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National Capital Chapter

BMW Car Club of America

November/December 2009



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**Cover:** A ChapterFest Show & Shine participant puts the finishing touches on his ride. Page 12. Photo: Raine Mantysalo

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# derBayerische



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# President's Message

## National Capital Chapter Fireside Chat V

Webster's defines empowerment as follows: 1: to give official authority or legal power to <empowered her attorney to act on her behalf> 2: ENABLE 1a 3: to promote the self-actualization or influence of.

Why empowerment? I believe it's the duty of every Chairperson in every Program to empower the people on their committee. I believe that in Non-profit organizations such as ours there is room for everyone - to steal a phrase from the United States Army - to "Be all they can be." The opportunity and upside for gaining experience in various and sundry tasks is without limit. Our club does a great deal of administration, scheduling, internet content, planning and budgeting.

There is room in every National Capital Chapter committee for individual growth and life skills with very little down-side. I believe as long as an individual is willing to learn there are tremendous opportunities to do and try things that they may hold a parallel interest in without the down-side of the fear of failure. Responsible chairs will continue to groom their colleagues to create more effective committees, efficient people, and a streamlined organization. Yes, there is room for growth within the National Capital Chapter. It initially takes individuals who are willing to donate their time and ideas, as well as team oriented chair-people willing to mentor and build.

Every organization needs new ideas and a fresh, renewed direction. Organizations, like plants, are either growing or dying, because stagnation is just a slow death. The bottom-line is that each of our committees can grow given the right stimulus and empowerment of the people on the team. Growth begins with the idea that the needs of the many are greater than the needs of the one. Self-sacrifice and looking to the needs of others rather than the needs of self is the starting point.

Our organization is at a transition point in which the growth isn't so much the issue as much as the committee and activity planning. I'm really looking forward to the day when our club becomes more communally and socially aware. We have the ability to become greater than just a car club and surpass a marque. I see our club becoming extremely active in helping those less fortunate and volunteering our time in support of our fellow man. I'm not suggesting that we become a community service organization, only that we begin to extend ourselves and support our community while we support our membership.

During the current successful Chapterfest 2009 I asked a number of random members what events we could add to enhance the experience as well as make it an event the entire Chapter membership could enjoy. I got some amazing responses because the vision of Chapterfest is to grow and nurture it into the East Coast Chapterfest. This takes planning on a scale thus far unparalleled and not currently in the minds-eye of this organization. Every journey begins with the first step, therefore building our organization and nurturing it from within will allow us to become more and greater than we are today. The Chapter's future is so bright we need sunglasses. By working together, building from within, and growing our resources, we can reach for the stars. We may not actually reach the stars; however, if we shoot for the stars we will at least leave the planet.

My challenge to all National Capital Chapter chair-personnel is for you to continue to nurture, encourage, promote, and enable the abilities of your team members. As they become more confident your committee will soar and in return our club can grow in directions unimagined. Together we can make this vision a reality.



## FromThe Editor

### A Nice Drive in the Country

I recently had an appointment out in Purcellville, VA. Coming from Manassas, most people would probably take Route 15 north to Leesburg and Route 7 west from there, but we're not most people are we? Those of us who like to drive have certain stretches of road ingrained in our minds and are always looking for an excuse to take them. For me, northwest from Manassas means a drive on one of my favorite roads – Snickersville Turnpike.

For the uninitiated, Route 734, Snickersville Turnpike, runs from Route 50 in Aldie to Route 7 west of Round Hill just before the Shenandoah River. It's one of my favorite drives, and not just for the twists and turns and hills; while the pike has plenty of those, it's the beauty of the surroundings that really distinguishes this ribbon of country tarmac.

Historians trace the origins of the road back to an Iroquois Indian trail. In the early 1700s, the road was an important route, often traveled by

George Washington on his way to the river crossing at Snicker's Gap. It was also used during the Civil War by Robert E. Lee, J.E.B. Stuart, and John Mosby, amongst others, and there were several battles along its length.

Today there are several groups of newer McMansions and farms along the road, but the majority of the route appears much as you would imagine it did in the late 1800s. Many of the houses and farms along the route pre-date the Civil War and have been lovingly cared-for or restored. There are at least six or seven small bridges, including a fantastic arched stone bridge over Goose Creek, and the road is bordered for long stretches by beautiful dry-stacked stone fences constructed of local field stone.

It's a fun road to drive fast on, but I suggest backing off a little to catch more of the scenery. It's also pretty narrow in spots and when it passes through the several small towns along the way, the houses and shops are very close to the road. The residents of Philomont, Airmont, Bluement and the

other small towns along the pike are obviously very sensitive to people tearing through their hamlets, and there are posted additional fines for speeding in those areas. If the threat of an expensive ticket doesn't slow you down as you roll through, common courtesy should; it's just rude to tear through a small town with houses 20-30ft from the street.

That said, there are many stretches of Snickersville Turnpike where it's safe to let your Bimmer stretch its legs a bit; I recommend giving it a try if you can find an excuse to head that way or are just out for a nice drive.

E39 E53 E38 E61  
E82 E70 E90 E60  
Z3 E38 E91 E90 E88  
34 E92 E93 E30  
Z8 E70 Z4 E46  
E36 E65 E70  
66 E31 E64  
E53  
Mobile Tradition  
E23 E3  
E28 E24  
E9 E12 E21  
E10

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# 2009 CALENDAR OF EVENTS

## January

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

## March

- 1 Karting Event #7 – Allsports Grand Prix, Sterling, VA
- 5 Social at Glory Days – Fairfax, VA
- 8 Karting Event #8 – Allsports Grand Prix, Sterling, VA
- 11 Board Meeting and Social – 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 <sup>(1)</sup>

## May

- 2 Autocross Points Event #2 – Summit Point Washington Circuit, Summit Point, WV
- 3 Deutsche Marque Concours – Nottoway Park, Vienna VA <sup>(1)</sup>
- 7 Social – Glory Days, Fairfax, VA
- 9 Do-It-Yourself Extra! – Road Race Technologies, Dulles, VA
- 13 Board Meeting and Social – Mi Rancho, Rockville, MD
- 14 Social – PubDog, Columbia, MD
- 16 Do-It-Yourself – Curry's Auto Service, Gainesville, VA
- 16 BMW ///M Club Day – BMW Performance Center, Spartanburg, SC
- 17 Roundel Karting #5 – Allsports Grand Prix, Sterling, VA
- 21 Social – Winston's Sport Café, Rockville, MD
- 22-24 Vintage at the Vineyards – Shelton Vineyards, Dobson, NC (1)
- 23 Leukemia and Lymphoma Society Car Wash – Convenience Car Care, Manassas, VA
- 30-31 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV
- 31 Roundel Karting Run #6 – Allsports Grand Prix, Sterling, VA

## June

- 4 Social – 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 and Grill Arlington, VA
- 4-5 Drivers' School – Virginia International Raceway, Darheer Chapter <sup>(1)</sup>
- 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 – BeaverRun, Big Beaver Borough, PA <sup>(1)</sup>
- 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 – Location TBD
- 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 <sup>(1)</sup>
- 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 <sup>(1)</sup>
- 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 <sup>(1)</sup>

## 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 – Champps – 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 (please see website)
- 10 Social – Location TBD (please see website) – Columbia, MD
- 12 Do-It-Yourself – Convenience Car Care, Manassas, VA
- 17 Social – Orange Ball Billiards Café Rockville, MD

## January 2010

- 23 NCC Holiday Party and Annual Meeting – Mt Vernon Inn, Alexandria, VA

<sup>(1)</sup> not a National Capital Chapter event



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

## Roundel Karting Run #17 – Allsports Grand Prix

Sunday, 1 November 2009  
45915 Maries Road  
Dulles, VA 20166

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

## Social – Thirsty Bernie Sports Bar and Grill

Thursday, 5 November 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, 11 November 2009  
1488 Rockville Pike  
Rockville, MD 20852

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

## Social – Champps

Thursday, 12 November 2009  
10300 Little Patuxent Parkway  
Columbia, MD 21044

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

## Do-It-Yourself – Convenience Car Care

Saturday, 14 November 2009  
9145 Centreville Rd.  
Manassas, VA 20110

Come out, get some grease under your nails, and learn a thing or two about your car at the 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 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

## Roundel Karting Run #18 – Allsports Grand Prix

Sunday, 15 November 2009  
45915 Maries Road  
Dulles, VA 20166

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

## Social – Orange Ball Billiards Café

Thursday, 19 November 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.

## Roundel Karting Run #19 – Allsports Grand Prix

Sunday, 29 November 2009  
45915 Maries Road  
Dulles, VA 20166

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

## Social – Thirsty Bernie Sports Bar and Grill

Thursday, 3 December 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 – Location TBD

(please see website)  
Wednesday, 9 December 2009

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 – Location TBD (please see website)

Thursday, 10 December 2009  
Columbia, MD

## NCC Holiday Party and Annual Meeting

Saturday, 23 January 2010  
3200 Mount Vernon Memorial Highway  
Alexandria, VA 22309

Kicking off the new year, the Holiday Party and Annual Meeting will once again be held at historic Mt. Vernon Inn in Alexandria, VA. Elections, speeches, raffle prizes, dinner, cocktails, what else could you want? Please see the website for details.



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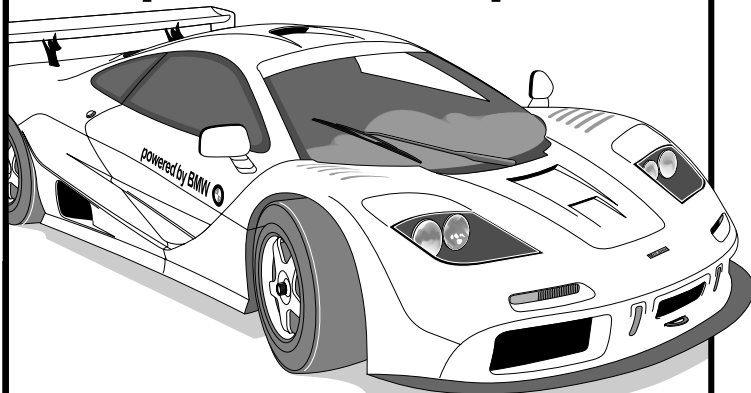
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*"TO BE OR NOT TO BE (TOURING)?" – THAT IS THE QUESTION*

*These two articles combine events from our spring and summer 2009 tours. It will show you why a large group of NCC club members, their families, and your tourmeisters answer "YES" every time.*



## SPRING TOUR 2009

# Boats, Maryland Food, and Wayward Cars

By Bob Stern | Photos by Doug Dismukes, Walter Jones and John Rock

**The Planning:** September 2008 – "It's a beautiful Saturday. Let's try your April run and meet with Kevin and Rick." At BMW of Annapolis, "I will likely have about 50 people, maybe up to 75." "Fine, we would love to have you start your tour here." At Tall Timbers Marina, "For 50 to 75 people, I can let you have all the seating in the restaurant, and the bar can be open for regular lunch customers." On the way home, "You're crazy, maybe we will have 50 at the most." In March 2009 – "Let's do the run again." At Tall Timbers Marina, "We had a lot of damage from the snow. The roof is leaking, the lot is partially flooded, and the porch is a mess. You could put some people on the porch, if the weather is ok. But, we will be ready for you – trust me."

**The Reality:** On the morning of April 25, 2009, the parking lot at BMW of Annapolis was attacked by a swarm of modern-day locusts. They looked surprisingly like 74 BMWs filled with 142 members of the National Capital Chapter. Before this day was out, we would experience spring temperatures in the mid-80's, Do-It-Yourself (DIY) road tours, and a member swimming without a bathing suit.

Our hosts at BMW of Annapolis, Kevin Mellett and Gary Goldstein, spent part of their Friday evening moving cars to create parking for the arrival of our fleet. Kevin's wife, Sheryl, spent her Friday night baking dozens of muffins and preparing platters, to ensure we wouldn't go hungry. Cars began arriving by 8:30 a.m. A large group gathered around a beautiful, white, M3 cabriolet that had

fled from a sister chapter north of Maryland. She successfully snuck across the border from New Jersey, carrying her owners, Michelle and Albert, to their first NCC BMW CCA tour. After getting acquainted, re-acquainted, feeding on fruit and homemade muffins, and investigating new and previously owned BMWs at the dealer, we began our travel to the western shore of southern Maryland.

After about 20% of our group had passed through Chesapeake Beach, there was a tragic motorcycle accident near the edge of town. NCC members were among the first on the scene and assisted with 911 calls, arriving emergency personnel, and rerouting traffic. One cyclist died on the scene, two others received injuries. This closed our planned route, causing 80% of our cars to turn and look for alternative roads. Our thoughts and wishes go to the family and friends of the motorcyclists killed and injured. We are proud that NCC BMW CCA members were on the scene to help.

Anyone with GPS immediately became an "Emergency Tourmeister for the Morning (ETM)." We formed into small groups of cars, each led by one or more ETMs. Each group took a different approach in revising the Tourmeister route to Tall Timbers Marina. Some found the shortest route back on to the original tour plan, some went partial highway then back on the original tour plan, and some took the fastest route to lunch. So much for



*(Top) A trio of E36s ready to set sail at Tall Timbers Marina. (Left) The Emergency Tour Master's (anyone with a GPS) helped guide us when our route was blocked.*



eating. The warm friendship of our group, the beauty of the marina, a restored Isetta, and many restored boats, prevented the wait for food from becoming an issue. Several people on a SECOND and THIRD trip to get more food reported no waiting at all. After lunch, our people took over a row of chairs on the grass facing the water and chilled-out. I missed it, but I understand that a junior member was too hot and decided to jump into the water, without a bathing suit. By the time I got there, Rocco was wrapped in a blanket.

Some left for the winery by 2:15 p.m. Many of us stayed longer and toured the marina, marina museum, and just socialized. Miriam and I stayed

both closed from 12:00 to 4:00 p.m. Saturday because of our large group. No mechanical work, boat launching, or parking was allowed. I bet our Chapter made a lot of friends in that group!

About 50 cars got to Oak Crest Winery before us. BMWs were parked everywhere, parking lot, roadside, and in the vineyard. The vintner, Dorothy, was conducting her second of several tasting and teaching classes inside her sales room. A large group took possession of the winery porch and proceeded to eat and drink, again! It was a beautiful ending to the day.

quality route planning and timing by the Tourmeister team...

Our original plan would get small groups to lunch about every 5-10 minutes to permit easy parking and a sensible time in the buffet line. The various ETM routes resulted in everyone arriving at the Reluctant Navigator restaurant at almost the same time, and about 30 minutes late. This included our NCC BMW CCA president and his wife, who came out of their house in the morning and found a wheel-less BMW. They had to deal with that problem, police, and insurance agents before even joining our group. Everyone easily found a parking spot in and around the boats. It seemed that, although this was a positively beautiful day for working on or being on a boat, the marina was EMPTY of workers and boaters!

We all wanted to eat at once, even though the lunch buffet would never run out. The wait in line for food was sloooowww. The porch immediately filled with eaters who had been first in line, and those still in line looking at what the first group was



to compliment and thank our host, Rick, for the great food, attentive staff, accommodations, and fun at his marina. He commented that boat owners had been told that the restaurant and marina were

*(Top) Tour organizers prepare to roll out. (Above) The Isetta was a big hit. Wonder how it does on mpg? (Bottom) It was a beautiful day to sit by the water at the marina.*





# SUMMER TOUR 2009

## Bountiful lunch, Many questions, and Weapons

By Bob Stern



*Tourmeister Note: This tour is best described, not in the events of our weekend, but in the seemingly endless series of questions generated by 43 cars and 84 people.*

**The Planning:** September 2008 "This route is perfect for the Summer Tour. Let's find a restaurant, winery, and hotel. We only need to plan for about 30 cars." As the weekend of August 22-23, 2009 approached, the first tour Tourmeister Team question became, "The weather forecast says 70% chance of heavy rain and thunderstorms. How do we revise the route to cover ONLY the OTHER 30% of Maryland roads?"

**The Reality:** The team at Russel BMW treated us to a light breakfast. Questions here were, "How long does it take for a single cup coffee maker to make coffee for more than 80 people?" And, "Why can't I test drive that new European Delivery M car being taken off the trailer?" Our question about the weather was answered on a positive note. Every convertible in our group left Russel BMW with the top down on Saturday morning. We were to discover that we had found the right 30% of rain-free Maryland roads. The only rain on the two-day tour occurred after we were safely secured in the hotel on Saturday night.

The first leg to Friendly Farms Restaurant became a combined Tour and Auto-X. Recent storms had changed our selection of beautiful roads and "tree tunnels" into a collection of leaves and limbs on the roads. The question here was, "Dad, why don't you stop doing the too fast, too loud, too hard turning and braking? I can't watch Star Wars on my DVD." Our group of beautiful new

and old BMW's in the restaurant's restricted parking area forced the question, "How are we going to secure this area while we eat?" Associate member A395139B willingly stayed in his car, did not eat lunch with "all the old people", and guarded the lot.

During and after lunch questions included, "How rare is a filet mignon before it goes MOOOO on the plate?" and, "Dad, the other people at our table put a lot of these sugar rolls in my box

with my left-over fried chicken. The sign says not to take them. Will I get into trouble when we leave?"

Our second leg to Dove Valley Winery had its share of questions. "What does it really mean when the route instruction says "Turn RIGHT out of the restaurant" and, "What do you see in your rear view mirror when the blonde passenger in the blue convertible behind you is reaching into the back seat to straighten out a cooler that has overturned, and she is wearing a dress?" Answers to both of these questions may be obtained only from the responsible tour participants.

On the way from the winery, a passenger seat "nagigator" said, "We are headed to the Hilton Wilmington/Christiana for dinner and overnight.



*(Top) The Friendly Farms Parking lot was packed with Bimmers of all ages. (Left) That navigator has a great nose for the road. (Below) Various Tour stalwarts pose in front of some military hardware at Aberdeen Proving Grounds.*





The address for this place is Newark, Delaware. Huh?" No one could answer that one. Everyone safely arrived several hours before the promised monsoon rain began. "When do we eat?"

Hotel staff, Sam Kinnard (a BMW owner) and Allison Ash planned a 1-1/2 hour reception using 7 appetizers per person as the normal amount of food and a restricted area for our parking. The questions here, "Did we really inhale 10 appetizers per person, AND continuous fresh pasta in only 1-1/2 hours?" And, "How did 35 BMWs fill up an area restricted for 100 cars?"

Following an established tradition on NCC tours, "Can we outlast the bartender?" was the late evening question. A large group of us loudly and, with the help of the bartender's excellent work, reviewed and critiqued almost every part of the tour.

Sunday's question was, "Aberdeen Proving Ground is four inches above sea level. How muddy will it be around the tanks and guns?" Sunday dawned bright and clear. The rain had returned to the other 70% of Maryland. After wiping off our cars... "what BMW owner leaves water on the car?" A dozen of us traveled to APG to find beautiful weather and very comfortable walking around the

large selection of equipment, dating back to 1917. It was a great way to end a very fun weekend.

This rambling and long description of two fantastic 2009 club tours will also end with a question. How can you not join the group on our next tour? Check out what your club tourmeisters are planning for the future, in this magazine and on our web site.



*Our Tours always feature some good eating. (Top) Chowling down at Friendly Farms. (Middle) The line for the buffet at Dove Valley was pretty long. (Above) Loading some plates at Christiana Sheraton.*



*As a first timer this was my experience. After I collected my lunch ticket, I made an effort to seek out someone to give me a little heads up as to what to expect being a first timer. I was told that generally there are three groups — the folks who break record time, like the M3 folks, a middle group who might follow behind the M3 racers and a third group who takes in the view — sounds like my kinda group.*

*As we left I had no idea which group I was in, no one took me under their wing so I was definitely winging it. As we started out from Russell I got behind a 335xi and I figure "okay I can do this". Then the first hairpin turn curve came up and the sign read 20 miles an hour with a winding arrow for further clarity, I looked at my speedometer and it read 40 miles an hour and I was like oh heck I'm in the racers group. But since I was flying solo and this was my first trip and I was determined not to get left behind, I was keeping up. I found myself driving with both hands on the wheel, something I rarely do. Personally even though I have a 6-speed manual, I enjoy cruising in my 325i. Turn after turn reading signs 30 miles an hour and looking at my speedometer reading 60, and feeling like okay the car is really getting a good work out, this is what BMW intended when it made these cars, the ability to handle hairpin turns, although not even a little bit perturbed and still thinking dag, I have to keep up I found myself going around corners on the blind but successfully maneuvering them, whew what an awesome piece of machinery and man all my years of driving a stick shift has made me more than ready. We made it to our first stop and I commented to several folks who'd indulge me, "what happened to driving safely" that Bob admonished at the dealership before we left? All I got was a nod of the head and a smile. We left following lunch and need I say, I found my self repeating the morning leg of the journey. What can I say? I had a blast, totally enjoyed my car and especially meeting the folks of a somewhat exclusive group :-)*

*Take care, Deb  
Debra Grandy*



# ChapterFest 2009

By Darby Ashmore | Photos by Brett Szymik and Raine Mantysalo

**ChapterFest:** one might glean from the title of the event that this is a celebration of all things BMW for the National Capital Chapter of the BMW CCA. But as I walked around ChapterFest I was thinking just how varied the love of cars and, specifically, the love of BMW is and what is that common ingredient that unites the BMW community, making it such a fun and cohesive group to spend the day with. There were some people at ChapterFest who are into the Show and Shine; proudly putting the finishing touches on their cars to get them into top shape for the judges. Other enthusiasts were there for the Autocross; putting their cars through their paces around the Bowie BaySox Stadium course. Others enjoyed the Swap Meet; wandering around, trying to find bargains and excited at the possibility of stumbling upon that hard-to-find part that's exactly what they've been needing. Some folks are there for the social interaction; hanging out and meeting fellow enthusiasts who share a common passion for BMW (and scoring the tee shirt and great lunch for \$5 isn't too bad, either).

The point is that there isn't just one specific aspect about ChapterFest that appeals to a certain subgroup of BMW enthusiast – there is literally something at Chapterfest for *every* BMW enthusiast!

ChapterFest started for me Friday night as I hurried home from work to wash and wax the car so

that I didn't have to get up before the crack of dawn Saturday morning. Paul Seto, Social Chair, had already convinced me to lead the Baltimore/Columbia caravan so I wanted to get as much done



*Brett Szymik photo.*

(Above) Jonathan Thayer rounds course at the ChapterFest autocross. (Bottom) The clean car crowd was at ChapterFest in force.

Friday night as possible. As I walked around the car for the 30th time, looking for water spots and cleaning the windows, I have to admit I was very excited about the next day's event. I also had a little trepidation about the caravan. You see, I had been on several sport bike caravans involving over-excited people who got into deep trouble very quickly – including several crashes – and I hoped that no shenanigans would happen the next morning.

I awoke Saturday bright and early and was

happy to see the sun shining. I made my last attempt to get my wife to come out to wave as the caravan drove by (she refused again) and headed over to the meeting point. As I arrived I was greeted by about 20 or so cars that had met a little south of Columbia. There was a good mix of generations, both in vehicles and their drivers. I was happy to see no one doing any smoky burnouts or drifting through the Park and Ride.

We left around 9:00 a.m. and headed over to Bowie. As we headed down Rt32, I looked in my rear view mirror and smiled at the site of so many nice cars heading to ChapterFest. I wondered what other drivers thought about the sight of our caravan heading down Rt97, then to Rt50, eventually arriving at around 9:45 a.m. at BaySox Stadium.

Once there I had the same sense of excitement that I had last year. Attendees are instantly greeted by the friendly volunteers checking people in at the gate, and also by the sights and sounds of the Autocross, a symphony of screeching tires and revving engines only an auto enthusiast could enjoy. Parking was a breeze and already the lot was filling up with Bavarian wonders. Another E90 M3 owner stopped by to ask me about the spacers I was running and we shared some stories, both of us grinning ear to ear with mutual enjoyment over our cars.

The Show and Shine was in full swing by the

*Brett Szymik photo.*





time I wandered back up through the parking lot. As I walked up I saw my friends Don and Ben from M3post/E90 post and Chase and Navin from E46fanatics, all were already hard at work prepping their cars. Some participants were squatting down with tire shine and wheel cleaner, while others used finishing wax to coax that last little bit of shine from their cars. The Show and Shine awards are based on people's choice. Upon entering the main gate everyone was given a ballot with which to cast their



vote for categories like: "The car I most want to drive", "The car with the most character", and "The car with the most passionate owner." Proud owners stood near their cars talking about the modifications or restorations. There were several beautiful 2002s, and my personal favorites were two pristine E30 M3s. There were so many great examples of cars of every generation it made it very hard to pick just one car in many of the judging categories.

The lure of the tire squeal made me head over to the Autocross with my friend David. He had driven down with me in his track-prepped E46 M3 that looks like a BMW that Darth Vader might drive. The Autocross never disappoints, and the crowd cheers not only for the fast times but even more vigorously for the spin-outs or people getting off-line and making miraculous recoveries. We watched for some time and it all seemed like great fun from the novices through the experts.

I was near the Autocross when I first saw Paul;



he was practically running as he went from place to place working on this detail or that. I said "Hi" then he hurried off as he saw the Red Hot and Blue trucks arriving with lunch. Paul is an amazing advocate for the Chapter and should be thanked from now until next year's ChapterFest for all the work he does for the Chapter and for this event.

David and I took some time, again, to wander back through the parking lot to check out Mike from E90post's E93 335. Mike's car looked amazing as always, with his upgraded Brembo BBK and a very aggressive drop on KW coilovers. As we stood talking we noticed Marina Martin and her John Cooper Works GP edition Mini Cooper S. We asked about her car as she checked the tire pressure getting ready for the afternoon Autocross group. Marina explained that this Mini was a limited edition and how the numbers on the roof actually reflected the production number. She smiled as she related that her number was very low in the entire run and that she took a lot of pride in that. We all laughed when she told us that she had met a guy at Virginia International Raceway while



doing a track day who had an even lower number than hers, but this didn't help him on the track as Marina was lapping 2 seconds faster than him!

By now we had wandered back up just in time to grab some lunch. Kendra Seto was busy organizing the delicious food from Red Hot and Blue. People sat around near the food chatting with new-found friends or catching up with people they hadn't seen in a while, talking about their cars and about the X5 ///M that Russel BMW showcased near the food tent.

After lunch the Show and Shine results were announced (see results in Show and Shine coverage article by John McWilliams). Unfortunately Mother Nature put the damper on some folks' enjoyment with a shower right as the afternoon session of the Autocross got started. But, for most, a little rain wouldn't stop the fun. As I stood by the Autocross and looked around I saw the same smile that was on my face when talking about my car was



on all the faces at ChapterFest, from the Autocross group to the Show and Shine to those just hanging out. I guess it really doesn't matter what specifically you've come to ChapterFest for, everyone is there because they enjoy BMWs and what better place to hang out on a Saturday than with 525 people who feel the same way!

*(Clockwise from Left) The DentMasters demonstration was a popular spot at ChapterFest. ChapterFest is fun for all ages. DIY regalia was for sale. Some of the clean machines at ChapterFest.*



*Brett Szymik photo.*

# ChapterFest 2009 / Autocross #7

By Christopher Higgins | Photos by Katie Thayer



As the 2009 NCC BMW CCA autocross season is in its waning stages, the 2009 ChapterFest in Bowie, MD on September 26 was our first event at this site this year, but our second-to-last event of the season. There was a very healthy and probably record crowd on hand for the Show and Shine, Swap Meet, various BMW vendors, and the atmosphere that was ChapterFest 2009. There were some 525 people in attendance with hundreds of BMWs. There were about 100 drivers entered in the seventh autocross of the season. The weather was pleasant for the entire morning session with all drivers getting to run in dry conditions; however, the rain came after the first run of the beginning of the afternoon session. As quickly as the precipitation arrived, the Show and Shine folks disappeared, leaving only the autocrossers and some brave spectators and volunteers.

The Showroom classes in our autocross program are designed to attract BMW models that are still exactly as they were when they left the BMW showroom. Generally, no modifications at all are allowed to the car to remain in this class. Also, each class is structured around the performance of the car, so an E90 M3 will not be in the same class as a 2002. Jim Dunlap brought home the victory in Showroom 1 with a time of 52.015 in his 2005 M3 with James LeCompte and Philip Lowit each just one second behind him. The best time in Showroom 2 was from the 135i of Ryan Purnell with a 50.552, with Wesley Norman and Jeff Steele also finishing on the podium. Showroom 3 saw Al Zavala in his 2006 330Ci edge out Steve Velasco

with a 50.617 to Steve's 50.999, and Mark Conley just one more second off their pace. Showroom 4 saw only one competitor in Marc Spicer, who hustled his 1976 2002 around the cones in 60.727.

The Tuner classes seem to be the most popular at our events because modifications are permitted to improve the performance and handling characteristics of the cars. Street tires are still required to run in the Tuner classes, but suspension modifications, including wheel size changes, are mostly open and some engine work is permitted.

Each class again follows the same structure of the Showroom classes to ensure close competition between like BMWs. Veteran autocrosser Bogdan Poplacean in his E90 M3 knocked off Mike Reichers in the Tuner 1 class with a best time of 49.122 to Mike's 49.919. Tuner 2 was won by Ron Hougham in his 1995 M3 by over one second with his time of 48.083, besting Samuel Koberoski and George Bauer. Hotshoe Brian Hair was left



without a car but jumped in his own 1998 323is and got in a clean, dry run of 48.467 just before the rains came, and knocked off Adam Chelikowsky by less than 2 tenths of a second with Brad Wells snagging the bronze. Tuner 4 was taken by course designer Sam Bell in his 1986 325es by knocking off the best efforts of Christopher Higgins and Jason Stephens.

The Modified classes permit quite a bit more modifications, but the most important piece allowed in these classes is the addition of DOT-R compound tires. There were no entries in Modified 1 and Modified 4 for ChapterFest this



year. Modified 2 was dominated by Joe Brannon in his 2000 M Roadster, who gapped Jon Muffley and Brent Powell by over 3 seconds (and that was with a two-second penalty). Modified 3 saw only two entries, where George Hovis in his 1989 325is beat Mark Scire II by almost 4 seconds.

The Unlimited class is exactly what the name infers: the car must be a BMW, but almost anything goes. Ben Sarli came out and raised many eyebrows in his beastly 1988 M3 drift car to run an astounding sideways 49.449 in the rain to beat John Lattanzio and a cone-happy Jonathan Thayer.

NCC Autocross does offer two catch-all classes for non-BMWs to allow other marques the opportunity to run with us. The two classes are split between a showroom ("street") tire class and a DOT-R/street touring ("comp") tire class. David Marshall was the top performer in the non-BMW street tires in his 2005 Subaru Legacy Wagon with a time of 49.946 with Patrick Pereira (2003 Acura NSX) and Ron Batzri (2004 Mazda RX-8) rounding out the podium. The fastest times of the day came from the non-BMW comp tire class with Anthony Martell running a blistering 45.622 in his 2004 Honda S2000, A.J. Aviles in a SCCA ST-prepped 1995 Honda Civic EX with a 46.238, and Yaroslav Burmaka with a 47.697 in a SCCA STS-prepped 1988 Toyota MR2.

There remains just one points event on the calendar in the NCC BMW CCA autocross season with the last event on October 24 again at the Bowie Baysox Stadium. By the time you read this, that event will have happened, and you can see the results on the web-site. We hope that everyone who came out to Chapterfest this year will be back in 2010 and will hopefully run your car at one of our autocrosses in the near future. Please stay tuned to [www.NCCautocross.com](http://www.NCCautocross.com) and the NCC BMW CCA message board for the most current schedule, official results, classing information, and all other updates. Please remember to thank all the volunteers who make these events possible because without them, these events would not exist. Thank you to everyone who made ChapterFest 2009 a success!

*Various autocrossers, even a few non-BMWs, ran in both dry and wet conditions at the ChapterFest Autocross #7.*







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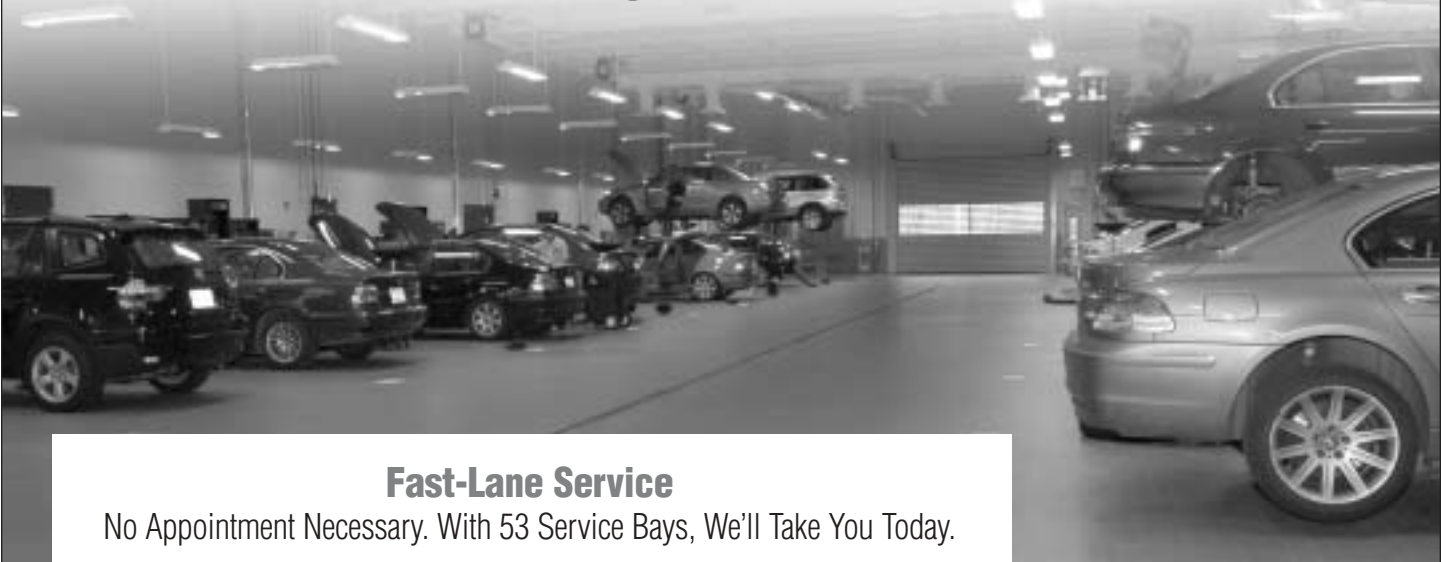
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# Traditions

By Bill Williams

Photos by Marc Caden,  
Clay Weiland and Daniel Shor

## Classic Young Guns – The Tradition Continues

It's a classic principle of good management: Develop a strong bench of up-and-comers to replace your veterans as they get promoted or retire. That theme should also apply to our hobbies and interests. Some of the oldsters around here who enjoy the classic and vintage BMWs are getting close to promotion age. So it is refreshing to see some young guns enjoying the classics.

Some of the young guns started appearing at Jonathan Maxson's Drive-In at the Car Pool two years ago; others acquired cars built in the 70s and a new core of classic BMW owners in the National Capital area emerged. They bring with them a youthful energy and coolness that is refreshing to be around. None of them will be able to say they are original owners of their classics, but they can say they saw them on the roads when they were impressionable kids and a fire was lit.



Marc Caden with "Horst", his Agave 1973 BMW 2002.

### Marc Caden

Marc Caden is a fourth generation Washingtonian now residing in Maryland. His 1973 BMW 2002, referred to as "Horst" by its original owner, was actually a Maryland car for a short period of time before spending the next thirty-four years in Rochester, New York. Horst is Agave green, with a factory sunroof, and a functional Behr air conditioning system. For 23 years, Horst was diligently owned and cared for by Alan Pariser, a longtime member of the BMW CCA Genesee Valley Chapter. After 15 years of daily driving in Rochester's brutal winters, Alan had Horst fully restored and the car has been a fair weather driver ever since.

While Marc was in high school in Bethesda during the early-mid 1980's, the 2002 was "the car" that everyone (including Marc) wished they could buy, but few kids could afford. It was small, stylish, performance oriented, and fairly easy to work on. So, with those memories, the ability to finally get one, and several months of intense searching, Marc purchased Horst, his first 2002, this past May.

Marc's improvements have included re-stuffing the front seats with new horsehair pads, rebuilding the pedal box, installing a Sanden A/C compressor, new Cocomat

floor mats, and some professional bodywork to remove localized rust spots. Although he admits he's not a natural born wrench turner, Marc, with the assistance of some chapter members, has begun tackling a few do-it-yourself projects, such as installing a Jaymic lamp bar and fog lamps, grounding the fuel and temperature gauges, and rebuilding the shifter.

Marc specifically searched for a 1973 in Agave green, but never really thought he would find the right one. His young kids love the car (they laugh at the rear passenger ash trays), and even his wife has come to accept the little car that smells like nicely aged vinyl and horsehair.

### Clay Weiland

Clay's car is a 1976 BMW 2002; it was originally a California car that made its way to Kansas where the previous owner, Marilyn Deorfler, drove it for 20 years before a neglected coolant leak allowed the head gasket to give way. The car remained in her son's Harley-Davidson dealership warehouse for four years before he convinced her to sell it. After a 450-mile trailer ride to Lubbock, Texas, and a title issue that took six months to clear up, Clay took ownership of the 108,000-mile, mostly original Fjord 2002.

This is Clay's third BMW. He first owned a 1969 1600-2, then a 1970 2002, which turned out to be a lesson in *caveat emptor*. The '76 came to him two and a half years ago and has since seen a motor swap, an over-drive transmission upgrade, and improvements to the braking and suspension on all four corners. Clay had the ignition side of a Megasquirt EFI conversion completed when he relocated to the District of Columbia and eventually began work with the GSA. The '76 has remained in storage in Texas and will be retrieved in October. When asked how he plans to transport the car to DC, Clay responded, "a one-way plane ticket and a fistful of gas money."

Coming from a family that has a hard time staying away from German automobiles, it was no surprise that Clay settled on older BMWs. His father's 560,000-mile VW Beetle sets the bar for Clay's 2002. He doesn't plan on selling the car, just keeping it on the road as often and long as possible. It will remain one of those endless projects, a constantly evolving daily driver that is destined to see far more gas stations than car shows. More than any other, Clay heeds the car-guy advice delivered by the late Gray Baskerville, "Finish the thing, do it right the first time, and drive the son of a bitch."



Clay Weiland getting a grip of his 1976 BMW 2002.



Dan Shor with his Riviera 1974 BMW 2002.

### Dan Shor

One of the younger members in classic car ownership is Dan Shor, a freshly minted 18-year-old from Silver Spring, Maryland. He bought his matching-numbers, Riviera 1974 BMW 2002 (VIN 4226711) on the 1st of January of this year. The previous owner, another Marylander, used the car in BMW CCA autocross events, and sold the car in very good condition with many fun and tasteful upgrades. The car now sports a Weber 32/36, Bilstein Sports, Ireland Engineering springs, an ANSA exhaust, and Tii brakes. Overall however, the car remains stock.

When he bought it Dan intended to use the car as a daily driver, he wanted a car that he could repair himself and would be reliable enough to give him plenty of time to learn. His budget was that of a teenager, and he had a choice between classic, or civic. As he gained confidence, his plans for the car have continued to evolve. The current project list includes a mix of modifications all of which are relatively inexpensive. Who here has seen a tuition bill lately? First on the list is the conversion from points to a Pertronix ignition system. As time goes on, Dan hopes to install some Hella 500's behind the grill for upgraded nighttime driving, as well as an LED third brake light (Oznium.com) for extra visibility. As money comes in, he hopes to change the wheel setup to a set of turbines, or larger basketweave wheels.

Owning a 2002 has been quite an experience for Dan. Although his 02 is fairly reliable, his first day with the car nearly ended in disaster. Having left his car outside on a cold January night, when he attempted to start it the next morning an oil filter gasket blew under the pressure (lesson learned – use MANN filters). Within 15 seconds, his new car was dead in the water, and it had messed up his street. However, with the help of local 02 owner, Dudley Williams, Dan got his car running, and has kept it running...barely.

Recently, his BMW ownership has been a lot more exciting. Dan and some of the locals have been known to zip through the twisties in Rock Creek Park that remind us how lucky we are to have independent rear suspension and rear wheel drive. Although Dan is currently separated from his 02 due to the rather frustrating parking policies at college, his car continues to be taken care of. Upon his return he looks forward to driving with the local 02 chapter.

There are other young guns lurking out there, I apologize that I could not cover them all in one column. But the story goes on and the tradition will continue – classics find love and respect in all generations.



### November

**Ultimate Owner: Charlotte Laqui**  
**Profile: 1971 2002, 1988 M3 Red,**  
**1988 M3 Silver**

When Charlotte Laqui "inherited" her red 1988 M3, in 1990, she was persuaded by Woody Hair to put it to proper use and come out to a drivers' school at Summit Point. That was that, she had a blast and she was hooked. Over the next few years, Charlotte went through what she calls her "addictive phase", sometimes attending back-to-back schools — Road Atlanta to Summit Point and Bridgehampton to Nelson Ledges come to mind. She served as secretary of the BMW CCA National Capital Chapter for a few years and worked her way up the ranks to become a drivers' school instructor for NCC and other chapters. Charlotte recalls that as a fun time, traveling to various tracks with other NCC instructors, drinking hoppy beer, and driving fast!

Along the way, Charlotte acquired a second M3 which she dedicated for track use. This car had a few goodies like a Korman evolution sport kit, and was faster on the track. Meanwhile, her son Robin came of age and starting attending drivers' schools and autocrosses too, followed in a few years by SCCA racing. Robin now owns the silver M3 and is vintage racing in California.

In the early 2000s other obligations, like work,



including a couple of years in Belgium, and grandchildren started to claim an increasing amount of Charlotte's time and her track years came to an end. But her interest in BMWs never waned. Having always wanted to own a 2002, she started looking around for a good specimen, finally finding a really great car on eBay, of all places, and made her first eBay purchase. Charlotte arranged to ship the car from San Diego last February, and at the same time shipped the M3 to her son in LA.

Charlotte took the 2002 to be checked out by Bill

Shook of Kraftwagen in Springfield, Virginia, having first obtained his grudging agreement that he would look after a 2002 if she bought one "so long as it's a good one." Luckily it was a good one. Charlotte obtained vintage license plates with the year of the car (allowed by DMV), got the car inspected, and was on her way. Erik the Red now shares his garage with a Nevada 2002 tentatively named Helmut von Schmuggenheimer, or Smudge.

### December

**Ultimate Owner: Tom Dressler**  
**Profile: 2001 540i Touring, 1976 2002**

You've probably heard the saying, "What goes around comes around"; meaning that life has a way of transpiring in cycles. Some of these cycles, or repetitions require a bit of inspection recognize. Some patterns, however, are very obvious. For instance, some people eat the same variety of breakfast cereal; others socialize with the same sort of people their whole lives. Still others feel an inexplicable pull to particular cars, regardless of how old, young, rich or poor they are. But this lure goes beyond a preference; any other vehicle feels foreign and awkward.

Tom purchased his first BMW in 1985 in Virginia; it was an '81 320iS; his first car was nearly a Honda Prelude if not for the urging of a friend. That first car was dependable, and seemed to have a personality on the road. It was a reliable companion, until Tom sold it three years later to raise money for a house; sometimes family takes precedence over friends.

Having established a home in sunny Southern California, Tom set out for something to replace the 320iS later that same year. He found it in a '72 2002. The Malaga Mistress stayed with Tom and his new family until 1992. The five-year tenure was prosperous, but not without hiccups. The four-speed car was just as lively and comfortable as the previous BMW, if not more so, but it was not infallible. After nearly losing the rear end to bearing failure outside San Diego, and being stranded in the



vicious desert nearly 50 miles outside Las Vegas thanks to broken breaker points, Tom, yet again, parted ways with a BMW, a decision he came to regret.

The substitute was a sportier Porsche 928s, a spectacular speedster of a car. While Tom thoroughly enjoyed his new set of wheels, the cost of maintenance and the birth of a son forced him to relinquish the black stallion a year later.

In need of a car for his now enlarged family, and needing to sate his appetite for a BMW, Tom acquired a sleek '88 535is. This car stayed with him for thirteen years, becoming the family car when he, his wife, and now two sons moved back to Northern Virginia. With a worn red interior and sunroof, his two adolescent boys

grew up in this car, becoming familiar with its sound, smell, and all its idiosyncrasies. But like any good thing, it came to an end in 2006, as the old car simply needed too much upkeep to be worthwhile.

However Tom's spirit would not be deterred. A '01 540i wagon became the new family chariot, and undoubtedly has a long career ahead of it. While this may be the end of the saga for now, the seeds of continuation have been sowed in Tom's eldest son, who nears the age at which he will be handed a set of keys, and Tom has made sure they will be BMW keys. He's found a '76 2002 on Craigslist that will become his son's, but in the meantime is a toy for the father, and a reminder of the glory days.

# ChapterFest 2009 Show & Shine

By John McWilliams | Photos by Raine Mantysalo

As has been our luck this year, the weather was threatening for the event, held Saturday, September 26th at Bowie Baysox Stadium. Forty-four cars and owners participated, with 17 in the Vintage class (pre-1990) and 27 in the Modern class. The beauties ran the

gamut from 2002s with dual sidedrafts and E30 M3s to a Dinan-equipped M5 and a showroom fresh 335xi. Also present were a '66 Ford Mustang and '06 Mitsubishi Evo IX MR.

The Show and Shine winners were determined by peoples' choice balloting, where attendees cast votes after ogling the cars and swapping stories with the owners.

Winners were announced just after 1:00 p.m., allowing most of the members to get on the road before the predicted rain arrived!

Many thanks to the NCC member who donated a \$25 Bavarian Auto gift certificate to the show. The winner was determined by receiving the most votes in the three categories. Jack Gallagher's black 2002 garnered 32 votes to Paul Correa's well-equipped 530i's 20 votes.





**Below are some of the superlatives from the Show & Shine:**

**Car I Most Want To Drive**

Vintage – 1971 2002 Alpina (Phil Ackley)  
Modern – 2005 M3 Dinan (Tina Daiyaan)

**Car With the Most Character**

Vintage – 1973 2002tii (Jim Gerock)  
Modern – 2003 Z4 (Ron Fiel)

**Most Passionate Owner**

Vintage – Jack Gallagher (1976 2002ti)  
Modern – Paul Correa (2002 530i)



*Brett Szymik photo.*



# 2009 DIY Program Update

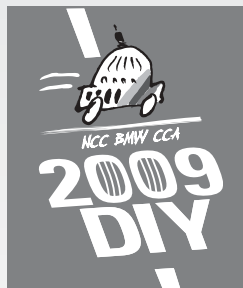
By Phillip, Brenda & Alan

## Status of our 2010 DIY Schedule...

by Phillip Cummings, lead 2010 planner

We are moving forward with scheduling our 2010 program; as of this writing the DIY Committee has sent letters to 10 Sponsors. We have confirmed 2010 commitment from six Sponsors, three of which are sponsoring multiple events. We will send more letters to potential chapter Sponsors, and are sure that by the time you read this article several more will confirm 2010 DIY dates as well.

The DIY Committee is planning an ambitious 2010 program that consists of more events than the 17 on the schedule for 2009. These sessions are for the primary purpose of serving our members, and we plan to have sessions in all parts of the Chapter area. We will have more 2010 sessions in Maryland than we had in 2009, and this year was an increase over 2008. We plan to visit the same great sponsors that have provided their usual fantastic service, and visit other shops for the first time. This program intends to give our members events that are educational, informative, enjoyable, and economically beneficial.



## Status of our Ladies DIY Team...

Brenda Gates-Anderson, by proxy

Ladies' Team chair Brenda Gates-Anderson has been extremely busy at work recently, spending more training time in New Jersey, and putting in some workweeks in excess of sixty-five hours. She's looking forward to a more normal workload soon, and we hope to provide a summary article on the great 2009 Ladies' DIY program. The entire Ladies' Team is looking forward to an even more expanded program of successful Lady DIY sessions in 2010!

## DIY Regalia Available to All Members...

by Alan Marsh

At our September 26th **ChapterFest** in Bowie, MD we sold over \$140 in DIY clothing regalia, despite the recurring rainstorms. Since then, we have continued to make our regalia available to members via our website, on which we offer "specials" on a semi-regular basis. If you haven't noticed, please read our DIY Regalia sales information on the website Message Board.

## Rediscover Blob's Park!... by Alan

This Chapter is making a serious blunder if it doesn't host at least two events a year at Blob's Park in Jessup, MD. Blob's Park is a German bier hall set on its own

very large rural property, and has been a regional favorite for many decades. In addition to serving authentic German food, and dozens of special German biers, they frequently have the Bavarian style German bands, audience singing, and Bavarian dancing. ...*Griss Gott!*

The DIY Committee had its third meeting of the year at Blob's Park, and we seated ourselves in a far corner of their large bier hall to have our discussions, while watching the customers of all ages learn the Bavarian folk dances, to music from the energetic umph-pah-pah band. A great time was had by all!

After eighty-some years of providing fantastic entertainment and fun, two or three years ago Blob's Park was sold to make way for new housing for an expanded Fort Meade. Then the national economy took a dive, and fortunately Blob's Park was granted a three-year (I think) reprieve. This place would be ideal for a mini-ChapterFest or other event! Let's give it a try!... *Essayons!*

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

Please stay DIY-informed and up to date by reading our website DIY column, DIY FACS, and the DIY Message Board. Also, after participating at each DIY, please use the Message Board event-specific thread to post a comment (we note and appreciate all comments).



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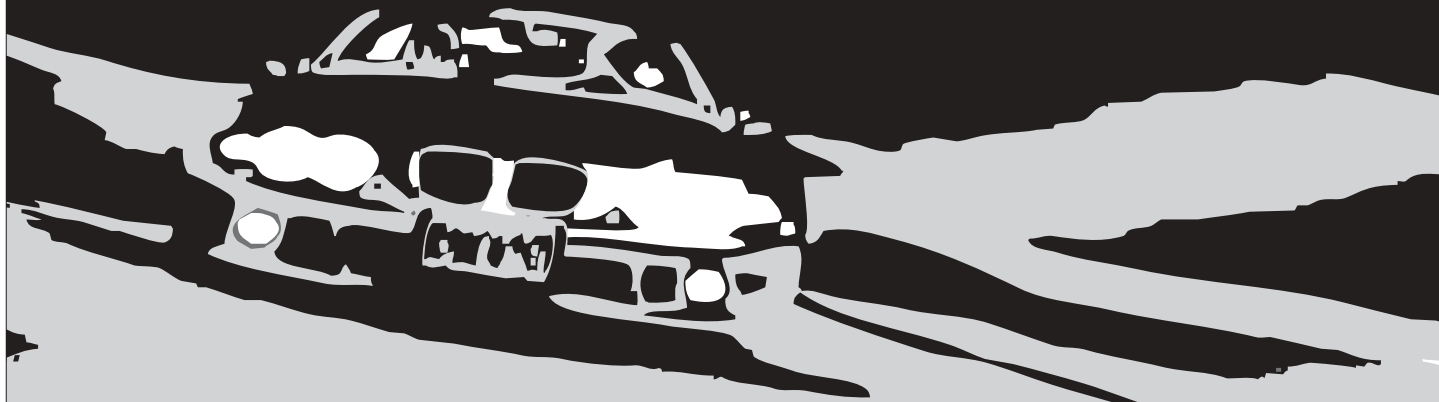
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Over 100 members make our annual trek to the Bavarian Inn's annual Oktoberfest in Shepherdstown, West Virginia. **November/December 1984 dB.**  
Photo by Raine Mantysalo.

# A Look Back

By Woody Hair



**35 years ago – Nov '74:** The treasurer's report for October showed total dues income of \$297. Ute Rolfe wrote about her experiences in the chapter's autocross school at the University of Maryland and first autocross event. The cover had several pictures from the club's Oktoberfest in Connecticut. Two were of Ed Alber and his cylinder head with a broken rocker arm. *Ed is now a technician at United BMW in Georgia.* Patti Cavalero had a good report on the Oktoberfest event that, in addition to the drivers school, had a rally, autocross, Concours, and beerfest. It sounded like the National Capital Chapter, including Mike Leeper and David Roach, won the beerfest.

**30 years ago – Nov '79:** President Barry Livingston lamented the chapter's lack of interest in driving events during the past year. He speculated this was due to the ongoing gas crisis. A tech article by Hans Himler of the Tarheel Chapter discussed the use of hypoid and non-hypoid gear oils in the transmission and differential. The National Oktoberfest event hosted by the Boston Chapter had over 300 participants. Among the driving school instructors was pro racer/TV commentator David Hobbs. Two long tech articles reported on fuel injection system problems and cures for overheating. **Dec '79:** Actually written and published in January 1980, the chapter appeared to be headed for dire straights as there were no volunteers for any of the four officer positions. Editor John Hartge estimated changing your own oil would cost about \$6.50. Thomas Nast of the Puget Sound Chapter had a long report on buying a used car. A chapter dinner meeting was planned for March at Blob's Park, the German beer garden near Jessup. John Hartge had a report on the new 1980 320i with its downsized 1.8-liter engine. With its electric mirrors, Dolby cassette player, and LED clock, John concluded the \$11,700 320i had "clearly become a luxury car." David Hobbs' 320 Turbo broke a connecting rod in the IMSA GT season's final race at Daytona. The Atlantic Zone Tech Tips Rep reported that the Autoy suspension kit for 320s had been getting rave reviews from owners. John Hartge also had a report on the first 100,000 miles in his '75 2002. He was on his second set of original equipment Michelin XAS tires. Michael Lenhardt of New Jersey offered some winter driving tips, including exercises to practice in icy conditions.

**25 years ago – Nov/Dec '84:** The cover featured BMW's exotic twin-cam M635CSi supplied by Lothar Schuettler's Excluservice. *A version for the US, the M6, would not arrive until the 1988 model year.* The chapter, with help from Russell BMW, maintained a booth at Baltimore's German Festival. Naturally this event was held near Little Italy. In keeping with the festival theme, over 100 members make our annual trek to the Bavarian Inn's annual Oktoberfest in Shepherdstown, West Virginia. Rick Foster's report on our September drivers' school at Summit Point included results of our (unauthorized) time trials. Instructor Rob Lower posted the best time (1:34.90) with his SSGT-class Camaro race car. Second was Rich "Tex" Meltzer's 2002 at 1:38.54. Gordon Kimpel sent in a quick review of his performance at the Boston Chapter's Oktoberfest. At one evening event Gordon ate four lobsters and several ears of corn washed down by a few beers. The chapter held a gymkhana at Landover Mall. A gymkhana is like a mini autocross while the passenger does silly things like tossing tennis balls into



Gordon Kimpel sent in a quick review of his performance at the Boston Chapter's Oktoberfest. **November/December 1984 dB.** Photo, by Raine Mantysalo, taken upon Gordon's return from the '83 O'Fest.



buckets. Lionel Fernandez had a brief report on his visit to the new BMW Museum in Munich. Max Rodriguez wrote about his new mistress, a 3.0 CS. Tom Baruch of London Auto Service had done complete cosmetic and engine upgrades to the car Max named Tundra. Bill Via's Rambling Ruminations said the 150 hp 323i will be replaced with a 170 hp 325i early in 1985, but we in the US will have to be satisfied with the low hp (121), but high torque 325e. The Dear DebBie letters to the editor section included the following written by Nameless in Northwest, "My husband won't let me drive the 2002, drink beer, or read *derBayerische*. My evenings and weekends are dreary. . . "

**20 years ago – Nov/Dec '89:** Driver School Coordinator Mark Yaworski, reported that some members are upset at being shut out of one or more of our schools by students driving makes other than BMWs. The policy of giving priority to BMWs was dropped some time ago as demand for our schools had dropped. President Cory Laws wrote reports on our general membership meeting with guest speaker Ray Korman, and our annual fall tour to the Bavarian Inn Oktoberfest. Bonnie Butler had some interesting perspectives on her first Summit Point drivers' school. Max Rodriguez gave a review of his past seven years with his mistress Tundra. Alas, the 3.0 CS had been sold to another club member. Max also had a technical article on increasing power in the 4-cylinder BMW engines. A very well-written article by Chris Leeper, "Orange Seas, Aborigines, and Sticky Goo" told of his first autocross. Terry Luxford's "As the Wrench Turns" column featured a discussion on brakes and ABS. John Hartge reported on the M5-powered Bonneville speed record car being built by Heishman BMW president Steve Pieper. Our driving school chief instructor Bob Gammache (2002ii) had won the ITA class championship in the SCCA MARRS series. Among the advertisers was Ted Britt BMW in Manassas.

**15 years ago – Nov/Dec '94:** Twenty-one chapter members attended the 25th annual Oktoberfest in Andover, Massachusetts and brought home a ton of trophies. A contest was announced for the design of a logo for Oktoberfest 1996 which we would be hosting. Our tour to the Flying Circus & Air Show in Bealeton, Virginia was covered by Andy Perahia. The event was planned by President Chris Leeper. There was part 1 of a helpful article about what to do if you are stopped and cited for speeding. Competition Corner reported on several announcements that were made by BMW NA Motorports Director Erik Wensberg at Oktoberfest. First, a lightweight version of the E36 M3 would be brought to the US in very limited numbers. Second, BMW CCA was planning a club racing program similar to the 2-year old PCA program. Final standings in the SCCA MARRS series ITB class showed Ed York, Steve Hammond, and Leah Epting 1st, 2nd, and 3rd in their BMW 2002s. David Lassalle, C Stock '89 325is, was the fastest BMW at two SCCA autocrosses in August. An August article reprinted from the Baltimore Sun reported that the proposed Maryland Motorsports Park in Havre de Grace was expected to open in late 1995. Tom Verba wrote about his favorable experience with Dentworks and Dwight Derr had several tech tips on items such as windshield washer pumps, alternator bushings, and the newly available Ate Super Blue brake fluid. A report on Steve Pieper's top speed attempt on the Bonneville Salt Flats with the BMW M5-powered streamliner finally appeared. You have to read the issue on our website to see the result. The classified ads included an '89 M3 for \$12,500. *That's about what they are going for today.*

**10 years ago – Nov/Dec '99:** Editor Dwight Derr expounded on his experience with a broken wheel at Mid-Ohio and the possibility it could happen to you. Dwight also reported that Maryland Governor Parris Glendening had canceled plans for the Montgomery-Prince Georges Inter-County Connector. *I guess someone decided otherwise.* A report on the Oktoberfest event in Indianapolis mentioned that our own Rafael Garces won the BF Goodrich trophy for the best overall performance. He had won his class in the rally, autocross, gymkhana, and radio-controlled car autocross. Eric Koefoot gave his top ten reasons you should-



*Eric Koefoot gave his top ten reasons (reason #2 above) why you shouldn't have missed the chapter's Fall Tour to the Ingleside Plantation Winery. Photo by Eric Koefoot. **November/December 1999 dB.***

n't have missed the chapter's Fall Tour to the Ingleside Plantation Winery. The Petit Le Mans race at Road Atlanta was covered by Patti Mascone. BMW had entries in both the Prototype and GT classes. Autocross results from four months of events were posted. Fastest BMWs were Bill Brochu ('85 535i) in July and August, Woody Hair ('88 M3) in September, and Rich Beebe (88 M3) in October. A member wrote about asking a Northern Virginia dealership about repair of the non-functioning turn signals on his '84 318i, and being told by the service advisor, "We don't have anyone certified to work on electricals for a car of that age." Things got worse from there. Minutes from the October board meeting showed the Driver School Steering Committee decided not to have a driver school at VIR in 2000.

**5 years ago – Nov/Dec '04:** The chapter helped the local Porsche club raise \$1,175 for a Kids with Cancer Camp by participating in a dyno day at Curry's Auto Service. The top BMW produced 237 normally aspirated horsepower, whereas a twin-turbo 996 recorded 449. Our tourmeister Steven Schlossman reported on our tour to Solomon's Island, and Rob Williams wrote about David Ortiz's E36 M3 Lightweight replica. This issue had a number of great pictures from the Lime Rock Vintage Festival that featured 75 years of BMW automobiles. Doug Ellmore wrote about our autocross at Bowie Baysox stadium. His 15-year old daughter Andrea also drove. Bud Screiber (325is) was the fastest BMW at this event. Competition Corner reported Leesburg's Tommy Milner finished 8th in the inaugural season for Formula BMW USA. The classified ads listed a '73 3.0CS that "was gorgeous once and could be again."



*The **November/December 2004 db** had a number of great pictures from the Lime Rock Vintage Festival that featured 75 years of BMW automobiles. Photo by Raine Mantysalo.*



NCC BMW CCA

## NEW MEMBERS LIST



NCC BMW CCA

National Capital Chapter now has 5392 members plus 751 Associate members (who share in all of the benefits of being an NCC member), and an additional 61 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: Jeffrey S. Adler, Kyle C Bacon, Spencer Benson, Mark A. Bienz, Mikhail Bolgar, Bernard Cheeseboro, Kelly Dickerson, Douglas Ellmore, Sr., Alicia

Green, Kelvin B Hao, Jerry W. Kaufman, Demetrius Lawson, Robert H. Major, III, Kevin McLaughlin, Michael W. Mills, Phil Mitchell, Robert Mudry, Albert Oakley, Zachary Pullins, Sr., Daniel Reck, Michael Riechers, Keith Wilfred Rouleau, Geoffrey R. Sampang, Paul Seto, William Slack, Michael A Thomas, Daniel H. White, and David Wyckoff.

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

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

To our newest members listed below, you joined the Club, now join the fun! Check out our website at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

Dennis Allen	1989 325iC	John Flanagan	2001 330i	Robert Maddox	2001 Z3
Alexander Ante	1999 323i	Tim Ford	2006 X5	Craig Mahaffy	
Tim Armstrong	2000 328i Sedan	Patrick Fox		Jason Maisch	
Bruce Barclay	2003 330i	Kenneth George	2004 330xi	Spencer Mallinson	
Richard Belanger	2009 335i Convertible	Paul Gilbride	2009 328i	Stephen Mann	2006 M3 Convertible & 2007 X5
William Bell	1987 325	Mikhail Gilkis	1996 318i	Alfred Manzoni	2008 X3 3.0si
Spencer Benson	2004 330i	Robert Goldwasser	2008 328i Hard Top Conv	Robert Marshall	2009 135i
Krisjan Berzins	2006 550i	Devin Goodwin		Ricardo & Mary Martinez	2007 M Coupe
Burl Binion	2003 530i	Ron Gumbert	2002 530i	Donald May	1994 325is
Bennie Blackmond	2003 540 Sport	Sha Guo	2005 X5 3.0i	Michael McDermott	2008 550i
Nathan Bluzer	2006 325	Gary Hacker	2002 525	Scott McWilliams	2007 550i
Addam Bogart		Rebecca Haemmerlein	2007 X3	Dana Mikelson	1996 M3
Robert Borlick	2010 335i	Tesfaye Hailemaiam	2005 Infiniti G35x	Kurt Mininger	1992 535i
Sean Brandt		Bruce & Judith Hall	1972 2002 tii	Yolanda Moore	1998 528i
Douglas Brown	2009 750Li	Daniel Hannah	2006 Z4 M Roadster	Lydia Murray	
Rete Browning		William Harlow	2009 328i convertible	Tom Myatt	2002 325ci & 1992 325i
Edward & Gloria Buddemeyer	2003 X5	Christopher Hergesell	2009 X5 & 2006 X3	Kamara Napper Ramsay	2004 525i
Jeffrey Bullock	2006 325i	Renate & John Hill	2009 X3	Blaise Nealon	2007 328 xi
Shawn Burke-storer	2003 Z4	Mike Holland	2003 E46 M3	Daniel Ngo	
Ivan & Sonja Burketh	2006 M5	Scott Holmes	2002 325xi	Lauren Olzawski	
Mariana Bush		Philip Hudock	2009 535xi	Paul & Ryan Ormonde-James	2009 335i Convertible & 2001 M5
Joshua Buswell	1997 328is	Joe Irwin	2000 528i	Ralph Panebianco	2009 750i
WT Carpenter &		Kenneth James	1991 M5	Yeo Park	2002 745i
Gerie Chanel-Carpenter	2005 X5 & 2004 528	Tracy Johnson	2008 135i	Grant & Celia Peacock	1998 Z3 M Roadster
Christian Carr	2006 330i	Jacob Kahan	2001 M3	Greg Pellegrino	
Douglas Carver		Levi Kanu	1998 750iL	Martin Pena	2006 750Li
Fred Caton	2008 Mazdaspeed3	Christopher Keene	1997 Z3	Ira Perry	2003 X5
Bernard Cheeseboro	2003 745Li	Roland Kells	1988 325i	Danita Phillips	2002 325Ci
Bryant Choung	2004 330i	Para Keppetipola		Stacy Plum	1999 323i
Gregory Coe	1998 740i	Songho Kim	2007 550i	Chris Poe	2008 E92 335i
Edward Cohen	2007 Z4 M Coupe	Cameron Kingsberry		Alvaro & Paulina Puig	1992 325i sedan
Phillip Cook	2003 525i Sports Sedan	Steven Kleeman	2009 328xi	Fernando Puig & Dawn Siedlecki	2002 M3
Colondra Cooper	2005 645Ci	Kelsey Klunder		Fraydoon & Maria Razazi	1996 328i
Dennis Cortez	2004 330ci	Kenneth Kosh	2006 325i	Bob Reck	2009 335i xDrive
Doug Coulter	2009 128ic	Mary Kremp	1998 740iL	Daniel Reck	2007 M6
Scott & Elizabeth Cowperthwaite	2010 530xi	Clyde Kunst	2002 525i	Monica Reissland	2003 X5 3.0i
Brian Creasy	2009 M3	Koong Lam	2009 E92 335i xDrive	Sebastien Richard	2003 330i
Neigel Creese	1991 E30 325i	Daniel Lee	2006 Z4 M Coupe	Albert Richardson	2004 Z4 & 1999 Z3
Mike Damico & Don Fitzpatrick	1995 M3	Dan Lehr	2010 535i	James Roberts	
Jeffrey Dance	2006 325i	Darryl Lemons	2007 525xi	Gary Robinson	2006 Z4
Jason D'Antonio	2004 330ci	Matthew Lesiv	2001 330i	Luis Rodriguez-cortes	1998 328 (OBDII M3 motor)
Felix Dawson	1996 M3	Mark Lester	2003 M3	Thomas Rogers	2008 Z4 Coupe 3.0si
Mark & Evan Demick		Louis Levitt	2009 650i	Marie Royce	2001 Z3 2.5
Daniel Desimone	2002 X5	Jill Lewis	2007 335i	Jerry Ruth	1992 850i
Wyndell Desquitado	2009 M3 coupe	Lennox Lloyd	2003 X5	John Ryan	2009 335i
Artem Dolinskiy	2002 X5	Gregory Lund		Joseph Sablan	2008 135i
David Donald	2009 Z4	Michael Luong	2007 E92	James Salata	
Nicholas Eckwerth	1999 528iT	Rajiv Luthra	2008 335i	Jean & Juliette Salvati	2009 M3 & 2009 328i
Paul Emerick	2001 325Ci & 2003 530i	Benjamin Mackay	2001 M3	Gilbert Sampang	2004 X5 3.0i







## NEW MEMBERS LIST



Josh Sanderson	2006 330xi 6MT
Christopher Sciambata	
Nathaniel Scripture	2002 M5
Jason Sethi	2009 328i
Darryl Shaw	
Kerry Simm	2004 325i
John Simmons	2001 325i Touring
Cedric Simon	2006 750i
Sharad Singh	2007 328 xi
Margaret Skrocki	2006 525i
Glenn Slavin & Mary Barcus	
Cody Smith	1997 M3
Jermaine Smith	2002 530i
Katie Smith	
Max So	
Robert Somers	2001 325ci
Harry Spanos	1991 325iA/2
William Stack	1991 318i
Walter Steimel	2002 M5
Howard Steinman	

Dan Stevens & Gretchen Kuhrmann	1998 323ci
Thomas Stine	2008 328 Convertible
Ira Stohman	2002 530i
Elizabeth Stupay	
Richard Sugarman	2003 330i
Uriah Summers	2004 735Li & 1985 535i
Jose Toha & Andrea Bouchard	2004 645ci
Trevor Turner	
John Van Den Anker	2008 328xi
Paul Van Son	2001 530iA
James VanDyke	1999 M Coupe
James G. Vaughter	
Lee Venturino	2007 X5
Eric Warneke	1967 T3
David Waterman	2005 M3
Kathleen Weden	2009 335xi
Ron Weeks	
Kristal Weems	2002 X5
Jack Welsh	2006 330i
Andrew White	

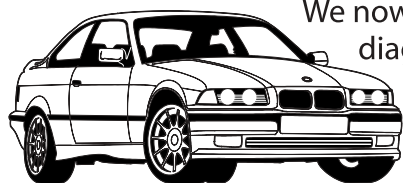
Steven & Regina Williams	2006 330i
Gary Windham	2002 330i & 1997 328i
James Wood	1987 325is
Charles Woodard	2007 M6
James & Judith Woodland	2009 528i
Nicole Wright	2006 550i
Daniel Wyland	2002 X5 4.6is & 2001 530
Emma York	
Elizabeth Young	2009 328xi
Ed Zagula	2009 M3
Bing Zhang	2002 330i

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](http://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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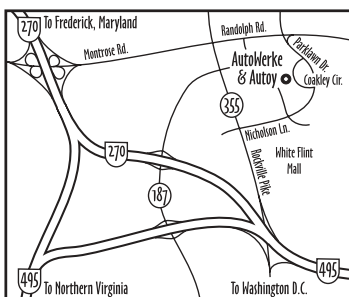
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# CLASSIFIEDS

## 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](http://www.nccbmwcca.org) and click on "Classifieds" to submit an ad. Ads for coming issues of *der Bayerische* will be pulled from the website on the first day of even-numbered months to appear in the subsequent issue

of *der Bayerische* (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

## Advertising Rates

Business card size per issue	\$100	1/2 page per issue	\$350
1/4 page per issue	\$200	Full page per issue	\$450
1/3 page per issue	\$250	Premium placement per issue	\$550

## CARS FOR SALE

### 1985 635CSI

Cinnabar red/black lthr; 159k miles, auto; BMW reman. trans., new radiator, fan clutch, water pump, muffler, various other work since 153k miles; new TRX tires on OEM rims; body excellent - no rust or dents; original paint and interior, car cover, records since new. needs other repairs - good fixer-upper. \$3,500 OBO. Thom: 301-493-8482; thomgilbert@aol.com

### 1989 325iS Coupe

2nd 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

### 1993 325iS

Sport Pkg., Black/Black leather, 5-speed, 54,800 miles, original owner, clean, well maintained, garage kept, no winters, a few dings. \$6,200. David (c) 202-345-5796, dford175@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 (tc 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.

### 2001 M5

Anthracite exterior, extended leather black interior. We bought the car 18 months ago with 38k miles, child is on the way, forces sale. All mileage we have put on is long distance low traffic highway mileage. Recent tires, new MAFs, all maintenance up to date. Call Andrew 410-206-3577, laserandy@aol.com

### 2001 325iC

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

### 2006 325i

20,900 miles. Excellent condition, Still under the BMW warranty. Electric red exterior / beige leather interior. Automatic transmission with steptronic. Premium package. Leather seats, Wood trim, Power front seats with lumbar adjusters, Driver's seat memory, Heated front seats, Power sunroof, Dual climate control, BMW assist, Pre-wired for satellite radio, Multi-function steering wheel, Rain sensing wipers and auto headlights, Auto dimming mirrors, Digital compass, CD/MP3 player and audio input jack (for ipod), Cruise control. Interior is pristine; I've never allowed any eating or smoking in the car. People still comment that it has the "new car smell." Contact: Dimitri at 571-241-8041.

### 2006 330i

Kelly Blue Book suggested retail price: \$36060. Asking \$31980. Interesting trades (partial trades) would also be considered. I will also consider owner-financing. There is absolutely nothing at all wrong with this car. The only sign of wear is in a few minor nicks on the back bumper, from parallel parking. I'm available most week days (and some weekends) on Capitol Hill if you'd like to check it out and take a test drive. Email me at brent AT taoti . com. 20,200k miles. 6-Cyl. 3.0 Liter HO. 6-Sp. Balance of original 4 year / 50K mile factory warranty. Sport Pkg, Navigation System, Power Seat, Premium Pkg, Parking Sensors, Premium Wheels 19", Premium Sound DVD System, Voice Recognition MP3 Input.

### 2008 Z4 3.0si

Montego Blue Metallic, Black Extended Leather, Dark Poplar wood trim, Premium Package, Sport Package, excellent condition, garaged, original owner, 10700 miles. 3.0-liter, I6, 255-hp, 6spd. Features: Xenon headlights, Dynamic Stability Control, Brake Fade Compensation, Start-off Assistant, Dynamic Traction Control, Dynamic Driving Control (Sport Button). 18 x 8.0 front/18 x 8.5 rear Star Spoke (Style 203) light alloy wheels and 225/40R-18 front, 255/35R-18 rear run-flat performance tires with Tire Pressure Monitoring. 4 Years/50,000 Mile Warranty and Scheduled Maintenance. Professionally installed 3M ScotchGard Clear Bra Full Hood, Quarter Panels, Mirrors, Lights, Front Bumper, Rockers; LeatherZ Mark4 Armrest. Tom Rogers 301-509-0699

## CARS FOR SALE

### 2000 Z3 Coupe

Cosmos black on black leather, 5-speed, Harman-Kardon sound, iPod adapter. Adult-driven, unmolested, and hard-to-find car in excellent condition in and out. Several thousands spent last year alone (7,000 miles ago) during extensive maintenance/service: Inspection 2, new clutch, front control arm bushings, front ball joints, all new brakes including calipers, new Toyo Proxes, etc. Car has 92,000 miles, but it doesn't show. Maintenance records. MSRP was \$37,775! \$11,900/OBO. r.mantysalo@comcast.net

## PARTS FOR SALE

### E46 M3 StopTech Track Pads

One set of PFC 97 Track Pads for e46 M3 StopTech Brakes. \$150. Used 3-4 days, like new. Call Joe 410-336-0802 or email jlapicki@aol.com

### X3 OEM Aluminum Running Boards

OEM Aluminum running boards from a 2006 X3. The aluminum running boards are made of brushed and eloxy-plated aluminum with rubber inserts for a sporty look. Originally bought and installed at BMW of Lancaster, PA for \$900.00. I have all Hex bolts, new plastic rivets and plugs for easy install. The running boards had to be taken off due to wheel chair access. Asking \$350.00. Email at pwtone@verizon.net

### 1985 735i Auto - Parting

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

### E46 M3 Hawk HP Plus Brake Pads (Front and Rear)

Used maybe 5000 street miles and two summers of autox, plenty of pad life left. Offers considered. I'm located just north of Baltimore, zip: 21093. Questions? Email me at: bbenger at gmail dot com.

### E46 M3 Ground Control Sway Bars

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

## WHEELS AND TIRES FOR SALE

### E36 M3 Wheels and Tire

1 Michelin Pilot 225/45 ZR 17 Tire on 1 M Series Wheel. Wheel is in excellent condition, tire has a little time left. Located in Hunt Valley area. Pick up only. Email me at john@roxstuff.com for questions.

### 2006 X5 OEM Wheel and Tire

Original equipment spare wheel and tire from 2006 X5. Tire is Michelin MXV4 Plus 235/65 R17. Mounted only once. Less than 10 miles use. \$160 North Arlington. e-mail rjrourke@erols.com

### E30 M3 Wheels (4)

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

### Winter Wheels and Tires

ASA AR1 17" Wheels (4) with Michelin Pilot Alpins for 98-08 5 Series  
(4) ASA AR1 17x8 Black Wheels with 235/45HR17 Michelin Pilot Alpin PA2 4,500 miles Fits 98-08 528i Sedan; 94-03 530i; 97-03 540i; 93-01 740i; 88-01 750i; and 87-90 M3 according to Tire Rack ([rudy@tirerack.com](http://rudy@tirerack.com)). Wheels are Tire Rack Stock #AR1E22BML. Cost new: \$1,518; driven approximately 4,500 miles. \$875 John 703-476-0808 or jgarziglia@wcsr.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 Hakkapelitta RSi tires (235/45 R17 radials, approx. 95% tread remains) for 5 series BMW 1997 on; mounted on M-contour rims; sets of four tire totes and wheel felts; Bavarian Autosport wheel and tire cover. All for \$800. Dwight: 301-352-8735; dwight301@verizon.net





# Looking for Club Logo Apparel?

## Feeling a little chill in the air?

The Club store is the perfect place to get some cool weather apparel; hats, sweatshirts, and jackets are all available through the club store in many colors and styles. You will also find Polo shirts, baseball caps, totes, and on occasion previous Chapter Event shirts. Tour magnets and window decals are also available from the Club store and at selected Chapter events. Shirts are available in a variety of colors (red, blue, yellow, and khaki) and sizes for \$20.00. Hats currently are available in Navy blue and khaki for \$10.00. We currently feature two logos, the Window decal and the Cap Car and these are available on all Club store items.

Looking for something not featured yet? Got an idea for a unique offering... contact us for more information by email [jaransom@verizon.net](mailto:jaransom@verizon.net) or PM screen name JRANSOM from the Club Web site. Use subject line NCC Club Store.



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