailto:MirNBob2@comcast.net)

Mail to: **Robert Stern**  
**C/O: NCC BMW CCA MD Tags**  
**2151-C Woodbox Lane**  
**Baltimore, MD 21209-1665**

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# 100 Points (it's a concours thing)

By Bill Williams

Car concours big and small, spring or fall – they are all good. The 2008 National Capital Chapter concours year started with our first ever training session for concours judges at the Mercedes-Benz receiving facility in Baltimore. The 25th Annual Deutsche Marque Concours followed in the spring with a record turnout and the largest and best-trained cadre of judges our Chapter has fielded. The Chapter introduced a Meisters (Masters) class to have the best cars from past years compete with the best and Anfängers (Beginners) class to allow new concours participants to compete in a class just for the first timers so they could figure out this concours thing. The Chapter co-sponsored a Car Care Detail Clinic in Hanover, Maryland, at At Speed Motorsports and sold all its allotted seats to the clinic.

This summer saw a revitalized Chapterfest in Bowie. Along with a very successful autocross, the clean car crowd showed up with over 40 cars for the Chapterfest Show-n-Shine. Ranging from a 1971 Coupe to the newest M cars, the NCC clean car crowd displayed some of the nicest cars of our chapter. The low-key show-n-shine is an enjoyable event with little pressure. This year saw many new faces and cars on the show field at the Bowie Baysox Stadium.

Fall is the time of the year to venture to the Shenandoah Valley for the Shenandoah Valley Concours. The crowd was smaller this year as are most events this Fall – maybe reflecting the economic uncertainty that concerns us all. The usual suspects were there, but the new guys this year were Buck Cording and his wife Carolyn, from Chantilly, and Chuck Insley, from Stephens City, Virginia. Buck had just taken delivery of his “new” 1973tii from a restoration shop in California, wiped it off and drove it to Mt. Jackson for the Fall concours event. Chuck drove to Chicago and “stole” his Z4 M Roadster, then brought it to the Shenandoah Valley Concours. Buck and Chuck took top honors in their classes, deservedly so.

NCC members also represented the Chapter at BMW CCA regional and national events. Regionally, over 10 NCC members made the trip to Lewisville, North Carolina to the Vintage at the Vineyards “a gathering of gently aged BMWs.” The NCC was also represented at SixerFest in Greensboro, North Carolina. Nationally, BMW CCA's annual car event, Oktoberfest, was close enough to entice NCC members to travel 300 miles north to Watkins Glen, New York. Six NCC

members earned medals for their efforts with the infamous Q-Tips in this highly competitive event. To end the concours season, an NCC member was invited to the Hilton Head Island Car Club Jamboree and the Hilton Head Island Concours d'Elegance to join other BMWs from around the country to represent BMW CCA's display of cars from all ages.

Now that 2008 is in our rear view mirror, and our headlights are set on 2009, the chapter looks to continue with at least these three popular concours events, repeating the judging clinic and hosting the detail clinic in the Virginia area. The concours program also spotlights Ultimate Owners in each issue of the *der Bayerische* and is always on the lookout for worthy and passionate owners. With a successful 2008 and an exciting 2009 ahead, John McWilliams and Juanita (John's 1974 2002tii) will head up the concours program. This year, make an effort to support the concours program by showing or showing up. The program needs your support.

*Pictured at the '08 Shenandoah Valley Concours are David Dolan's Z3 and Chuck Insley's Z4 M. Photo by Bill Williams.*





# 2009 DIY Program Update

By Alan Marsh

## 2009 DIY Committee

The 2009 DIY Committee (DIYCom) consists of Andrew Li, Brenda Gates-Anderson, Jude deCoteau, Oscar Benitez, Phillip Cummings, Rob Williams, Tony McMullan, Zach Pullins, and Alan Marsh as Program Chair. We agreed to have one "main" Saturday DIY per calendar month, and four additional DIYs throughout 2009, with dates and days to be mutually agreed by the Sponsor and the DIYCom. We will have no more than two DIYs in four selected months of 2009.

## Changes for 2009

- We have a terrific Registration process on our new website – thanks Jonathan Thayer!
- We will have sixteen DIYs, including Ladies' DIYs.
- Registration fee is a non-refundable \$20, and must be paid before the date of the DIY.
- "Walk-Up" fee is \$30. Note: "Walk-Up" means anyone whose payment has not been received by the DIYCom before the date of the DIY, whether registered or not.

## 2009 DIY Scheduling Goal

Unfortunately, we missed our goal of having our full 2009 schedule of sixteen DIYs identified by Halloween 2008. We're sorry. However, our alternate goal is to have all sixteen DIY dates and Sponsors identified on our website by the time you read this issue of *der Bayerische*.

## 2009 DIY Schedule

The following "main" monthly DIY dates are firm, as are the Sponsors listed below. Please check our National Capital Chapter website for the "to be determined" ("tbd") information.

• DIY #1	Jan 17	Convenience Car Care	Manassas, VA
• DIY #2	Feb 14	Convenience Car Care	Manassas, VA
• DIY #3	Mar 14	Convenience Car Care	Manassas, VA
• DIY #4	Apr 11	Leehigh Auto Service	Dulles, VA
• DIY #5	May 16	Curry's Auto Service	Venue tbd, VA
• DIY #6	Jun 20	Intersport Auto	McLean, VA
• DIY #7	Jul 18	Sponsor tbd	Venue tbd, tbd
• DIY #8	Aug 15	Sponsor tbd	Venue tbd, tbd
• DIY #9	Sep 19	J&F Motors Ltd.	Arlington, VA
• DIY #10	Oct 17	Convenience Car Care	Manassas, VA
• DIY #11	Nov 14	Convenience Car Care	Manassas, VA
• DIY #12	Dec 12	Convenience Car Care	Manassas, VA

- The additional four DIY Sponsors and dates are not firm as we go to press.

## Please watch our website

Throughout the year we post numerous items of interest to DIYers on our website Message Board. Please use both the website and "*der Bayerische*" for your DIY information. We still want and need feedback for our DIY events, particularly comments from first-time DIYers. After each DIY, please use the event-specific thread on our NCC website Message Board to comment.



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# A Look Back

By Woody Hair

Zolder, Belgium Touring Cup Race.  
**January/February 1999 dB.**  
Photo by Alex Thiermann.



**35 years ago – Jan 1974:** The new Chapter officers were Suzie Wyban, President; Nancy Stutsman, Vice-President; Denise Price, Secretary; and Jim Blankenship, Treasurer. The gasoline crisis had put a moratorium on local rallies for at least six months. Illinois had banned rallies. Autocrosses, which were held in shopping center parking lots (“blue laws” prevented stores from being open on Sundays), were still a go. There was concern among some local clubs that these visible events would convey a bad image. Our monthly meeting was scheduled for the Brook Farm Inn in Chevy Chase. Chapter member and IMSA Baby Grand Class co-champion (BMW 2002) Nick Crow had been appointed Director of the Peace Corps. One of the classified ads included a 4-cylinder BMW steering wheel and a Zenith black and white television that “needs some work.” **Feb 1974:** An amendment to our by-laws had been proposed that would prevent the chairman of our autocross or rally committees from competing for another club’s team in autocross or rally competition. The minutes of the monthly meeting included a report on local dealer service. “Heishman (*now BMW of Arlington*) is still receiving high marks, VOB is still high priced, and Manhattan (*now BMW of Fairfax*) is still less than good.” Club Council rep Mike Leeper reported that 1974 events would be cut back by 25% in response to the gas crisis. Eleven clubs in the Council, including BMWCCA, planned championship rallies for

1974. The chapter’s autocross school was scheduled at the University of Maryland in March. *AutoWeek* reported that Austrian Dieter Quester, a BMW factory racer, was retiring (*23 years later Quester was driving a PTG M3 in IMSA events*). Ric and Patti Cavallero were hosting a party at their Rockville home to celebrate the Chapter’s 3rd birthday.

**30 years ago – Feb 1979:** The introduction of the new Chapter officers included a short bio. They were Barry Livingston, President; Vicki Livingston, Vice-President; Chuck Garish, Secretary; and Michael Greenbaum, Treasurer. John Hartge was *dB* Editor. There was a commonality amongst new Chapter officers; they all started their BMW ownership with 2002s. The January membership meeting included a film on the factory BMW Junior racing team that included American Eddie Cheever. The national 55 mph speed limit was still in effect from the 1974 gas crisis, but a notice said Wyoming was considering going against the Federal government and raising the limit to 65. There was an article about the Virginia “Lemon Law.”



*Quality Car Service tech session on tune ups and lubricants.*  
**January/February 1999 dB.** Photo by Raine Mantysalo.

**25 years ago – Jan-Feb 1984:** Coming events included tech sessions at J & F Motors (engine mods and air conditioners), Quality Car Service (tune ups and lubricants), and Tom Baruch’s London Auto Service (rust prevention and restoration). Bill Scott, owner of

Summit Point Raceway and Bill Scott Racing, was to be our guest speaker at a membership meeting at the Dulles Marriott. There were reports on our Fall Tour to Naked Mountain Winery near Markham, Virginia, and the Annual Election Dinner at the Golden Bull Restaurant in Adelphi, Maryland. John Hartge had a long report on the stricter rules for importing a gray-market car. Bill Via's column discussed issues with using other than OEM-size tires. John Fowler had a recommendation for John Estep's E&E Auto Body in Broadway, Virginia. The Chapter's 1983 financial statement showed income of \$24,146, expenses of \$24,654, and a bank account balance of \$819.

**20 years ago – Jan-Feb 1989:** President Cory Laws, re-elected for a third term, introduced our new officers – Vice President Jack Chandler, Secretary Jon Miller, and Treasurer Lynn Yaworski. Our Council championship autocross at the Capital Center drew 100 entries including 21 BMWs. The fastest BMW was Leo Balzereit's red and silver 2002tii. (*Leo is now racing this car in vintage events*). A fun "eyeball" rally to Naked Mountain Winery was planned by Woody Hair and Dwight Derr. Winners of the rally were Jim and Cathy Amerault. Bill Gould reported on our November Highway Safety School. A most impressive rain storm made the walk across the muddy paddock to the restroom a real challenge (*Summit Point's paddock was not paved at that time*). Jim Rando and Isken hosted an engine rebuilding tech session at their TUV Engineering shop in Rockville. Membership Chairman Gordon Kimpel reported that Mike Mills won our membership contest by signing up 12 new members. His prize was a choice of dinner for two at La Bonne Auberge, or a Passport radar detector. Brian Jones wrote about his purchase of a new E34 535i. This issue had large ads by Evergreen BMW in Frederick, Apple BMW in Manassas, and Ron Rosner BMW in Fredericksburg (*Apparently they weren't effective*).

**15 years ago – Jan-Feb 1994:** President Jack Kenworthy reported he had submitted a proposal to the club's national board for our Chapter to host Oktoberfest in 1996. Jack also wrote about his purchase of a white E30 M3 (*Jack and Sarah are living in Massachusetts and he still has the M3*). An ad for Alexandria BMW Service announced the opening of this new independent shop. Coming events included the Holiday Party at Passport BMW, a tour to Ed Arnold's race shop in Valley Forge, Pennsylvania, and a tire tech session at Radial Tire in Silver Spring. This was our first try at holding the party in January when members' social schedules weren't so busy. Ed Arnold raced a trio of E34 M5s in the IMSA SuperCar series. Drivers included David

Donahue and Dieter Quester. Charlotte LaQui reported on our Fall Tour that started at something called Starbucks Coffee in Potomac, went through Waterford, Virginia, Shepherdstown, West Virginia and ended at the Schmankerl Stube in Hagerstown, Maryland where all enjoyed the Wienerschnitzel and Hacker Pshorr beer. This tour had many great roads according to Charlotte. Our last autocross of the year at Landover Mall saw David Lassalle (E30 325is) win the Supersport class and Dwight Derr (635CSi) took the Modified class. John Hartge reported that the U.S. would be getting the E36 M3, but with a different cylinder head and induction system than its European counterpart.

**10 years ago – Jan-Feb 1999:** Cover story featured chapter member Alex Thiermann's first race, a touring car event at Zolder, Belgium. Alex was driving an E30 M3. Competition Corner reported on M Day USA which was held at the factory in Greenville, SC and drew participants from all over the country. PTG had a full complement of current and historic BMW race cars on hand. Celebrity drivers present included Hans Stuck, Boris Said, Davy Jones, Dieter Quester, and Derek Daly. A lucky 200 people got to participate in an autocross using the newly introduced M Coupes. Brian Hair from the Bluegrass chapter and Mike Wendell from the National Capital Chapter had the two fastest times. David Coleman wrote about his 249,000-mile '85 535i. David felt the *dB* had neglected the great E28 5-series. Results from four MSCCC championship autocrosses showed Kirk Shell ('98 M3) and Klaus Hirtes ('88 535is) were the fastest BMWs in round 11.

**5 years ago – Jan-Feb 2004:** Margaret Hartka wrote about her winning BMW NA's Ultimate Driver essay contest. In addition to a factory tour and driver schools at Greenville, Margaret was flown to Munich for more factory tours and then to the Nurburgring where she was treated to a ride around the famous track with Hans Stuck. Our Fall Tour was an overnight affair to Yokum's cabins at Seneca Rocks, West Virginia. Bill Shaw presented part 1 about how to detail your BMW. Glenn Ty ('98 M3) won our final autocross of 2003. The win clinched the season championship over John Vitamvus ('95 M3) in the Modified Supersport class. Williams-BMW drivers Juan Pablo Montoya finished 3rd and Ralf Schumacher 5th in the 2003 F1 championship. Ron Katona wrote about his plans to continue competing in our Chapter autocrosses despite his battle with lung cancer.

*With the BMW factory as a backdrop,  
M Collectibles pose for an M Day photo.  
January/February 1999 dB. Photo by John Hartge.*







NCC BMW CCA

# NEW MEMBERS LIST



NCC BMW CCA

National Capital Chapter now has 5421 members, 733 Associate members (who share in all of the benefits of being an NCC member), and an additional 82 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: Olga Gelbart, Stephane Grabina, Kyle Knudsen, Al Lepeau, Algie L. Livingston, Calvin A.

McDonald, Wesley D Minami, Roy Morris, Tien Nguyen, Matt Ragole, Angela Panpuak, Paul Seto, Vikram Singh, Tosh Sondh, and Clayton A Vieg.

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](http://www.nccbmwcca.org) for the latest event details.

Steve & Beverly Abdalla		Mike Holder	2008 335i	Christian Pikel	1996 328is
Ashok Agrawala	2002 540i	Robert Hoppin & Jill Meadows	2002 525i & 2007 X5	Dominick Pizoli	2002 M3
Joyce Augustyn	2008 328i	Frank Hornbuckle	2006 525i	Gary Poindexter	2003 530i
Gary Bailey	2005 545i	Ronald Hougham	1995 M3	Mahomud Pradhan & Debra Perry	2003 530i
Vik Bakshi	2007 X5 & 2003 Z4	Chien-Tsi Huang	2006 325i	Michael Pratt	2007 X5
Justin Banford	1996 328i	Wanda Hughey	1984 733i	Timothy Pulliam	1996 528i
Richard Bardwell		Kevin Hull	2005 330Ci	James Radintz	2003 Z4
Michael Barkett & Jennifer Galvin	2007 335i Coupe	Stefan Immier & Silvina Gatica	2008 128i	Joe Ragole	1997 Z3 & 1999 328i
Shufal Barua	1995 740i	Tommy Ivic	2003 M3 Convertible	Luke Ratcliffe	2008 335i
Ed Beck	325i	Terry Jackson	1996 328i	Mike Rhoten	2006 Z4M Coupe
Reed Berry	2008 335Ci	Lyle Jackson	2003 530i	Jerry Ridgill	1994 325is
Thomas Biederman	2001 335i	George Jezek & Adeana Bishop	2009 335i	Guy Riso	
Shaun Bogan	1998 M3	Bart Johnson		George Ritmiller	2002 525i
Tyler Bolchoz	1990 325iC	Maricar Juaneza	2002 325i	Oliver Roberson	2000 740i & 2003 525
Alan Boyle	2009 328i Coupe	Robert Kaplan	2008 335i Coupe	Marcela Rourk	
Sam Brockman		Jamal Karam	1995 M3 & 1994 325is	David Ruben	
Daniel Brown	2008 335i	George Karikas	1989 635CSi & 1987 635CSi	Bill Runft	2007 530xi & 2008 335xi
Bertran Bruno	2006 M3	Jonathan Karl	1999 528i	Mike Ruppert	1995 M3 & 1987 325
Daniel Bueno	2008 M3	Joseph Karolchik	2008 535i	Ardy Saghafi	1999 M3
Steven Bullard	1997 M3	Ray Kelly	2007 328i	Bennett Samson	1985 325e & 1987 325i Convertible
Mike Burka	2001 325i	Stephen Kim	2002 X5	Mitchell Schwartz	2002 330i
Bret Burleson	2001 325Ci	Michael Kincaid		Richard Siegman	1999 740iL & 2000 750iL
Marc Byers	2005 645Ci	Ed Kohlberg	2006 M6	Dennis Siler	2002 745i
Constancio Cater		Blake Leach	1998 323i Convertible	Sikender Singh	1999 528i
Biff Clark	2001 740i	Harper, David & Lincoln Leahy	2007 530i & 2008 328i	Jagdip Singh	2005 330Ci Convertible
Otis & Carol Coates		Jeff Leaird	2006 M3 Convertible	Howard Slavitt	2007 328i
Kevin Coates	1999 528i & 1999 323i	Chung Lee	2005 330i	Bernard Smith	89 325is & 2003 530i
Marcellus Cobb	1989 635CSi	Kathy Lehmann	2007 328xi	Adam Sommers	
Miguel Contreras	1999 528i	Roy Lenhart		Praveen Sood	2006 530xi
Frederic Corby		Andres Lira	2003 M3	Michael Soto	
Jeff Damiano	2005 330Ci ZHP	David & Tracey Lobue	2008 M3 & 2008 X3	James Soto	2005 330i
Chris Deegan	2008 135i Coupe	Tom Lodahl		Richard & Bonnie Stecker	2009 135i & '07 BMW X3
Peter DeFreece		Gregory Lomax	2008 328i Convertible	Henry Thomas	2002 M3
Robert Dorfman	2009 335i Conv & '08 335i Coupe	Steve Lopez	2007 328i Coupe	Jane & Michael Tyson	2008 328i
James Duerbeck	2007 M Coupe & '08 328i Sedan	David Marston	2006 330i	Michael Valdellon	2002 M3
Christopher Duke	2007 335i	Stephen May	2008 328i	Milinda Vialpando	1992 525i & 2006 740i
Linh Duong & Tien Nguyen		Jeffrey Melendez	2003 325i	Justin Wade	2006 M3
Sharon Edwards	2002 745Li	Bob Miller	1995 M3	Lawrence Wagner	
Richard Eggleston	2002 530i	James Mitchell	2008 M6	Eric Wai	2004 325ci
Gordon Ehrlich	2008 X5	Joseph Moore	2008 550i	Andrew Wanie	1993 850ci & 2009 M3
Edwin Evans	2000 328i	Robert Morris	2008 M5	Michael Wegner	2002 X5 3.0i
Adam Fox	2009 Mini Cooper S	Navid Mostofi	2008 328i	Leslie West	2003 325xi
Sidney Freegard	2000 Z3M	Alex, Tom & Eve Mourmouras	1999 528i & 2000 328i	John Willemijn	1998 M3
Loretta Futrell	2008 528i	Antoine Muller	1972 3.0Cs	Monte Wilson	2005 645CiC
Dana Gaines	2007 328i	Cenk Nair	2004 M3	Henry Woodruff	2005 M3
Daniel Gasparro	2008 X5	Lenny Nguyen	2008 335xi	Christopher Wright	1984 633CSi
Tom Gebler	2006 M3 Convertible	Jennifer Oatman	2003 325i	Rutao Wu	1990 325ic
Gerald Haagensen	2005 Subaru	David O'Malley		Reza Zarfshar	2002 525i
David Hantman	2009 135i & 2002 Z3	Angela Panpuak	2008 335i Coupe	Amir Ali Zohdi	1992 325i
Sheldon Harley	1983 320i	Dave Passmore	2001 M5		
Jeffrey Harley	2004 525i	Sol Pelavin			
Robert Henry	2007 550i Sport & '01 530i Sport	Thomas Petersen	2006 330xi & 2009 335xi		
Lesley Herring	2008 328i	Don Phattiyakul	2008 M3		







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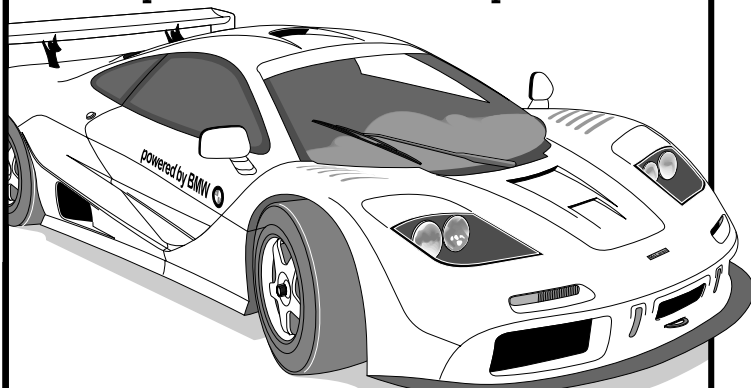


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## CLASSIFIED REQUIREMENTS

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

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

Please see the chapter website at [www.nccbmwcca.org](http://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

### 1989 325is Coupe

2nd owner, 2-dr coupe, white/black, leather, 336K miles, automatic, cold a/c, excellent interior, no rust, engine runs (needs work), all repair records since 1997. Call Ray 240-346-2476 (c), [cartwheels@comcast.net](mailto:cartwheels@comcast.net)

### 1995 740i

Excellent condition. Needs nothing just had full servicing, new brakes, tires. Just had front end aligned. Must sell make offer. Call Dan @ 301-335-9222

### 1995 M3 Coupe

Track ready. Street Legal. Excellent condition. Meticulously maintained. Garage Kept. All records available. 280+ HP. 38 mpg highway. CD player. No rear seat, but plenty of storage space. Roll cage. 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. Safety: Roll cage with side bars (t c kline)- Race seats on sliders (Sparco Evo 2) 5 pt harness (TRS) Performance: 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. Call Jared 703-868-5243 or email at [jared.townshend@gmail.com](mailto:jared.townshend@gmail.com)

### 1995 M3 (Track Car)

BMW CCA Club racecar with log book. Dominate IS car at Summit Point Main. Cool suit ready, Team Dynamic wheels with 2 sets of Hoosiers for dry and RA1's for wet. Koni double adjustable, H&R race springs, Mountain Motorsport Swaybars, new clutch, Stewart high flow water pump, Zionsville all aluminum radiator, Euro front rotors with Carbo-tech race pads. Call Dan @ 301-335-9222

### 2001 BMW 740i Sport

WBAG83481DN82198 Anthracite Grey Metallic/Black Leather, 60,7xx miles. Sport package: 18 inch M-parallel wheels with Michelin Pilot tyres (235/50-18 Front MX3 and 255/45-18 Rear Pilot Sports) Performance rear axle (3.15) and torque converter Steptronic automatic transmission Contour Sport seats Sports suspension Vavona Redwood trim Sport steering wheel Showdownline exterior trim Heated front seats and mirrors BMW Bluetooth integrated phone system with Motorola RAZR phone mount Standard Equipment (a selection): Navigation with 2006 Mid Atlantic CD Front, side and head airbags ABS Traction control Dynamic Stability control Dynamic brake control. Xenon headlights with washers 14-speaker DSP digital stereo with 6-disc CD changer, cassette Homelink Key memory (adjusts seat, mirrors and steering wheel to the driver automatically), Sunroof. Inspection II (including auto transmission fluid with the expensive BMW stuff and differential with Redline), a complete cooling system overhaul, new battery (Bosch), and I just replaced the fuel filter and did an oil change (Mobil 10W-40). \$17,900/OBO (right around KBB price for good condition) I'm in the Philly 'burbs. Martin Bullen 610-202-7080 or [mrixonbullen@yahoo.com](mailto:mrixonbullen@yahoo.com)

### 2001 E39 M5

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](mailto:jlapicki@aol.com)

### 2002 325Cic

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

## PARTS FOR SALE

### 1985 735i Parting Out

Parting Out 1985 735i, automatic, 130K. trans, drive shaft, rear end, new complete exhaust system with cat & O2 sensor, new climate controls, beautiful reddish brown leather interior, some good sheet metal. Best Offer Call Chris 410-893-8726.

### 1992 535iA Parting Out

This is a 1992 535iA med silver that was hit in the rear all body parts in front are good, Dove gray interior \$300.00, fenders \$50.00, bumper \$50.00. Hood \$50.00. All parts for sale. Car runs trans and exhaust are sold Call Clarence 301-625-2364 leave message thanks.

### E28 Sport Seat (passenger)

This is a good condition E28 535is black Electric Sports seat passenger side. It has cracks but no holes. The frame is slightly over on one side. Make me an offer. Clarence 301-625-2364, leave message also have front valance panel under front bumper, radiator for manual car, front grilles.

### E46 M3 and E39 M5 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](mailto:jlapicki@aol.com)

### E46 and E36 M3 parts

E46 M3 Sway Bars (like new-taken off at 4000mi's) \$200 front/rear, Turn Signal Lights (new) \$20 ea. Howard, 410-961-5888, [apexthecurves@hotmail.com](mailto:apexthecurves@hotmail.com) (Leesburg, VA)

### E46 Sedan Dust Cover

Covercraft Dust Stop car cover, tan, practically new, used only a few times and always after washing garage-kept car. Sold car and have no use for it. \$40. Call Raine 301-933-1880 or [r.mantysalo@comcast.net](mailto:r.mantysalo@comcast.net)

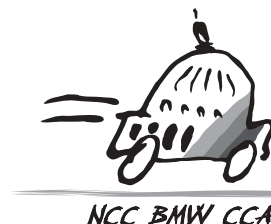
## WHEELS AND TIRES FOR SALE

### E36 Wheels and Winter Tires

OEM 15 x 7, 15 Hole Style #6 Wheels (47mm offset) will fit any E36, except M3. Mounted with Vredestein Wintrac Snow Tires (91H) 7/32 tread remaining. These are great winter and snow tires, but I no longer have my E36! For pick up in Fairfax County, VA, \$400/OBO Richard Smith w 301-837-3006, h 703-425-3726

### E60 Winter Wheels/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; [dwright301@verizon.net](mailto:dwright301@verizon.net).





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