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National Capital Chapter

BMW Car Club of America

September/October 2009

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Cover: Anne Marie Day inspecting Lothar Schuettler's 1937 328 at the Pittsburgh Vintage Grand Prix. Page 14. Photo: Brad Day

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

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President's Message

National Capital Chapter Fireside Chat IV

Greetings and salutations fellow members, associates, and sponsors; I just wanted to take a little time to officially thank and salute the National Capital's Program Chairman and their distinguished crews. As most of you may (or may not) know it is the National Capital Chapter's program chair personnel that are in the trenches every day initiating and facilitating the amazing club events that fill our club calendar. Our club is the largest BMW Car Club in the United States and possibly one of the largest car clubs in the world. We hold more events in some months than some smaller car clubs hold all year.

Including the Board of Directors meeting, we hold four social events a month. The first Thursday of each month we socialize in Arlington, VA; the second Wednesday we socialize and hold our monthly Board of Directors meetings, also in Arlington, VA; the second Thursday we socialize in Columbia, MD; and the third Thursday we socialize in Rockville, MD. We also planned two Golf social events and of course our Annual Board meeting and club party. Way to go Paul, Brett and Eric for your outstanding dedication.

Our DIY committee is on pace to hold a total of 17 Do-It-Yourself (DIY) events this calendar year. In our present economy the DIY program is saving our club members thousands of dollars in repair costs while at the same time increasing traffic at the multiple club-friendly independent shops and dealerships that support this program. It's really a win-win situation for our members and the local service centers. Thank you very much Alan, Andrew, Brenda, Jonathan, Jude, Oscar, Phillip, Tony, *(and let's not forget Zach – dB)*.

Our club is currently on track to hold 10 Autocross events this season, the events are amazingly enjoyable and attract over one hundred participants rain or shine. These low speed driving events pit car drivers against vehicles in his or her class and the clock. I attended my first ever Autocross event this year and was simply astonished at the overwhelming participation. My deepest and heartfelt appreciation to Jonathan, Bogden, Woody, Craig, Anders, Mark, Adam, Doug, and Pete.

The National Capital Chapter will hold three Drivers' Schools this year. These two-day events are held at world-class race facilities such as Virginia International Raceway and Summit Point. These wonderful events allow our members to learn how to pilot their vehicles at greater than highway speeds as well as to learn tactics and techniques that could very well save their lives. I salute you Matt, Pete, Doug, Tony, David M., David O., Gordon, and Bob.

Our chapter is on track to hold tours in all four seasons of the year, a new first in our chapter history. The club tour program chairmen map out fantastically scenic open roads, awesome eateries, phenomenal wineries, and great hotels for our club members to get away for spectacular drives in our ultimate driving machines (and other marques). I don't think I have missed a single tour since I became active in the chapter. Please join me in thanking Bob, Miriam, Dave and Algee for their service in support of this program.

The racers in our chapter find it difficult to put their enthusiasm away even during the winter so our chapter began a Karting program. Originally started as a way to keep their skills sharp through the off-season, this program has become so popular that it is now held year-round. Our members meet weekly during the season to compete and race on indoor circuits for points and awards. Thank you ever so much Gary, for continuing to making it happen.

Our club also joins forces with The BMW National Car Club of America to host Street Survival in our region. This program is designed to assist our young drivers in attaining much needed driving skill development and allows them to experience precarious driving situations in a safe instructor-lead environment. In my opinion this is one of the most important programs our club leads because these events save the lives of our youth and create better drivers. My hat is tipped to both Chuck and Marlon, I appreciate all of your hard work and dedication.

Our chapter Concours and Vintage program chair personnel provide an excellent variety of venues for the car show enthusiasts to show and shine in elaborate white glove competitions. These events are immaculately judged to a level that defies the imagination.

The seasoned judges are so detail-oriented that even OEM parts are often under great scrutiny. Competitions are often won or lost based solely upon one or two non-OEM nuts or bolts on a vehicle. I want to take time to thank both Bill and John.

Of course this article would be wholly untenable and worthless without the two mediums of exchange that get the word out to our masses; the awesome *der Bayerische* magazine and our amazing National Capital Chapter website. These two mediums are the heart and soul of our existence because they are our means to our ends. I don't believe that our programs would be as popular or as well attended without a way to get the information

out to the masses. The club's most effective methods of communications to our membership are leveraged through these two vehicles. New technology will no doubt assist us in the future decisions of media but the program chairs deserve our gratitude and thanks for continuing to provide an excellent and timely service to support the chapter. Thank you very much Rob, Raine, and Jonathan.

The Chapter Board of Directors consists of the four horsemen: President; Vice-President, Paul Seto; Treasurer, Roy Morris; and Secretary, Dave Miller. We can't be everywhere, involved in every program, and all things (there are simply too many events and programs) but we keep our fingers on

the pulse of the chapter by going to events ourselves and through the reports of the program chairs. Their imagination, thoughtfulness, and talents are nothing short of amazing. Words are not enough to adequately express the BOD's admiration for the tremendous work that the chapter program chairs and other personnel contribute to the membership to enrich the lives of our members. You guys are the cogs in the wheels that continue to make it happen.

Zachary Pullins, Sr.
NCC President

FromThe Editor

Cash for Sparrows

I recently read an article that broke my heart...it was about the "Cash for Clunkers" program, and described, in excruciating detail, the destruction of a 1988 535i with 212K miles on it. The executioner, I mean "technician," put the car up on a rack and drained all the oil, then he filled the crankcase with a sodium silicate solution and started the car. The heartless goon, I mean "technician," then stood on the pedal and held it at 6500rpm.

Do you feel a little sick yet?

The venerable M30, one of the toughest engines ever made by BMW, certainly, and maybe any manufacturer, dutifully ran up to redline and held there defiantly, betraying no sign of distress. It held on for nearly five minutes until the silicate turned from liquid to solid glass in the cylinders and the engine died with a sickening clunk.

Something every one of us has spent our whole automotive lives taking every precaution to prevent just happened — and it was intentional!

Can this possibly be what our politicians had in mind with this program? To destroy a perfectly good piece of machinery that, with even a modicum of maintenance, could give reliable service for another 100-150k miles?

Obviously the idea behind offering the incentive is to pump up the car business, but destroying the car is not necessary to meet that end. The grotesque twist of blowing up the engines on the cars being traded in is ostensibly to reap an environmental benefit by taking gas guzzlers off the road. But my boys are six and almost five years old, so I've watched my fair share of "Bob The

Builder" and I can tell you that Bob advocates that we "Reduce, Re-Use, Recycle." The order of Bob's commandments is not arbitrary, reducing consumption is always the first step in a conservation program, followed by re-using things that are already made for the same or another purpose, and finally recycling of things that can no longer be re-used.

Much has been written, all of it speculation, about how many years of reduced energy consumption realized by an improvement in mpg it will take to make up for the energy expended to build a brand-new car; obviously there is a point at which it will pay off, but how long will it take? In the meantime, there are a good number of people out there who rely on a \$4,500 car for their daily transportation. The cost of maintaining those older cars will certainly go up with fewer replacement engines on the market, and when it comes time to replace their \$4,500 car, they will pay more for the next one they buy because there will be fewer of them on the market.

Unintended consequences. As part of its "Great Leap Forward" program in 1958, under Chairman Mao, China instituted the "Great Sparrow Campaign." The idea was to rid the country of four pests, rats, flies, mosquitoes, and sparrows. Sparrows were on the list because they ate grain seeds and it was thought their eradication would increase crop yields. The whole country set about killing every sparrow they could, including ripping down their nests and smashing the eggs. For a short time the harvest did improve, but it was soon discovered that sparrows eat more insects than seeds, and with no check on their numbers,

the population of locusts boomed. The locusts destroyed a huge percentage of the crops for several years and contributed to a terrible famine in the country that killed somewhere between 15 and 36 million people.

Obviously no one is going to starve because they can't find an engine for their E28, but this program seems similarly ill-conceived (at least the part about destroying perfectly good engines) and it makes me wonder if we may be witnessing the beginning of the law of unintended consequences at work.

Cheers!
Rob

Please note that the opinions expressed in "From the Editor" column do not represent the views of the NCC, BMW CCA or anyone but the author. I'd love to hear your polite feedback and print it in the newsletter. Be advised that I am writing this in the first week of August, legislation is expected to pass to add another \$2 Billion to "Cash for Clunkers" to keep the program running.

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 – Catoctin Mountain Orchard, Thurmont, MD

February

- 1 Karting Super Bowl Mini Team Races – Allsports Grand Prix, Sterling, VA
- 4 Board Meeting and Social – Mi Rancho, Rockville, MD
- 5 Social at Carpool, Herndon, VA
- 8 Karting Event #5 – Allsports Grand Prix, Sterling, VA
- 12 Social at River Hill Sports Grille - Clarksville, MD
- 14 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 19 Social at Winston's Sport Café – Rockville, MD
- 22 Karting Event #6 – Allsports Grand Prix, Sterling, VA
- 28-1 Drivers' School – Virginia International Raceway, Darheer 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 – Mi Rancho, Rockville, MD
- 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 – Glory Days Fairfax, VA
- 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
- 4 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 – Glory Days Fairfax, VA
- 7 Spring Golf Outing – South Riding Golf Course, South Riding, VA
- 9 Board Meeting and Social – Mi Rancho, Rockville, MD
- 11 Social – Pub Dog Columbia, MD
- 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 – Orange Ball Billiards Café Rockville, MD

- 20 Do-It-Yourself – Intersport Auto, McLean, VA
- 27 Car Control Clinic – 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 – Thirsty Bernie Sports Bar an Grill Arlington, VA
- 4-5 Drivers' School – Virginia International Raceway, Darheer Chapter ⁽¹⁾
- 7 Board Meeting and Social – Roy Morris' Home Arlington, VA
- 9 Social – Pub Dog Columbia, MD
- 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 – BeaveRun, Big Beaver Borough, PA ⁽¹⁾
- 16 Social – Orange Ball Billiards Café Rockville, MD
- 18 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 26 Roundel Karting Run #10 – Allsports Grand Prix, Sterling, VA

August

- 1 Do-It-Yourself – Russell BMW Baltimore, MD
- 6 Social – Thirsty Bernie Sports Bar and Grill Arlington, VA
- 8 Autocross Points Event #5 – State Police Training Center, Sykesville, MD
- 9 Roundel Karting Run #11 – Allsports Grand Prix, Sterling, VA
- 13 Social – Pub Dog Columbia, MD
- 15 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 18 Board Meeting and Social – Roy Morris' Home, Arlington, VA
- 20 Social – Orange Ball Billiards Café Rockville, MD
- 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 – Thirsty Bernie Sports Bar and Grill Arlington, VA
- 9 Board Meeting and Social – Mi Rancho, Rockville, MD
- 10 Social – Pub Dog Columbia, MD
- 12 Do-It-Yourself Extra! #4 (Ladies DIY) – Martin Motorsports, Alexandria, VA
- 12-13 Drivers' School – Virginia International Raceway, Darheer Chapter ⁽¹⁾
- 13 Roundel Karting Run #13 – Allsports Grand Prix, Sterling, VA
- 17 Social – Orange Ball Billiards Café Rockville, MD
- 19 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 19-20 NJ Chapter Drivers' School – Summit Point Shenandoah Circuit, WV ⁽¹⁾
- 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 – Thirsty Bernie Sports Bar and Grill Arlington, VA
- 4 Roundel Karting Run #15 – Allsports Grand Prix, Sterling, VA
- 8 Social – Pub Dog Columbia, MD
- 10-11 Drivers' School – Summit Point Jefferson Circuit, Summit Point, WV
- 14 Board Meeting and Social – Mi Rancho, Rockville, MD
- 15 Social – Orange Ball Billiards Café Rockville, MD
- 17 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 17 Fall Golf Outing – Lake Presidential Golf Course, Upper Marlboro, MD
- 17 NCC Street Survival – State Police Training Center, Sykesville, 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 – Thirsty Bernie Sports Bar and Grill Arlington, VA
- 7-8 Fall Tour – Delaware and the DuPonts
- 11 Board Meeting and Social – Mi Rancho, Rockville, MD
- 12 Social – Pub Dog Columbia, MD
- 14 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 15 Roundel Karting Run #18 – Allsports Grand Prix, Sterling, VA
- 19 Social – Orange Ball Billiards Café Rockville, MD
- 29 Roundel Karting Run #19 – Allsports Grand Prix, Sterling, VA

December

- 3 Social – Thirsty Bernie Sports Bar and Grill Arlington, VA
- 9 Board Meeting and Social – Location TBD
- 10 Social – Pub Dog Columbia, MD
- 12 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 17 Social – Orange Ball Billiards Café Rockville, MD

⁽¹⁾ not a National Capital Chapter event

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

2009 NCC BMWCCA Fall Tour Delaware and the DuPonts

Saturday & Sunday, 7-8 November 2009

(Register by 2 October 2009)

Departure Time: 9:00AM

Departure Location: Near Mt. Airy, MD

*Hotel Capacity Limited - Register Now.

This year's Fall Tour will start near Mt Airy, MD and head north through Maryland, Pennsylvania, and Delaware. Our first destination is the Hagley Museum outside of Wilmington, DE (www.hagley.lib.de.us/) where we will have lunch and then tour the DuPont gunpowder works. After that, we'll drive through Delaware and Pennsylvania (you cannot throw a rock around these parts without crossing a state line) to Concordville, PA for a reception, dinner, and overnight. Sunday morning, we'll retrace our steps back towards Wilmington (on one of two routes) for a tour of the world famous Longwood Gardens (www.longwoodgardens.org). After visiting the Gardens, you'll be free to head home, explore other local sites, or do whatever you would like.

The Concordville Best Western Inn has a block of rooms for us at the rate of \$109 (+ tax). Participants are responsible for making and paying for your own room reservations. For reservations, call: 1-610-358-9400 and ask for Reservations. Be sure to mention BMW Car Club Event. Rooms should be reserved as soon as possible in order to guarantee the rate and availability. When you call, please confirm with the Best Western their cancellation room policy. **IMPORTANT: Because of space limitations, the tour will be limited to 70 people this year, so please be sure to register early. See the website for details.**

Social – Thirsty Bernie Sports Bar and Grill

Thursday, 3 September 2009

2163 N. Glebe Road

Arlington, VA 22207

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! Our socials are really just "mini-meets"; informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Board Meeting and Social – Mi Rancho

Wednesday, 9 September 2009

1488 Rockville Pike

Rockville, MD 20852

See website for details.

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, 10 September 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 Extra! (Ladies DIY) – Martin Motorsports

Saturday, 12 September 2009

460 South Pickett St.

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 Extra for the Ladies!

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 - 9:00AM and finish at 2:00 - 3:00PM. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

Roundel Karting Run #13 – Allsports Grand Prix

Sunday, 13 September 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 pm. Registration opens at 8:00 pm Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

Social – Orange Ball Billiards Café

Thursday, 17 September 2009

430 Hungerford Dr

Rockville, MD 20850

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 – J&F Motors

Saturday, 19 September 2009

4064 South Four Mile Run Dr.

Arlington, VA 22206

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

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 - 9:00AM and finish at 2:00 - 3:00PM. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

Roundel Karting Run #14 – Allsports Grand Prix

Sunday, 20 September 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 pm. Registration opens at 8:00 pm Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

Chapterfest and Autocross #7 – Bowie Baysox Stadium

Saturday, 26 September 2009

4101 North Crain Highway

Bowie, MD 20716

*Caravans departing from Baltimore and Frederick, MD and Fredericksburg, VA

Chapterfest 2009, the biggest local event of the year. All car enthusiasts are welcome!

Catered food and beverages, Autocross, Show and Shine, Swap Meet, Various Vendor Booths. Get your free tee shirt by registering on-line.

- General Admission: \$5 in advance / \$10 walk up.

- Show and Shine: \$15 in advance / \$20 walk up.

- Autocross: \$25 in advance.

Please see the website for details.

Social – Thirsty Bernie Sports Bar and Grill

Thursday, 1 October 2009

2163 N. Glebe Road

Arlington, VA 22207

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.

Roundel Karting Run #15 – Allsports Grand Prix

Sunday, 4 October 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 pm. Registration opens at 8:00 pm Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

Social – PubDog

Thursday, 8 October 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.

Drivers' School – Summit Point Jefferson Circuit

Saturday & Sunday, 10-11 October 2009

Summit Point, WV

*Registration open now

The National Capital Chapter operates two types of driving schools: Car Control Clinics (formerly 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.

COMING EVENTS

Board Meeting and Social – Mi Rancho

Wednesday, 14 October 2009
1488 Rockville Pike
Rockville, MD 20852
See website for details

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 – Orange Ball Billiards Café

Thursday, 15 October 2009
430 Hungerford Dr
Rockville, MD 20850

Come join fellow National Capital Chapter members for a bite to eat and an evening of fun and socializing! Our socials are really just "mini-meets"; informal gatherings of BMW enthusiasts. All members are welcome. To truly fit in, however, you must be prepared to partake in good food and refreshments and socialize about BMWs. Hopefully these requirements are not too restrictive! Please see the website for details.

Do-It-Yourself – Convenience Car Care

Saturday, 17 October 2009
9145 Centreville Road
Manassas, VA 20110

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

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 - 9:00AM and finish at 2:00 - 3:00PM. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

Fall Golf Outing – Lake Presidential Golf Course

Saturday, 17 October 2009
3151 Lake Presidential Golf Drive
Upper Marlboro, MD 20773

NCC Fall 2009 Golf Outing, Breakfast & Drive.

Come join fellow NCC members for an day of golf, good food, and great company. We will hold our Fall outing this year at Lake Presidential golf course. This brand new course has been rated "One of the Top 25 New Courses to Play in the US" by *GolfWeek Magazine* and one of the premier courses in the area. We're also incorporating an optional Breakfast & Drive before our golf outing, so stay tuned for more information.

Street Survival – Maryland State Police Training Center

Saturday, 17 October 2009
7310 Slacks Road
Sykesville, MD 21784

The goal of the Street Survival program is to teach students 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 situation in which they find themselves. They will learn to look far enough ahead to anticipate unwise actions of other drivers.

During the event, students will maneuver their cars through exercises laid out using orange traffic safety cones in a closed parking lot. They will experience each exercise element several times, in order to learn from their mistakes and improve their skills. As 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. Please see the website for details.

Roundel Karting Run #16 – Allsports Grand Prix

Sunday, 18 October 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 pm. Registration opens at 8:00 pm Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

Autocross Event #8 – Bowie Baysox Stadium

Saturday, 24 October 2009
4101 North Crain Highway
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A low-speed, competitive driving series, held on courses marked by cones in parking lots. Please see the website for details and registration information.

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Mon 9/28	Tues 9/29	Wed 9/30	Thur 10/1	Fri 10/2	Sat 10/3	Sun 10/4
Registration Opens (afternoon)	Registration at Lake Lanier Resort	Registration at Road Atlanta	Registration at Road Atlanta	Registration at Road Atlanta		
First Timers' Meeting at Lake Lanier Resort	Concours at Pinelise Golf Course	TSD Rally Ends at BMW Manufacturing	Autocross at Lake Lanier Resort	Autocross at Lake Lanier Resort		
		Gymkhana at Performance Center				
		BMW Plant Tours				
		Car Control Clinic at Road Atlanta			BimmerMeet at Road Atlanta	Driving School at Road Atlanta
		Driving School at Road Atlanta	Driving School at Road Atlanta	Driving School at Road Atlanta	Driving School at Road Atlanta	Club Race at Road Atlanta
		Club Race School at Road Atlanta	Club Race School at Road Atlanta	Club Race School at Road Atlanta	Club Race at Road Atlanta	
	Fun Rally	Fun Rally	Fun Rally	Fun Rally		
Beach Party at Lake Lanier Resort	BBQ (afternoon) at Pinelise Golf Course	Lunch at BMW Plant	Vendor Buffet at Road Atlanta	Banquet at Lake Lanier Resort	BBQ at Road Atlanta	



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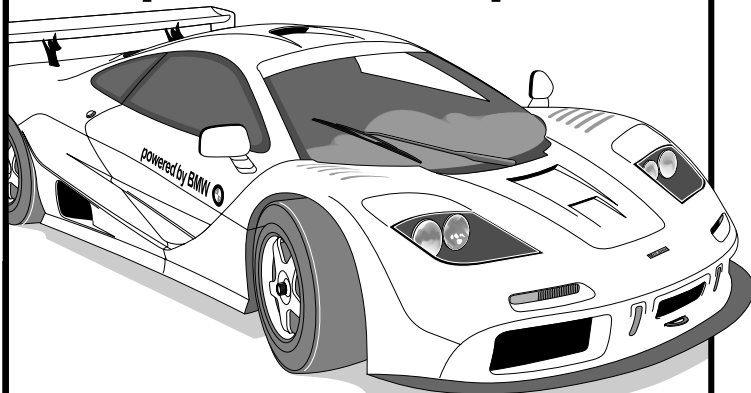
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A Limping Lap of America

By Woody Hair | Photos by Woody Hair and Robin Sparrow

This report on the experience of Robin Sparrow and me in 2009 Tire Rack One Lap of America is not exactly a happy one. Some of you may recall that for the previous six years I have done this event sharing a BMW M Coupe with the owner, Neil Simon. This year Neil had a mandatory work conference that was scheduled for the same week. I was fortunate to be asked by Robin Sparrow to share his Dinan-tuned 335Ci that carried an RRT/AST suspension. Last year Robin, with Barry Battle co-driving, finished 18th overall. It promised to be a very fast and comfortable ride.

Briefly, the One Lap is an 8-day-long event that evolved from the original Cannonball Run. These days the event is completely legal with a series of time trials on race tracks during the day, and driving up to 600 miles during the night to get to the next venue.

In early April Robin and I went to an HPDE at Summit Point. It would be the first time the car had been tracked since the May 2008 One Lap, and my first time driving the car on a track. I took the car out for the first instructor session and within a few laps it went into "limp home mode" (Engine Malfunction). After some rest, the car was normal when restarted, but Robin experienced the same limp mode within a lap or two.

With just three weeks before the 2009 One Lap, Robin took the car to a DC area BMW/Dinan dealer. Diagnostic tests were run with and without the Dinan software and there was nothing to indicate what might have caused the problem. The Dinan software was installed again and the kind folks at NASA-Mid Atlantic allowed us to run a couple of test sessions during their late-April event at Summit Point. The car was run hard for two 20-minute sessions without any problem. Five

days later we left for the One Lap.

The One Lap started in earnest on Saturday, May 2. After I drove a wet skidpad trial in the morning (8th place of 59 starters), we went to Autobahn Country Club in Illinois for a three-lap time trial. The normal One Lap format is one warm-up/reconnaissance lap, followed by the three-lap trial from a standing start, and a cool-down lap. Part way through Robin's second hot lap, the car went into limp mode and he was 32nd overall. Even though the car ran fine on that evening's transit to Florence, Kentucky, we were quite worried that we would be plagued by this problem all week. Sunday morning's event was a four-run autocross. I had no engine issues (and took 8th overall, beating two E90 M3s, a supercharged E46 M3, and the TC Kline lightweight M Z4 "Carbon Coupe"). Much to my chagrin, that evening's trial on a small stock car oval near Nashville was rained out. We were now 15th overall despite the poor finish at Autobahn.

Monday had Robin driving two time trials at the little-known Talladega (Alabama) Grand Prix

track — a 1.5 mile road course that is not part of the famous oval. A damp track and Robin's cautionary short-shifting to 4th gear saw both trials completed without any problems. Another One Lap competitor had arranged for us to stop at his BMW (not Dinan) dealership near Atlanta to see if tests could determine the reason for the limp mode episode on Saturday. Two technicians and the shop foreman stayed late and the computer fault codes indicated there might be a problem with the electronic fuel pump. Apparently this is a common problem on 335s and it was replaced under warranty. The final step in putting everything back together was installing the airbox. One of the metallic clips for this piece slipped from the tech's hand and fell into the lower bowels of the engine compartment. A long search failed to find the clip, but we did notice an occasional tinkling noise from within the engine compartment when the car was started. Figuring it would eventually fall to the ground, we departed Atlanta at 8 pm headed for Sebring, Florida.

An hour and a half later, gently cruising on the Interstate, the car went into limp mode. Attempts to let the car rest before restarting always resulted in immediate limp mode. We disconnected the battery for 15 minutes in an attempt to reset whatever fault the ECU perceived. Finally we turned around and headed back north to the Atlanta dealership.

Tuesday the car was in the dealer's service bay from 8 am to 3 pm. New fault codes indicated several possibilities including a turbo problem. But there was no guarantee that replacing one or both turbos would solve the problem. There were no turbos in stock in the Atlanta area anyway. Having missed Tuesday's two trials at Sebring International Raceway in Florida, as well as the two drag race





events in Gainesville, we knew our chances for a class podium finish were pretty shot. Now our options were: (1) Return home to get my M Coupe and meet up with the One Lap at Carolina Motorsports Park on Thursday; (2) Use one of the cars offered by Atlanta friends; (3) Carry on with the 335 in limp mode. Options 1 and 2 would mean we'd be running "unofficial" – just for fun. The dealer personnel assured us that it would not do further harm to the car to run in limp mode. We chose option 3 as that would still allow us the unique opportunity to run at Daytona International Speedway on Wednesday. We also decided to have our own competition by each doing one of the trials on the remaining three road courses. In limp mode the car would cruise comfortably at 80 on the Interstates, but under acceleration fell in the neighborhood of 100 horsepower (my estimate).

So we each drove a trial at Daytona. On the high banked tri-oval we saw 120 mph on the speedometer. Thinking what the car would have been doing with full power is kind of scary. With a total time of 8 minutes, 15 seconds, Robin beat me by 7 seconds. He was 51st and I was 50th. At Carolina Motorsports Park I was to drive the old configuration and Robin the new. Locals advised us on the normal difference in lap times. With my resulting handicap allowance, Robin still beat me by 6.5 seconds. Robin took 45th and I 46th. In a single trial at the BMW Performance Center in Greer, SC I was 35th. Friday at Beaverun in Pennsylvania Robin won yet again, this time by 5.5

seconds and we were 44th and 42nd. In Saturday's final event, a dry skidpad back at the Tire Rack, Robin was 9th. So we finished 44th overall out of 59 starters and 7th of eight in class. Having no power and missing the four events on Tuesday really hurt.

The overall winners were Steve Rankins and Will Taylor in a Nissan GT-R. Second was Peter Lier's Porsche GT-2 co-driven by Ian Stewart. Third was an E46 M3 with an Active AutoWerks supercharger. It was also owned by Peter Lier, but driven by Catesby Jones and Jose Collado. A BMW M5 finished 7th and two E90 M3s were 10th and 12th.

Upon returning home, Robin took his car to another DC area BMW/Dinan dealer. They again did tests with and without the Dinan software. Finally pulling the exhaust system, they were able to determine that one turbo was seized. Discussions with BMW NA and Dinan failed to get either party to agree to pay for replacement. Dinan did point out that their warranty specifically excludes competitive events. The argument that a three-lap time trial on the One Lap is less stressful to the engine than a 20-30 minute HPDE session was not successful. This dealer gave a quote of \$9,900, parts and labor, to replace both turbos (they felt the second turbo did not spin as freely as it should). Robin decided to take the car to the northern Virginia independent shop, Road Race Technologies, where they would remove and rebuild the existing turbos for a much smaller fee.

When the turbos were actually removed a quick and close examination showed why the turbo was seized. **THE METAL CLIP FOR THE AIRBOX WAS JAMMED IN THE TURBO'S VANES.** Within an hour an email with pictures was sent to the Atlanta dealer. They quickly admitted fault and are paying for a new turbo and the associated labor. Robin picked up the car from RRT a week ago today and all is well. It will be returned to the dealership for reinstallation of the Dinan software. In fact, when Robin called Dinan to tell them that the issue wasn't their fault after all, discussions ensued about a future installation of some upgraded Dinan products that should be available before next year's One Lap.

In conclusion: (1) We can only guess that the first day's limp mode was due to a faulty fuel pump. (2) There is nothing to indicate that any of Dinan's products caused any limp mode or harm to the car. (3) Dinan's warranty does NOT include "competitive" events. Whether an autocross, HPDE, or time trial constitutes a competitive event is between you and Dinan.

Incidentally, in three years of competing in the One Lap (first year with an E46 330i) Robin Sparrow has raised over \$250,000 for prostate cancer awareness and testing.

(Opposite page, top to bottom) At speed through the Tri-Oval. The girl on life support. (Below) Wrapping up a great day at Daytona.



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Letter to the Editor

dB received the letter below from Quentin Peterson, editor of the Sonora Chapter newsletter, in response to my May/June issue column concerning the coming M-ized SAVs and whether introduction of such vehicles watered-down the M brand. Thank you for taking the time to write, Quentin, we love to get reader feedback! – Editor

Dear Mr. Williams:

Let me say first what a pleasure it is to read your publication every other month, and before another month goes by, I would like to attempt to reply to your rhetorical (or otherwise) question from late Spring, I believe, about the possibility that the latest and greatest version of BMW's SAVs were destined for M status.

It's clear to me first off that this dilutes the brand, unless there happens to be another marque with an SUV that threatens to take all the marbles away in some yet un-named off-road event or hill-climb, in which case it makes perfect sense. The rally up over the mountain and into the valley of the shadow is full of thrills, and it may make for more than enough drama to sell a few units on Monday, which is what the company wants to do, or set out to do in the first place.

Yes, you didn't mention in your piece that the SAVs in question would have a serious case of torque, somewhere north of 500, to help them along the way. If the company were to go ahead and build several of these contraptions, they would instantly be the pinnacle of the vehicles of that sort, as we know it now. The Porsche Cayenne might be able to show up, but with a few M-D tweaks, courtesy of Steve D., that would send the boys from Stuttgart home, crying to Momma that someone stole their lunch money, never mind Mercedes.

The problem at this stage in the life-cycle of the company is: How many units can you build before the name becomes another Kia or (God-Forbid) GM?

*Sincerely,
Quentin Peterson
BMW CCA member #46097
Sonora Chapter Editor*



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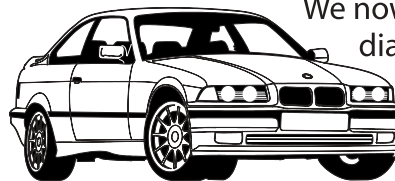
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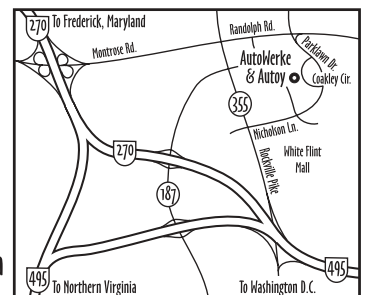
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Traditions

By Bill Williams
Photography by Brad Day,
John Hartge and Bill Williams



Pittsburgh Vintage Grand Prix

The Pittsburgh Vintage Grand Prix, the longest-running vintage race event, in its 27th year, was held on July 11-19, 2009. The race through scenic Schenley Park has been called the "last true Road Race in America" with over 2,000 show cars lining the golf course, 180 race cars jockeying for position on the temporary street circuit, car club displays, hospitality tents, and the atmosphere of an international race, nothing quite compares to the Schenley Park experience.

Representing the marque of the year, BMW CCA vintage and classic owners presented several E9s, E24s, 2002s, three tourings, two turbos, a Baur and cabriolet, a 2800Cs (E3), a Z8, a Japanese spec M6, Isettas, and a 1600 driven all the way from California. Over 220 cars total.

The Vintage and Classic Car Club contributed 328s, a 327/8, right-hand-drive CSL, Z1, M1, a 2000CS and a 502 towing a 328 from Rockville, Maryland.

Onlookers arrived in various BMWs including M3 coupes, 650 convertibles, and 530iTs.

Only about four hours away, Pittsburgh hosts an annual car event that combines a vintage car race through Schenley Park, a race of more modern cars at Beaver Run, tours through the countryside and over covered bridges, visits to a Frank Lloyd Wright home, the Nemacolin Resort and a car show on the golf course in Schenley Park.

Allegheny Chapter's Eric Zagrocki hopped in the driver's seat to coordinate, market, and champion BMW's role in the event as marque of the year. He pulled in Goetz Pfaffin's support to bring in several of the V&CCC cars, brought BMW NA's vintage race fleet out, attended the local



(Top) Jeff McCallister's BMW 328 still runs the street course. (Above) An Isetta and Rudi Kamper's 327 flank Lothar Schuettler's 502.

chapter's events marketing the Vintage Grand Prix, and promoted the event in every piece of media he could. Thanks to Eric's persistence, BMW had the best location for its car corral — on the fairway overlooking turn 13 of the temporary road circuit.

With all the promising activities, we chose this event to attend this year. We were not able to attend all 10 days of the event, or even the five days with V&CCA activities, but we managed to attend the final weekend that included a clinic to improve photography skills on Friday, the qualifying heats of vintage cars and car displays on Saturday, Sunday's final race heats, and the concours.

Anticipating driving our 1972 2000tii touring around the road circuit with the other marque of the year cars, it was time to sort it out and make it road-worthy. Since we built the car three years ago, it has plagued me with idle irregularities and a front-end shimmy. Thanks to sage advice from a friend in Kansas City and help from chapter member Matthew Cervi, we solved the idle problem.

I isolated the shimmy to either a wheel or tire problem. Taking advice from chapter friends, I decided to ask Paul and his crew at Radial Tire in Silver Spring, Maryland, to eliminate the shimmy. With a fear of damaging the center hubcaps, Paul balanced the front wheels and tires while they were on the car. He amazed me! He and Jeff teamed up with an age old tire-spinning tool. Jeffy would spin



the tire, Paul would watch the tire spin, stop it and through a series of trial and error placements of stick-on weights and a delicately placed finger-tip on the strut, Paul brought the tires and wheels into perfect balance. With the idle and shimmy solved, we had the car ready to go.

Now for the people plans; as we know, car events are as much about the people as they are the cars. Well in advance of the event the chatter began about who was going, what days, where to stay, and

where to eat. The Radisson at Greentree was the host hotel with good rates — a good choice for a couple of nights.

After a couple of weeks of drought in our area, the inevitable happened. Following hours of car cleaning time by all those who went, the rain fell in buckets on the trip to the “burgh,” messing up the fresh wash and wax jobs. After some time spent at the wash area of the hotel all was well. Friday evening was the photo clinic, eating, and socializ-

ing. No disappointment on any front. Even a double rainbow transitioned the rainy Friday to what was to be a beautiful sunny and cool Saturday.

Saturday morning saw the early risers in the

(Above) Ed Ullum brought his Z1 and coupe. Lance White's race-bred 328 sits behind. (Below) Lothar Schuettler brings his newly restored 328 to the show while Gretchen Carroll watches.





(Above, right) One of Skidmark Racing marked cars makes a great race. It gave the Batmobile (below) all it could handle right to the finish line. (Bottom right) Lance White's 328 in race trim. (Opposite page) Klaus Selbert in his 1960 BMW 700 Sport (#101). (To the left) 1974 Turbos of Rich Pople and Ed Ullum.



parking lot preparing for the car show. Tension was felt by those competing, glee by those not. On the way to Schenley Park on Forbes Avenue, we happened to pass by Pamela's Diner; which offers the best crepe style pancakes in the world — yes the world. Strawberry stuffed for me, please. On to the show field, volunteers directed the show cars to the assigned places. The bucolic golf course was a carpet under some of the finest BMWs. In addition to the stable of BMW NA's race and vintage cars, there were cars provided by Bobby Rahal that included the 320i turbo driven by David Hobbs, an M1 Pro Car, and the PTG E36 M3 race car driven by Boris Said, owners and collectors brought their best, rarest, and most loved. TC Kline also brought

his most interesting car. Such was the spirit of the BMW collector/owners at this event. Others arrived, BMWs of all eras, "E" numbers, and colors; owners from California, Colorado, Oklahoma, Arkansas, and points east. All of the cars were nice — some owners are just more masochistic than others.

The concours cars were given a final liberation of dust and debris. Sharply at eleven o'clock, the judges arrived. Owners were asked to demonstrate the car can start (they all did), turn on all the electrical devices, and present manuals, then step back so the judges can look for that flaw. Interestingly, the owners with the rarest cars take the judging the least seriously. They have been



his Inka orange M Z4 Carbon Coupe.

We were amongst the first to arrive. Directed to park by the marque of the year tent, we got to see the rest of the BMWs arrive. One of the first to pull in was Cincinnati's Lance White in his race breed 1938 328. Lance is a good friend and with all the cars he owns, he chose to bring, not his nicest, but

here before, know the drill, and more than likely have little room for another award. They were there to allow those of us attending to learn about their car and to see a BMW they may have not seen before and may not see again. Once the judging was done, owners could wander, look at all the cars, talk to others and look just beyond the fence







(On the left) John Hartge, Byron McCauley and Woody Hair admiring a great collection of 2002s.

at vintage cars of all marques making their way around turn 13.

When the Saturday events came to a close, Dave and Brenda Bentz, 2002 owners and friends, invited some old friends to their home south of the city for a BBQ. Over 30 of us took them up on their offer; you just can't beat free lunch. Afterwards, NCC members who are also with the V&CCC headed to the city for the V&CCC sponsored dinner.

Sunday, the final day of the event, was all about vintage racing and a BMW parade lap. The

marquee of the year was afforded a parade lap around the road course. However, this year the BMW owners overwhelmed the organizers and put well over 200 cars in for the parade lap. Cars were just coming off the course as the ones at the rear were going on the parade lap. The lap was a bit off the race pace but it is good to say we ran the course. The rest of the day was spent watching the vintage races. BMW was the last race group of the day; Batmobiles and 2002s chased each other around the course. Perry Genova in the incredibly

fast 2002 gave the boys with those two extra cylinders all they could handle. Our 2002 race friends, Bob Breed, Skip Bryan, Karl Hughes, Tim Murray and Mike Schindel were in the BMW marque exhibition race. Also finishing high in the race was "Woodstock" the 2002 of Roy Hopkins from Rochester. This is the same car that has won the Targa Newfoundland road rally the last two years. The race was decided at the line. Perry almost held the big boy off. Other race groups included Klaus Selbert's 700 Coupe from Missouri and Jeff McCallister's 1937 328 from Connecticut.

Several National Capital Chapter members were present again this year, some returning year after year. Familiar faces in the crowd were: Gretchen Carroll, Bill Riblett, Jim Gerock, Woody Hair, John Hartge, Terry Miller, Paul Wegweiser, Dave Dolan, Gordon Kimpel, John Jacobs, David Porter and Bimmerboy. Those who participated in concours represented our chapter well. Out of seven divisions, four first place awards and a third place award headed south to our chapter. NCC members also earned best-in-show, runner-up to best-in-show and peoples choice.

BMW Marque of the Year Concours Results

(for those participating from the National Capital Chapter)

Anita Patton – First Place

Division – Munchener Eleganz
Class – Modern Classic
1987 Japanese-Spec M6

Doug Dolan – First Place

Division – Munchener Eleganz
Class – Modern
2002 Z8

Lothar Schuettler – First Place

Division – Klassiker
Class – Vintage
1938 328s

Lothar Schuettler – Third Place

Division – Klassiker
Class – Vintage
1956 502

Bill/Ruth Williams – First Place

Division – Klassiker
Class – Historic
1972 2000tii Touring

Rich Pople – Third Place

Division – Klassiker
Class – Historic
1974 2002tii Turbo

Lothar Schuettler – Best in Show

1938 328s

Bill/Ruth Williams – Best in Show Runner-up

1972 2000tii Touring

September

Ultimate Owner: Darby Ashmore
Profile: 2002 325ci

Darby Ashmore's love of cars from Deutschland stems from his first car, a 1985 Volkswagen Golf, so the natural progression was to purchase the Ultimate Driving Machine™ or at least the ultimate that he could afford after college — a 2002 325ci. Taking advantage of the Performance Center Delivery option after purchasing from Nan Wong a CCA member at VOB BMW, Darby picked up his new BMW in South Carolina in October of 2001.

Soon after his purchase, Darby looked for a couple of modifications to make his new car more distinctive and a bit more performance-oriented without sacrificing its functionality as a daily driver. His first changes were to the suspension, an aftermarket exhaust and intake, and an upgrade to the sound system. As you can imagine he had been fully infected by the "mod-bug", to his girlfriend's (now wife's) dismay. Some exterior modifications were next, including an M-tech body kit, M3 hood, 19" SSR GT3 wheels custom powder-coated gun-metal and window tint.



Now approaching 150,000 miles, Darby's 325ci still gets many compliments, mainly due to a strict and one might even say extreme maintenance regime. Living in a two-BMW family (his wife drives a 2004 X3), Darby is an avid member of E46fanatics and E90post. He can be found anywhere from meets, NCC

socials in Columbia, to autoX and DE's at Summit Point with the CCA or PCA. What's next? Hopefully the ultimate four door 3 Series, the E90 M3.

October

Ultimate Owner: Michael Balling
Profile: 1979 320i

It's rare to see a 320i on the street, even more rare than the older 2002. E21s were built from 1977 to 1983, between the 2002 and the E30. This E21 belongs to Mike Balling and sets in a very rare color, Anthracit Grau. Mike bought his car new in July 1979, three weeks before he was married. Mike took his new BMW and his new wife, Penny, on their honeymoon to the Outer Banks. Since then the car has been carefully and faithfully maintained. When the car was about 15 years old Mike started to modify it. An air dam was added and the four-speed transmission was swapped for a 1982 five-speed. A strut brace and thicker sway bars were installed. Recently the engine was overhauled with German-spec pistons and a header. Fifteen-inch BBS forged wheels were added and Michelin Pilot Sport tires put the car on modern rubber. The car still has its original interior and much of its trim. The modifications were carefully chosen to sharpen the car without changing its basic character. Mike states, "I



think this car has the best steering feel of any BMW ever made, and I also own an E30 and E39 for comparison." Mike started showing the car in 2004 and won several awards. "We seek out interesting roads to

drive. We've driven the entire length of the Blue Ridge Parkway and Skyline Drive and been to the Tail of the Dragon. This car just loves the mountains" Mike reports.



CINCINNATI, OH – March 24, 2009 — The Concours d' Elegance, an annual classic car show in its 32nd year, was held on Sunday, June 14, 2009 in Cincinnati's historic Ault Park. The event, with five classes representing the theme "Excellence in German Design & Engineering" celebrated the 100th anniversary of Morgan automobiles and spotlighted historic Indian motorcycles. Thirteen other classes of automobiles, ranging from brass-era antiques and full classics to racecars and modern super-cars, completed this world-class automotive exhibition.

This was the one concours event we decided to attend because we were invited. Due to snow days and the school system schedule getting backed up, Ruth had to cancel at the last minute so I took her touring to the show. At invitational shows, 2002s usually do not do well when it comes to receiving awards but always receive a lot of looks. The other exhibitors show more expensive cars with pedigrees, flowing lines and impressive figurines on impressive grills. To me, car shows are about the people I meet and about learning.

So, last things first — learn-

ing. I lack the car knowledge that many of my close friends enjoy; I'm envious, but willing to keep learning. I have found this is the attitude of most of the exhibitors. The exhibitors at this level of show make up a small community. They seem to know each other and their cars, including which car will be shown at what show, who is buying and selling what. Sort of like NFL owners or tax attorneys. So there are generally no surprises about who will win. There even seems to be the French skating judge

thing going on. Local judges seem to favor local exhibitors, but sometimes there are exceptions.

So if going is not to win, even though we prep to win, why does one who has a car that will probably not win spend the money and time it takes to get to a show 500 miles away? (Did my wife just write that question?) The outcome usually has a sparkle.

Our car was classed or outclassed with other 1945 – 1975 German touring cars, mostly Mercedes. As I waited for the judges to arrive I watched the crowd watch the cars. They stroll the grounds picking out the car they want to look at more closely. It's rare for a visitor to look at all the cars equally. Some read the placards then look at the car; others look at the car then look at the placard. The real cool cats never look at the placard because they know what the car is, the history of it, and may even pretend to know who the owner is. The judges arrive and I'm the last car to be judged, I'm neither surprised nor offended. Then, the questions: Tell us about the car, what is a Kugelfischer (not a good question to hear), tell us about the restoration, did you drive it, what other



(Above) R. H. Grant's 1959 507 earned best in his class. One of 253 ever built by BMW.

shows has the car been in? They ask for the hood, the doors, and the hatch to be opened. They take a casual look around. This show places the style of the car ahead of quality and cleanliness. So there are no white gloves or Q-tips. Cleanliness is the price of admission here. They leave in a fraction of the time spent on the "other" German touring cars. Now I can go see the cars and talk to the exhibitors I want to see.

The cars that appear at these shows astound me – but that does not take much. The newest and

cult. Finding those people who want to go out and talk cars is not all that difficult either. The story of how I met John Watts is too long to tell here. John lives on the northside of Cincinnati and owns a 2002tii Touring. During my quest to find yet another touring owner coupled with my visit to the Queen City, a night with other classic BMW owners is planned. John suggests dinner at Skyline Chili topped off with ice cream at Graeter's. There is nothing like local fare! John and 2002 owner/enthusiast, Jason Gipson, gather a few

chili that is hamburger soup over pasta. Nope, the locals tell me they are appetizers, oyster bombs. To prepare an oyster bomb, one sifts through the small bowl, finds a cracker with a hole in it, fills it with provided hot sauce and enjoy. Now that is a local fare! After the chili we walk the streets lined with street performers to Cincinnati's famous Graeter's Ice Cream. The cream is filled with butter fat and the locals recommend any of the flavors with chip in the name. Chips can be small or large, spoon-full large. That is why they recommend it. They like to see who gets the largest chocolate chip.

One part of getting old is talking too much about food. Guilty. But food brings on good conversation, conversation friendship. That evening I got to hear about family, relationships, family secrets of cars and parts acquisition. (The story of Karie's gift to Jason is one of the best.)

Now here is the "they get it part" and the sparkle. Jason and his friend Mike Stubblefield found the nerve to bring their wives, Karie and Brandi, to dinner and ice cream. They had not been with 2002 owners much and always wondered why Jason and Mike would slip out of town for 2002 events. It did not take long for the ladies to warm up and embrace the crowd. Karie, an entertainer by trade, entertained others and us at Graeter's. Brandi embraced Mike, like newlyweds! So now there are even more guys who can sing along with singer/songwriter Jack Johnson's "Better Together".

In an e-mail after the event, Jason conveyed to me the ladies "now get it." Many guys are fortunate to have wives that understand and "get it." Yes it is better together.



hottest cars of the century seem to make their way to the show field, such as a Porsche Carrera GT, Ferrari Scuderia and this year the exhibitors and visitors were enamored with Mike Valentine's (of Cincinnati Radar), new Tesla, the all electric go fast car. This corner of the event was sort of The Detroit Auto Show in Cincinnati.

Then there are the cars from the other side of the century in the other corners of the show field. DKWs and Horsts by AutoUnion, the predecessor of Audi, the Auburns of Indiana, the early Mercedes, Porsches, Fiats, MGs, Alfas, Ferraris, Maseratis, Morgans and Lancias. As at most invitational shows that special car shows up and wins – the Gullwing. The 1955 300SL Gullwing Coupe in red was stunning and always had a crowd around it – a well-deserved crowd. The Porsche of interest was a 1953 356 S bent window coupe. This show also included a 1970 Fiat Dino 2.4 Spider in orange. Orange is a nice color. It is the small rare cars like that Fiat that interest me. The other small cars like Lancias and Alfas are nice too. To learn about these cars, to see them, to hear the owners talk about their cars is the best reward for attending these shows.

Back to first things last, the people I meet. With message boards and e-mail, finding people in other cities interested in classic BMWs is not diffi-

others for Saturday dinner and dessert.

Plans are made to meet at the Skyline in Clifton, the University of Cincinnati area. Quite a young crowd but it seems everywhere I go, the crowd is young. Hummm? We gather at Skyline, bunch the tables together and the locals educate me about how to order chili, three-way, four-way, five-way. I go with five-way. Why not, eh? Small bowls of oyster crackers are placed in front of each of us. I presume the crackers are a topping for Cincinnati

(Above) Rudi and Joan Kamper's 1938 327 Sports Cabriolet earned an award of distinction. One of 1,390 built by BMW. (Below) Peg Valentine's 1972 BMW 3.0 CSi earned an award of distinction. Editor's note: Bill and Ruth Williams' 1972 2000tii also earned an award of distinction.



2009 DIY Program Update

By Brenda, Phillip & Alan

Status of our Ladies DIY Team... *by Brenda Gates-Anderson... Essayons #1!*

Ladies' Team chair Brenda Gates-Anderson reported that by late July we were having meetings via teleconference on an as-needed basis, leading up to the final Ladies' DIY session of 2009, to occur on 12 September 2009 at Martin Motorsports in Alexandria, VA. We have been planning and getting things in order for a Ladies' tutorial at the upcoming 15 August 2009 Passport DIY, that will further promote our Ladies' DIY. The 15 August 2009 Passport DIY will include a separate *Ladies' Pastries and Tea Car Care Session*. Plans include creating a PowerPoint presentation, providing pastries and tea, providing goodie bags, creating a flyer for distribution at all Socials, etc. All committee members are working diligently on the action list to make both events a success.

On another note, our former ladies' committee of Caroline Miller, Kendra Bundy Seto, and Brenda Gates-Anderson have accepted two more ladies, Angela Dzuro-Quick and Terri Thomas, to join us, bringing our committee total to five, plus two additional ladies, Joyce Little and Imogene Newsome, as our support members. In summary, we have been moving full steam ahead and are on track with our plans, and we are looking forward to bright, successful Lady DIY sessions in the upcoming years!

Status of 2010 DIY Schedule... *by Phillip Cummings... Essayons #2!*

It is time to begin putting the schedule together for the 2010 DIY Program. We have made initial contact and coordination with our current sponsors, asking them to look at next year's calendar and to plan dates for a DIY session. In the coming weeks and months, especially in September, we will be sending letters and making visits to our current sponsors and potential 2010 sponsors. Our intent is to explain the program and answer any questions or concerns they may have. Our goal is to have all 2010 events scheduled by 30 October 2009. We have an ambitious program planned for 2010, which may include specialty sessions like: Auto Detailing, Paint and Body Care, or other topics of interest to our members. We hope to have sessions in *all parts* of the Chapter's geographic region: DC, Virginia, & Maryland. We seek both big and little DIY Sponsors, and we request that you ask your local shop to volunteer – then contact Phillip or Alan by October 1st.

DIY Regalia Available to All Members... *by Alan Marsh... Pere Essayons!*

At our last DIY Committee meeting we decided to make our DIY Regalia available to all Chapter members, and we will be having a selection of desirable items available at the *2009 ChapterFest* in Bowie, MD on 26 September 2009. Please watch our website DIY Chapter Program column and DIY Message Board for any pre-order guidance.

Sample Feedback from DIY #13 at Russel BMW... *by Bob Koppelman*

First-time DIYer Bob brought his 2002 E39 with 87,500 miles. He removed and replaced (R&R) the main and accessory belts; R&R a broken nipple on the radiator; evaluated a leak in his power steering low pressure hose; and evaluated a leak at the valve cover gasket. Bob received support from Russel's Gill (The Best!) and from NCC's Richard Prentiss. Bob learned and got tips on how to R&R his (1) fan shroud & fan, (2) brake pads & calipers, and (3) engine coolant after a large loss. Bob liked the professional help when trouble came, and the people he met and worked with. He got to help others, even with his limited experience. Bob stated *"This was a great opportunity to see what the club and a DIY event is all about. I had been reluctant to work on my car – don't break it if it ain't broke – but this environment is great. I am more likely to drive to Virginia for other DIY events even if it means driving a little. Thanks for a great event!!"* [DIY Chair comment: Well done, team - another happy & satisfied NCC member.]

Please Stay "DIY-Informed"... *by Alan*

Your DIY Committee is very active in posting new information of interest to our Chapter members; however, we cannot always 'hold your hand.' Please stay DIY-informed and up to date by reading our website DIY column, DIY FACS, and the DIY Message Board, because our "der Bayerische" DIY information requires a longer lead time. Also, after participating at each DIY, please use the Message Board event-specific thread to post a comment (we note and appreciate all comments).

Rob Williams photo.

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A Look Back

By Woody Hair



*Max Rodriguez wrote about his third attempt at a Cannonball Run knock-off, the Four Ball Rally Run from Boston to San Diego, at an average speed of 83 mph in a 3.0CS. Photo by Raine Mantysalo. **September/October 1984 dB.***

35 years ago – Sep '74: The chapter's championship rally was scheduled for November 17 with the OD to be Mike Leeper and the Chief of Controls David Roach. The membership report showed we added four new members the prior month, and the Treasurer's report showed a bank balance of \$310. Nineteen members participated in our autocross school. Jerry Coffey wrote a technical article on bump steer. A report said member Nick Craw resigned as Director of the Peace Corps to devote more time to racing the Miller and Norburn BMW 2002 in the IMSA Racing Sedan series. Nick stood in first place as this was written. The next membership meeting was to be at the Carling Brewery in Baltimore. **Oct '74:** Editor Paul Schauble compared driving his 2002 to sipping Johnnie Walker Black. On the other hand, he was disappointed that the car "had not prompted attractive members of the opposite sex to jump in my car and melt like putty in my hands." Mel Morganstein wrote about the service reports he had received from members. In it he wrote about the good and bad while naming names. Of the two owners of Motorhaus in Vienna, one was described as courteous and the other rude. A caravan was planned to the national club's 3-day Oktoberfest in Connecticut.

30 years ago – Sep '79: Editor John Hartge reported on the IMSA Winston GT season, with David Hobbs driving a 320i-turbo and Jim Busby alternating between his 320 and a new M1. *Roundel* Technical Editor Michel Potheau wrote that the BMW 320i's longstanding vibration problem might be due to its normal height variation between the left front and right front. A tech tip mentioned that the fuel pump on a 2002 was the same unit for the German-made Ford Capri, and should be readily available at any Ford dealer. **Oct '79:** A service bulletin from BMW NA stated that any inertial reel seat belt should be replaced after suffering any energy absorbing strain. David Hobbs and Derek Bell won the 500-mile Winston GT race at Road America in a BMW 320i-turbo. A two-page article on BMW transmission woes was written by Thomas Nast of the BMWACA Puget Sound region. An invitation to Autoy's second annual Oktoberfest open house appeared. A report said any hope of raising the federally mandated 55 mph speed limit had been dashed by the renewed energy crisis. The classified ads included a 1 1/2 year-old German shepherd.

25 years ago – Sept/Oct '84: Our chapter received an invitation to the Shockoe (Richmond, VA) chapter's first annual German Carfest. President Bill Ross announced the chapter would sell ceramic beer steins with the BMW CCA logo for \$12.50 each. An attempt to gather maintenance and repair expense data from members was soon to die from lack of responses. As thanks for letting us use their lower parking lot for our chapter autocrosses, we held a display of new and used BMWs in Landover Mall. Our June autocross saw John Fender take the FTD title. Our July event had Kay Heatherly in the FTD spot. Both were driving Kay's 320i. Our first annual Deutsche Marque Concours d'Elegance was held at the Naval Radio Station in Clinton, Maryland. Best of Marque was won by Mike Thomas's '78 320i. The event included a Best Beer Stein contest. Despite a morning rain, about 100 members showed up for our annual crab feast at Cosco Regional Park. Mike Diggs did the planning and arranged for the crabs. Barry Miles arranged for the beer. Our visit to the Potomac Polo Match did see rain cancel the actual match out of concern for the horses. However, the tailgate contest did proceed and an impromptu champagne cork launching contest did provide for competition. Yet another big social event, the corral at Summit Point's Budweiser 300 Trans-Am race, had about 100 members sharing beer and food under a large canopy. David Hobbs (DeAtely Corvette) finished second in the race and track owner Bill Scott was ninth substituting for Willy T. Ribbs in the other DeAtely Corvette. Paul Newman did not finish in his Nissan. Gordon Kimpel reported on the first 160,000 miles in his '78 530i. Lothar Schuettler, former service manager at VOB BMW opened a new independent service facility in Rockville named Excluservice. Max Rodriguez wrote about his third attempt at a Cannonball Run knock-off, the Four Ball Rally. Run from Boston to San Diego, he and Marty took 41 hours 51 minutes for an average speed of 83 mph in a 3.0CS. An article by Skip Marsh detailed the highs and lows of traveling on the German Autobahn at over 100 mph.

20 years ago – Sep/Oct '89: The cover photo featured four of my favorite BMWs, an M3, an M1, a 507, and a 328 – all in white and parked in a Keystone plaza at Oktoberfest. A busy calendar for the fall: a general membership meeting with Ray Korman as the guest speaker, two driver

schools at Summit Point including a joint event with the Ferrari Club, a Winefest/Concours at Prince Michel Vineyards near Culpepper, a vintage race corral at Summit, the annual Bavarian Inn tour/Oktobefest, Autoy's Oktobefest, tech sessions on tires and transmission rebuilding. Alan Warner wrote a report on our Road Apples TSD rally through Virginia horse country. The winners were Ricardo and Gonzalo Puig in a Bavaria. Glen Stewart had a piece on driving in England, and David Roach wrote a review of our Firecracker drivers' school. In his "Max Tech" column, Max Rodriguez wrote about winterizing your car, and Terry Luxford's "As the Wrench Turns" column covered camshafts, pistons, carburetors, and cylinder head porting. Competition Corner reported two M3s finished first and second in a field of 180 cars at the Nurburgring 24-Hour race. Our Council Championship autocross was held at Baltimore's Memorial Stadium. FTD was taken by Todd Bowland in a VW-powered LeGrand formula car. *Grassroots Motorsports* Magazine had proclaimed this car to be the world's fastest AX car. Fastest BMW was Leo Balzereit in a 2002ti. Woody Hair had a report on the Keystone, Colorado Oktobefest. It was attended by a dozen-or-so National Capital members.

15 years ago – Sep/Oct '94: The chapter's President and Secretary, Jack Kenworthy and Sarah Kenworthy announced they were moving to Daytona Beach. Their positions were taken by Chris Leeper and Charlotte LaQui. Our TSD rally was won by Mark Evangelista and Jim Friedman with a total error of fourteen points through 19 controls. That is less than 10 seconds from a perfect time. Rallymasters were Mike and Paulette Leeper, aided by David Roach. Our championship autocross saw Norm Beaver win FTD with his Lotus SuperSeven. Fastest BMW was Brian Hair in his dad's 325is. BMW NA entered two E36 M3s in the One Lap of America. Russ Wiles drove one to a 2nd place finish, ahead of the factory-entered Porsche 911 of Hurley Heywood. Competition Corner reported that Heywood was so miffed, he immediately went to the 24-Hours of Le Mans race and won the whole thing in a Porsche 962. Bob Payne had a good article on the trials and tribulations of shopping for a quality used BMW. He finally found a 635CSi to be his choice. Rich Gaitley from the Mountain State chapter had a report on the performance characteristics of different motor oils.

10 years ago – Sep/Oct '99: Marc Plante wrote about keeping your BMW in tune – the sound system to be specific. There were lots of pictures from the New Member Reception held at Passport BMW. Peter Abzug described his obsession with keeping his car clean and shiny. Gary Allen wrote about the ability to drive a high speed on the Autobahn in his 318i



Our chapter received an invitation to the Shockoe (Richmond, VA) chapter's first annual German Carfest. Photo by Raine Mantysalo.
September/October 1984 dB.

rental car. Rich Beebe had a long report on his first race, an SCCA MARRS event with his beautiful ITS 325is. Brian Shipman (E36 M3) took Fastest BMW at autocross #3, a joint event with the Porsche club. Bill Brochu (535i) was fastest BMW at our championship event. There is a picture of Tom Baruch, Jennifer Nazarko, Dwight Derr, and Woody Hair with their cars and helmets on the starting grid of Le Circuit Gilles Villeneuve in Montreal.

5 years ago – Sep/Oct '04: Our drivers' school coordinator Adil Desai described the duties and responsibilities of various worker positions for these events. There was a long story about Neil Simon and Woody Hair's 2nd One Lap of America – this time with a supercharged engine. Glenn Ty (E36 M3) was the fastest BMW at autocross #3 and Lee Piccione (E36 M3) was fastest BMW at the SCCA National ProSolo event held at FedEx Field. Budding professional racers Tommy Milner and Billy Johnson competed at our Rosecroft autocross in Tommy's Mini. Our membership was up to 5,347. The classified ads had an original '74 2002 Turbo for sale at \$17,500, and a '98 750iL V-12 for \$6,500 (*really!*)



Rich Beebe had a long report on his first race, an SCCA MARRS event with his beautiful ITS 325is. Photo by Competition photographers.
September/October 1999 dB.



NEW MEMBERS LIST

National Capital Chapter now has 5346 members plus 735 Associate members (who share in all of the benefits of being an NCC member), and an additional 62 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: Andrew Brown, Robert A. Brown, Eddie Byrd, Blair William Cappuccio, Joern Esser,

Mike Maruschak, Andrej Miller, Roy Morris, Gunnar Pribadi, Paul Seto, Hutch Smith, David Strassman, Al Thompson, T Ladson Webb, Jr., and Amir Ali Zohdi.

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!

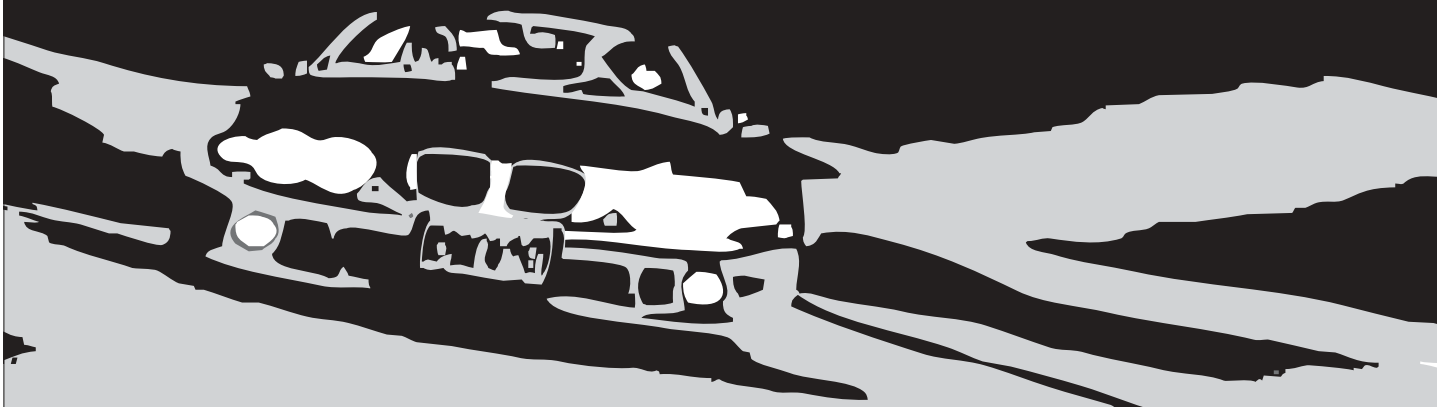
To our newest members listed below, you joined the Club, now join the fun! Check out our website at www.nccbmwcca.org for the latest event details.

Darrell Ackmann	2003 745Li	Armon Jackson	2009 M6	Michael Riley	2006 X5
Michael Adams	2008 135i	Larry & Karen Jones	2009 335i Coupe	Richard Rispoli	2001 Z3
Baris Aksu	1997 528i	Jenna Jones	2004 X3	Louis Ritter	
John Althouse	2007 M Coupe	Eddie Jones	2007 335i & 2005 Z4	Rick Sancarranco & Bobbi Moore	2009 135i
Franklin Austin		Max Kaganov	2000 M5	Miguel Santos	
Kyle Bacon	'03 M3 & '04 Lamborghini Gallardo	Kenneth Kearney	2008 X8	Robert Scott	1994 740iL & 2004 740Li
Gregory Baker	2007 750Li	Ssee Kim	1999 M3 & 1997 M3	Paul Scott	2001 325xi
Victoria Bakhtina	2009 328xi	Brandon Kopetzky	2004 325i	Frederick Seyfried	
Herbert Baraf		Wally Labban	2004 M3	Mark Sigley	1994 318i
Michael Bardowski	2008 X5	Christopher Lambert	2007 328xi	Patrick & Christopher Smith	2004 330Ci
Scott Barner		Shang Lee	1994 318i	Beth Smith	2002 325Ci
Anthony Barnett	2006 M5	Joseph Leonard		William Sparrow	2005 M3
Antoinette Beatty		Jeffrey Lo	2009 X3	Janine & Paul Stier	2006 330Ci Convertible
Brian Befano	2006 330i	Anthony & Cara Longinotti	1976 2002 & 2000 328 Ci	Jacqueline Stone	2000 323Ci
Joseph Bennett	2003 M3	Philip & David Lowit	2008 M3 & 2007 X5	Sherry Suggs	2009 328i Convertible
Joseph Bonanni	1995 M3	Bradley Mabe	2005 325ci	Alicia Tarr & Daniel O'Connell	1998 318ti
Greg Bornhoff	2005 M3	Ulysses & Zoe Martin	2006 Z4	Don Thomas & James Mcvey	2008 335i
Don Boysen & Melissa Clark	2004 545i	Mary Anne McCarthy	1999 M3	André Thornton	2003 745i & 1994 530i
Romel Bumanlag		Raymond Mccollum	2006 525i	Doug Tirpak	2003 330i ZHP
Marc Caden	1973 2002	Jason McGraw	2008 135i Cabriolet	Joseph Tomanelli	2004 745i & 2005 645ci
Andrea Caruso	2006 325i	Thomas McLaughlin	2009 135i	Cheryl Toner	2008 335i
Alexander Chemerys	2009 135i & 2005 330i	Keith Mclean	2003 330i	Manny Toor	2008 335i
Christopher Chen	2000 328i	Roger Mcleod	2009 135i	Alan Trombley	1999 M3
Salvatore Ciotola	2001 M3	Alan Mergenthaler	'99 528iT & '05 Mini Cooper S	Jean Ulysse	1999 323i
Travis Collins	2001 Z3 3.0i Roadster	Brian Mitchell	2003 325xi	Sergio & Elizabeth Viganò	2009 X5 & 2006 325xi
Stanley Corey		Wayne Mock	2009 535xi	Adam Villavaso	2003 325
David Dandar	2002 540i	Jaime Moore	2001 X5	Julius Vinluan	2009 M6
Richard Davison	2007 335i	Darren Mowry	2006 M3	Robert & Monica Walker	2008 328i Coupe
Rhibano Dokong	2004 525i	Robert Mullen	1995 525i & 1982 633CSi	Matt Ward	2001 330i
Chris Dorsey	2005 525i	Grice Mulligan	1974 2002	T Ladson Webb	2003 M3
Randall Dreyfus	2003 M3 Convertible	Michael Murphy	1994 525i & 2002 530i	Scott Weiner	
Jason Dulnev		Adam Musoff	2002 325i	William Whitehill	2002 325Ci
Reginald Durden	2006 325i	Chayan Narapallobh	2005 325i	Travis Wiebe	
Charles Edwards	2006 750i	Raymond Neuhart	2004 545i	Rohan Williamson	1998 528i
John Elliott	1997 318ti	Al Newman	1997 540i & 1976 2002	Bradley Wilson	2009 M3
Mark Ely	2000 528i	Brad Nowak		Raymond Winter	
Daniel Esrov	1999 M3	Ayodeji Oshinnaiye		Bob Withers	2001 740 IL
Roger Farris	2005 M3	John Paganelli	2009 335i Convertible	Darris Wynn	2000 Z3
Geno Flores	1988 325i	Pete Paraska	2000 M5	Jacqueline Zachary	
Jason & Lora Gabor	2008 M3	Isidor Patapis	2006 325Ci	John Zeller	2009 335i
Michele Gannon	2009 Z4	Myra Pavlick		Joe Zimmerlin	1995 M3
Thomas Gargan	2009 335i Coupe	Darryl Payne	2008 750Li	Kathryn Zoeller	2002 325Ci
Horay Gibson	2003 530i	John Peacock	1999 Z3	Reza & Arian Zohdi	1996 Z3
Michael Green	2009 335d	Shea Pendleton	2009 135i	Matthew Zumar	1997 M3
Nure Gura	2004 X3	Chris Pilecki	2005 X3	Brian Zuniga & Patricia Lennon	2003 325xi
Larry Haden	2008 Z4 3.0si	Tom Pinckert	2007 M6		
Lionel Harris	2001 530i	Ellen Plant	2007 X5		
John Hart	2006 325i	Gene Poggenburg	2004 325iT		
Christopher Hart		Cynthia Poss	2000 540i		
Ed Hicks	2003 330ci	Brent Powell	2008 135i		
Marcus Hoang	2009 135i	Guy Pribadi	2005 330i		
Michael Ingham	2006 X5 4.8is & 2003 530i	Edward Rabideau & Lesley August	1996 M3 & 2006 X3		
Duane Isava	2006 300xi	Andrew Rapp	2007 335i & 1997 328is		

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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CLASSIFIEDS

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

1985 325is

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. Call Ray 240-346-2476 (c):cartweels@comcast.net

1985 635Csi

Bronzit beige/maroon leather interior. 5 speed, 151,000 miles, CD player and XM radio added, a/c inoperative, needs slight cosmetic bodywork around wheel wells, well maintained, single owner (non smoker), all records, runs great. 703-723-2380. waltturnell@comcast.net

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-at-gmail.com.

2002 325Cic

Excellent cond, 82k mi, Blue/Gray, 2 dr, Premium Pkg, Cold Weather Pkg, Sport Pkg, Harmon Kardon, HID, 25mpg avg. Car needs nothing. Second 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. Will provide pics. 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

2006 325i

Purchased new for \$35,790. 20,900 miles. Excellent condition. BMW warranty. Electric Red/Beige leather interior. Automatic transmission with steptronic. Premium package (a \$3k value). Wood trim. Heated Power front seats with lumbar adjusters. Driver's seat memory. 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). Interior is pristine; no food or smoking. Still has that "new car smell." Must see in person. 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. Contact: Dimitri at 571-241-8041.

PARTS FOR SALE

StopTech Track Pads - E46 M3

PFC 001 Track Pads for E46 M3 StopTech Brakes. \$150 for front, \$150 for rear, \$250 for both, used 3-4 days, like new. Call Joe 410-336-0802 or email jlapicki@aol.com

OEM Aluminum Running Boards - X3

From a 2006 X3. 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. Asking \$350.00. Email at pwtone@verizon.net

1985 735i - Parting

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

Hawk HP Plus Brake Pads - E46 M3

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 e46m3, see my other ads. I'm located just north of Baltimore, zip: 21093. Email me at: bbenger at gmail dot com.

Ground Control Sway Bars - E46 M3

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 also selling a couple of other things for an e46m3, see my other ads. I'm located just north of Baltimore, zip: 21093. Email me at: bbenger at gmail dot com.

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 tires that several autocrosses or 1 or 2 days of track use left in them. Please take the tires too. 703-243-5796

OEM E46 M3 Rear Wheels

18x9. 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 also selling a couple of other things for an E46 M3, see my other ads. I'm located just north of Baltimore, zip: 21093 Email me at: bbenger at gmail dot com.

E39 Winter Wheels and Tires

Complete winter tire/wheel package by TireRack for E39 1998 528i. Four Michelin Arctic Alpin on Steel rims. P225/60 R15 Q M S with 17,227 miles on them. Balanced and ready for immediate installation. Asking \$50.00. Email at pwtone@verizon.net.

E60 Winter Wheels and Tires

Four Hakkapeliitta RS1 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.

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

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

Mail to: **Robert Stern**
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