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BMW Car Club of America

March/April 2009



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Cover: NCC Drivers' Schools are held rain or shine. The rain offers an excellent learning opportunity. See article on Page 8.
Photo: Tom Buchanan

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NCC BMW CCA

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President's Message

The National Capital Chapter Fireside Chat...

Greetings and salutations fellow members, associates, and sponsors, it is indeed a new year full of new and exciting challenges. We've already begun the year with a bang with our first Winter Tour beginning at Sugarloaf Mountain in Dickerson, MD. From there we traveled to Catoctin Mountain Orchard in Thurmont, MD. We left there and traveled to Schmanker Stube, an authentic Bavarian restaurant in Hagerstown, MD. We finished off the day with a trip to Lost Creek Vineyard in Leesburg, VA. The reason this event stands out is that a new volunteer, Algje Livingston, has stepped forward to meticulously plan and execute an amazing club event.

There have been other changes in the cast of characters who volunteer their time and energy to keep our chapter running: Paul Seto has leapt from the Social committee shadows to become our NCC Vice President for 2009, Andrew Li has stepped up to interface with our impressive group of webmasters in support of the DIY committee, and John McWilliams has volunteered to become a Co-Chair of our Concours committee. Some change is good, but it's also important to maintain a certain level of consistency; Roy Morris and Dave Miller, Treasurer and Secretary, respectively, are serving our chapter in 2009 in the same positions as they did in 2008. I'm happy to report that most of our program chair people are remaining with the programs they have so ably led, but there is plenty of room in our organization for all enthusiasts both new and old to bring their good ideas and proposals to the attention of the board.

All of our committees would welcome and embrace your new blood as well as your personal and professional talent; this is your year to get your feet wet and become involved in taking our already outstanding chapter to the next level. The National Capital Chapter offers Drivers' School sessions, Autocross, Do-It-Yourself, Tours, Concourse Events, Social Events, Street Survival, and Karting. My plea to you is that you get in where you fit in... or, in other words, find your place within the confines of our amazing club. Let it bring out the best in you as you bring out the best in others. We, as a unit, can rise no higher than our support and life blood, which is our volunteers, our participating members, as well as our sponsors. Additionally, I would ask that you seriously consider coming out to an event in 2009 if you have never come out in the past. Get involved in 2009. There is a place for your time and ability.

Lastly I would like to thank you in advance for your support of your elected officers in this new year. I look forward to seeing you out at a National Capital Chapter event in 2009. Thanks for your time and attention.

Zachary Pullins, Sr.
NCC President

Gordon Kimpel on the skid pad at Summit Point Raceway on December 13, 2008.
Photo by Gary Ketner.



FromThe Editor

Sharing My Love of Breakfast Pastries

dough_nut or **do_nut** (d_'n_t) n.

1. A small ring-shaped cake made of rich, light dough that is fried in deep fat.
2. Something whose form is reminiscent of a ring-shaped cake.
3. A fast, tight 360° turn made in a motor vehicle or motorized boat.

My sons Nate and Weston are big fans of "ring-shaped cakes made of rich, light dough", but I recently introduced them to a different type of donut and I think it may be their new favorite!

I realize you are reading this in March, and our days of slipping and sliding in the snow should be behind us, but as I write, we recently had our first significant snowfall of the year. I was well-prepared, having mounted my winter wheels with Vredestein snow tires the night before. For once I took the weatherman at his word and he did not let me down. I had seriously considered not heeding the warning of snow, because I hate to put my

winter wheels on earlier than necessary; but I knew it could be ugly, even in an iX, were I to be caught with my Bridgestone Pole Positions mounted if any of the white stuff did happen to stick.

We got a decent three or four inches, sticking to the street very well, and I was thankful I had made the right call as the boys and I loaded into the car to head off to school. If you've never driven an iX in the snow, especially when shod with the appropriate tires, you're missing a real treat. With 34% of the torque going to the front wheels, you could putter around on snow-covered roads all day with nary a wheelspin. Of course that would be about as much fun as taking a Rascal out for a joy ride around your neighborhood. No, the best part about an iX with snow tires is not that you can safely get wherever you want to go, but the great time you can have getting there.

The boys wondered where we were going as I pulled into a vacant parking lot behind a building on our way. It was perfect, no one around, plenty of open space with no poles or curbs and a

beautiful blanket of untouched snow. After I was sure it was clear, I whipped the wheel, goosed the throttle, and away we went! Nate and West could barely contain their delight as we drifted through a couple of nice, easy donuts. All-wheel-drive donuts are infinitely more fun than the rear-wheel-drive variety; instead of turning around the axis of the stationary front end of the car, both ends rotate in a delicious sliding dance that is amongst the most fun you can have in a car.

A couple of quick spins and we were on our way. As we parked and walked in to school, I pointed out to the boys that we didn't just go out and carelessly squirrel around on the streets, where our fun could pose a danger to others. We picked a relatively safe place for our little diversion – they agreed that was a good idea, I hope you do too.

Cheers!
Rob



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2 0 0 9 C A L E N D A R O F E V E N T S

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 Café – Gaithersburg, MD
- 24 Holiday Party & Annual Meeting – The Willow Tree Inn, Montgomery Village, MD
- 25 Karting Event #4 – Allsports Grand Prix, Sterling, VA
- 31 Winter Tour – Catoctin Mountain Orchard, Thurmont, MD

February

- 1 Karting Super Bowl Mini Team Races – Allsports Grand Prix, Sterling, VA
- 4 Board Meeting and Social – MI Rancho, Rockville, MD
- 5 Social at Carpool, Herndon, VA
- 8 Karting Event #5 – Allsports Grand Prix, Sterling, VA
- 12 Social at River Hill Sports Grille – Clarksville, MD
- 14 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 19 Social at Winston's Sport Café – Rockville, MD
- 22 Karting Event #6 – Allsports Grand Prix, Sterling, VA
- 28-1 Drivers' School – Virginia International Raceway, Tarheel Chapter ⁽¹⁾

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 – Location TBD
- 12 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 Café – Rockville, MD
- 21-22 Drivers' School – Summit Point Main Circuit, Summit Point, WV
- 28 Autocross Points Event #1 – Summit Point Washington Circuit, Summit Point, WV
- 28 Do-It-Yourself Extra! (Ladies DIY) – Martin Motorsports, Alexandria, VA

April

- 2 Social – VA 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 – State Police Training Center, Sykesville, MD
- 25 Do-It-Yourself Extra! – FunKtion Auto, Dulles, VA
- 25 Spring Tour – Details TBD
- 27 Join The Drive – Westwood Country Club, Vienna, VA – zerocancer.org ⁽¹⁾

May

- 2 Autocross Points Event #2 – Summit Point Washington Circuit, Summit Point, WV
- 3 Deutsche Marque Concours – Nottoway Park, Vienna VA ⁽¹⁾
- 7 Social – VA Location TBD
- 9 Do-It-Yourself Extra! – Road Race Technologies, Dulles, VA
- 13 Board Meeting and Social – Location TBD
- 14 Social – Columbia, MD Location TBD
- 16 Do-It-Yourself – Curry's Auto Service, Gainesville, VA
- 16 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC
- 21 Social – Montgomery Co. MD Location TBD
- 22-24 Vintage at the Vineyards – Shelton Vineyards, Dobson, NC ⁽¹⁾
- 30-31 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV

⁽¹⁾ not a National Capital Chapter event

June

- 4 Social – VA Location TBD
- 10 Board Meeting and Social – Location TBD
- 11 Social – Columbia, MD Location TBD
- 11-12 Marque Madness Drivers' School – Virginia International Raceway, Danville, VA
- 13 Autocross Points Event #3 – State Police Training Center, Sykesville, MD
- 18 Social – Montgomery Co. MD Location TBD
- 20 Do-It-Yourself – Intersport Auto, McLean, VA
- 27 Highway Safety School – State Police Training Center, Sykesville, MD

July

- 2 Social – VA Location TBD
- 4-5 Drivers' School – Virginia International Raceway, Tarheel Chapter ⁽¹⁾
- 8 Board Meeting and Social – Location TBD
- 9 Social – Columbia, MD Location TBD
- 11 Autocross Points Event #4 – Summit Point Washington Circuit, Summit Point, WV
- 11-12 Pittsburgh Vintage Grand Prix – BeaveRun, Big Beaver Borough, PA ⁽¹⁾
- 16 Social – Montgomery Co. MD Location TBD
- 18 Do-It-Yourself – Location TBD

August

- 6 Social – VA Location TBD
- 8 Autocross Points Event #5 – State Police Training Center, Sykesville, MD
- 12 Board Meeting and Social – Location TBD
- 13 Social – Columbia, MD Location TBD
- 15 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 20 Social – Montgomery Co. MD Location TBD
- 22-23 Summer Tour – Details TBD
- 29 Autocross Points Event #6 – State Police Training Center, Sykesville, MD

September

- 3 Social – VA Location TBD
- 9 Board Meeting and Social – Location TBD
- 10 Social – Columbia, MD Location TBD
- 12-13 Drivers' School – Virginia International Raceway, Tarheel Chapter ⁽¹⁾
- 17 Social – Montgomery Co MD Location TBD
- 19 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 26 Chapterfest – Bowie Baysox Stadium, Bowie, MD
- 26 Autocross Point Event #7 – Bowie Baysox Stadium, Bowie, MD
- 28 Oktoberfest 2009 begins – Road Atlanta, GA ⁽¹⁾

October

- 1 Social – VA Location TBD
- 8 Social – Columbia, MD Location TBD
- 10-11 Drivers' School – Summit Point Jefferson Circuit, Summit Point, WV
- 14 Board Meeting and Social – Location TBD
- 15 Social – Montgomery Co MD Location TBD
- 17 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 24 Autocross Points Event #8 – Bowie Baysox Stadium, Bowie, MD

November

- 5 Social – VA Location TBD
- 7 Fall Tour – Details TBD
- 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 – VA 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

4th Annual Marquee Madness Performance Drivers' School

Thursday and Friday, 11-12 June 2009

NOTE: Registration Open Now

Virginia International Raceway

Once again the National Capital Chapter is joining with the Greater Washington Section of the Mercedes-Benz Club of America and the Potomac-Chesapeake Chapter of the Audi Club of North America to host a 2-day performance driving school on the 3.27-mile full course at VIR. The entry fee includes an event t-shirt and catered dinner at the track Thursday evening. This is a chance to drive one of the most spectacular tracks in the world which is located less than 4 hours south of the DC Beltway. Paul Newman is quoted as saying, "If there's a heaven on Earth, it's at VIR." And Carroll Shelby said after his first race at VIR, "A lap of VIR is like 100 laps at Watkins Glen."

\$375 Early Bird registration - before 31 March 2009

\$395 Regular registration - 1 April 2009 to 23 May 2009

\$425 Late registration after - 23 May 2009

Registration information is on the Mercedes-Club website: www.gws-mbca.org. For questions contact Woody Hair at 703-243-5796 or woodym3@verizon.net.

Karting – Event #7

Sunday, 1 March 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 – Glory Days

Thursday, 5 March 2009

3059 Nutley Street

Fairfax, VA 22031

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! 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 BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Karting – Event #8

Sunday, 1 March 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.

Board Meeting and Social

Wednesday, 11 March 2009

Location to be determined. Please see the website for details.

Social – River Hill Sports Grill

Thursday, 12 March 2009

6040 Daybreak Circle

Clarksville, MD 21029

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! 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 BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Do-It-Yourself – Convenience Car Care

Saturday, 14 March 2009

Convenience Car Care and Auto Sales

9145 Centreville Road

Manassas, VA 20110

Come out, get some grease under your nails, and learn a thing or two about your car at the 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 #9

Sunday, 15 March 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 – Winston's Sport Cafe

Thursday, 19 March 2009

1776 East Jefferson Street

Rockville, MD 20852

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! 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 BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Drivers' School – Summit Point Main Circuit

Saturday & Sunday, 21-22 March 2009

201 Motorsports Park Circle

Summit Point, WV 25446

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come with improving skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible. Please see the website for details and registration information.

Autocross Points Event #1 – Summit Point Washington Circuit

Saturday, 28 March 2009

201 Motorsports Park Circle

Summit Point, WV 25446

Please see the website for details.

Do-It-Yourself Extra! (Ladies DIY) – Martin Motorsports

Saturday, 28 March 2009

Martin Motorsports

460-A South Pickett Street

Alexandria, VA 22304

Ladies! Come out, get some grease under your nails, and learn a thing or two about your car at the Do-It-Yourself Extra! Day at Martin Motorsports.

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.

Social – Virginia

Location to be determined

Thursday, 2 April 2009

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! 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 BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Board Meeting and Social

Wednesday, 8 April 2009

Location to be determined. Please see the website for details.

Social – Columbia, MD

Location to be determined

Thursday, 9 April 2009

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! Our socials are really just "mini-meets"; informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you

C O M I N G E V E N T S

must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Do-It-Yourself – Leehigh Auto Service

Saturday, 11 March 2009
23685 Pebble Run Place
Dulles, VA 20166

Come out, get some grease under your nails, and learn a thing or two about your car at the Do-It-Yourself day at Leehigh Auto Service!

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.

26th Annual Deutsche Marque Concours

Saturday, 3 May 2009
NOTE: Registration Begins Mid-March
Nottoway Park
9601 Courthouse Road
Vienna, VA 22027

As many of you know, one of the highlights of our event schedule, and an annual rite of spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year will represent the 26th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA), the Potomac Region of the Porsche Club of America (PCA), and the Potomac-Chesapeake Chapter of the Audi Club of North America (ACNA) to put on a terrific show.

In the Deutsche Marque, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event: Street (judged), Meister class (judged - for previous class winners), and Anfänger class (not judged - for newcomers to the concours experience, selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, but not the chassis. Street class cars are generally divided into several categories based upon NCC

rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the "People's Choice" award, and this is, by the way, a terrific way for newcomers to become acclimated to a concours event.

The entry fee for the concours is \$25 per car (\$40 after April 26th or on-site). Registration includes one wine and cheese reception ticket and a commemorative dash plaque. Additional wine and cheese reception tickets are available for \$10 each. There is no charge to attend the concours as a spectator. In order to allow us to plan appropriately for the number of guests, please register in advance and use the registration form that may be downloaded from our website at a later date.

Contact John McWilliams with any questions at drmcwilliams@excite.com. As in past years, we would greatly appreciate any assistance the day of the event, especially judging assistance.

Note: The concours is an all-day event. The organizers of all the clubs will be working diligently prior to the show as well as on the day of the event. Please also respect the hard work by the participants who have prepared their cars for the show. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you have departed the field, the award will be given to the next runner-up in class. Further, in order to be fair to all the participants, we need to have sufficient time to judge all the cars consistently and fairly. We can't do that if people show up at 11:00 a.m. and ask to have their cars judged. We're not trying to be difficult, only respecting the efforts many of our club members make to prepare their cars for the concours. Thank you in advance for your cooperation and understanding. Please see the website for details, last-minute schedule changes, and registration information.

Social – Montgomery Co. MD

Location to be determined
Thursday, 16 April 2009

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! 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 BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Autocross School – MD State Police Training Center

Saturday, 18 April 2009
7310 Slacks Road
Sykesville, MD 21784

Autocross school, hosted every year, is a one-day, informal introduction to the sport of autocross. The basics are explored in a "classroom" session and then the remainder of the time before lunch is spent honing skills on a set of driving

exercises. After lunch, a mini-autocross is setup, allowing participants to clock how much they have learned. Please see the website for details and registration information.

Do-It-Yourself Extra! – Funktion Auto

Saturday, 25 April 2009
44264 Mercure Circle
Dulles, VA 20166

Come out, get some grease under your nails, and learn a thing or two about your car at the Do-It-Yourself Extra! Day at Funktion Auto.

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.

Spring Tour

Saturday, 25 April 2009
Annapolis, MD to Dahlgren, VA

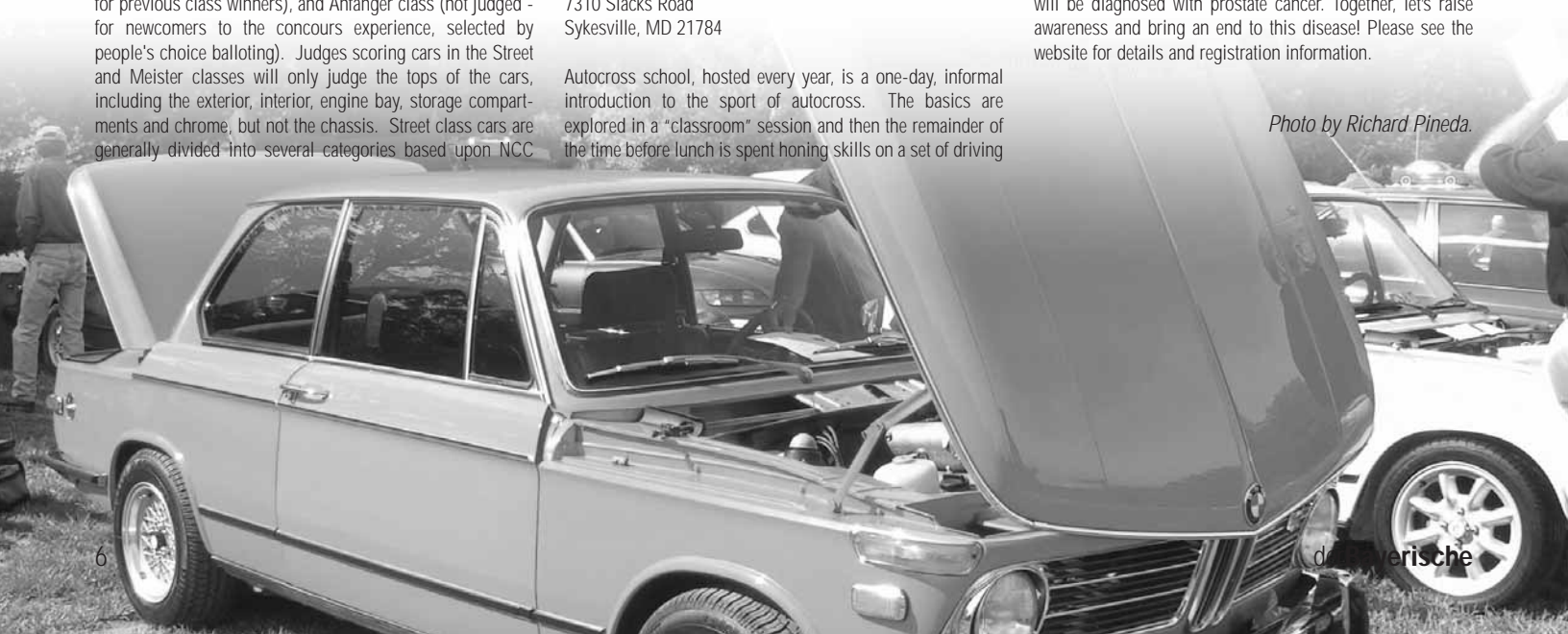
"Over the river, and through the woods, to the old boathouse we go" ... An old boat yard with a museum and restored boats, a typical Southern Maryland lunch buffet, and a fine winery are on the slate for the April 25, 2009 tour. We will start in Annapolis, Maryland and end near Dahlgren, Virginia. See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

Join the Drive – Westwood Country Club

Monday, 27 April 2009
800 Maple Avenue East
Vienna, VA 22180

One Lap of America Kickoff Charity Golf Tournament. Join the drive to end prostate cancer in support of ZERO – The Project to End Prostate Cancer. www.zerocancer.org. One in six men will be diagnosed with prostate cancer. Together, let's raise awareness and bring an end to this disease! Please see the website for details and registration information.

Photo by Richard Pineda.



JOIN THE DRIVE TO END PROSTATE CANCER

WHAT: Join the Drive to End Prostate Cancer in support of ZERO - The Project to End Prostate Cancer www.zerocancer.org. (formerly known as the National Prostate Cancer Coalition)

WHEN: Monday, April 27th, 2009 (three short days before we again tackle the One Lap of America)

WHERE: Westwood Country Club, Vienna, VA

WHY: Because one in six men will be diagnosed with the disease. Together let's raise awareness and bring an end to prostate cancer!

Please save the date and join us in a One Lap of America kick-off charity golf tournament at Westwood Country Club to support ZERO - The Project to End Prostate Cancer. With this event we will raise awareness and provide support to ZERO in its outreach programs while having some fun.

I will be sending out details for company and individual sponsorships within the next couple of weeks. Thanks again to everyone who has supported this important cause in men's health over the past two years. I realize that in these uncertain economic times, seeking funds in support of a non-profit organization can be difficult, but this disease marches on - and so must we. As always, thanks in advance for the continued support and interest in making this year's Drive to End Prostate Cancer a great success!

Sincerely,

Robin Sparrow



Drivers' School

The 2009 Season Needs You (and some new friends) to be Successful!

Article and photos by Tom Buchanan



Well, the 2009 BMW CCA National Capital Chapter Drivers' School season is about to begin. We hope that many of you will join us this year for our Drivers' School events whether you are seasoned veterans or new to the Drivers' School program. All you need to participate is a helmet that meets Snell Foundation SA2000 or SA2005 safety ratings (you can rent one from OG Racing – www.ogracing.com), a safe car that has passed a thorough technical inspection at a local shop or BMW dealership, and a desire to learn

driving techniques that they never taught you in your high school driver's education program.

The BMW CCA National Capital Chapter is a fun group of motivated individuals who encourage new members to participate in these fun, safe, learning driving environments. This year the National Capital Chapter (NCC) will be putting on three weekend events in Summit Point, West Virginia (just West of Charles Town, WV). The first Drivers' School event, March 21 & 22, 2009, will be hosted at the Summit Point Main Circuit, a 10 turn two-mile circuit with 400 feet of elevation changes and a 2900 foot front straight. Pre-registration for the Summit Point Main Circuit begins January 26, 2009 and Mail-in registration is from

February 2-7, 2009. The second event, May 30 & 31, 2009, will be hosted at the Summit Point Shenandoah Circuit, an 18 turn 1.8 mile circuit sporting a dimensional replica of the one of the Nurburgring's more famous turns, the Karussell, with 20 deg banking. Pre-registration for the second event begins March 30, 2009 and mail-in registration is from April 6-11, 2009. Our last Drivers' School event, October 10 & 11, 2009, will be hosted at the Summit Point Jefferson Circuit, a seven turn 1.1 mile circuit that is a very technical composite of the most difficult corners that Bill Scott ever encountered. Pre-registration for the Summit Point Jefferson Circuit begins August 10, 2009 and mail-in registration is from August 17-22, 2009.

In addition, the NCC plans to put on an Adult Car Control Clinic (formerly our Highway Safety School) at the Maryland State Police training facility in Sykesville, MD on June 27, 2009.

2009 Drivers' Schools



*NCC drivers' schools are held rain or shine.
The rain offers an excellent learning opportunity.*

Pre-registration begins April 27, 2009 and mail-in registration is from May 4-9, 2009. The Adult Car Control Clinic is a safe environment to learn car control skills in a low speed setting with an instructor in the right seat coaching you through the maneuvers. A helmet of the same standards as above is required, and again, they can be rented from OG Racing if you'd prefer not to purchase one.

The National Capital Chapter Drivers' Schools give you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities, so that you will be prepared for any situation you may encounter on the highway. Our Drivers' Schools are not racing schools. There is no need to perform any modifications to your car prior to coming to a Drivers' School; the NCC strongly encourages participants to attend using your street

car on street tires with no performance modifications to enhance the overall learning environment. The only thing we ask is that you have your car undergo a pre-event technical inspection at an independent BMW service center to ensure that the car is safe; there are many service centers listed on the NCC web site (<http://nccbmwcca.org>) that perform pre-event technical inspections at little or no cost. Each Drivers' School consists of driving sessions on the track, car control sessions on the wet skidpad, and classroom sessions. During your on-track sessions, you will be driving the full track at progressively higher speeds throughout the school but you will never go faster than you are comfortable. An in-car instructor will work with you to help you improve your driving mechanics. Braking, cornering, and accelerating techniques are refined continuously during your on-track

sessions. Our focus is on skills, not speed, and our overriding concern is with your safety and that of your car.

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. So come on out and give the 2009 National Capital Chapter Drivers' Schools a try. Registration is done via USPS mail using forms that are available on the NCC web site (<http://nccbmwcca.org>); look under the Chapter Programs link under Drivers' Schools. So, get off the couch after a long winter's nap and see what your BMW can do for you. See you at the track! Your BMW will thank you!





2009 Autocross Season Preview

Article and photos by Jonathan Thayer

Spring, with its warmer weather, is practically upon us. That means autocross season is right around the corner! Trees are regaining their leaves, flowers have sprouted, and orange cones are emerging from their Winter dormancy to once again reappear on local lots.

Our annual Autocross School will be held on April 18, 2008. This school, hosted every year, is a one-day, informal introduction to the sport of autocross. The basics are explored in a "classroom" session and then the remainder of the time

before lunch is spent honing skills on a set of driving exercises. After lunch, a mini-autocross is setup, allowing participants to clock how much they have learned.

This year's autocross program is slated to be an eight-event championship series, including the annual Autocross School. Just like last year, participants, if they attend all events, will be able to remove their lowest showing from point calculation. We hope to see a bunch of new faces along with the usual crew.

Once again, we will be hosting the NCC BMW CCA ChapterFest. Last year was an incredible success. With help from all programs, a crowd of almost 400 showed to be part of the largest club activity of the year. To build upon last year's success, we plan on having an autocross, concours, and food! We're still pounding out the details, but it's sure to entertain. Check the NCC website for frequent updates.

| | | | | | |
|------------|-----------------------|---|--------------|----|-----------|
| 03/28/2009 | AutoX Points Event #1 | Summit Point - Washington Circuit (TSP) | Summit Point | WV | Autocross |
| 04/18/2009 | AutoX Annual School | Maryland State Police Training Center (MSPTC) | Sykesville | MD | Autocross |
| 05/02/2009 | AutoX Points Event #2 | Summit Point - Washington Circuit (TSP) | Summit Point | WV | Autocross |
| 06/13/2009 | AutoX Points Event #3 | Maryland State Police Training Center (MSPTC) | Sykesville | MD | Autocross |
| 07/11/2009 | AutoX Points Event #4 | Summit Point - Washington Circuit (TSP) | Summit Point | WV | Autocross |
| 08/08/2009 | AutoX Points Event #5 | Maryland State Police Training Center (MSPTC) | Sykesville | MD | Autocross |
| 08/29/2009 | AutoX Points Event #6 | Maryland State Police Training Center (MSPTC) | Sykesville | MD | Autocross |
| 09/26/2009 | AutoX Points Event #7 | Bowie Baysox Stadium | Bowie | MD | Autocross |
| 10/24/2009 | AutoX Points Event #8 | Bowie Baysox Stadium | Bowie | MD | Autocross |

If you have never participated in an autocross, I'm sure you're thinking, "How can I try this out?" It's very, very simple and beginner friendly! There is no need to have a special car with special equipment; your daily driver will work just fine. There is no need to purchase a

helmet; we have lots of loaners available. We can even have an instructor ride along with you and give pointers and feedback. Simply register and show up for an event! Don't be shy about saying that you are new to autocross; we were all there at some point. If you would like more information about

autocross, please visit our website at <http://www.nccbmwcca.org/>. If you have a question, don't hesitate to contact us!

We look forward to seeing you at our events this year!



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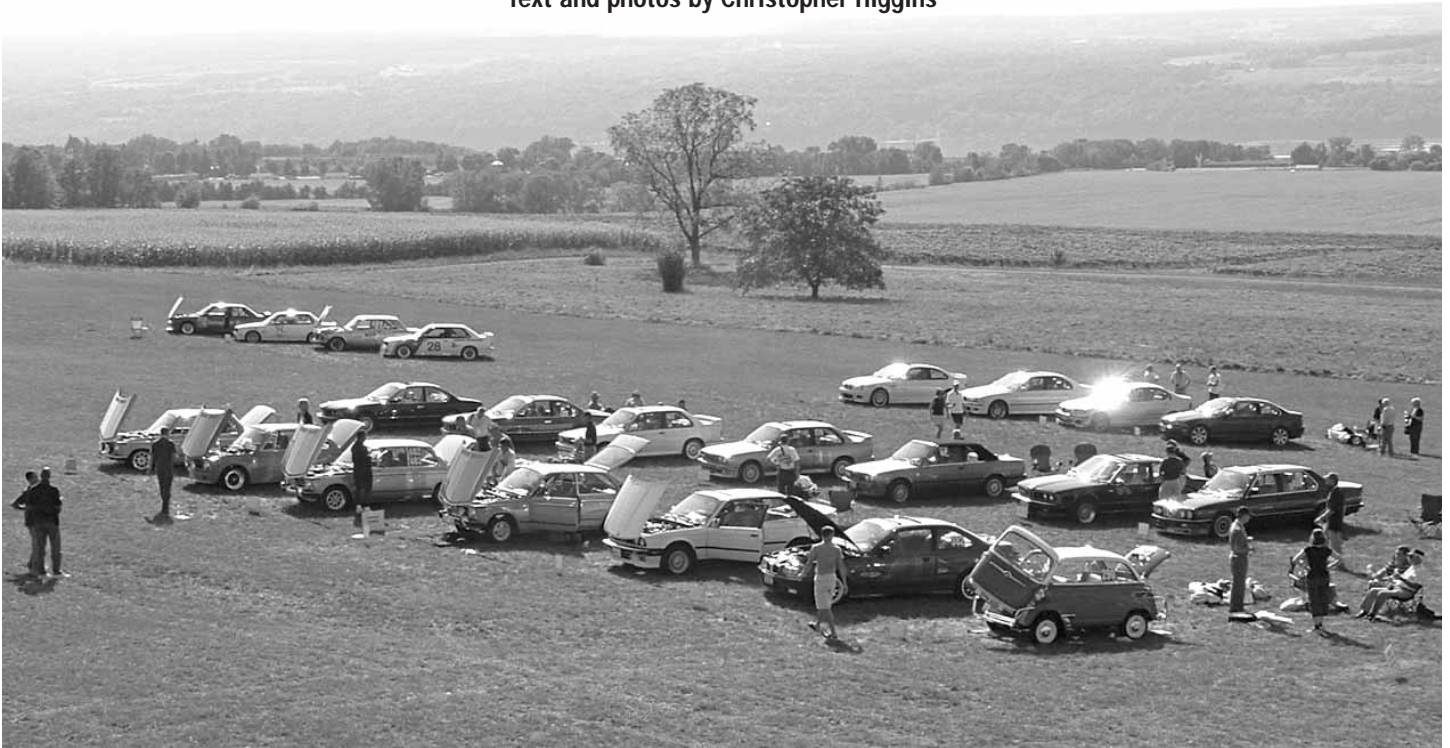
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My First Oktoberfest – Watkins Glen International

Text and photos by Christopher Higgins



When I was planning my vacations this year, I hadn't planned on spending a week in New York State because beach and ski/snowboard trips always sound better to me. I had never really taken any considerable time off work for something car-related, but I decided to give the 2008 BMW CCA Oktoberfest a shot since it was only a half day's drive from home. I have to credit Steven Schlossman and Woody Hair for convincing me that Oktoberfest was going to be a good idea for me to attend.

I guess it was sometime in June that I reserved my spot and the hotel and committed to attending Oktoberfest 2008 at Watkins Glen International in New York. From then on, I was truly excited to countdown the days for my first trip to Watkins Glen in over ten years and for my first trip to the actual track itself.

Wednesday, September 24 - Arrival, Gymkhana, Concours, Reception

I left Baltimore early Wednesday morning expecting a long drive up Route 15 to Watkins Glen, but I realized that it isn't actually as long of a drive as I had imagined. I made a quick pit stop for brunch in South Williamsport, Pennsylvania which is home to the famous Little League World Series. Amazingly, I made it to my hotel in Corning shortly after lunch, leaving me almost a full day to find things to do in the area. After grabbing a bite to eat and checking into my hotel, I left for Watkins Glen International (WGI) to get oriented with the area and to see what was happening at the track. I made my way to the track and found a little shortcut from Corning that came in handy the rest of the week. I also lucked out and found Steven Schlossman, who assisted me with my

registration, speeding along on a golf cart. I never realized how large and how professional of a facility WGI was until I arrived at the track. I was too late to compete in the gymkhana, but took a couple hours to just drive and walk around the facility before heading to the Concours which was held outside of the city of Watkins Glen at the Logans Ridge Winery.

I'm not a car show kind of guy as you can tell from the condition of my car, but I am obviously still a car guy and, more specifically, a huge BMW car guy. That said, this Concours was incredible. There so many spotless and stunning BMWs, and the location was so scenic, I was somewhat awestruck. I apologize for not knowing all the NCCer's cars, but I know several of our chapter members had their cars in the Concours. I recognized some of the names announced as winners on Wednesday evening. Congratulations to everyone who competed in the Concours, your cars look so great after so many years. Your example is one I wish I could follow. The Concours and reception at Logans Ridge Winery were nice gatherings of club members where I found some familiar faces and some new faces from across the country to help plan out the rest of my week.



Thursday, September 25 - Autocross, TSD Night Rally, Seneca Lodge

This was probably the busiest day of my vacation. It was also the day I was looking forward to the most. Autocross is by far my favorite car-related event, so I was definitely ready for this day. The Boston Chapter was responsible for coordinating and running the autocross, which was sponsored by Bridgestone. I showed up bright and early at the WGI paddock to do my usual preparations (air up the tires, clean out the car, walk the course, mingle). I was not thrilled with the course design, classing system, or timing format, but I still had fun. I was a little disappointed that I was the only NCC "regular" competing in the autocross this year, but I did my best to represent our chapter. I'm fairly competitive, so I was a little frustrated to finish 2nd in my class, but I felt pretty good when I compared my times to other classes and to other cars' prep levels. I know this all makes it sound like I wasn't having fun, but I always have a great time autocrossing no matter the environment.

I was pretty beat after a long morning and afternoon of autocrossing, and was ready to get some grub and call it a day until I had a short conversation with fellow NCCer's David Roach and Mike Leeper and they talked me into trying my luck at a TSD rally. While wandering around the autocross paddock, I found another NCCer from my hometown of Hagerstown, Phil Green, whom I convinced to be my navigator for the TSD rally. We really had no idea what we were getting ourselves into since neither of us had ever done a rally, nor had we driven the backroads of NY, nor had we any real conversations before the rally began. After receiving our rally packet with the detailed instructions, we embarked on our first TSD rally, in the pitch black, competing in the Novice 36 mph class. My 1995 318i would not be anyone's first choice vehicle for a TSD night rally (or any car event), but it held together through the dirt and gravel roads of upstate NY well enough for Phil and I to finish. I have to give an extra thank you to Phil as well as David R., Mike L., Woody Hair, and Robin Sparrow for giving me the courage to actually go forward with the TSD night rally. There were many times during the rally when I was a bit terrified driving on dirt/gravel roads with Dunlop track tires; 36 mph is a lot faster than you'd think when you're trying to average that on these types of roads.

The rally totaled 113 miles of these country roads and probably four or five hours of our Thursday evening. I have to say that completing the night rally was the most exhilarating thing I'd done in quite awhile. The best prize was making it to the Seneca Lodge for some beers before getting some much needed rest. We recapped all

of our sights and experiences from the night rally with the survivors; it was also nice to see the USC Trojans lose to Oregon State before I left the bar. After a very long day, I was completely spent and headed back to Corning to crash.

Friday, September 26 - WGI, Corning Museum of Glass

When I finally woke up Friday, I knew that I needed to take some time to just enjoy my vacation and not worry too much about cars for a day. I decided to head over to WGI to get a quick lunch and to spend some time checking out the cars, people, and other sights at the track. The vendors were a little tough to find because they were all inside of the garage at WGI seemingly away from everything else, but I did get to discuss different products with the various vendors on hand including Dunlop, Turner Motorsport, HMS, and Bridgestone. I also stopped by the BMW NA and Rahal Letterman (R-L) tent to check out the BMW race cars of past, present, and future. I cannot wait to see BMW back in ALMS under the Rahal Letterman banner. After having short conversations with some of the R-L people including Bobby Rahal himself, I did a quick test drive of a new X6. The X6 was very fast and a fun vehicle to drive, but I don't see myself ever owning one. After my test drive, I spent the rest of my time at the track taking photos and just being a spectator. I took dozens of photos of the track, of driver's school students on track, and of club race qualifying.

(Opposite page, top) View of the Concours field from atop the Logans Ridge Winery. (Opposite page, bottom) Bobby Rahal in front of the 2009 ALMS BMW M3. (Below) Club racers battling it out in the feature race at WGI.



From WGI, everyone headed back to Corning for the rest of the day's events which were at the Corning Museum of Glass; which was a fantastic venue for the BMW CCA Foundation dessert reception. Many awards were given out including the autocross and TSD night rally in which I had participated. I was fortunate enough to receive a silver medal in my class for the autocross and even a bronze for Phil and I in the TSD night rally. There was also an auction to benefit the Street Survival program, but I was outbid on everything I attempted to win. The most coveted auctioned items were autographed Turner crew shirts and one of Joey Hand's old driving suits. Once the dessert reception was over, a few of us younger O'festers headed to downtown Corning to check out the local nightlife. We had a great meal and beers at the Market St Brew Pub before heading to a couple bars including the Snotty Pig. It was nice to see some younger faces and talk about things other than BMWs for once during the week.

Saturday, September 27 - WGI, Wings of Eagles

I knew it would be tough for me to roll out of bed at a decent hour after spending most of my night and early morning in downtown Corning, so I decided to extend my stay and head for home on Sunday instead of late Saturday evening. This was the last day of Oktoberfest 2008, and my only plans were to watch the club races and have a

(Continued on page 14)

(Continued from page 13)

nice dinner at the closing banquet. I returned to WGI for the final time on Saturday afternoon to watch the feature races. There were a few locals in the club race including a couple RRT cars that looked were very strong as proven by their finishing positions. It was also nice to see a newly-prepped 135i racing hard in the club race for a top finishing position.

Once the races concluded, everyone headed to the Wings of Eagles aviation museum, a magnificent facility on the grounds of the Elmira Corning Regional Airport, for the closing banquet. I was especially looking forward to the keynote speaker, Bobby Rahal, and he did not disappoint. Mr. Rahal talked about his experiences with BMWs through the years and his optimism about his IndyCar program and especially the upcoming effort to campaign the BMW M3 in 2009 in the American Le Mans Series in GT2 against Corvettes, Porsches, Ferraris, Fords, Vipers, and others. He still wasn't ready to announce the driver line-up for next year, but I'm sure Mr. Rahal will be wise in choosing talented drivers to represent BMW and Rahal Letterman Racing. While finishing dinner and dessert, dozens of door prizes were awarded to those who stuck around to see if they'd be one of the lucky ones to take home prizes ranging from a model BMW, to a set of tires, to a brand new BMW. I was not lucky enough to win a door prize, but it was great to see many members go home happy. As the festivities came to an end, I said goodbye to many new friends and acquaintances from BMW CCA chapters across the United States.

The Drive Home and Road Atlanta 2009

My first Oktoberfest was in the books when I left Corning on Sunday morning, and I have to say that I'm glad I had the chance to experience it. It wasn't the best vacation I've ever had, but I definitely see myself attending many more BMW CCA Oktoberfests in the future. Watkins Glen is such a gorgeous area of the country that I believe I could enjoy it even if I were there for a non car-related vacation. Even though not all the events I attended were edge-of-my-seat exciting, the people I met made this Oktoberfest enjoyable for me each day. I have to thank the members who convinced me to go to WGI this year and the members who kept me interested and informed of all the events taking place throughout the week. Without their help, I probably would not have enjoyed myself nearly as much as I did. I was impressed that over seventy members from our NCC chapter

Local RRT club racers battling for the lead in the feature race at WGI.

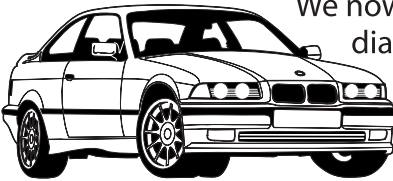


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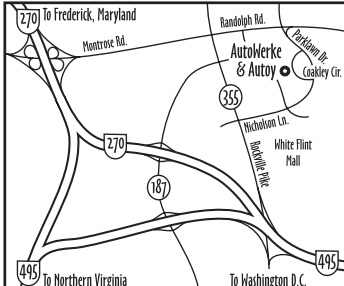
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attended the WGI Oktoberfest. Planning for 2009, it was announced that Oktoberfest will be held in Georgia, based around the Road Atlanta complex, from September 28 through October 4, 2009. Since it will still be on the east coast, I do plan to attend the 2009 Oktoberfest (www.bmwccaofest.org). I hope that more of our NCC members plan to make the trek to Georgia with me this year!

Where Have all the BMWs Gone?

By Bill Williams

As fall begins to give way to winter, the car show season ends. One of the last shows is in Hilton Head Island, South Carolina. For the fourth year, on the first weekend of November, Hilton Head hosts what is becoming one of the east coast's top-level concours events. The festival includes some of the typical things found at a concours: art sales; an expensive dinner to benefit a favorite charity; a drive over some historic route, again, to benefit a charity; and of course the concours itself.

This year The Hilton Head Island Concours and Festival of Speed added an historic race at a revitalized racecourse in Savannah, just across the water from Hilton Head, and a tour around a historic road course, similar to the old public course at Watkins Glen. In order to increase participation for the concours, the event hosted an invitation only Car Club Jamboree on the Saturday before the Sunday Concours d'Elegance. The cars of Germany were featured this year.

The Sandlapper Chapter was the BMW host chapter for the event. Their chapter president tried to fill the allotted BMW slots for the Car Club Jamboree from local chapter members. His plea for participants failed to reap the cars needed for the jamboree. He turned to BMW CCA for help. National put out a plea for cars to attend the jamboree, but again, the response was minimal. Fifteen BMW CCA members indicated some willingness to display their cars. When it was all said and done, seven members showed at the jamboree. Is seven a good number, a disappointing number, or just a sign of the times for car shows?

Those who showed their cars were:

Roger Beckman

Madison, Georgia – 1972 3.0CSL. Early City Package. Golf - 2275030

Roger bought the car in 2007 from Jimmy Baker in Atlanta. For those who know of Jimmy Baker, he rarely sells any of his cars.

Glenn Shrader

St. Augustine, Florida – 1999 M Coupe. Cosmos Black. Second owner. Glenn bought it from a fellow chapter member the day it hit the chapter on-line sale site. However, the owner told him the car was in Montana. Glenn flew to Montana in February, in between two huge snowstorms, bought it, and drove it home.

Rusty Johnson

Columbia, South Carolina – 2002 E46 M3. Painted in House of Kolar's True Blue Pearl.

Rusty's car was built in California for the movie "The Fast and Furious 3", but the plot changed to a drifting movie and the car was not used. Rusty bought the car from the builder at a discounted price, and it won one of the Chairman's Choice awards.

Blair Witkowski

Bluford, South Carolina – 1988 M6. Black. Won one of the People's Choice Top Twenty awards.

Greg Baker

Ormond Beach, Florida – 1988 BMW M5. Black on Black with most of the upgrades an E28 M car could want. Greg is the brother of an NCC member.

Laszlo Makrai

Hungary – 1990 Z1. Toprot (Red). Laszlo was kind enough to share this rare BMW at the show. There are reportedly less than ten Z1s in the US. This car also won one of the Chairman's Choice awards.

Bill Williams

Clarksville, Maryland – 1972 2000tii Touring. Colorado with House of Kolar clear. One of the rarest 2000 type cars. Even though BMW badged it a 2000, it still fits in with the other 2002s. Fully restored in 2005 and 2006. The touring also earned a Chairman's Choice Award for exemplifying German engineering.

The collection of cars at the show represented what BMW stands for and displayed a cross section of the cars from 1972 to 2002. Hilton Head Island spectators were interested and knowledgeable about BMWs, commenting on the importance of each car to BMW history and asking questions about things not often known about each car. The mundane questions did not surface as they do at some other events. It seemed most of the crowd had a good knowledge of all the German marques.

But was seven cars a sufficient number to represent the BMW Car Club of America at one of the east coast's premiere shows? Probably not. BMW has so many other cars to brag about and to share each car's unique role in the history of BMW. We can all understand why owners do not display their cars: expense, too busy with life, lack of knowledge of events, and maybe they do not see the need or reason to display and show their cars.

All of the reasons speak for themselves but we have to wonder about the last reason, not seeing a need or reason to show their car. As far as car shows go, BMWs aren't really the typical show car when compared to other European marques. The British have their Rolls Royces, Bentleys, Jaguars, AC Cobras, MGs, Austin Healeys, and other interesting makers. Germany also has Mercedes Benz and Porsche. The Italian marques are represented by collections of Ferraris, Lamborghinis, Maseratis, Alfa-Romeos, and an occasional Bizzarrini. Even the hybrids like Cunningham, Iso and Jensen show up. As you walk around a car show, the rare and exotic 1950 and 1960 models represent these marques. The Mercedes Gullwing, Rolls Silver Cloud long wheel-base, Jaguar MK IX, Maserati bird cage cars, Ferrari 275 GTB/4 always garner attention and crowds. The coachwork, fabulous motors, intricate interiors, lacy wheels, shiny chrome work, rarity and legacy of these cars really make an impression when you see them in person. Most of us have only read about these cars or seen them in pictures, so we flock to see them when we can.

We know BMW owners are the best group of people you can be around but where are the cars?

We need to improve the way we inform those around us why we love this marque and choose to pour our time, effort, and money into these cars. We have another chance to tell those around us about BMW and our connection to our cars. The Pittsburgh Vintage Grand Prix is in July and BMW is the featured marque. The BMW Vintage & Classic Car Club members are coming, along with many others from around the country with their BMWs. It will be a good week or weekend, whenever you choose to show up. Put it on your calendar, July 11-19, 2009.

The website for the event is <http://www.pvgrp.org>.

The host hotel is the Radisson Greentree.

3.0 CSL

Fall Tour 2008 – Natural Bridge and Beyond

By David Costanza - Fall Tourmeister



Just after Thanksgiving, the Costanza Clan, including your Fall Tourmeister, lovely wife Robin, and the Tourmeister kids, Zoe and Thalia, headed to the Middleburg Tree Farm to pick out and cut our Christmas tree. On the way there, we took I-66, the most direct route. After choosing a substantial 12' Norway Spruce and lashing it to the top of the minivan (you didn't think it'd be lashed to my 540, did you?), we headed home.

However, rather than taking the interstate back, we wound our way through the countryside, passing the exclusive Foxcroft School, substantial manor houses, and even a llama farm. One might question why take the indirect route home with a Christmas tree tied to the roof but the girls knew: Daddy was scoping out possible routes for a future NCC Fall Tour. It is on these family outings and other serendipitous trips that I find most of the roads for the Tour and a Tourmeister can never have too many routes from which to choose.

Which brings us to the 2008 NCC Fall Tour that once again found us driving south to Wintergreen Resort, but on a completely different set of roads than last time in 2006. With the exception of about a mile on Route 50, about 10 miles on Route 20, and the road up to Wintergreen, the vast majority of the 300+ miles of the route were new ones.

More than 60 NCC members and two from the Tarheel Chapter participated in the Tour, which included twenty 3 Series (E30 to E90 including

three M3s), three 5 Series (two 540s and an M5), three Zs, three 6 Series (including two M6s), and one brand new, fresh-off-the-assembly-line X5. The oldest car was a 1984 M6 and the newest the aforementioned 2009 X5.



The twisty stretches of road near Howardsville, Wingina, and Norwood beckoned our Bimmers.

The start of the tour was a bit inauspicious as, a few days before the event, Spring and Summer Tourmeisters Bob and Miriam Stern suffered a setback when Miriam fell and injured her arm. She was fine but a bit too stiff to sit in a car for the whole weekend. The Sterns were definitely missed.

Nonetheless, the weather on Saturday morning dawned gorgeous once again, with temperatures in the 50s and clear blue skies for the 5th Tour in a row. The group met in Chantilly and 28 cars departed on time at 9 am. The second of the only two bad things happened shortly after departure as a long time Tour couple (who shall go nameless, but that Laguna Seca M3 convertible was hard to miss) left a camera on the roof of their car. Several Tourers tried to honk and wave to catch their attention but to no avail. The camera stayed put until the first turn when it went flying off the roof onto the road. Another driver stopped traffic to get it but it was too late – the camera was toast.

After the rough start, things got much better. The Tour headed west on Route 50 then south on 17 and off on Leeds Manor, the first of a number of twisty back roads. The route took us past Markham, home to several "pick-ur-own" apple orchards familiar to the Costanza Clan, through Washington, VA (we considered having the Inn host the Tour but at \$500+ a night, the Club's subsidy would have covered just eight of us), Sperryville, Madison, Gordonsville, and finally to

lunch at Michie Tavern. Here two more cars joined us for a total of 30 BMWs.

The Tavern was established in 1784 by Scotsman William Michie. Originally situated in the northern part of Albemarle County, it was built by William in response to the large number of travelers who knocked on his door seeking food and shelter. The tavern remained in the Michie family until 1910 when the State took it over. In 1927, the Tavern was moved from its original site to present location with the thought of pairing it with Monticello and Ash Lawn to attract more tourists. The entire building and many of its dependencies were dismantled and then reassembled on the present site.

Lunch consisted of old time fare including roast chicken, stewed tomatoes, mashed potatoes, cornbread, and peach cobbler. After the lunch some groups headed out on the road while others wandered the paths, visiting the Mill, stores, and other outbuildings.

The afternoon portion of the route was almost all twisties, with the route going through Keene, Howardsville, Wingina, Norwood, and Buffalo Springs (try to find those on the map). The route then wandered through the foothills of the Blue Ridge Mountains before finishing up at Wintergreen Resort. As it was a beautiful afternoon, many folks wandered some of the paths, soaked in the scenery, and even went for rides on the ski lift.

Robin and I just rode the lift around a few times but another Tour couple had a much more memorable ride. Philip Barton chose the lift ride to propose to his Tour companion Tammy Royalty. I am told that she immediately accepted and the two of them showed up at dinner with huge smiles on their faces as Tammy showed off her gorgeous ring and told the story. While others at dinner



(Above) The Blue Ridge mountains provided a beautiful backdrop to our fall drive. (Below) A parking lot full of Bimmers at Wintergreen resort.

didn't have quite such exciting news to share, there was a great deal of conversation, story telling, political discussion (the Tour was the weekend before the election), and the establishing and re-establishing of friendships. The dinner and dessert buffet kept everyone well-fed and the bar kept everyone well-slaked.

The next morning dawned similarly beautiful and even up on the mountain, at an elevation of nearly 4000 feet, the temperature was relatively balmy. Another 9:00 a.m. departure set us on a course to Natural Bridge via the Blue Ridge Parkway. We pretty much had the road to ourselves at that hour and seeing a string of BMWs cruising through the mountains on a stunning Fall day was remarkable.

The final stop on the Tour was Natural Bridge, a geological formation created by Cedar Creek. The creek carved out a gorge and eventually left a limestone arch 215 ft high, spanning 90 ft. At one time, the Bridge was a sacred site of the Native

American Monacan Indians. In 1774, Thomas Jefferson purchased the Bridge and the 157 surrounding acres from King George III of England for 20 shillings or one pound (about \$1.50 now but in the neighborhood of \$70 in 1774). In addition to the Bridge, there are caverns, an Indian village, paths, and a waterfall (more like a water trickle when we were there) that helped carve the gorge. The arch is still crossed by US Route 11 and handles hundreds of cars and trucks each day.

After visiting the Caverns, the Tour ended and everyone headed home. Some folks went back via the Parkway and others through Charlottesville. Robin and I took the direct route, up I-81 (81 is the speed limit, right?) and then I-66 home. I contemplated taking some side and back roads to look for future Tour possibilities but the waning sun, a sleeping wife, and a weekend of driving convinced me otherwise.

Those roads from the Christmas tree buying drive have some real possibility though.





Traditions

By Bill Williams

What's in Your Vintage Toolbox?

One of the benefits of owning a vintage/classic car is the simplicity of its systems. The electrical, suspension, steering, and drive train systems, as well as the engines, are understandable for the novice mechanic and classic car owner. Maybe one of the attractions of owning a classic BMW is the satisfaction to be gained by working and tinkering with them.

A garage, or a shed in my case, housing a classic car is equipped differently than those garage-mahals protecting much newer cars. Since the classic car owner often finds himself making necessary adjustments, dealing with rust, replacing 35-year-old parts with newly found parts, and ensuring the car will make it to the next old car gathering, the tools needed to conduct all that fun are mandatory. So we tell our spouses and ourselves that every tool in the catalogue or on the tool truck is critical to our ability to maintain the love of our life that sits in the garage.

Toolboxes of the classic owners are often sized in relation to the time they have owned the classic car. New classic car owners have that breadbox sized toolbox, plastic or metal, filled with a starter set of Craftsman wrenches, screwdrivers, pliers, and probably a set of sockets and ratchets. That gets us by for about the first year as we pay the neighborhood mechanic to do the tasks we wish we could do ourselves. As our bravery and sense of adventure increases, so does the size of the toolbox. When that suspension job comes up hex keys, bigger pliers, three-jaw pullers, a bigger set of sockets, spring compressors, and that nice set of pry bars are needed to make the job easier. Well, if we buy more tools, we will not have to pay the neighborhood mechanic, right?

When something in the electrical system needs attention, a digital voltmeter (that DMV we hear our buddies speak of), a pair of diagonal pliers or wire cutters, long nose pliers, and maybe a voltage probe are added to the tool collection. Once we get back to the garage and start the new project, we realize that breadbox-sized toolbox is

way too small. Do we make the trip back to the tool store or put the purchase of that bigger-than-a-breadbox toolbox on the holiday list? Either way, we just sort of know that a shiny new toolbox with ball bearing drawer guides will be in the garage soon.

This yarn of adding tools with each project could go on until we have a car-size toolbox full of every hand, pneumatic, and electric tool known to Snap-On, MATCO, and Cornwell. Somewhere between the breadbox-sized and coffin-sized toolbox each of us finds our current tool inventory. Whatever size toolbox you have, some of the more useful tools for the vintage car owner are those designed to remove stubborn nuts and bolts, get into hard to reach places, and tools that help make routine maintenance routine. So here is a list of tools for the bigger than a breadbox toolbox.

An average set of metric open-end/box-end or combination wrenches both standard and stubby lengths will get you started. Usually the Craftsman or Kobalt ones will do. You will need to find a spare drawer or bag to store those fractional wrenches that came with your first 119 piece master set of tools. An average set of 1/4" and 3/8" drive metric sockets, both standard and deep, will serve you well and for a long time but you deserve a better set of ratchets. Oh – and for those of us vintage/classic (read that "older") guys, sockets with the large laser-engraved sizes on the sides eliminate the frustration associated with senses that aren't as sharp as they were once were.

**Do we dare compare the cost
of the tools to the car?
If the car still costs more,
maybe it's time
for a nice two-post lift!**

A good set of slotted and Philips screwdrivers are always needed, make sure you get one long-handled #2 slot headed and #2 Philips headed screwdrivers. If your holiday list has some room, you will love a set from one of the trucks. There is a difference. Hopefully, you already have a mixture of basic pliers around that include some vice-grips, adjustable, and the long nose ones we already discussed. But if those don't completely satisfy your needs, there are always the long-handled straight and bent needle nose pliers.

As funds allow, or gift lists need ideas, more sophisticated and dedicated tools can be added to that larger toolbox. My sons made getting old rusty parts apart easier for me with left handed drill bits for removing broken bolts and screws, interactive

open end wrenches that get tighter on rounded bolt heads as you add more pressure, a MAPP torch and a good supply of penetrating oil. The other tools needed to remove rusty nuts and bolts are ball peen hammers. These tools provide the torque, thermal, chemical, and shock forces needed to break rust.

Additional seal and bearing pullers will find their way to you as you continue to work on suspension and engine parts. A good set of socket extensions, various swivels and little specialty sockets and ratchets will also move into that must have category. Flexible head gear ratchet wrenches make removing those bolts hidden in and around the drive shaft and differential easy work. Crows feet wrenches and a couple of those long Snap-On 10mm, 13mm and 15mm box end wrenches make reaching those starter bracket bolts easier.

The tool drawers are almost full now; but your tool collection is by no means complete, it's just time to get another toolbox! Organizing the new toolbox mahal is a day's fun. Drawer liners come in several flavors. Sears and the tool truck man will gladly sell you their stuff but save half the cost and get the big role of drawer liners from COSTCO. It is the same stuff but half the price. Socket organizers also come in several styles, choose what works for you and your new toolbox. I find the socket holders with little pegs sticking up with the size on the slanted top work really well for me. Sockets are easily identified, accessible and let you know when one of the sockets is not in its place. Now you have to hunting for the son who took that missing tool.

Now you have room for more small and large tools. In the smaller tool size category, an LED Stylus light, expandable magnet, a set of picks and jewelers screwdrivers are always nice to have. The larger tools to fill those big lower drawers are the ones that move you from the novice mechanic to the neighborhood fellow who has everything. Leading the way in that category are those noisy, obnoxious-sounding air tools. They are only noisy and obnoxious to the neighbors. To us "mechanics", those air tools mean power and more production, less effort and more respect from anyone who walks by and hears a two-stage air compressor humming. I even find the sound of an electric knife in the kitchen exhilarating!

From that small breadbox-sized toolbox to the two-story chest with ball bearing drawers we filled it with all of the tools we need to work on that classic/vintage car. Do we dare compare the cost of the tools to the car? If the car still costs more, maybe it's time for a nice two-post lift!

Photo by Rob Williams.

February

Ultimate Owner: Buck Cording
Profile: 1973 2002tii

It had been some forty years since his first test drive in an Agave green 2002 from Fowler's Motors in Rosslyn, Virginia. Buck Cording, his father riding shotgun, had a twinkle in his eye and a grin on his face as they drove around the recently completed I-495 at an easy 70 mph. The speed, the power, the agility, the fit and finish built into that first 2002 amazed them both!

A long time without a 2002, and yearning to have another, Buck began an extensive search on the internet and eventually found Chris Howard, owner of ACT 1 Restorations in Yucaipa, California. Chris located a 1973 2002tii with sunroof, purchased it for Buck and the restoration began. The engine was entirely rebuilt to the original 130hp with engine parts bead blasted and sealed with high temp clear paint, all suspension and rear axle parts were powder coated black. The interior was rebuilt with a new dash, headliner, all door panels, a functioning clock, and the seats were recovered in OEM black vinyl.

Forty years since that test drive a long-haul car



transport truck lowered its ramp in a Chantilly shopping center parking lot and a shiny "new" 1973 2002tii, in Agave green, was cautiously eased to the pavement. After 41 months of restoration at ACT 1, the car had finally arrived. Restored as a "frame off", as close to original as possible, the exceptions being the 320i basket weave wheels, five-speed transmission, and 320i

recovered Recaro seats, the car had only 354 miles on the odometer. Will the restored 1973tii live up to the memory of that first drive in 1968? Time will tell.

The 1973tii took first place at the rescheduled Shenandoah Vineyards concours. The wait was worth it. Now Buck needs a third garage as the 2002 has displaced the 535xi which now is out in the weather.

March

Ultimate Owner: Jim Gerock
Profile: 1973 2002tii

Jim has always loved foreign cars, but he fell in love with the 2002 series cars back in 1983 when his former mechanic neighbor Fritz Kestermann (a current NCC member) modified a "big-bumper" Schwartz 2002 with dual Webers and other go-fast items. It wasn't until 2003 that Jim pondered ownership of an older BMW when his wife Susan surprised him with the M-School Driving Experience in the Spring of that year. After that, he looked into purchasing an E30 M3 but decided they were too expensive for his budget. Three years later, the memory of Fritz' car came flooding back while reading Mike Miller's 2002 Buyer's Guide in Bimmer Magazine. After browsing thru Keith Kreeger's website my2002tii.com, the (almost) ultimate model was now on his radar list – a tii. A short trip to the Oakland/SF area in November 2006 to inspect some cars left him disappointed and he almost gave up on owning one. Jim stumbled across a Roadfly ad for a '73 tii located in MA, contacted the owner and quickly made a weekend trip to check it out and leave a deposit. That was on 12/16/06 and the car was transported to VA in January 2007.

Jim's Malaga/Tobacco tii (build date 5/30/73) came equipped with a factory sunroof, 4-speed and dealer-installed Behr A/C. The car was originally from PA, then restored by fellow NCC member Matt Reinhart



back in 2003. The car was then sold to CCA member Jeremy Davenport in MA. Jeremy added a Momo steering wheel, Ansa exhaust, Hella fog lights and E30 "bottlecap" alloy wheels with Yokohama tires.

Jim has done many things to the car (nicknamed "Celeste"), including adding new Superlite wheels, Recaro seats, ceramic coated exhaust, ignition parts, fixing some leaks and a general polishing of the trim parts.

His first long distance drive was to the May 2008 Vintage at the Vineyards Event in NC. The car performed perfectly except for a leaking fuel tank pickup seal.

When the car reached 150K miles last July, he discovered some uneven compression figures and decided to rebuild the top end of the engine, including having the Kugelfischer injection pump rebuilt and detailing the many parts that are tii-specific. In an unplanned move, he re-fired the car exactly 2 years after purchasing it.

Jim enjoys driving and working on "Celeste" along with his other garage stablemate – a modified '71 VW Beetle. Sometime in the future he would love to own another 2002, this time the color choice may be Fjord.

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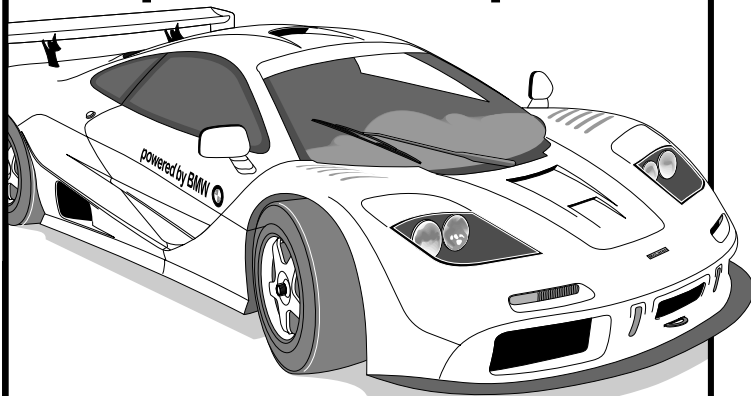


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2009 DIY Program Update

By Alan Marsh and Tony McMullan

2009 DIY Scheduling Goal

It's tough to change so many cultural mindsets; however, we are making progress. We still have one scheduled DIY awaiting a sponsor, and *DIY Extra! #4* is awaiting a sponsor and a date. As Brooklyn Dodger fans used to say, *wait until next year!*

2009 DIY Schedule Update

The following dates are firm, as are the Sponsors listed below. Please check our National Capital Chapter website for details on *DIY Extra! #4* and *DIY #7*.

| | | | | |
|-----------------|---------|------------------------|-------------|-----|
| • DIY Extra! #1 | Mar 28 | Martin Motorsports | Alexandria | VA |
| • DIY Extra! #2 | Apr 25 | FunKtion Auto | Dulles | VA |
| • DIY Extra! #3 | May 09 | Road Race Technologies | Dulles | VA |
| • DIY #5 | May 16 | Curry's Auto Service | Gainesville | VA |
| • DIY Extra! #4 | tbd | tbd | tbd | tbd |
| • DIY #7 | July 18 | tbd | tbd | tbd |

DIY Extra! Format

We'll be trying several new ideas with our DIYs Extra! We are still in the planning stage, but we are considering the following:

- *DIY Extra! #1* will be another Ladies' DIY.
- *DIY Extra! #2* may be for MINIs, may be a Ladies' DIY, and may include social activities.
- *DIY Extra! #3* is being considered for other special characteristics.
- *DIY Extra! #4* may be mentoring & hands-on polishing, waxing, shampooing, & detailing. We are seeking a Sponsor for this activity; please contact Alan Marsh or Phillip Cummings.

Please watch our website

Please use our website, the Message Board, and "*der Bayerische*" for your DIY information. Also, after each DIY, please use the Message Board event-specific thread to post a comment.

DIY SPECIAL TOOL PROGRAM by Tony McMullan, Special Tools Program

Early last year, the DIY Committee purchased a Special Tool for replacing sub frame bushings for use at DIY events. This tool allows DIY participants to quickly and safely replace the bushings without having to resort to frustrating and time-consuming home mechanic techniques. For a rental fee of \$25, a small fraction of the purchase price of the tool, a member can use this Special Tool in the comfort of a shop, with guidance from professional technicians and support from other BMW enthusiasts. *(Please note that a \$100 refundable cash deposit is required to rent the tool.)*

Our sub frame bushing tool has been very popular at DIY events, so with more of the Special Tools line item dollars in our 2008 budget, the DIY Committee purchased additional specialty tools for our growing Special Tool Program, including:

- A Peake R5/FCX3-U Engine Scan/Reset Tool. A common DIY project is an oil change, and until now, resetting the oil change light required going to a dealer or BMW shop. However, we now have this tool, which will allow you not only to reset the oil light on BMWs from 1984-2007, but also to read any trouble codes that your BMW may have. *(Free rental with your driver's license required as a deposit.)*
- Another common DIY task is replacing control arm bushings, a frustrating job without the right tool. We now have a special tool for removing control arm bushings from the vehicle, pressing in new bushings, and reinstalling the new bushings onto the car. *(\$10 rental fee with a \$50 refundable cash deposit.)*
- We now have a Rear Wheel Bearing Extractor and Installer kit that should fit most every 3, 5, 6, 7, and 8 series models. *(\$25 rental fee with a \$100 refundable cash deposit.)*

We will be buying more specialty tools using dollars in our 2009 Special Tools budget, and would be happy to hear your suggestions. Please use the website to contact Tony McMullan with your recommended tool, price, and source.

One important reminder: *our DIY Special Tools may be rented and used ONLY during our DIY events – No Exceptions!* Please sign up for the next DIY and be sure to let us know what Special Tool you will need.

Photo by Rob Williams.





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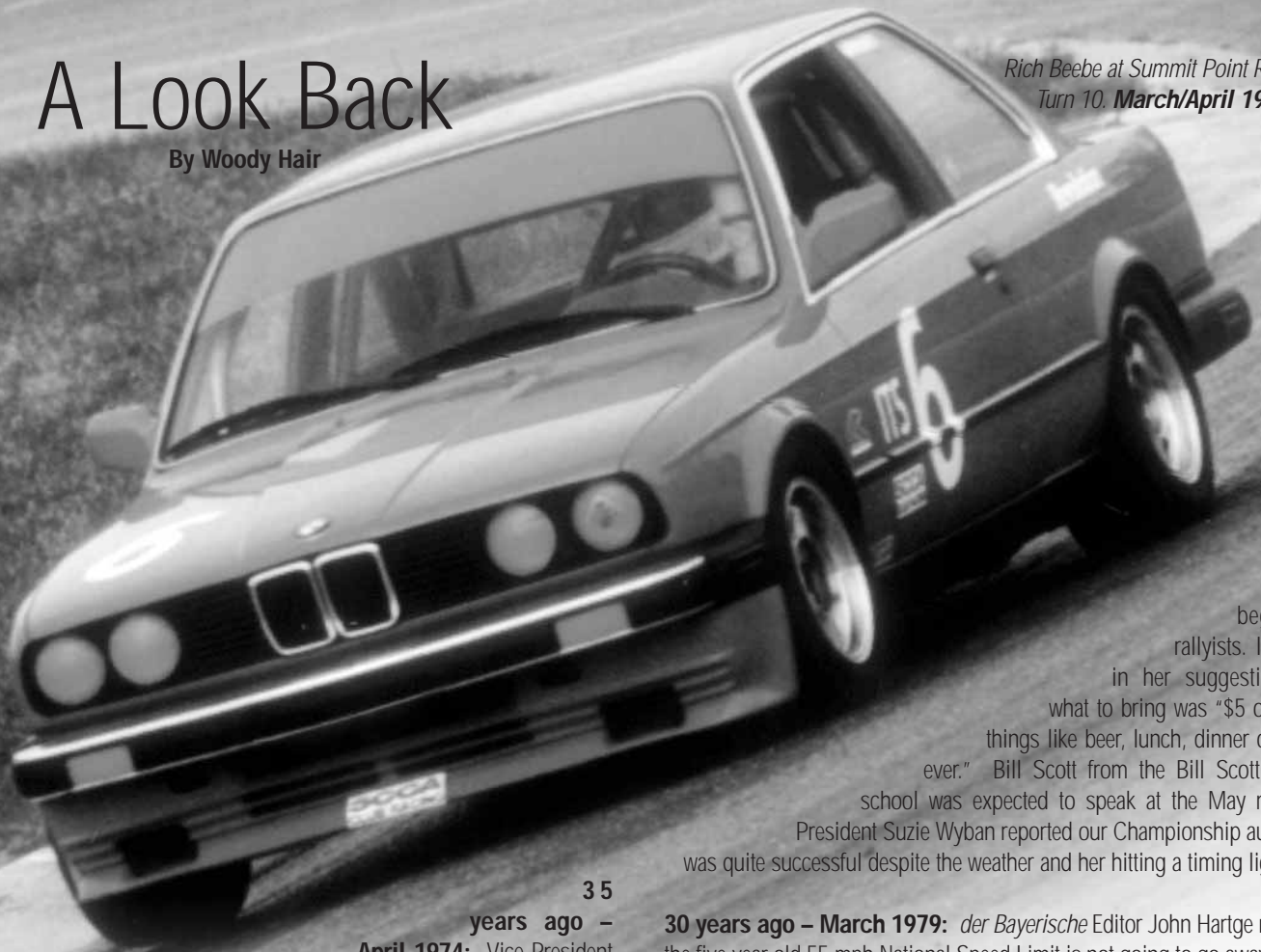
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A Look Back

By Woody Hair

Rich Beebe at Summit Point Raceway
Turn 10. **March/April 1999 dB.**



for beginning rallyists. Included in her suggestions on what to bring was "\$5 or so for things like beer, lunch, dinner or whatever." Bill Scott from the Bill Scott Racing school was expected to speak at the May meeting. President Suzie Wyban reported our Championship autocross was quite successful despite the weather and her hitting a timing light.

35

years ago –

April 1974: Vice President

Nancy Stutsman reported that the club had found a new location for our monthly membership meeting – the Brickskeller on 22nd Street in NW Washington. It was expected that their availability of Coors would "be a special treat for beer lovers." (*For those youngsters out there, at one time Coors was not available in the East, and somehow it became a real cult beer on this side of the country. I remember carrying a case home on the plane ride back from skiing in Colorado.*) John Buffum and Andy Petery tested their new 3.0CS race cars in preparation for the IMSA Camel GT and SCCA Trans-Am series. The winged BMWs are reported to be real fast at Lime Rock. Jerry Coffey continues his series on the 2002's suspension. This issue talked about springs, sway bars, bushings, and Bilstein shocks. Kathy Leeper had a primer

*High-schooler Courtney Moore, wrote about her feelings on teen driving and her Highway Safety School education. **March/April 1999 dB.***



30 years ago – March 1979: *der Bayerische* Editor John Hartge reported the five year old 55 mph National Speed Limit is not going to go away. Other fuel saving measures being considered by the Government were rationing, closing gas stations on Sundays, and \$1 a gallon prices. Bill Via wrote that at least 10 western states were considering repealing the 55 mph limit despite the threat of losing Federal highway funds. Bill Via also wrote about an early BMW ad campaign that said, "Of course you can buy a Swedish Tractor or oriental curiosity, but if you want the world's best sports sedan, buy a BMW" Bill then went on to talk about how the then current 320i was in many ways inferior to the Saab Turbo or Mazda RX-7. Later in his article Bill says, "There are many who fear BMW is seeking to emulate Mercedes Benz – to built competent, but dull sedans at megabuck prices for the very affluent." (*Prophetic words 30 years ago Bill*)

25 years ago – March 1984: President Bill Ross reported that our membership had reached 1,047 making us the third largest chapter behind the New York and Boston chapters. Our membership contest had resulted in 156 new members and Bill Ross won the top individual prize by signing up 10 recruits. Genderson BMW of Annapolis took the vendor award by signing up 17 new members, and our booth at the D.C. Auto Show had resulted in 16 new members at the time of the report. Membership chairman Gordon Kimpel announced another contest was planned for April and May. John Hartge had an article comparing the soon-to-arrive in the USA 325e and the never-to-be-imported 323i. Despite the larger displacement (2,693 vs 2,316 cc), the 325e was notably slower according to published reports. Bill Via wrote about the various reports of ill-handling on the then out-of-production E21 3-series. One report said the chief engineer of the Swedish National Road and Traffic Institute charged into a double lane-change maneuver and rolled the car three times, hospitalizing his passenger, the Deputy Director of Sweden's Road Safety Office. Anton BMW was to host a special showing of the new 325e at their Manassas dealership on April 7 just for the chapter.

A Look Back

20 years ago – March 1989: Upcoming events included a do-it-yourself tech session at Tischer BMW, an autocross school, an overnight tour to Wintergreen, and our Maifest Drivers School at Summit Point. Chapter President Cory Laws was starting his third year in office and promised a more business-like approach to chapter operations. David Sossamon wrote about upgrading your wheels from the metric-sized TRX wheels which were being fitted to most new 5, 6 and 7-series cars at that time. Editor Andrew Short announced that contributions to *der Bayerische* could be made via a 3.5 or 5.25 disc, but suggested including a printout just in case there was trouble reading the disc. Club Store master Steve Haygood said he had received the necessary 12 orders for a group buy of Passport radar detectors. John Hartge wrote about the modifications and upgrades he had done over the years on his 75,000-mile, '84 325e, and Bob Gammache had a report on the joys and pains of putting 250,000 miles on his '77 530i. Longtime BMW specialist Terry Luxford wrote the first of what was to be a continuing series of articles – "As the Wrench Turns." The classified ads included a '70 2800 that runs good and has a bent frame (no price), and a red '76 2002 with Schrick cams, Weber side-draft carbs, Stahl header, close-ratio 5-speed, and 7 x 13 Hayashi wheels (\$8,900).



A tech session was held at American Stripping Company (ASCO) in Manassas. March/April 2004 dB.

year. *European Car* magazine was offering a special subscription rate to National Capital Chapter members.



The April Car '99 of the Month featured Lothar Schuettler's 1956 502 Cabriolet. March/April 2004 dB.

15 years ago – March 1994: Tourmeister Bonnie Butler had planned an overnight drive to Frank Lloyd Wright's Fallingwater home in the Laurel Highlands of western Pennsylvania. Our upcoming Maifest Drivers School included a tour to Summit Point for non-school participants, a gymkhana in the paddock, and an al fresco dinner (with Al Zavala too). Competition Corner reported the Metropolitan Council of Sports Car Clubs was going to abandon their car classing rules and adopt the SCCA classing system. Chapter President Jack Kenworthy reported our annual holiday party raised over \$1,400 for a charity to benefit the homeless called "So Others Might Eat." David Roach listed eight TSD rallies available for our members in the coming

10 years ago – March 1999: *der Bayerische's* Dwight Derr wrote an editorial about the rash of teen driving deaths in our area and the benefits of our Highway Safety School for the new driver. Also, high-schooler Courtney Moore wrote about her feelings on teen driving and her Highway Safety School education. Lucy Bebee's report on our Holiday Party at the Mount Vernon Inn was accompanied by many photos of attendees. This feature was marred, however, by the inclusion of Matthew Yip's picture. Marc Plante presented a report on a wonderful trip he had made to Mont Tremblant in Quebec – not to ski, but to drive Le Circuit St. Jovite track with the New York and Patroon Chapters. The April Car of the Month featured Lothar Schuettler's 1956 502 Cabriolet. *The same car graced the cover of the December 2009 Roundel.* Autocross Chairman Ron Katona wrote about our 1999 program and gave a listing of our car classes and rules.

5 years ago – March 2004: Our newly elected officers were Rafael Garces, President; Steven Schlossman, VP; Roy Morris, Treasurer; and Andy Grigor, Secretary. A tech session was held at American Stripping Company (ASCO) in Manassas. The report had no mention of exotic dancers. Raine Mantysalo had a photo-report on our annual visit to Prototype Technology Group's race shop in Winchester. Matt Reinhart wrote about a 180-lap kart race at AllsportsGP. Thirty-three NCC members made up eleven teams for this enduro event. The winners were Brad Evans, Tom Karyguanns, and Duane Collie. Loren Sciurba wrote about the perfect anniversary gift from his wife Karen – a 1971 2002. Competition Corner said PTG is building new race cars for the third series in three years. In 2002 they ran American Le Mans. In 2003 it was the Speed World Challenge GT Class, and for 2004 it was to be the Grand-Am GT Class.

Raine Mantysalo had a photo-report on our annual visit to Prototype Technology Group's race shop in Winchester. March/April 2004 dB.





NCC BMW CCA

NEW MEMBERS LIST



NCC BMW CCA

National Capital Chapter now has 5439 members plus 728 Associate members (who share in all of the benefits of being an NCC member), and an additional 78 who are dual members. We continue to be the largest chapter in the U.S. and add memberships every month.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: Craig Adler, Marc Biunno,

Farid Boughanem, Mitch Brown, Paul E. George, Stephanie Grabina, Algie L. Livingston, Michael F. Painter, Michael Parsons, Paul W. Partridge, Talin Senner, Paul Seto, Neil Shukla, Michael Anthony Thomas, and Gary Walker.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what great benefits they are missing out on, such as: Parts Discounts at local BMW

dealerships and select independent service centers; the *Roundel*, the Club's award-winning national, monthly publication; the Membership Rewards Program sponsored by BMW NA; not to mention all of our local activities. Please do them a favor and share this with them; after all, the more the merrier!

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

| | | | | | |
|---------------------------------------|-----------------------------|--|-----------------------------|----------------------------------|--|
| Aschkan Abdul-Malek | 2000 M5 | Christopher Hatton | | Paul Pemberton | |
| Martin Abrams | 2002 540i | Jeffrey Helman | 2007 530xi | Leon Phelps | 2009 335i |
| Phillip Allardice | 2000 328i | Shawn Hendon | | Claudia Pitarque | |
| George Altieri & Nancy Meehan-Altieri | 2009 X5 xDrive 30i | Elizabeth Hicks | 2000 323i | Jack Pollard | 2005 325xi |
| Taoufik Ammar | 2004 X5 | Dwayne Hoffman | | Jennifer Ramsay | |
| Patrick Anderson | 2003 X5 & 2002 M3 Conv | Eric Huynh | 1998 M3 | Ilyes Regaya | |
| Richard Andrews | | Dimitrios Ieromonahos & Joulia Haziminas | 1995 M3 | Chris Richey | 2005 Mini Cooper S |
| Yaw Ayim | 2001 530i & 1997 528i | Jon Irwin | 2003 525i | Larry Ricklin | 2008 528i |
| Mark Badanowski | 2006 X5 4.8is | David Jean | 2002 E39 M5 | Sebastian Rivera | 2008 335i |
| Jonathan Bailey | 2000 Z3 & 2002 325i | Rajiv Jivan | 1997 318i | Stephen Robinson | 2009 528ix |
| Alex Bailey & Nova Peoples | | Aman Johal | 2008 M3 | Wids Romeus | 2005 M3 & 1989 325is |
| Alexis Baker | | Marvin John | 1992 535i & 1990 535i | Migdalia Rosas | 2008 335i |
| Tasha Barber | | Keith Johnson | 2002 E53 X5 | Sophie & Ricardo Royal | 2005 325i |
| Kevin Barner | 2002 M5 | Richard Jones | 1987 Euro 535i & 1973 3.0CS | Editha Ruiz | 1997 528i |
| Rich Barrett | | Jim Jones | 2007 530xi | Stephen Ruzila | |
| Kevin Bell | 2007 335i | Tuajuanda Jordan | 2008 M3 | Martin Ryan | 2006 X5 |
| Monica Beltran & Matthew Bieneman | 2001 325xi | Jason Juranek | 2008 550 | James & Barbara Rybacki | 2003 330xi & 1993 325 |
| Gabriela Benitez | 2002 325ci | Katie Kaufman | 1999 M Roadster | Barbara Saffir | 2008 128i |
| Vaughn Benoit | 1998 540i | Jacek Kawecki | 2003 Z4 3.0i | Steven Safirstein | 2008 BMW 135i Convertible |
| Jeff Berkin | 2009 335i xDrive | John Keating | 2003 745 iL | David Sanders | 2003 M3 |
| Brian Bishop | 2007 335i | Bryan Keating | | Mark Schechter | 2004 M3 |
| Jamie Bowden | 2005 330Ci Convertible | Ben Keddle | 2006 325i | Taylor Schroder | |
| Gregory & Shawn Bradley | 2005 X5 & 2005 X3 | Mike Kelley | 1982 320i E21 | Quinlan Shea | 2007 650 Coupe & 2002 530i |
| Joshua Brainard | 2008 335i & 2005 330Ci | Sean Kelly | | Joel Sheingold | 2005 330ci ZHP |
| Rachel Brand | 2000 323i | Zachary Keninitz | | Keith Shugarts & Thomas Benedict | |
| Stanton Buchanan | | Gwendolyn Kennedy | | Ramandeep Sidhu | 2003 325xiT |
| Sarah Cartee | | Edward Kim | 2001 325i | Ronald Slnick | 2004 325xi |
| Cynthia Chase | 2008 535xi | Seth Kozak | 2001 325i | Mark Smith | 1990 535i |
| Arthur Collins | 2008 528i & 2005 530i | Kristen Lahocki | 2006 330i | Andrew Smith | 2002 M3 |
| Michael Copperthite | 2001 M Roadster | Daniel Lai | 2006 Z4 si & 2007 E92 335 | Richard Solomon | 2001 530i |
| Allen Craig | 1997 540i | Stanley Lam | 2004 330ci | Raymond Sowers | 2005 Z4 |
| Woodruff Crandall | 1999 540i Sport & 2000 323i | Matthew Landau | 2009 335xi | Timothy Spriggs | 2003 745iL |
| Jen Crowe | | Charlotte Lane | 2004 X3 | Jason Starck | 1998 540i |
| Richard Daley | 1999 528i | Meghan Leach | | Anthony Stone | 2008 135i |
| David Davitaia | 2005 M3 Convertible | Jeffrey & Daniele Lenorovitz | 2006 328i | Stew Taylor | 2000 323i |
| Paul Dias | 2000 328i & 1989 325i | Jason Lindner | 2000 328i | Clarke Thomason | 2003 540iA |
| Katherine Diggins | 1995 530i | Keith Litrenta | | Freddy Valdivia | 2003 525ai |
| Robyn Diseati | | Brian Lynch | 1989 325is | Doug Van Auker | 1991 850 |
| James Doran | 2007 650 | Roderick Macpherson | 2006 550i | Tatjana Vichnevsky | 1991 318 |
| Phillip Dorch | | Carlos Madrigal | 2002 330ci | Mike Voslow | 1991 735i |
| Jason Doyle | 2008 335i | Michael Malcolm | 2006 M3 | David Walker | 2009 M3 Sedan |
| Fred Eckhauser | 2006 330i (E90) | Ian Matthews | 2008 135i | Beverly Wallace | |
| David & Tracey Enright | 2007 335xi | Frank Mattioli | 2006 750Li | Frederick Welch | 2007 335xi |
| Christopher Erney | 1974 2002 | Romel Maultsby | 1999 740i Sport | George Wenchel | 2009 328i |
| Rob Evers | 2006 M5 | Scott McDonell | 2002 530 | Gregory & Mary White | 2008 Mini Cooper S (R56) & 2007 Mini Cooper Cabrio |
| Jodi Feinman | | Cassandra McDuffie | | David Whitman | 2006 535i |
| Kenneth Ferguson | 2008 X6 | Tim McLaurin | 2002 M3 | Amanda Winkle | |
| Ron Fiel | 1989 325i | Thomas Miller | 2000 328Ci & 2006 330i | Jimmie Williams | 2002 530i |
| William Fletcher | 1999 323i & 1998 318i | Kenny Miller | 2003 M5 | Jamal Williams | |
| Sarah Fort | | David Miller | | Michael Wu | |
| Jeffrey Fregel | 2006 325xi & 2004 X3 | Derek Moor | 1996 M3 & 2007 Z4 M Coupe | Jiaping Yue | 2006 M6 & 2000 323Ci |
| J Fulkerson | 2007 750i | Ibsen Morales | 2006 Z4 | Deneen Zaetta | 2004 325i |
| Jose Galito | 2007 335i | Rick Morgan | | Denis Zegar | 2006 530i |
| Gilbert Gaston | 2000 540i | Erik Morton | 2002 330Ci Convertible | Joe Zertuche | 2009 335i |
| Brittney Gates | 2008 328i | James Newland | 2005 M3 | | |
| James Gianiny | 2006 M5 | David Nixon | 2002 525i & 2006 325i | | |
| David Gloystein | 1991 M5 | Greg Obadia | | | |
| William Goss | 1997 528i | David Obrien | 1999 540i | | |
| Richard Graham | 2007 525i | James Ortiz | 2002 M3 | | |
| Dorothea Groves | | Arturo Otarola | 2001 330 xi | | |
| William Haden | 1995 325i | Kevin Painter | 1995 325i | | |
| Roxanne Hatcher | 2006 530i | Aaron Paul | 2007 335i Sedan (E90) | | |

Note: If your name is spelled incorrectly, please use the Address Change form found under the "Join and Renew" menu item at www.bmwcca.org to correct it. And, for those whose memberships are expiring, it's easy to renew online at this website as well.





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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

1989 325iS Coupe

2nd owner. 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):cartweels@comcast.net

1995 BMW 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 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

1995 M3 Coupe

Black/Black. 95K miles. WBSBF9328SEH06725. 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. Sparco seats. 5 pt harness. Many performance mods. 4 Fikse wheels with Toyo RA-1 tires and 4 M-Contour wheels with street tires. Roll cage with side bars (t c kline). Race seats on sliders (Sparco Evo 2). 5 pt harness (TRS). Brake Cooling kit. Euro Floating Rotors. Stainless Steel Brake Lines. Lightweight Flywheel (VAC). Clutch (VAC). Short shift kit (UUC). Transmission Mounts (UUC). Cold Air Intake (Dinan). Throttle Body (Dinan). Sway Bars, Adjustable (UUC). Exhaust, stainless steel (Rogue Engineering). Suspension, adjustable (Ground Control, Eibach, Koni). Strut Brace. X Brace (Turner Motorsports). 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 at 703-868-5243 or email at jared.townshend@gmail.com

2001 M5

PRICE REDUCED to \$27,900 OBO. Original owner, Titanium Silver with Caramel extended leather. 83,000 loving miles, 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, brake pads and rotors. Recent extensive services. OEM parts and spares included. New Dunlop snows on 17" Borbet wheels. Joe 410-336-0802 or 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.

2003 E46 M3

Chiaretto - (Individual color), with Cinnamon Napa leather. Sunroof, Xenons, HK premium sound, premium and cold weather packages. Hard wired for V1 and the remote. Has 68,000 miles. SMG replaced at 45k, and serviced religiously. Oil changed every 4-5,000 miles, other fluids every 30,000. Antifreeze every two years. Has Ground Control coil over suspension and sway bars. Performance Friction rotors, Ft. brand new. Have replaced cats 6/08, alternator 10/08, control module 12/08. Always garaged at home and work. Has custom clear bra around all vulnerable areas. Original owner. Gordon 703-623-5458.

2004 330CIC

46K miles, 6 Speed. Black Metal Sapphire w/with Natural Brown Leather and Myrtle Wood interior. Black soft top. Stock with no modifications. No wrecks and drives perfectly! Carfax certified. Garage kept and in pristine condition! Options: Premium & Sport packages, BMW Security System w/Keyless Entry, Xenon Adaptive headlights with auto-leveling and auto on/off. Rain sensing wipers that automatically adjust speed. Heated front seats w/3-stage heating; Front sport seats with 10-way power adjustment with side bolsters and thigh supports. Auto-dimming rearview mirror with universal garage door opener. Double spoke alloy wheels (Type M68). Parking Distance Control rear sensors. Harmon Kardon Audio with 8 speakers and Aux Input. Wheel Locks. Original Owner, no smoke. Replaced tires (Michelin Pilot Sport), battery, differential and transmission fluid; black soft top waterproofed every six months. Always handwashed. BMW Extended Maintenance good until October 09 (or 100K miles, whichever comes sooner). Two car covers (OEM NOAA and Bavarian Auto lightweight), BMW floor mats, all manuals, keys & maintenance records. Asking \$21900/oob. stuntmole@aol.com.

CARS FOR SALE

2006 325i

Purchased new for \$35,790. Currently has only 20,900 miles. Excellent condition, still under the BMW warranty. Electric red exterior/beige leather interior. Automatic transmission with steptronic. Premium package (a \$3k value). Leather seats, Wood trim, Power front seats with lumbar adjusters, driver's seat memory, heated front seats. Sunroof. Dual climate control. BMW assist. Pre-wired for satellite radio. Multi-function steering wheel. Rain sensing wipers and auto headlights. Auto dimming mirrors. Digital compass. CD/MP3 player and audio input jack (for ipod). Cruise control. Interior is pristine: no food or smoking in the car. People still comment that it has the "new car smell." Contact: Dimitri at 571-241-8041.

PARTS FOR SALE

2006 X3 OEM Aluminum Running Boards

Made of brushed and eloxy-plated aluminum with rubber inserts for a sporty look. Originally bought and installed at BMW of Lancaster, PA for \$900.00. I have all Hex bolts, new plastic rivets and plugs for easy install. The running boards had to be taken off due to wheel chair access. Email at pwtone@verizon.net

1985 735i Parting

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

E46 M3 Parts

Hawk HP Plus brake pads, used maybe 5000 street miles and two summers of autox, plenty of pad life left. Asking \$100, offers considered. (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 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. 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. Located just north of Baltimore, zip: 21093. Email me at: bbenger@gmail.com.

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 \$200 OBO. 4 wheel set of PFC track pads - reduced to \$200. Schroth 4 point harnesses - reduced to \$100 OBO. Colgan bra - reduced to \$25. E39 M5 parts: OEM exhaust system - \$400 OBO. OEM 18 inch staggered wheels - Straight but curb rash reduced to \$500 OBO. Joe 410-336-0802 or jlapicki@aol.com

E46 and E36 M3 Parts

E46 M3 Sway Bars (like new-taken off at 4,000mi's) \$200 frnt/rear, Turn Signal Lights (new) \$20 ea. howard, 410-961-5888, apexthecurves@hotmail.com (Leesburg, VA).

WHEELS AND TIRES FOR SALE

E36 Winter Wheels and 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.

E39 Winter Wheels and Tires

Complete winter tire/wheel package by Tirerack for E39 1998 528i. Four Michelin Arctic Alpin on Steel rims. P225/60 R15 Q M S with 17,227 miles on them. Balanced and ready for immediate installation. Email at pwtone@verizon.net

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; dwright301@verizon.net

E46 M3 BBS CH Wheels and Pirelli Tires

Sale fell through, available again.....E46 M3 set of 19 inch staggered BBS CH wheels with Pirelli P Zero Rosso Asimetrico tires with 50% tread left. Original cost \$3500.....Used only on Sunday drives. Joe 410-336-0802 or jlapicki@aol.com

www.wagonworkcollision.com



wagonworkbshop@aol.com



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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

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

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