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National Capital Chapter

BMW Car Club of America

May/June 2009



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Cover: In a *der Bayerische* exclusive, Lothar Schuettler lets NCC Concours Co-chair Bill Williams and *dB* Production Manager Raine Mantysalo into his "Glass Workshop" where he unveils his magnificent pre-war 328. Page 13. Photo: Raine Mantysalo

VOLUME 39 | NUMBER 3

Magazine of the National Capital Chapter BMW Car Club of America

der Bayerische

2 PRESIDENT'S MESSAGE

3 FROM THE EDITOR

4 CALENDAR OF EVENTS

5 COMING EVENTS

13 TRADITIONS

18 ULTIMATE OWNER

24 A LOOK BACK

26 NEW MEMBERS

28 CLASSIFIEDS

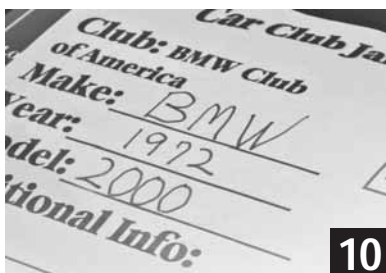
C3 ADVERTISERS INDEX



8

8 NAB Detail Session

BY JOHN MCWILLIAMS



10

10 100 Points – It's a Concours Thing: Displaying a car is all that?

BY BILL WILLIAMS



13

13 A Real Piece of Art, The Remaking of a 1937 328 or Throw Your Cherry Tree into the Pond

BY BILL WILLIAMS



19

19 Do-It-Yourself at Convenience Car Care

BY ROB WILLIAMS



22

22 Slip Slidin' Away – Autocross #1

BY WOODY HAIR

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

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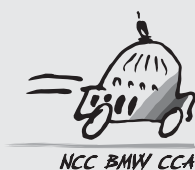
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President's Message

The National Capital Chapter Presidential Fireside Chat II

Greetings and salutations fellow members, associates, and sponsors; have you come out of winter mental cryogenic stasis yet? I am officially welcoming the National Capital Chapter hibernating creatures out of their caves and caverns. Welcome to the spring of our fanatical enjoyment of our motor vehicles. The highways have missed you; I'm here to say it's officially time to come out of the darkness into the light of the glorious new season. The snow is gone, the roads are clear, dry, and inviting; therefore it is time for you to take your Bimmers out of the garage and out of temperature-controlled storage – for you folks who can't stand for your Bimmers to ever see ice, snow, or temperatures below 40 degrees. It's okay to come out and play.

I was watching a commercial the other day in which a guy stumbles from his home into a neighbor's backyard on a spring day during a barbecue, still in a down jacket, dressed for winter. He's still in shock and mutters that he had been inside for a long time and that it was cold and white outside. I couldn't help but envision this guy as a NCC club member waiting for the end of winter and the beginning of spring.

The National Capital Board of Directors and Program Chairs have planned a full slate of activities for our NCC membership to participate in throughout the year. The event list includes weekly Socials, monthly Do-It-Yourself days, Drivers' Schools, Concours, BMW ///M Club Day and Auto-Xs. Additionally, our Karting League will continue through the spring for our diehard karting crowd. Please, please consider coming out and trying a tour this spring, summer, or fall, and don't even think about missing our NCC Marquee event – this year's Chapterfest on 26 September 2009 at Bowie Bay Sox Stadium in Bowie, MD.

I can't say enough about the amazing people that make up our chapter and the enormous amount of time they sacrifice for the club. Our volunteers contribute unselfishly in order to keep NCC among the most active of any car club chapters in the United States. The Board of Directors and I personally salute you for all that you continue to do to insure our progress and success. Please join me in congratulating the club chairs as well as the extraordinary volunteers for their excellent contributions whenever you find yourself at an NCC-sponsored event.

Zachary Pullins, Sr.
NCC President

Maryland Club License Plates

Are YOU a Maryland resident driving the ULTIMATE car without the ULTIMATE license tags?

Send the form that is on our web site or in the *dB* and get your NCC BMW CCA plates NOW!



FromThe Editor

Watering Down BMW M

THE NEXT CHAPTER IN THE STORIED HISTORY OF BMW M: All-New BMW X6 M and BMW X5 M Make World Debuts in 2009

After denying rumors for months, maybe even years, it seems BMW is going to introduce SAV-based M vehicles.

Color me disappointed in this development...

This is the final step in the evolution (or devolution, depending upon your perspective), of the M brand. M1, E12 M535i, E28 M5, E30 M3 – all were purpose-built machines that were so raw you wouldn't even want to have one as a daily driver. That edginess was clearly ironed out to a great degree with the introduction of the E36 M3 and E39 M5 – these were cars that delivered exceptional performance, but with the reliability, maintenance affordability, and creature comforts necessary to be regular transportation. Subsequent models have continued the trend toward increased ease of ownership.

Obviously it made sense to soften the M brand to broaden its appeal; and I think, from a business standpoint, BMW would have been almost negligent had they not capitalized on the popularity of the M cars, even though that meant changing them to fit a more expansive target market. After all, manufacturers don't invest millions to run cars in Formula 1 so they can sell Formula 1 cars.

There has always been an undercurrent within the BMW community of folks who would like to see an expansion of the M brand to every model line BMW produces. Heretofore, BMW has resisted calls for an M7 or an M SAV by declaring it would be contrary to the "sporting nature" of the brand to offer M versions of those platforms.

I agreed with that policy and thought BMW M had struck the perfect balance between exclusivity and mass appeal; this new development is a step in the wrong direction. Clearly, the all-new 4.4ltr reverse-flow V8 with High Precision Direct Injection and twin-scroll twin turbochargers, cranking out 555hp and 500lbs of torque, is a

marvel of engineering. I'm sure the X5 M and X6 M will be thrilling rides, and I would love to own either of them, but I still say that monster SAVs should not carry the M badge. The next logical step will be to dissolve BMW M as a separate entity and just produce M cars right on the same assembly line with all the others, making it just another package, like SS for Chevrolet, or GT for Ford. I certainly hope that doesn't happen, but I fear that's where things are headed.

I'd love to see some reader feedback on this...Do you feel the creation of M vehicles on SAV platforms is detrimental to the exclusivity of the brand? Or, conversely, if M is good, more M is better, and they should offer M versions of all the vehicles BMW makes?

I look forward to seeing your responses.

Cheers!

Rob Williams



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2009 CALENDAR OF EVENTS

January

- 4 Karting Event #1 – Allsports Grand Prix, Sterling, VA
- 8 Social at Carpool – Herndon, VA
- 11 Karting Event #2 – Allsports Grand Prix, Sterling, VA
- 15 Social at River Hill Sports Grille – Clarksville, MD
- 17 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 18 Karting Event #3 – Allsports Grand Prix, Sterling, VA
- 17 Social at Winston's Sport 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 – Catocin 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 Test & Tune – 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 – Mi Rancho, Rockville, MD
- 9 Social – PubDog, Columbia, MD
- 11 Do-It-Yourself – Leehigh Auto Service, Dulles, VA
- 16 Social – Winston's Sport Café Rockville, MD
- 18 BMW CCA Foundation Open House – Greenville, SC
- 18 Autocross School – State Police Training Center, Sykesville, MD
- 19 Roundel Karting Run #3 – Allsports Grand Prix, Sterling, VA
- 19 Baltimore Meet and Waffles – Jimmy's Restaurant, Baltimore, MD
- 25 Do-It-Yourself Extra! – Funktion Auto, Dulles, VA
- 25 Spring Tour – Boatyard Maryland food and Virginia Wine, Annapolis, MD
- 25 Detailing Tech Session – Detail Authority, Herndon, VA
- 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 – Glory Days, Fairfax, VA
- 9 Do-It-Yourself Extra! – Road Race Technologies, Dulles, VA
- 13 Board Meeting and Social – Mi Rancho, Rockville, MD
- 14 Social – PubDog, Columbia, MD
- 16 Do-It-Yourself – Curry's Auto Service, Gainesville, VA
- 16 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC
- 17 Roundel Karting #5 – Allsports Grand Prix, Sterling, VA
- 21 Social – Winston's Sport Café, Rockville, MD
- 22-24 Vintage at the Vineyards – Shelton Vineyards, Dobson, NC ⁽¹⁾
- 23 Leukemia and Lymphoma Society Car Wash – Convenience Car Care, Manassas, VA
- 30-31 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV
- 31 Roundel Karting Run #6 – Allsports Grand Prix, Sterling, VA

June

- 4 Social – VA Location TBD
- 7 Spring Golf Outing – South Riding Golf Course, South Riding, VA
- 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 Do-It-Yourself Extra! #1 (Ladies DIY) – Martin Motorsports, Alexandria, VA
- 13 Autocross Points Event #3 – State Police Training Center, Sykesville, MD
- 14 Roundel Karting Run #7 – Allsports Grand Prix, Sterling, VA

- 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
- 28 Hooters Car Wash – Rockville Hooters, Rockville, MD
- 28 Roundel Karting Run #8 – Allsports Grand Prix, Sterling, VA

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
- 12 Roundel Karting Run #9 – Allsports Grand Prix, Sterling, VA
- 11-12 Pittsburgh Vintage Grand Prix – BeaverRun, Big Beaver Borough, PA ⁽¹⁾
- 16 Social – Montgomery Co. MD Location TBD
- 18 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 26 Roundel Karting Run #10 – Allsports Grand Prix, Sterling, VA

August

- 6 Social – VA Location TBD
- 8 Autocross Points Event #5 – State Police Training Center, Sykesville, MD
- 9 Roundel Karting Run #11 – Allsports Grand Prix, Sterling, VA
- 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 – Ellicott City, MD to Bel Air, MD
- 23 Roundel Karting Run #12 – Allsports Grand Prix, Sterling, VA
- 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 Do-It-Yourself Extra! #4 (Ladies DIY) – Martin Motorsports, Alexandria, VA
- 12-13 Drivers' School – Virginia International Raceway, Tarheel Chapter ⁽¹⁾
- 13 Roundel Karting Run #13 – Allsports Grand Prix, Sterling, VA
- 17 Social – Montgomery Co., MD Location TBD
- 19 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 20 Roundel Karting Run #14 – Allsports Grand Prix, Sterling, VA
- 26 ChapterFest 2009 – Bowie Baysox Stadium, Bowie, MD
- 26 Autocross Points Event #7 – Bowie Baysox Stadium, Bowie, MD
- 28 Oktoberfest 2009 begins – Road Atlanta, GA ⁽¹⁾

October

- 1 Social – VA Location TBD
- 4 Roundel Karting Run #15 – Allsports Grand Prix, Sterling, VA
- 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
- 17 Fall Golf Outing – Lake Presidential Golf Course, Upper Marlboro, MD
- 18 Roundel Karting Run #18 – Allsports Grand Prix, Sterling, VA
- 24 Autocross Points Event #8 – Bowie Baysox Stadium, Bowie, MD

November

- 1 Roundel Karting Run #17 – Allsports Grand Prix, Sterling, VA
- 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
- 15 Roundel Karting Run #18 – Allsports Grand Prix, Sterling, VA
- 19 Social – Montgomery Co., MD Location TBD
- 29 Roundel Karting Run #19 – Allsports Grand Prix, Sterling, VA

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

⁽¹⁾ not a National Capital Chapter event

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

Autocross Event #2 – Summit Point Raceway, Washington Circuit

Saturday, 2 May 2009
Summit Point, WV 25446

A low-speed, competitive driving series, held on courses marked by cones in parking lots. Please see the website for details and registration information.

Deutsche Marque Concours

Sunday, 3 May 2009
Nottoway Park
9601 Courthouse Road
Vienna, VA 22027

We are gearing up for 2009 as you read this, and planning for our Concours D'Elegance major events. 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. This year, we have already reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. We will mark the entrance with large car club banners so that you cannot miss it.

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 at \$10 each. There is no charge to attend the concours as a spectator. And, 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.

Event Schedule:

- 8:30 a.m. – Field opens to show participants for placement onto the field.
- 9:00 a.m. – General admission starts.
- 10:30 a.m. – Judging begins. If you would like your car to be judged, PLEASE have your car on the field by 10:00 a.m. We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!
- 3:00 p.m. – Wine and Cheese Reception — Awards for all clubs will be presented at the Wine and Cheese Reception.

Pittsburgh Vintage Grand Prix Celebration

Friday, 10 July to Sunday, 19 July 2009 (*advance notice*)
Hosted by the Allegheny Chapter – Pittsburgh, PA
By Eric Zagrocki, Allegheny Chapter

BMW is the Marque of the Year for the 2009 Pittsburgh Vintage Grand Prix and the Allegheny Chapter has a very special 10-day BMW Celebration planned!

The highlight of the PVGP is always the Schenley Park Weekend, July 17-19th. This year, the Schenley Park weekend starts on Thursday, July 16th with a vintage car Covered Bridges Tour in nearby Washington County, PA. A welcome reception takes place Thursday night at the host hotel, the Greentree Marriott. The Celebration continues on Friday, July 17th, with a driving tour to the Laurel Highlands featuring lunch at Nemacolin Woodlands Resort and a tour of the Frank Lloyd Wright designed house, Falling Water. A reception at the Heinz History Center takes place Friday night. The Allegheny Chapter expects that 300 BMWs will participate in the show at Schenley Park on July 18-19th. Members of the BMW Vintage & Classic Car Club of America will be attending and several historic racecars should be on display. A judged concours will take place July 18th. Marque of the Year registration includes catered lunch, parade lap of the track and other benefits. The PVGP is the only vintage race in the country that takes place on city streets and in 2009, a BMW only race will take place in Schenley Park featuring 2002s, CSLs and other vintage and historic BMW racecars.

Other activities planned over the 10 days include a drivers' school at BeaverRun on July 10th, a club race, car show, picnic and gala on July 11th and 12th also at BeaverRun, car shows and cruises on July 13, 14 and 15th, and multiple receptions and tours through the balance of the week. Discount registration packages are available through April 30 for the Schenley weekend. Whether you have a vintage or historic race car, a 2002 or a new M3, the PVGP will offer a BMW Celebration like no other in 2009!

Over the past 27 years, the PVGP has raised over \$2.6 million for the Allegheny Valley School and the Autism Society of Pittsburgh.

Registration and hotel information available at www.pvgp.org. Inquiries: ejzagro@aol.com

Social – Glory Days

Thursday, 7 May 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.

Do-It-Yourself Extra! #3 – Road Race Technologies

Saturday, 9 May 2009
23700 Overland Park Drive
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 Extrat day at Road Race Technologies!

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.

Board Meeting and Social – Mi Rancho

Wednesday, 13 May 2009
1488 Rockville Pike
Rockville, MD 20852

A quorum of the Elected Board members join Program Chairmen and other interested chapter members to discuss issues regarding the operation of the club in a loose, fun atmosphere with good food, friends, and plenty of time to socialize.

Social – PubDog

Thursday, 14 May 2009
8865 Stanford Boulevard
Columbia, MD 21045

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 – Curry's Auto Service

Saturday, 16 May 2009
5611 Wellington Road, Unit 119
Gainesville, VA 20155

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

Please see the website for details and registration information.

Roundel Karting Run #5 – Allsports Grand Prix

Sunday, 17 May 2009
45915 Maries Road
Dulles, VA 20166

Learn about kart racing, get tips from experienced drivers, practice and/or prepare for competitive Winter Kart League, or race just for fun. We race every other Sunday at 2:30 p.m. Registration opens at 8:00 p.m. Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

Social – Winston's Sport Café

Thursday, 21 May 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.

Vintage at the Vineyards

Friday, Saturday, and Sunday 22-24 May 2009
Dobson, NC

The Vintage at the Vineyards is at a new and bigger location this year because of its popularity. Scott Sturdy, the organizer expects over 300 slightly aged BMW's this year. Registration details along with lodging information is available on the event website. Hurry on making reservations at the host hotel as it can only accommodate a limited number of people. BMWNA, BMW Foundation, Liberty Mutual and Blunt Tech are sponsoring this event. Please see the website for details.

LLS Charity Carwash – Convenience Car Care

Saturday, 23 May 2009
9145 Centreville Road
Manassas, VA 20110

Come out and join the fun at the Second Annual Leukemia and Lymphoma Society Charity Carwash at Convenience Car Care in Manassas. In the 2008 Charity Carwash Season, exit polls showed conclusively that the LLS Charity Carwash outpaced all other charity carwashes for customer satisfaction. While we do like to move them on through, the LLS Charity Carwash takes the time to scrub the wheels, dress the tires, and dry with a chamomile – that's the kind of service you definitely won't get from all the teenybopper charity carwashes up and down the strip on a sunny summer afternoon. We trounced them last year, and we plan to do it again! Sorry, I got a little carried away.

The LLS Charity Carwash did raise over \$2,000 last year for LLS research, including a very generous \$500 donation from Timmy Tyrrell of Convenience Car Care, and a matching donation of \$1,000 from the NCC. If you don't need your car washed, this is a great opportunity to come out and contribute a couple hours to a worthy cause. Bring the kids, it's fun for the whole family, and we feed all car washers, sign-waivers, and helpers.

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

Drivers' School – Summit Point, Shenandoah Circuit

Saturday and Sunday, 30-31 May 2009
Summit Point, WV

The National Capital Chapter operates two types of driving schools: Highway Safety Schools and Drivers' Schools. While the methods of instruction and the target audience for these schools differ, they share a common goal: to 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. Please see the website for details and registration information.

Roundel Karting Run #6 – Allsports Grand Prix

Sunday, 31 May 2009
45915 Maries Road
Dulles, VA 20166

Please see the website for registration information and other details.

Social – VA

Thursday, 4 June 2009
Location TBD

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.

Spring Golf Outing – South Riding Golf Course

Sunday, 7 June 2009
(Fee Due by 21 May 2009)
43237 Golf View Drive
South Riding, VA 20152

NCC Spring 2009 Golf Outing, Breakfast & Drive. Come join fellow NCC members for an afternoon of golf, good food, and great company. We will hold our 2nd annual Spring outing this year at South Riding golf course. We had an outstanding time last year and look to continue that tradition with another great event. This year we're adding an optional Breakfast & Drive before our golf outing, starting in MD, over the Potomac River via Whites Ferry, and onto South Riding. Breakfast and drive: 9:00 a.m. Location: TBD. Tee Time 2:00 p.m.

Stroke play format, \$30-\$40 for members, \$50-\$60 for non-members (still working on the fees). Entry fee will include green fees, cart with GPS, practice balls, dinner, and dedicated parking. First come, first served, maximum of 32 players. Register and payment must be received by May 21st. Please see the website for the latest details and registration information.

Board Meeting and Social

Wednesday, 10 June 2009
Location TBD

A quorum of the Elected Board members join Program Chairmen and other interested chapter members to discuss issues regarding the operation of the club in a loose, fun atmosphere with good food, friends, and plenty of time to socialize.

Social – Columbia, MD

Thursday, 11 June 2009
Location TBD

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.

4th Annual Marque Madness Performance Drivers School

Thursday and Friday, 11-12 June 2009
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."

\$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.

Autocross Event #3 – MD State Police Training Center (MSPTC)

Saturday, 13 June 2009
7310 Slacks Road
Sykesville, MD 21784

A low-speed, competitive driving series, held on courses marked by cones in parking lots. Please see the website for details and registration information.

DIY Extra! (Ladies DIY) – Martin Motorsports

Saturday, 13 June 2009
460 S Pickett Street
Alexandria, VA 22304

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

Please see the website for details and registration information.

Roundel Karting Run #7 – Allsports Grand Prix

Sunday, 14 June 2009
45915 Maries Road
Dulles, VA 20166

Please see the website for registration information and other details.

Social – Winston's Sport Café

Thursday, 18 June 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.

Do-It-Yourself – Intersport Auto

Saturday, 20 June 2009
1524 Springhill Road Unit H. S.
McLean, VA 22012

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

Please see the website for details and registration information.

Street Survival – ADESA

43375 Old Ox Road
Saturday, 20 June 2009
Dulles, VA 20166

The goals of the Street Survival program are to teach new drivers some of the basics of car control, to enhance their enjoyment of driving and to improve their competence as drivers. We want the students to understand how their actions govern a car's responses, and as a result, to become safer, more effective drivers on the road.

The students will become more observant of the traffic situations in which they find themselves. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too.

Students will learn how to properly use their own cars based on the physics of car control. They will learn how their cars feel and sound just before and as they exceed the limits of tire adhesion in a controlled situation, helping them to avoid accidents in actual everyday driving situations where they might experience problems. Please see the website for details and registration information.

Highway Safety School – MSPTC

Maryland State Police Training Center
Saturday, 27 June 2009
7310 Slacks Road
Sykesville, MD 21784

The National Capital Chapter operates two types of driving schools: Highway Safety Schools and Drivers' Schools. While the methods of instruction and the target audience for these schools differ, they share a common goal: to 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. Please see the website for details and registration information.

Roundel Karting Run #8 – Allsports Grand Prix

Sunday, 28 June 2009
45915 Maries Road
Dulles, VA 20166

Please see the website for registration information and other details.

Hooters Charity Carwash – Hooters of Rockville

Sunday, 28 June 2009
1584 Rockville Pike
Rockville, MD 20852

We're bringing back an old favorite, the Hooters Charity Car Wash 11 a.m. - 3 p.m. Please see the website for details.

2008 Vintage at The Vineyards.
Photo by Bill Williams.

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NAB Detail Session

By John McWilliams

The joint marque detailing session took place on Sunday, March 29, 2009 at the NAB Auto Appearance Salon at 2414 Oakville Street, Alexandria, Virginia. Attendance was approximately 48 members from the local BMW, M-B, and Porsche clubs.

The three-hour session was led by Yomi Baruwa, manager of NAB's Alexandria facility, with nearly 20 years experience in car detailing. This was a true "hands-on" activity, with Yomi focusing exclusively on a member's silver BMW 645i convertible. Yomi's emphasis was on detailing the car correctly, but minimizing the labor involved. This meant the use of electrical polishing and waxing machines rather than doing these activities by hand.

The depth to which Mr. Baruwa went to complete the tasks and answer attendees' questions left us unable to get to the interior, engine, or storage compartments. Hopefully we will be invited back to learn more about these areas.

The following comments are in essentially chronologically order:

Cleaning the Car

1. If your car is medium or light in color, it's fine to use a wool or rag hand mitt, with virtually any auto detergent. For dark colored cars he suggests only using a sponge, so that no dirt is ground into the surfaces. Make sure your detergent pail is filled (don't scrimp on volume), and use a "grit guard" insert on the pail's bottom to allow dirt from the sponge/mitt to sink to the bottom. An even safer approach is to use separate buckets for detergent and rinse water.

2. Get a very soft bristle hand brush to reach dirt in the car's exterior crevices that cannot be reached by the sponge/mitt.

3. Hose the car off, using a chamois to dry it thoroughly.

4. If it seems that detergent and a clay bar are not sufficient to thoroughly clean the car's exterior, Yomi demonstrated cleaning with a combination tar/grease remover spray plus the use of a plastic "razor-blade" to get rid of small contaminants adhering to the car's surface (especially aft of the wheel openings).

Rims/Tires

1. Removing encrusted brake dust from a car's rims is perhaps the most difficult job in detailing. Yomi's approach is somewhat controversial: the use of an acid product, in various proportions, until the rims are clean. Yomi uses stiff wire brushes, very fine steel wool (grade #4 0000), and selected levels of acid spray. Ouch! This technique is obviously best used by those with experience.

Exterior

1. Before polishing/waxing the car, Yomi indicated that he prefers using a clay bar with a liquid lubricant (quick detailer products, soapy water, glass cleaner, spray wax) to give the car a final cleaning. It is lightly dragged across the surface until it slides smoothly. The clay bar is used by NAB detailers as a substitute for polishing. More on this later.

2. To prevent polish and wax from getting into the car's many crevices, Yomi spends considerable time using masking tape and plastic sheeting to cover

areas of the car where hardened polish/wax would be time consuming to remove. Specially fitted tire covers prevented liquids from spotting them up.

3. Polishing is done to remove and smooth light scratches. The speed of the machine, along with the pad and polishing liquid, produces heat that can correct flaws in the painted surface. Varying degrees of correction can be achieved depending on the speed of the machine, force applied, pad and polish selection (fine to coarse). Pads vary from heavy cut to less aggressive, to wax application or removal. For the Malco pads used by NAB, Yomi suggests never using the yellow pads on a dark car. He also believes that compounds are too aggressive for most of the paint problems he sees.

4. Yomi demonstrated three types of electric power polishers/waxers. The familiar Porter-Cable and DeWalt units sell for roughly \$150-\$200. The Cyclo Polisher unit contains two circular wheels, rather than one, and seems to have a more industrial feel than the other two. The Porter-Cable and DeWalt detailing kits usually come with 3-4 pads, for fine polishing and waxing, more rigorous polishing and waxing, and a pad for finishing. These pads are available from various manufacturers such as: Malco, Lake Country, Sonus, and Meguiar's. The normal speed for applying polish and wax is 1,000 rpm.

5. NABs detailers use a special liquid wax/sealant combination that offers the gloss of an automobile wax, plus the hardness of a paint sealant. NAB claims that this combination guarantees exterior protection for up to three years. The product is called "GEM Formula T5 Acrylic Sealant with P.T.F.E."

6. After waxing the car, wipe it down with a microfiber cloth.

*Daren Hadrath at the 2008 DMC.
Photo by Bill Williams.*



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Displaying a car is all that?

By Bill Williams

2007 and 2008 were good years for participating in car events along the east coast. Most of them involved displaying and showing the 1972 2000tii touring; ranging from displaying the car for dealerships to showing it at full concours. At each event, I learned much about the how and why of displaying a car at a car show.

Now, this is where I hear the drivers flip the page and move on, the casual car show guys start to comment on how this stuff is way over the top and the true concours folks say, been there done that. So who is left reading? Not sure but I will continue to write.

In true journalistic form, I will put the important thing first. Education is the most important part of any car event and especially car shows. Not only educating those about the car you present but taking the time to be educated about the people and cars around you. Disappointing is the exhibitor who *only* shows to show, *only* shows to win, and *only* shows to show off. Not much is gained from these types of exhibitors.

Now you have learned one thing; those who present their cars at car shows are usually referred to as exhibitors. Kind of a neat word, too. At some shows, exhibitors get to park on the show field to show off their car, get a fancy name tag on a lanyard of a sponsor, a dash plaque, poster, shirt, commemorative license plate and often get them at no cost. It is one of those counter-intuitive things, the lower level shows, usually charge an entry fee, the higher end invitational shows, the ones with the really expensive cars, there is no entry fee. Go figure that. However at the higher end shows, the organizers make their money in other ways. Make their money is usually not in a profit sense, most proceeds from shows goes to someone's favorite charity. Those proceeds come from art sales, tours through the local countryside, receptions, dinners and sales of swag. The price of those events far exceeds the cost so there is plenty left over for the charity. I guess that is a good thing.

The biggest problem with the education part of car shows is time. There is never enough. The

exhibitor is constantly juggling the dilemma of sticking around the car to answer questions or roaming to annoy other car owners with questions (My question to other owners is, "tell me about your car". That gives them the opportunity to tell me what is most important to them). Most shows request the owner to be at the car when the judges are judging the car. Depending on how shows are judged, that can be most of the day. Some shows just use one team to judge a car and once they appear and disappear, then the exhibitor is free to roam and annoy. Other shows use teams to judge. The judging is not complete until all the teams have assessed the car. At well-organized shows they will use a method to alert the exhibitor when the car is judged.

But why show a car is probably the basic question. The answers, however, are far more than basic. The answer for each exhibitor is arrived at in many ways, sometimes along a very circuitous path often not well defined. Exhibitors often show to win, to share, to get a good parking spot, to find out how well the restoration went, pride of ownership, add value to the car, gain recognition for the car, owner, restorer, or to achieve a goal. All of these answers and the ones not penned are valid when you think about them. The answer most criticized, is the exhibitor's answer "to win." Not-so-kind words about preparation time spent, parts spared while getting the car to event, methods used for protecting the car, and of course the derogatory reference to the exhibitors best good friend, the Q-tip. I may have been among those with these comments at one time. But, if the answer is to win, why should criticism be levied against someone going all out to win? The racecar driver is rarely criticized for his desire to win and for utilizing the best mechanic, the best technology, or being the best driver. Not sure why the exhibitor is criticized for a winning spirit. If a car show is to have a winner, then competing with the right spirit should be an OK thing.

After an exhibitor decides to display a car, many more questions start to surface. Questions that enter an exhibitor's mind early in the concours process are, what levels of display are there, which class do I show in, how long does it take to prepare the car, and what preparations do I need to make? Then questions about show time, how do I display the car, windows down, tools, manuals, floor mats, spare tires, and what about rags down time?

Shows may have both classes and levels of display. Classes are logical groups of cars determined by the organizers. Logic can be age, marquee, or specialty. Levels of display usually determine what parts of the car are judged. Some

Craig Fitzgerald, Editor of Hemmings Sports and Exotic Magazine, questioning Bill Williams about his entry in the 2008 New England Concours d'Elegance.



(Above) Ruth Williams explaining to the judges at the Hilton Head Island Concours d'Elegance why the lights do not work on her touring. (Below) Chris Isaccson judging Rich Pople's 1974 2002 Turbo at the 2008 Deutsche Marque Concours.

levels of display judge the exterior and interior. Those two areas are usually at the entry level. Advance levels of display add the engine compartment, the storage areas and at the top level of display class, the undercarriage. Determining classes and levels of display are an organizers nightmare. The organizers always wonder who will show up and with what car. They often have no idea what classes to set and what levels of display to offer. The solution to this dilemma is pre-registration. Asking for exhibitors to pre-register has its pitfalls too. Many exhibitors do not want to commit in advance. They wait for a better deal, permission, or good weather. It is always a strategic question for the organizers to require pre-registration. So if your answer is to display in a show, commit to the event, commit early, and keep the commitment. A well-organized event will make every effort to post classes and display levels in advance of the event. Really well organized events will post the rules and judging criteria in advance of the events.

The amount of preparation that goes into a car depends on the exhibitors desire to compete, knowledge, time, tools, and condition of the car. Our chapter sponsors car care clinics and concours prep clinics, so not much time will be spent here to discuss that. These clinics provide the manner and time it takes to really prep a car for a show. Or about \$500 to a detailer will do the trick too. The level of preparation will directly relate to the level of the show, the class entered, and the desire to show well.

Show time. The gates open. You drive in. If the organizers have enough help, expect to be

greeted at the gate and shown where to go. If you are at a show where you are escorted to your spot, feel really special. Again, pre-registration helps the organizers plan for parking. If there is no pre-registration, expect some iteration of carnival style parking. First thing you do is register. This lets the organizers know who posted and lets the exhibitor know what is expected for the day. Usually there is a number and information plate to be displayed on the car, a set of rules and judging sheet to be read and dealt with, a commemorative item to cherish and maybe tickets for a complimentary beverage or reception. So go through the packet quickly and get on to prepping the car. Pay attention to the rules about proper display and rags-down time. Adhere to both. A good chief judge will levy penalties for violations. Violations can vary from point deductions to disqualification. Going over a rags-down time, especially after warnings, will always result in a DQ. Don't get mad at anyone other than yourself if you are disqualified. You were disqualified in fairness to the other exhibitors.

Display rules will outline how the car looks to the judges. Expect the rules to be explicit on position of windows, hoods, trunk, vents, sunroofs, convertible tops, floor mats, ashtrays, glove boxes, spare tire, tool kit, owner's manual, and signs and past awards. Respect the rules and make everyone's experience positive. Shows that ask exhibitors to keep hoods and trunks closed, until asked by the judges to open, provide for better photo opportunities but often disappoint the spectators.

Scoring is on a points deduction system. The judges will start with the maximum points ranging

from 400 to 10. Many people are more familiar with a 100-point system. Judges are instructed as to what constitutes a deduction and what is the lowest deduction allowed. Usually the lower the total point value, the smaller the minimum deduction. 100-point contests allow judges to deduct as low as 1/2 or 1/4 point deductions.

As the judges judge, and you get a sick feeling in your stomach or ask your buddy why would sane people do this, respect their space and do not interfere. React to their questions and show your appreciation of their knowledge and time. Do not ask about scoring or what they discover. A good chief judge will make your scoring sheet available after the event. There should be no secrets. If the sheet is not made available, that is not a show to return to. Some high-end shows will request that the exhibitor start the car and demonstrate that everything works. That can be a surprise if you are not ready for it. This exercise can be used as a tiebreaker.

Cleanliness or authenticity is another debate you hear among the concours crowd. On one side of this discussion, cleanliness and appearance rules, on the other side, authenticity, originality, or rarity takes top billing. You usually find the car the exhibitor owns dictates the side taken. No resolution offered here, just a point to be made. To further understanding and education, there needs to be clarity from the judges on what constitutes originality or authenticity. Is originality defined as not restored or restored to original condition? The antique automobile associations have clearly defined rules on what they call the preservation class. The preservation class is a class of mildly restored cars. The rules allow for changes of maintenance items, tire, hoses, belts but only allow slight modifications and repair to paint and upholstery.

We have waded through what it takes to display a car; it seems tiring, and it is, but it gives the owner time with the car that we all enjoy. That is a good thing.

Make a decision to display and see you at the Deutsche Marque Concours d'Elegance, May 3, 2009, Nottoway Park, Vienna, Virginia.





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A Real Piece of Art,

The Remaking of a 1937 328 or Throw Your Cherry Tree into the Pond.

Photography by Raine Mantysalo and Gretchen Carroll

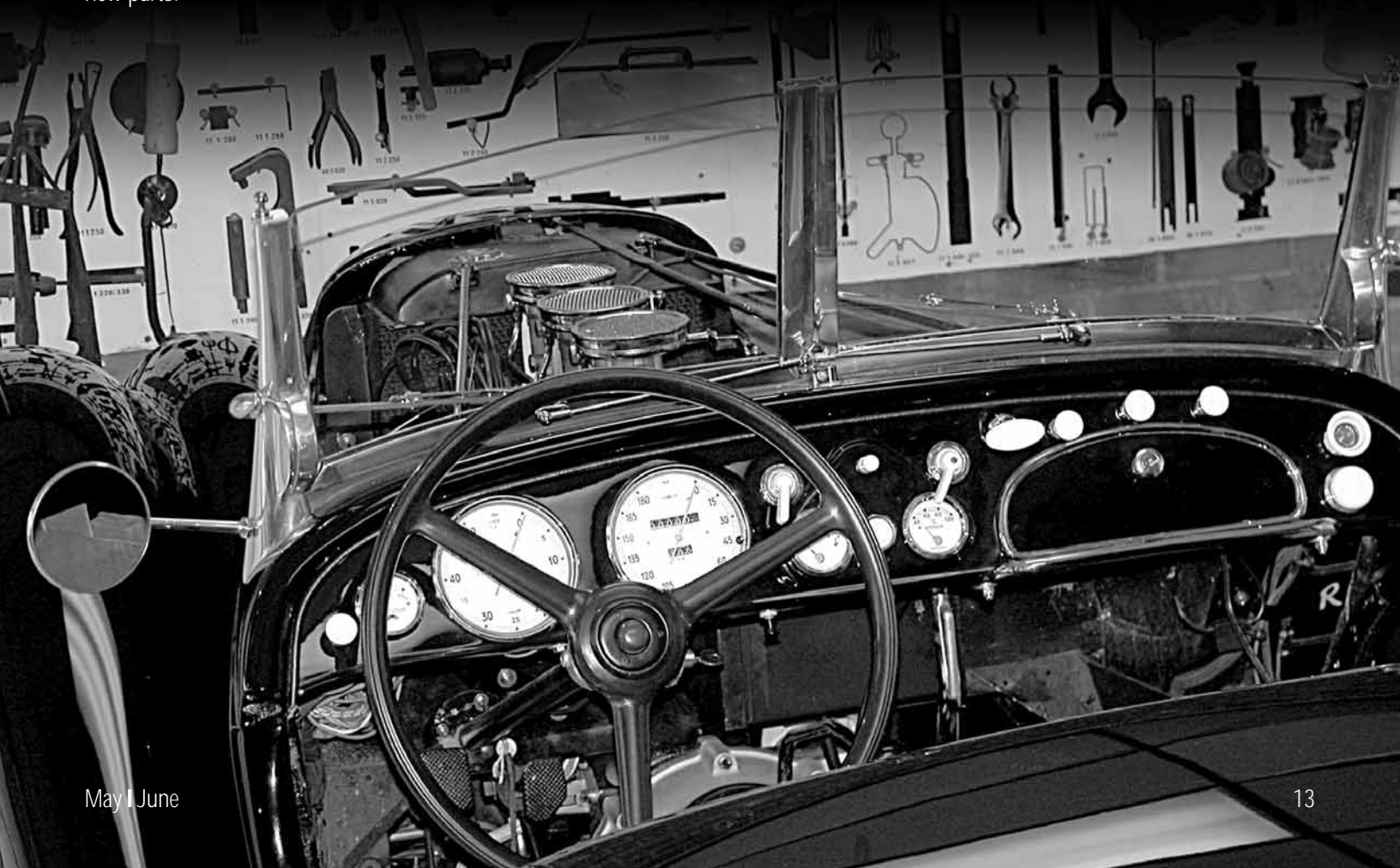
Images scanned from original BMW 328 sales brochure

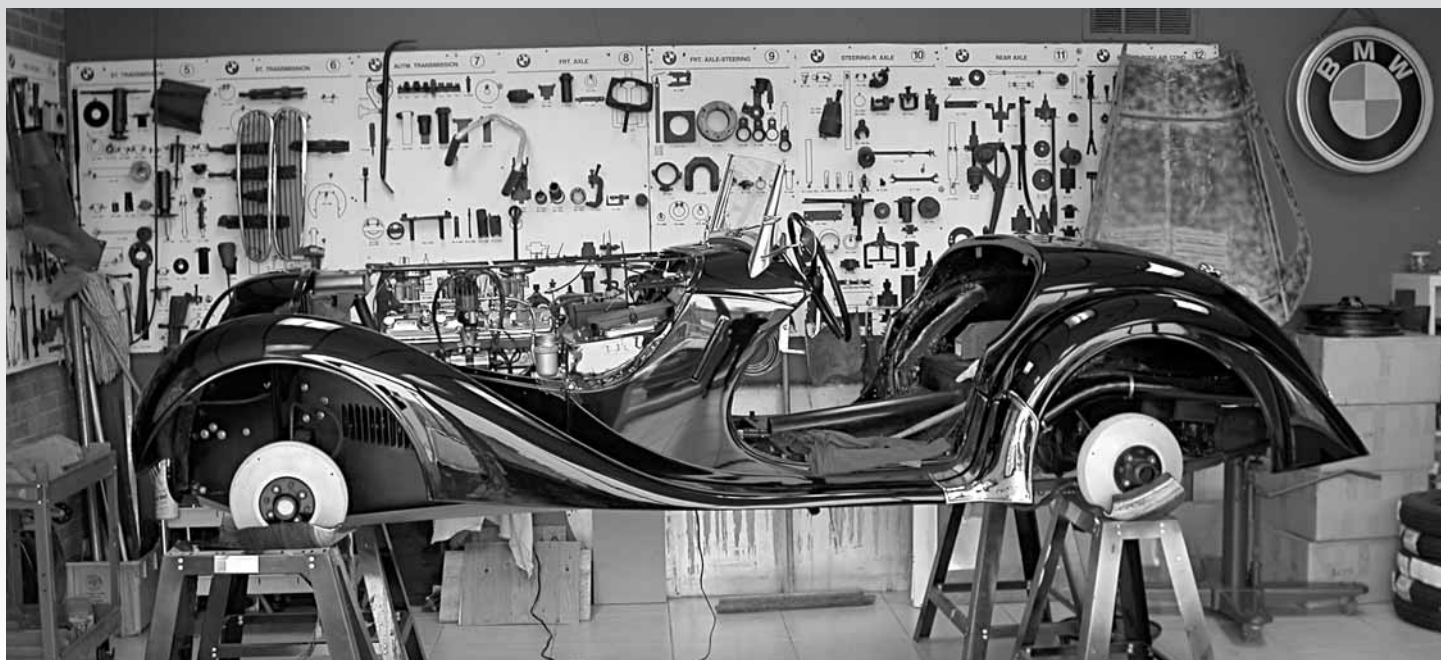
In Road and Track we read,

"A 'Glass Workshop' was constructed in the shadow of BMW's multicylindrical world headquarters in Munich, Germany. The project, based on an original 1970s body shell, was spearheaded by Klaus Kutscher, head of the BMW Mobile Tradition workshop, and master mechanic Arthur Herrmann". The article goes on to chronicle BMW's effort to rebuild a 1972 2002tii from mostly new parts.

In der Bayerische, we read,

In the shadow of federal office buildings at BMW Excluservice in Rockville, Maryland, is another 'Glass Workshop'. It is where a 1937 328 that once arrived in boxes is being resurrected by longtime BMW master mechanic Lothar Schuettler.





Right here in our Chapter we have the rebirth of what I believe to be the finest example of a pre-war BMW anywhere including Germany. That is a bold statement seeing that this is the first 328 I have seen; but it definitely confirms my fascination with what is going on in Rockville. The visual impact of what was happening in "Lothar's glass showcase" was surpassed only by his passion as he told me about his love for the car, and the odyssey of its restoration.

My first impression walking into the workshop was the workbench and the vast collection of vintage tools arrayed on authentic BMW tool boards used for restoration and fabrication. As I looked at the workbench and tools, Lothar sensed my fascination and stepped over to tell me what I was peering at. On the bench was a piece of old metal, smaller than a matchbox, which the craftsman was transforming into a polished bracket that holds the top of the two pieces of the windscreen together. In the corner I spotted an old piece of plasterer's lath, "OK, tell me more," I asked, to which he said, "if you want new, you fabricate."



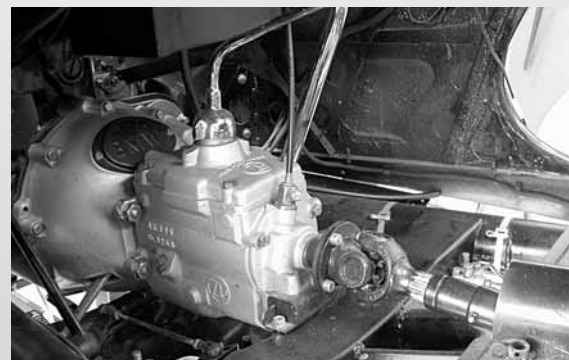
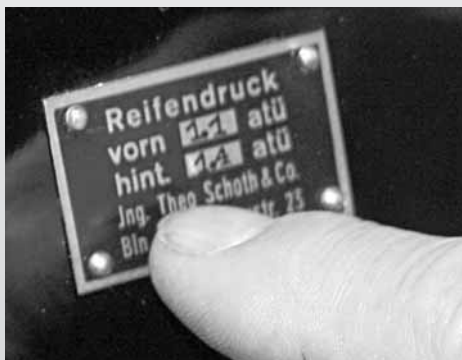
(Top) 1937 328 in the final stages of restoration in front of nice collection of vintage BMW tools. (Above) The smile says it all. Lothar Schuettler, owner of BMW Excluservice, has been working on and restoring BMWs all his life.

In the mind of the restorer of old things, everything seems possible. Since the long, stately kidney grills on the 328 are long past NLA, Lothar's ingenuity led him to a piece of lath that strikingly matches the original grill. In order to recreate the curve of the signature kidney grills, the vertical and horizontal bars need to be shaped to the kidney outline. Each horizontal bar must be cut to shape and soldered to the outside frame. Nothing is easy. Can it get more intriguing?

Yes it can, with the story of the cherry tree: The 328's frame has wooden pieces augmenting the steel frame. Naturally we can assume that these pieces were badly deteriorated and needed to be replaced, but a quick look at the parts catalogue shows us the dreaded NLA again. So Lothar went to his pond where some years ago he chucked a piece of a cherry tree to preserve it. He retrieved the tree from the pond and, with a chain saw and a band saw, fashioned new frame pieces from it.

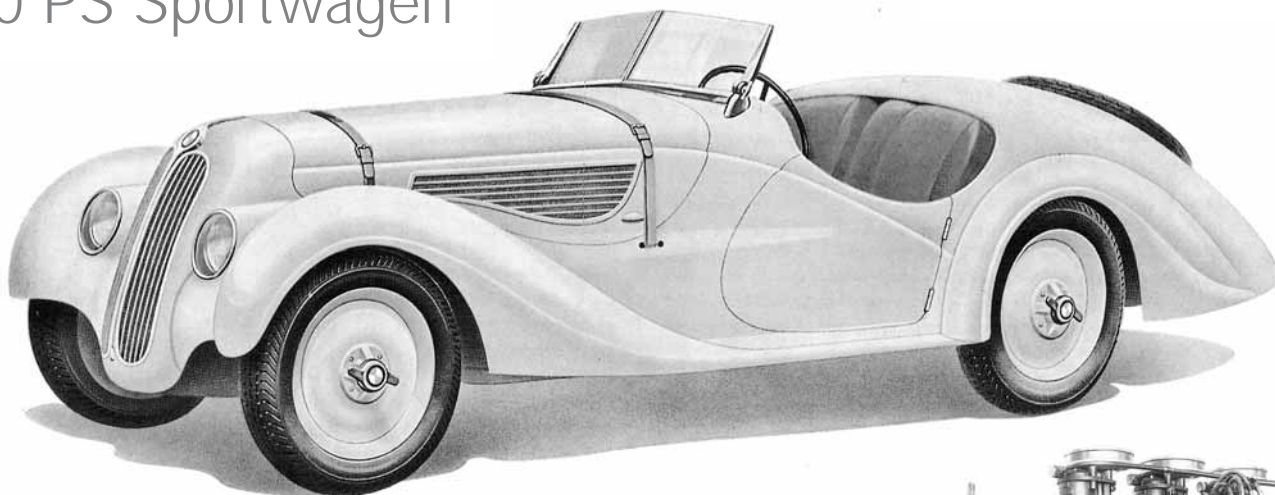
Still not really seeing the piece of art sitting in the room, my attention was drawn to the brand

(Below left) Tools complete with hammer to release the patented quick-release attachment on the wheels. (Below center) An engraved and enameled metal plaque shows the tire pressures, front and rear, along with the dealer's name and city. (Below right) Original ZF four-speed gearbox, third and fourth synchronized.

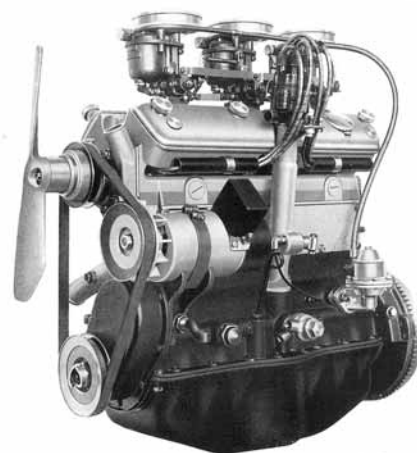
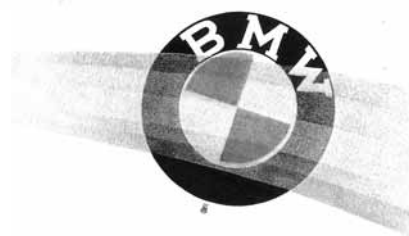


80 PS Sportwagen

Images scanned from original BMW 328 sales brochure.



(Above) The 328 as it was in volume produced trim and as most, they were white. (Center) BMW logo on the original sales brochure. (Right) R. Schleicher's and R. Fleming's unique valve gear design used for over 20 years.



new-looking small metal plaques on the motor and side of the car. The one on the motor had the familiar firing order we see on our classic BMWs, but with the name Schleicher & Co. Lothar patiently explained that Schleicher and Company was a tuner, much like Alpina or Schnitzer; Schleicher had tuned this car for race trim and boosted the horsepower from the stock 90bhp to 130bhp. A 1991 letter from BMW Classic Car's M. Brodowski, in Lothar's archives, stated, *"the Schleicher head gives a bit more power with larger valves and holes but the ground base is standard..."*

Close to that plaque was a much smaller engraved and enameled plaque fastened to the inner fender (again the fasteners were fabricated by Lothar from modern rivets) that gave the recommended tire pressures along with the dealer's name and city. Can you imagine a dealer today being content to have their name on a plaque under

the hood in 10-point type rather than emblazoned on the trunk lid in two-inch letters?

Taking a breath for the first time since my arrival, I backed up a step, and took in the artistry of the swooping fenders and graceful lines of the immaculately painted 328. Still on stilts (as Lothar's partner, Gretchen, called them), the car looked like an art piece in a display case. Walking around with my jacket zipped up, pockets closed so as not to cause a scratch, I observed what I had come for – a very rare car undergoing a first-class restoration.

Luckily for the readers, lest we miss an important detail, my tour of the car was guided not by my untrained eye, but by a true craftsman with decades of experience. Starting inside the front clip, we observe one of the only parts not stock to the car – an oil filter. The 328 had an oil

cooler but no filter. The filter housing is cleverly located so as not to disturb the originality of the car. The original oil line that went to the cooler was just rerouted to the filter housing so it could be returned to original dress if needed. Right behind the oil filter is the massive oil cooler that could easily be mistaken for the radiator. Parted in the middle, with a larger gap at the bottom, the larger gap gives way to what could again be mistaken for something other than what it is. Protruding in between the oil cooler is a large "horn." A horn, yes, but not really a horn. The horn is the receptor for the crank handle to start the car in case the electric starter failed. The

(Below left) Creating "new" kidney grills from plasterer's lath. (Below center) Single central camshaft design. The cam drove the inlet valves and the exhaust valves driven by pushrods and rockers. (Below right) Old semaphores were beyond saving. Lothar fabricated replicas.



receptor was horn-shaped so as to eliminate damage to the oil cooler or the radiator by errant placement of the starter crank.

Moving toward the firewall, we noticed movable louvers running vertically in front of the radiator, hidden behind the oil cooler. The 328 was not equipped with an automatic thermostat; a lever was used to rotate the louvers to vary the amount of air passing through the radiator – which regulated the water temperature.

The 328 would make any plumber proud. Underneath the car is an intricate maze of brass/copper pipes originating from a reservoir under the hood. Again, no automatic anything, inside the cabin a foot-pump exists to oil the moving parts on the car. The system of oil reservoir, foot-pump, and lines supplied lubrication to the chassis components including the shackles. The lines shining even in the dim light under the car are original; however, the shine is new, supplied by Lothar standing for hours over the buffing wheel.

The drive train is a straight six modified to the Schleicher standards with the three original, polished and rebuilt Solex carburetors. A fabricated stainless steel muffler will surely provide just the right note. Connected to the motor is an original ZF four-speed transmission. Most 328s are retrofitted with Volvo transmissions for ease of shifting and dependability. The pilot of this car must be eighteen-wheeler trained. First and second gears are not synchronized, double

clutching required.

A glance from the side reveals not only the sexy swooping fenders and running boards, but wood-framed suicide doors with gleaming chrome latches. With a twist of the wrist from the cabin, semaphores, or retracting lighted turn signals, emerge from the side of the car. Truly a touch of class. Not only class but also a labor of restoration love. The semaphores were all but gone when Lothar got the car, but with old-world craftiness and passion, he created new ones. Moving to the rear of the car it is what we do not see that amazes. Photos of other 328s show rear taillights mounted on the fenders. Those are after-thoughts added for safety, original cars did not have them, and neither does this one. But it does have the original lights on each side of the lighted license plate, which reads 37-328S. The European plate is matched by Lothar's US registration and plate 37-328S. Clever. The oversized gas cap may be one of a kind. It has the BMW Roundel and the words Open and Closed, in German, on the cap. Those are just not seen on 328s.

The chrome, all refinished by Paul's Chrome and Plating in Pennsylvania just screams perfect. The paint flawlessly reflects everything in sight. Lothar reports the paint is acrylic enamel with the clear coat mixed in, and it is immaculate. The interior is still a work in progress. The seats are sewn in a deep, rich red with matching carpet. The other neat bits such as the straps and



(Top) From the design sheets: Frontring – chrome
Numberplate – ivory on plastic, Numeral colors – dark
brown, Index ring – dull gold, Illuminated. (Above)
Two-piece windscreen, each section removable.
(Below) Tachometer, speedometer of the same diameter,
fuel gauge, oil pressure and water temperature. Far right
is a cigar lighter and very rare map light in the place
of the stock cylindrical ashtray.



suspension girdles are already sewn and ready to go on. Small men may sit in the car and feel comfortable. I hope that sometime, I am both small and sitting in the car.

To look and marvel at the car is a neat experience; to hear Lothar tell the stories is divine. The car has a racing history, and Lothar has pictures to confirm it. How the car traveled to the United States is quite a story: In pre-war Germany all cars and drivers that raced had to be sponsored by a military organization. This 328 was an SS car. During the war, owners of military-sponsored race cars and other collectible cars "lost track" of their cars. The cars simply disappeared into places unknown. Then, at the appropriate time, they were "found" again.

It appears Baron Fritz Huschke von Hanstein, The Gentleman Racer, first owned the car. In a letter, von Hanstein writes, *"I have nothing of the old BMW racing days, because the Russians 'liberated' me from all my souvenirs of pre-war-time-life!"* He goes on to say, *"The car was sold through a Berlin BMW dealer, the trademark of whom you have copied. As we all had to be a member of one of the Nazi organizations to get our drivers licenses, I was SS and the car was even registered under the police number SS 333. The picture you sent was taken after my victory in a German Championship race 'Rund um Schotten'. Schotten is a little town not too far from Frankfurt".* In another letter von Hanstein writes, *"It was delivered in Berlin, because – as you can see from the number plate, 'SS 333' on old photographs, it was registered at the SS motor pool. To have the permission to race – the internazionale LICENSE – everybody had to be in one of the N.S. organizations and I preferred the SS to the more popular NSKK, where the big group of motorsport people were engaged. So this is one more sign PRO",* (that it belonged to von Hanstein). He continued, *"Concerning property, – the car was CERTAINLY STOLEN, – as 10,000s other ones by a soldier, who later sold it for ridiculous price of Dm3.500. to Rinz Waechter & Co."*

Lothar's car did the disappearing act in 1943 and reappeared in 1953 with new owner Walter Rinz. With the proper documentation to facilitate a sale and export, it was sold to a US GI, William Waechter. In a BMW archives letter from George Bluhosier:

*Fahrgest – Nr 85 014 wurde als 328 produziert
Farbe: Schwarz
Ausgeliefert im April 1937 an einem BMW
Handler in Berlin
Bei uns ist asl letzter Eigentümer ein William
Wachter in USA, Massacheseetts registriert*

The car was owed by Waechter until 1990 then sold to Dr. Jack Frasher, Jr. The car fell victim to an ill-fated restoration attempt during that time.



(Top) Solex triple "down-draught carburettors". (Above) Chassis number 85014 now in the hands of a gentleman. (Below) As the Roundel called it in a 1996 article, A Gentlemen's Racer.

Lothar became aware of the car in 2004, by then in boxes, and recognized its potential. He made the trip to Frasher's and "negotiated" with the owner, convincing him the car would be in capable hands. The deal was made, Lothar flew home to Maryland, hooked the trailer onto his truck, and headed back the very same day to exchange money for title and car, towing the car and boxes of parts home.

The BMW 328's history is documented in several publications so no need to paint that

picture here. However, one of the more interesting highlights is the victory in the 1940 Mille Miglia when Baron Fritz Huschke von Hanstein in BMWAG's 328 Super Leggera coupe drove away from the field by 25 miles in the last race before war consumed Europe. The Gentleman Racer and Baron won over Italy's Giuseppe Farina who, in 1950, became the first ever Formula One World Champion. In a 1992 letter about Lothar's car von Hanstein writes from Stuttgart,

"You are right, my identification number for this car was SS 333, – not the racing number which in this case was the 19. I am on the wheel and in second starting position at the race at Nurburgring, everybody in identical cars, as delivered by the factory. I had completely forgotten that I raced the car in white after it was delivered and that we later on decided to paint it black to decide it from the other drivers who had to be the NSKK members whilst we thought (wrongly) we were the better guys. I was the German Champion in 1938 and Helmuth Polensky, an old friend who lives now a mile from me here and whom I am going to dine with tonight, beat me in 1939, because he was 2 points ahead of me, when the Championship was stopped on account of the war and P. declared the winner."

So, will the Pittsburgh Vintage Grand Prix be the unveiling, with our minds racing back to the 1940 Mille Miglia and Nurburgring? I hope so and so does Lothar. He says his 502 has a hitch so if he can find a trailer, the 502 may tow the 328 to Pittsburgh. That will be a glorious site to behold!





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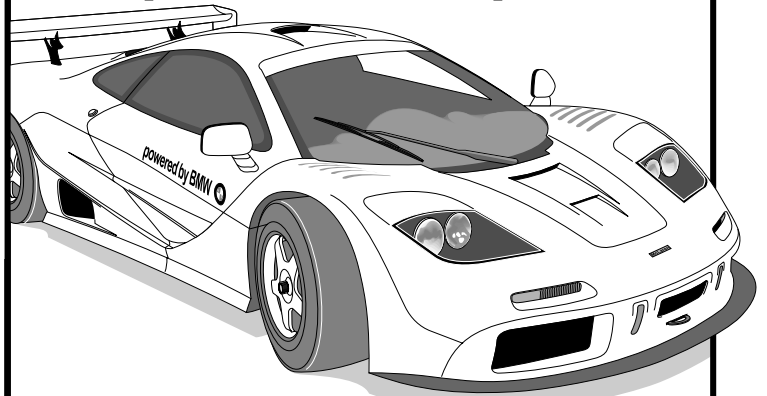


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May

Ultimate Owner: Jackson Hue
Profile: 2007 335i Coupe

Jackson Hue has always been passionate about BMWs as his father is a long time BMW enthusiast. From eyeing E36 M3s in high school, to wanting a E46 M3 in college (but without the means to own either), the dream of one day owning a piece of the Roundel heritage finally came true in July, 2008 in the form of an E92 335i. True, it's not an M but it's the first turbo 6 BMW has ever offered on the American shore. The potential of the N54 engine plus the historical meaning of owning the first force-induced BMW model in the U.S. just sealed the deal.

After looking long and hard for the perfect car, Jackson came upon this 2007 335i coupe, one-owner, dark blue beauty in a small Chicago dealership. This car had the looks down with OEM front lip, CSL trunk, light weight BBS LM-R wheels, and Bilstein PSS9 suspension. Since becoming the proud owner of his first



BMW, adding some "go" to the "show" became the primary goal as Jackson is on track to making his blue beauty into a 400+ hp beast.

Jackson has enjoyed every moment of owning his first BMW and looks forward to many more in the future.

June

Ultimate Owner: James Laws
Profile: 1989 635 and 1984 635i Euro

James Laws says he can't remember when he first saw the original 6 series BMW but after owning muscle cars, Datsun Z cars, a Jaguar, and other miscellaneous and hardly memorable cars he remembered the 6 series. He even owned what he likes to call an "imitation 635" which was really a 1989 Ford Thunderbird Super Coupe.

Flash-forward to 2005, James decided to look for a nice 635 to use as a weekend/nice weather car. Checking all of the usual spots (AutoTrader, BMW club sites, eBay) for the right car yielded nothing. Then on eBay a 1989 Cinnabarot 635 in near perfect condition was offered for auction. It became evident that the car was going to sell for more than he wanted to pay, but it had his attention so he continued to watch the auction. In the last hours of the auction James says that he rationalized bidding with the thought that buying a less expensive car would eventually cost him as much or more in getting it up to speed as would buying this car, which needed little or nothing, so the bidding began. He didn't win the auction, but then he received an email from eBay saying that the winner of the auction had backed out, inviting him to contact the owner and negotiate a sale. After talking to the owner repeatedly to try to get him to come down from his asking price, James thought he'd ask for pictures of the undercarriage and make a decision after seeing them. The request went out, the pictures came back, and the 6er had a new home.

Since that time changes to the 6er include; new



suspension to replace a defective SLS system, Cibie CSRs, E32 front brakes, stainless steel brake lines, Dinan engine and trans chips, and sport seats. However, after attending the Classics on the James Show in Richmond, Virginia, in 2006 with the owners of several E24 M6s and a hot rod E9, the need for more power and responsiveness became apparent. Browsing eBay is a risky thing for soon a 1984 Euro model 635 was offered with what he considered to be an extremely reasonable "Buy It Now" price. At first James tried to ignore the car, but once again he was drawn back to the auction. There was no activity or interest for most of the first week of the auction, but then action picked up. At this point James decided that if he was going to buy the car (note the shift

from ignoring it) he needed to do so before the "BIN" price was reached, so he logged on and hit the button in time to win the auction at the BIN price. The car was uneventfully shipped from L.A. to Baltimore by DAS, and was everything the seller had described including the bad paint.

Since its arrival on the east coast the euro has received a new paint job from Modern Body Shop in Kensington, MD, a new front wheel hub, stainless steel brake lines, new stereo head unit, and new hydraulic accumulator.

The two 6ers now share garage space and are getting to know a recently adopted big coupe sibling, but that's another story....



Do-It-Yourself at Convenience Car Care

By Rob Williams | Photos by Ken Hills

February 14th, Valentine's Day, a day set aside every year to celebrate love. Expressions of affection for our sweethearts on Valentine's Day typically come in the form of flowers, fancy chocolates, and a card.

It seems, however, that when Cupid's arrow struck some 18 NCC members back in February, they fell in love with their BMWs! Their devotion to their beloved was expressed with gifts such as new rear sub-frame bushings, fresh brake fluid, and a new set of shocks.

The 2009 Do-It-Yourself season got off to a roaring start with the first three events of the year at Convenience Car Care in Manassas, VA; the February event occurred on Valentine's Day. Timmy Tyrrell and his staff once again treated us to the professionalism and hospitality that has made them a perennial favorite with the DIY crowd. We had some 27 registrants for this event, but the weather was not great, which may have contributed to higher-than-normal number of no-shows. Phillip Cummings was the DIY officer on deck, and he did a fantastic job of keeping things running smoothly.

The following folks did suspension work on their rides: Oscar Benitez, replaced the rear sub-frame bushings and diff bushings on his

'88 M3; Kazi Islam did the control arm bushings and ball joints on his '00 740i; Sam Hsu put new rear shocks on his '02 M3; Paul Seto did the rear

sub-frame bushings on his '01 Z3; and Rod Hahn tweaked the coilover set-up on his '04 M3.

Brake work is always big at DIYs, the following people took advantage of a lift to get brake work done: Nick Nickas in his '91 Toyota pick-up; Doug Verner flushed the brake fluid in his '93 318i; Imogene Newsome replaced the front pads on her '02 325Xi; and Richard Prentiss replaced pads and also put a short shift kit in his '99 328i.

Fluid changes are much easier when you're not laying on your back in the driveway, these guys drained the dirty old stuff and went home with clean new fluids: Micah Goodwin replaced the trans, diff, and clutch fluids in his '02 330Ci and Al Oakley, who replaced the trans and clutch fluids as well as removing the clutch delay valve in his '03 530i.

Rounding out the jobs, Tony McMullan put new power steering lines on his '89 325i; Mark Shaffer replaced a gear in one of his electric seats; Chris Findlay put in a new cabin air filter; and Andrew Li replaced a header gasket.

Short shifters, coilovers, removal of CDV valve, oh my, do these jobs bespeak some sort of emerging trend in our DIY crowd? This is starting to sound more like a loose-knit gang of tattooed wrench-turners with chains on their



(Top) Micah shines a little light on the subject. (Above) Father and son McMullan think about the next step in their project.



wallets than a sophisticated collection of level-headed devotees of preventive-maintenance. I think I like it!

A few of our satisfied customers commented on the message board about their experience:

"Thanks to Alan, Phil, and the rest of the DIY committee for putting on another great event. Everything ran smoothly, my rear sub-frame now feels brand new, and CCC always is a great host. My wife would also like to thank everyone for the lovely flowers for Valentine's Day, it was a nice touch and saved me from buying them!"

"This is the one incentive (among the many others), to join this club. The kinship among fellow Bimmer fans getting together to learn about and play with their expensive toys. The family at CCC, as always, were just extremely hospitable."

"The DIYs continue to be a great thing for those of us still learning to do any mechanical jobs. I received help from CCC and a few other club members to explain certain pieces of changing out my shifter. I would recommend the program to all newbies."

"The guys at CCC were extremely willing to part with tips, tools, and lending a hand. Thanks!"

NCC would like to once again thank Timmy and his gracious staff at Convenience Car Care for their continued support of our Do-It-Yourself program. This has become one of the most popular and successful of our chapter programs, and we owe a great debt to all the shops that participate. One of the ways you can express your gratitude is to carefully consider where you spend your car maintenance dollar and try to favor those shops, such as CCC, who have

gone out of their way to support the club. Your patronage is appreciated, and the 10% discount for club members doesn't hurt either!

(Top) If there are ladies at a DIY, they always find their way to Phillip! (Below) Various grease monkeys getting the job done.



May | June





Slip Slidin' Away – Autocross Number 1

By Woody Hair | Photos by Katie Thayer and Anthony Pinto

The weather people said the hard rain we were to receive Friday night was needed. Well, not if you were autocrossing at Summit Point Saturday morning. It was still spitting rain when I arrived at the new Washington Circuit at 8 a.m. Saturday morning. Pulling into the long paddock area on days-old asphalt, I was pleasantly surprised at the number of cars and people that had

wound back to a finish on the far end of the western skidpad from the start. In short order, the registration table and timing computer was set up under a canopy. After a morning drivers meeting, the first half of the morning heat got started about 9:30.

A couple of days before the event the entry list showed 146 drivers had signed up. Despite the

classes depending on the potential performance of various models (1 through 4) and the level of modifications (Showroom, Tuner, Modified), as well as an Unlimited class for very highly modified cars including aftermarket turbo and supercharger kits. The Tuner 3 class (mostly lightly modified non-M car 3 Series) was the most popular with 15 entries. You can review these class and modification rules on our website under Chapter Programs/ Autocross/Rules.

Despite day-long wet conditions, with water remaining on the course long after the rain stopped, only two cars had gone off the pavement into the mud in some 444 runs. Those participants in the previous weekend's drivers school can testify as to how slippery parts of the middle skidpad are when wet. Portions of that slippery pavement were used in our course this day. Fastest time of the day was turned by Pete Lem in his late-model Porsche 911. As a testament to how much the wet equalized the course, the second fastest time, and fastest BMW, was Adam Chelikowsky in his lightly modified E36 328is. This car had no limited slip differential, and was on Kumho SPT street tires. Full results are available on the website.

Jens Scott of Summit Point Motorsports Park sent a message to the chapter congratulating us on the first official club event on the new course. He also itemized several improvements planned for the Washington Circuit including curbing on the edges of the pavement, grass in the islands, and correcting the areas that collect puddles. We may see these changes at our next Washington Circuit autocross which is scheduled for May 2.



Photo by Anthony Pinto.

(Top) Autocross Chairman Jonathan Thayer shows the way with a little countersteer while slip sliding away. (Above) Woody Hair trying not to let a little water hinder his run. (Below from left) Sam Bell finds some grip in his immaculate 325e. Mark Scire, our new Timing Chief, with a rare green modified 323is. Mark Scire skirts the edge of Lake Superior.

already arrived. Unfortunately the paddock is well below the level of the 1,300 foot-long "triple skidpad" facility. Walking up the long access road, I was greeted by a sight I had never seen before. A truck with a snow plow blade was attempting to plow standing water off of the western-most circular skidpad.

Autocross Chairpersons Jonathan Thayer and Bogdon Poplacean were fine-tuning a course that started at one end, wound through the various circles and islands to the far end, and

distance of Summit Point from the general DC and Baltimore area, this number exceeds our largest prior turn out back in the days of the DC Council championship events. As it turned out, some people apparently decided the weather might hinder their driving fun, and only 111 cars actually made competitive runs this day. There were more than 25 first-time autocrossers amongst the 67 BMWs and 44 other makes.

The National Capital Chapter has a whole new set of rules which place BMWs in any of 12





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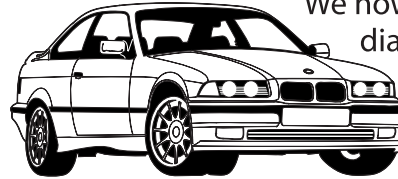
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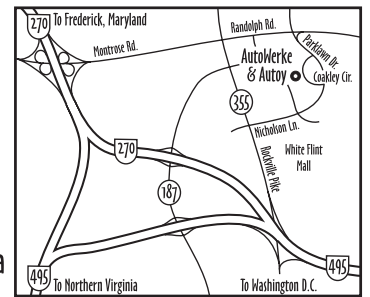
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A Look Back

By Woody Hair

Rick Davis and Ben Greisler round a hairpin on the 1996 STPR. Photo by David Roach. **May/June 1999 dB.**



35 years ago – May and June 1974: In the **May** issue, Editor Paul Schauble put out a plea for any place that had four identical typewriters so the volunteer staff could produce all of the copy for *der Bayerische* in one evening. Member Gary Allen published the letter he had sent to the National Highway and Transportation Safety Agency concerning the NHTSA's absurd proposal to limit auto speedometers to a maximum reading of 85-mph. *Despite Gary's letter, the proposal was accepted and for several years all new cars sold in the US had speedometer faces that were pegged at 85 mph.* Jerry Coffey had a long and very technical article about ignition timing. The classified ads had a rare 1972 BMW 2002tii Touring (3-door hatchback) that was claimed to be U.S.A. legal. The asking price was \$7,100. The scheduled speaker for the May membership meeting at the Brickskeller was Bill Scott, owner of the BSR driving school. In the **June** issue President Suzie Wyban announced that the June membership meeting would have a short period of time set aside so members could informally meet and talk to other members. The treasurer's report showed May income at \$55 and expenses of \$284. The chapter's bank balance was \$63. A TSD rally was planned for June 29 and designed for new members to get to know the old members. It was to be run on the scenic back roads of Fairfax and Loudoun counties that "are never snarled with traffic". Of the 17 clubs in the Metropolitan Washington Council of Sports Car Clubs autocross series, BMWCCA was in 2nd place after 5 events.

30 years ago – May and June 1979: The May issue was devoted to the beloved 2002 model which had been out of production for 3 years. A 5-page article by Michel Potheau detailed the many changes made to these BMWs from the original 1968 model to its final 1976 year. Among other gems, Michel points out that the \$37 BMW gulp valve is the same part sold at GM dealers for \$9. In the **June** issue, an article by Editor John Hartge about selecting a good repair shop suggested if the mechanic asks "BMW, that's British Motor Works, right?" you move on. *That was not an unusual question in the 60s and 70s.* John also reported on the successes of the factory-backed BMW 320 Turbo in IMSA's Winston GT series. The drivers were David Hobbs and Jim Busby. Due to the gasoline crises, the June 24 tour was planned to be about 100 miles, much shorter than the normal tour.

25 years ago – May/June 1984: Coming events included a corral at the Summit Point Trans-Am race, an open house at BMW NA headquarters in New Jersey, a tech session at the VOB body shop, the annual crab feast, and a joint Concours d'Elegance with the local Porsche and Mercedes Clubs at the US Naval Radio Station in Clinton, Maryland. *This would become the annual Deutsche Marque Concours.* Clare Newcomer (a real name?) reported on our March tour to G.W. Motors in Winchester and the nearby White Post Restorations. A highlight was seeing Bill Marriott's recently restored 1934 Mercedes 500K. About 50 club members attended the new 325e introduction at Anton Motors in Manassas, and most were able to take short test drives. Many favorable comments were made about the increased torque over the current 4-cylinder 318i, but everyone seemed disappointed in the low 5,000 rpm red-line. Bill Via wrote about the cracked cylinder head on his 44,700-mile 1977 530i. It took 10-months from his initial inquiry to BMW NA, but he received a \$497 check to partially offset the \$1,200 replacement cost. Paul Bente of Voyager Sound Center had a report on the December introduction of Cellular Telephone Technology in the metro Washington area. We were the

*The Chuck Allard, Paul Moorcones, Mike Richards, Bruce Shelton, and Ian Foster ITB-winning BMW 2002 entry at the Longest Night 24-Hour SCCA race. Photo by Debbi Yeager. **May/June 1999 dB.***



second area to get this new system that was an improvement over conventional radio phones. In the classified ads Bill Riblett was selling his 1971 2800 CS restoration project for \$4,000.

20 years ago – May/June 1989: The national club was holding a photo contest with \$1,000 in Vivitar equipment and Kodacolor film as prizes. The chapter had just been informed it could not use the Capital Center site for its July championship autocross. Our Driver School Coordinator Mark Yaworski responded to an inquiry from Max Rodriguez on why we were cutting back the number of our schools from eight to six. He cited market saturation and lack of volunteer instructors and workers. Treasurer Lynn Yaworski announced an agenda to drastically cut expenses and increase income. Among her proposals was to cut the amount of beer served at our post-driver school “social hours.” Thirty-four cars participated in the Do-It-Yourself tech session at Tischer BMW. Our chapter hosted a 2-day meeting of the National Club officers at the Sheraton Premier in Tyson’s Corner. Afterwards, chapter president Cory Laws had a brunch for the attendees at his Herndon home. The fee for our Saturday driver school at Summit Point on July 1 was to be \$100. Among the topics covered in Terry Luxford’s “As the Wrench Turns” column were service intervals, leaded fuels, octane ratings, performance modifications, brake fluids, tire pressures, and cooling systems. Competition Corner reported that Hans Stuck was expected to pilot a tube-framed Audi Quattro in the upcoming IMSA race at Summit Point. Other competitors included Wally Dallenbach Jr and Pete Halsmer in Jack Roush Merkurs. Alan Warner reported on his education and fun at our Highway Safety School.

15 years ago – May/June 1994: President Jack Kenworthy reported on US M-car director Eric Wensberg’s speech at Gateway Tech concerning the new E36 M3. Every dealer is to have one available for test drives, and if he hears any dealer refuses to allow a test drive, the car will be pulled from the dealership. Dwight Derr announced plans for our Mayfest drivers school at Summit Point, including a tour to the track for non-participants, parade laps during the lunch break, a free lunch for all, a gymkhana in the paddock for all, and a Saturday evening al fresco dinner. Tom Mason of Yokohama Tires was the featured speaker at Radial Tire’s Tech Session. Alan Marsh’s report on our Highway Safety School included various impressions from a number of students. John Belk of the St. Louis chapter had an article about the internet, bulletin boards, and the information that can be obtained from this new technology. He also informed everyone how to become a part of this via something called Compuserve. Bill Caldwell reported on the repair of one of his wheels at Ye Olde Wheel Shoppe in Elkridge, Maryland. The classified ads included a Euro 1985 M535i for sale for \$12,900.

10 years ago – May/June 1999: The Susquehannock Trail PRO Rally was the subject of an article by David Roach. It was both a report on the previous year’s event in north-central Pennsylvania and a come-on to attend the ‘99 event. Ian Fosler reported on the Longest Night 24-Hour SCCA race held New Years Eve at Moroso Motorsports Park near Palm Beach, Florida. The Olympic Auto Parts/Radial Tire BMW 2002 driven by Chuck Allard, Paul Moorcones, Mike Richards, Bruce Shelton, and Ian won the ITB class. Maurita Soltis wrote about her “terrific time” at the chapter’s autocross school and practice event. Autocross Chairman Ron Katona listed our 1999 schedule. Venues included Jack Kent Cooke Stadium, the NSA lot at Fort Meade, Rosecroft Raceway, Lincoln Tech, and Old Dominion Speedway. Cars of the Month were Jim Myers ‘84 Euro 728i, and Rich and Lucy Beebe’s ‘88 M3. A two-page article by Daniel Stern of the Patroon Chapter was devoted to blue headlights. Competition Corner reported that a BMW V12 LMR

driven by J.J. Lehto, Jorg Mueller, and Tom Kristensen was the overall winner in the Sebring 12-Hour Race. Minutes of the March board meeting show Treasurer Al Zavala reported sending our membership fee to VIR so we would be able to select future dates once the track was completed.

5 years ago – May/June 2004: Doug Ellmore did an article, with photos, of our joint autocross school with the Porsche club. In the first of what will apparently be a multi-part article, Jared Townshend discussed his decision to install a full coil-over suspension in his 325is verses a conventional after-market spring/damper set up. An ad for the Car Guys, Inc. drivers education schedule showed the price for three-day events at Summit Point and the Shenandoah Circuit to be \$675. There were three-race groups at our annual AllsportsGP Super Bowl Sunday event. The winners were (A) Rafael Garces, (B) Gary Lin, and (C) Rob Johnson. Competition Corner discussed the pros and cons of the practice by some chapters of combining Club Races with regular driver schools. It also discussed some of the possible reasons our chapter has so few Club Racers.



*Al Zavala was the only one “jumping from joy” when the day at the track was over. **May/June 1989 dB.***



NEW MEMBERS LIST

National Capital Chapter now has 5382 members plus 721 Associate members (who share in all of the benefits of being an NCC member), and an additional 75 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: Julie Douglas-Wilkins, Reza Fardshisheh, Stephane Grabina, George Nikitas Kambanis,

Algie L. Livingston, Don Phattiyakul, Vadim Pshenichnikov, Paul Seto, Marlon Spencer, and Robert Stern.

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.

Erik Aaby	2004 330 Cic & 2004 X3	Patty Hardt	Bonnie & Roland Pechulis	2004 325 Xi
Rockwell Adesanya	2002 745 Li	James Harrison	David Perkins	2009 E92 & 2006 E46
Ali Allage	2008 M3	Bert Harrold	Roberto Perli	2009 335i
Richard Anderson	2001 3.0i Z3	Mike Headley	Craig Phillippe	2009 E70
Eric Anderson	1988 635Ci	Barbara Heller-Walsh	Robert Prowell	2006 BMW Z4 3.0si
Dennis Argerson	1998 328i	Andre Helou	Ryan Purnell	
Alonzo Armstead	2008 M3	Eric Heybroek	Donald Remy	2007 750Li & 1973 2002
Cromwell Valley Automotive		Peter Hildebrand	Greer Rising & Eileen Martin	2007 328i & '09 135i
Krishna Balam	2005 325i	Wm. Howard	Jay Rosenberg	2009 750Li & 2007 750Li
Mark Barbaro	1974 2002	Rebecca Ireland	Kenneth Roth	2003 530i
Ian Bartlett	2004 M3	Nurbek Ismailov	Keith Rouleau	2001 525i
Larry Beardsley	1995 525i	William Jarnagin	S Saliba	
John Bendekovic	1995 525i	Latanya Johnson	David Scherpf	1998 318ti
Justin Benington	2008 128i	James Kearney	Greg Serfas	2007 530i
Francesco Bernardi	2007 Z4 3.0	Vishal & Trish Khatri	Matt Siniscal	2008 M3
Randy Berner	2006 325i	Miheer Khona	Amy Smith	2004 X5
Ronald & Rachael Bland	2000 540i & 2001 325Cic	Steven Kim	Nikitas Spatiadis	2004 X5
Ward Brockett	2008 535xi	Sangcheol Kim	Jeffrey Speicher	2006 750Li & 2003 M3 E46
Robert & Susan Budd	2006 330xi	Hector Knox	Lyle Strosnyder	2006 Z4 M Coupe & '08 335Cic
Dave Cannon	1992 318iC	Biswjit Kundu	James Stup	2006 530xi
Matthew Capoccia	1998 540 Sport	Stuart Langham	Michael Thomas	
Ralph Casella		Jeff Larson	Gregory Trakas	1996 M3
Brian Chappell	2002 530i	John Lattanzio	Kiet Tran	2002 M5 & 1997 M3
Jean Claude Chidiac	2008 M3 Convertible	Donald Ledwig	Jim Tripoli	2006 M5
Sarah Coe	1999 M3	Michael Leemhuis	Judi Uhrman	2002 325Ci
Paul Cornett	2000 528i & 1993 525i	Jon Louthian	Federico Waldron	2004 645Ci Convertible
Wanda & Patrick Covington	2007 335ci	Naveed Mahmood	Tyana Washington	
David Cruzan	2005 Z4 3.0i	John Makar	Daniel Weimer	2009 335i Coupe
Byron Davis	1998 M3	Mike Maraya	Wes Westerfeld	2007 335i
George Debney	2008 335i sedan titanium silver	Donne Marchetto	Richard Widomski	2007 650i
Sarath Dorbala	2005 330xi	Dan Markoff	Richard Williams	2000 Toyota Celica
Dale Dumas	2002 3 Series & '05 3 Series	Lydia McCaskill	Anthony Wilson	
Gerald Edwards	2000 M5 & 2004 X5	Brian McLean & Christina Myers	Chuck Wolfe	2003 X5
Gem Elliott	2008 E90 335i	Jeffrey Mohr	Kevin Woolbright	1999 323i
Lon Engel	2005 525 & 1999 328	Justin Morgan	Corbett Wright	2009 135i
Curtis Estes	2007 Z4 Roadster 3.0si	Ryan Mosel	Andrew & Maria Zeigler	2004 545i
Kenneth Evans	1998 M3 E36	Andrew Murphy	Hongsheng Zhong	
Fred Evans	2008 535i & 2009 X5 3.0i	Oais Musmar	Darin Zywan	2008 M5
Richard Frames	2004 645Ci	Tatiana Nieves		
Andrew Gilchrist	2009 X5 & '08 MB ML350	Sergio Nirenberg		
Debra Grandy	2006 325i	Wesley Norman & Alissa Thomas		
Rick Grant		Jeff Noyes		
Donald Guthrie	1999 M3	Barbara Nye		
Corey Gutshall	2006 530xiT	Dennis O'Leary		
Sherrai Hamm	2000 323i	James Owens & Andrea Douglas		
Kelvin Hao	1997 Z3	Frank Pacione		

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

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

1989 535i 5sp

I am selling my '89 535i 5-speed. Lachsilber, blue interior, new clutch, radiator, fan clutch, plugs, cap, rear tires, rear exhaust, clear corner lights, euro headlights, Nakamichi head unit, 3.73 rear for faster acceleration, 16" Borbet rims, many other new parts. Needs front tires, some minor rear driver side body damage, A/C needs recharge. Use Mobile 1 and synthetic in trans and rear \$2500 obo. Clarence 301-221-0282 cell or 301-625-2364 leave msg.

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. Jared 703-868-5243 or jared.townshend@gmail.com

1995 M3 (Track Car)

BMWCCA 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. Dan 301-335-9222

1995 740i

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

1999 M3 (E36) Coupe

Estoril Blue / Dove Grey Leather. 5-spd manual. 73,200 miles. PW / PL / AC / Sunroof. BMW Keyless entry & alarm. Pioneer Stereo w/ in-dash CD, blue-tooth & hands-free mic, iPod adapter, Sirius satellite radio. Professionally installed. BSW speakers. Aluminum pedals. Xenon headlights / white corners in front & rear. Windows tinted (to VA legal limit) by Ziebart. Always garaged. Synthetic oil only, every 5k miles. Final year for E36 M3. Excellent original example, never tracked or abused, always garaged and babied. 100% stock. Maintained by BMW dealership and BMW specialty service centers only. Needs no work. The only driving I do is highway driving, to / from work, against traffic. New: Front control arms, Rear shock absorbers, Rear trailing arm bushings. All belts, Front rotors and pads, Rear tires (1 year old, have 12k miles on them), Front tires (2 years old, have 22k miles on them), 4-wheel alignment (performed last week). NO accidents. Asking \$17,995. Jeff 703-731-6750.

2001 M5 (E39)

Price Reduced to \$25,900 OBO. Original owner, Titanium Silver with Caramel extended leather. 84,500 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. Needs a good home with someone who will enjoy it more than the limited time it gets out of my garage. Joe 410-336-0802 or jlapicki@aol.com

2002 325Cic

Excellent cond, 82k miles, 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 M3 (E46)

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.

CARS FOR SALE

2004 330Ci ZHP

WBABD53404 PD97487 silver gray/black leather, silver aluminum cube trim, 6-speed manual, premium and cold weather packages, xenons, park distance control, BMW alarm, 6-CD changer. BMW warranty up to 100K miles and for more than 1 year. Excellent condition with no door dings, second owner. 80,500 miles, asking \$21,598. 443-871-0853 or joernesser@yahoo.com

2006 325i

Purchased new for \$35,790. Currently has only 20,900 miles. In 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. Power 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; I've never allowed any eating or smoking in the car. I will be happy to show the car in or near Arlington; you're welcome to come examine it, take it for a test drive, etc. Dimitri 571-241-8041.

2007 335i Coupe

12K Miles, Warranty & BMW maintenance, Sport & Premium packages, Montego Blue, Cream Beige leather, Excellent condition in & out, \$33,750 or best offer. Jahan 703-470-7773 Vienna, VA, mohandesij@aol.com

PARTS FOR SALE

Auto trans rebuilt ZF 4HP22 EH 535i, 735i 89 - 92

I have a rebuilt by German Motor Works ZF 4HP22 EH electronic with sport and economy mode transmission. Includes torque converter and trans to radiator lines. The car was hit in the rear and I drove it then pulled trans, it work fine. Rebuilt 2 years ago will fit E34, E32 3.5 engine. In Silver Spring. \$450.00 obo. Clarence 301-221-0282 cell or 301-625-2364 home leave message.

X3 OEM Aluminum Running Boards

The aluminum running boards are made of brushed and epoxy-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

7 Series Parts 1985 735i

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

E46 M3 Hawk HP Plus Brake Pads (front and rear set)

The brake pads were used maybe 5000 street miles and two summers of autox, plenty of pad life left. offers considered. I'm also selling a couple of other things for an E46 M3: (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 E46 M3 to better balance the car for both autox and track use. Asking \$600, offers considered. Questions? Email me at: bbenger@gmail.com

E46 M3 Ground Control Sway Bars (front and rear set)

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

E46 M3 Parts

19-inch set of BBS CH wheels with Pirelli P Zero tires \$1,900 reduced to \$1,500 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. 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 front/rear, Turn Signal Lights (new) \$20 ea. Howard, 410-961-5888, apexthecurves@hotmail.com Leesburg, VA

C L A S S I F I E D S

WHEELS AND TIRES FOR SALE

E39 Winter Wheels and Tires

Complete winter tire/wheel package by Trierack 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. 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; dwight301@verizon.net

17x7 MB Rev 5 spoke (E36 backspacing)

Set of 4 17x7 MB Motoring Rev wheels with Kumho Ecsta Supra tires (225x45) that still have 75% life on them. Nothing special, but they're in great shape and get a surprising number of positive comments from people...almost as many as the polished lightweights I had on the car. Tell me what they're worth to you and they're yours. I used these as track wheels, but have since moved to California and have downsized to a single set of wheels. Feel free to email me. Drew: drew@dinomite.net

E30 M3 OEM Wheels

Two sets of original equipment BBS basketweave wheels 15 x 7. All are straight with no cracks. One set has 3 wheels in good condition and one with surface rust. They are mounted with Kumho MX tires (205/50-15) with good tread. \$200. The other set is painted a charcoal grey and are mounted with Toyo RA-1 (225/45-15) with almost no tread. \$200. 703-243-5796

WHEELS AND TIRES FOR SALE

E30 M3 Wheels

Revolution 15 x 8 - highly desirable size for E30 M3. These are currently mounted with Toyo RA-1 tire that several autocrosses or 1 or 2 days of track use left in them. Please take the tires too. 703-243-5796

E46 M3 OEM Rear Wheels

18x9. The wheels are straight and true, but do have some minor scratches/blemishes, and one has a little bit of curb rash. The tires are an older, and pretty well worn set of 265/35 Dunlop Super Sport Race tires. These can be run on all four wheel positions on the E46 M3 to better balance the car for both autox and track use. Asking \$500, offers considered. I'm located just north of Baltimore, zip: 21093 Email bbenger at gmail dot com

E46 M3 BBS CH Wheels with 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

E30 American Racing Wheels

E30 or mini wheels. 14" American Racing & includes BMW logo wheel caps, 4 in original boxes. \$250 for the set. Guy 571-225-3909 or ggerachis@msn.com

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