

# *der Bayerische*

National Capital Chapter

BMW Car Club of America

January/February 2010



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**Cover:** David Roach's Molly, a 1973 2002, won first place in Vintage/Classic Clean at the Oktoberfest 2009 concours. Page 8.  
Photo: David Roach.

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# derBayerische



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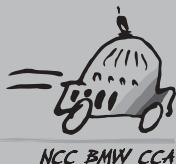
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## President's Message

### National Capital Chapter Fireside Chat VI

Greetings and salutations fellow members, bimmer enthusiasts and chapter sponsors. The new year of 2010 is fast approaching which causes me to pause and reflect on the road we have traveled. It is said that leadership is the art of influencing people in the accomplishment of a goal. The goal of the Chapter Board of Directors was simply to get more members to participate in a greater number of chapter-sponsored events. I have absolutely nothing against members who believe they only require their outstanding discounts and two terrific magazines. If they like it; I love it. I just happen to believe that we are more than our website, magazines, and discounts. I believe that some of us are true enthusiasts at heart; not BMW loyalists, but folks who love our cars and the fellowship of like-minded individuals.

We love to Tour, Cart, Autocross, and to Socialize. We love to learn how to get more out of our driving experiences at Drivers' Schools, Street Survivals, and Highway Safety Schools. We love to work on our vehicles at Do-It-Yourself Technical sessions. In short, 2009 was all about getting more of the membership out to take advantage of the services being offered to them – because membership has its privileges. I have always held that leaders should be seen as well as heard, meaning leaders participate in the activities of the club instead of just directing from the sidelines. To this end, I've strived to get out and celebrate as well as participate in every activity the chapter has to offer its membership. It is one thing to hear from someone about an event and yet another to actually get out and enjoy the experience alongside the club members so that the event is witnessed firsthand. Having been to every category of activity, I can understand both the good aspects of chapter sponsored programs as well as areas where we could improve.

I believe it's safe to say that we had a greater number of members out at chapter events this calendar year, to include ChapterFest, Autocross and Socials to name a few programs. 2010 should see continued growth in patronage of chapter events as well as more events for club members to enjoy. The current plan for the club program chairs is to capitalize on the ideas which were membership profitable as well as re-thinking and revamping the things which did not prove interesting to the membership, always keeping safety at the forefront.

Lastly, it appears my occupation will again take me away from the Washington, DC Metro region to beautiful Tampa, Florida in 2010. The Tampa chapter is small and doesn't appear to have a lot of programs but all of that can change because there is always room for growth and progress. It has been an extreme pleasure serving this club in the capacity of DIY Chairman, Vice President, and President in 2009. I leave secure in the knowledge that your chapter is in excellent hands, with a future of brightness and growth ahead; and with that, I bid you a heartfelt farewell.



## FromThe Editor

### Local Attractions – Natural Bridge, VA

We'd been on the road for nearly five hours, just over half-way home from our trip over the river and through the woods to grandmother's house; we were all hungry and the escalating back-seat squabbling had made it increasingly obvious the boys needed to get out of the car and stretch their legs. And that's when I saw the billboard on Route 81 advertising Natural Bridge, VA, just outside Lexington on Route 11. I had never been there, Nate and Weston hadn't either, Robyn had been once when she was a little girl. We knew it wouldn't be a quick break, and considerably pricier than the fast-food lunch stop we had in mind, but we decided to check it out.

The ticket package that includes the Natural Bridge also allows access to the Cedar Creek Trail that runs through it. Other features along the trail include a recreation of a Monacan Indian village, a long-closed salt peter mine, the lost river, and some beautiful waterfalls.

After buying tickets at the visitor center, the tour starts with a descent of around 137 stairs, (actually, it's exactly 137 stairs) to the bottom of the gorge where you find Cedar Creek burbling past a café and small parking lot for the shuttle buses – which are available should you chose to take those instead of the stairs. Recall that one of our objectives was to burn some energy from a couple six and five-year old sparkplugs – so we took the stairs.

Awe-inspiring is a phrase that's thrown around quite a bit, but I assure you the immense dimensions and majestic natural beauty of Natural Bridge make it worthy of that descriptor. Formed when an underground cavern collapsed thousands of years ago, a short tunnel of solid rock some 20 stories high and 90ft across was left and has been further carved and worn by wind and water.

Natural Bridge was considered quite a phenomenon in the 18th and 19th centuries. George Washington is said to have surveyed the area, initials carved into a rock-face are offered as proof, although historians are not entirely convinced as to their provenance. Thomas Jefferson was very enamored with Natural Bridge and at one time actually owned the bridge and 157 acres surrounding it, having purchased it from King George III for 20 schillings. He built a cabin on the property with room to accommodate guests and, as President, surveyed the land himself. Many other famous figures in history have stayed in the area and toured the bridge. Herman Melville referred to it in "Moby Dick" and noted author William Cullen Bryant proclaimed Natural Bridge and Niagara Falls as North America's two most remarkable features. Heady company indeed.

After passing under the bridge, we followed the path alongside Cedar Creek and soon reached the recreated Monacan Indian village. I was prepared for

this to be sort of hokey, but it was actually very well-done and the re-enactors working there seemed to have considerable skill at their crafts and enthusiasm for sharing their love of Indian culture. The boys lingered long in front of the display of skins in various stages of the process of being made into leather. Our guide got quite a chuckle when he overheard me pointing to the animal skins stretched on the rack and telling the boys this is what I mean when they are bad and I say if they don't straighten up I'll tan their hides.

In my opinion, the toy and wax museums were a bust, but the Natural Bridge itself and the beautiful walk along Cedar Creek were well worth the price of admission. If you ever find yourself taking a drive along Route 81 and you have a couple hours to kill, I recommend it. If you want to make a special trip of it, I'd recommend taking Route 211 from Warrenton through Sperryville and over the mountains to Luray – it's a beautiful drive and the part up to and across Skyline Drive has a lot of nice switch-backs (think Tail of the Dragon, but not nearly as long). Then maybe stay the night at Natural Bridge Hotel and come back the next day.

Have Fun, Be Safe!  
Rob

E39 E53 E38 E61  
E82 E70 E90 E60  
Z3 E38 E91 E90 E88  
34 E92 E93 E30  
Z8 E70 Z4 E46  
E36 E65 E70  
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# 2010 CALENDAR OF EVENTS

## January

- 3 Karting Event #3 – Allsports Grand Prix, Sterling, VA
- 7 NoVa Social – King Street Blues, Kingstowne, VA
- 10 Karting Event #4 – Allsports Grand Prix, Sterling, VA
- 14 Columbia Social – Looney's Pub, Fulton, MD
- 16 Do-It-Yourself #1 – At Speed Motorsports, Hanover, MD
- 21 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 23 Holiday Party & Annual Meeting – Mount Vernon Inn, Alexandria, VA
- 23 Do-It-Yourself #2 – Convenience Car Care, Manassas, VA
- 24 Karting Event #5 – Allsports Grand Prix, Sterling, VA
- 31 Karting Event #6 – Allsports Grand Prix, Sterling, VA

## February

- 4 NoVa Social – King Street Blues, Kingstowne, VA
- 6 Do-It-Yourself #3 – Euro Tech, Baltimore, MD
- 7 Karting Super Bowl Grand Prix – Allsports Grand Prix, Sterling, VA
- 10 Board Meeting and Social – TBD
- 11 Columbia Social – Looney's Pub, Fulton, MD
- 18 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 21 Karting Event #7 – Allsports Grand Prix, Sterling, VA
- 26-28 Drivers' School – Virginia International Raceway, Tarheel Chapter <sup>(1)</sup>
- 27 Do-It-Yourself #4 – Convenience Car Care, Manassas, VA
- 28 Karting Event #8 – Allsports Grand Prix, Sterling, VA

## March

- 4 NoVa Social – TBD
- 10 Board Meeting and Social – TBD
- 12 Columbia Social – TBD
- 13 Do-It-Yourself #5 – Passport BMW, Marlow Heights, MD
- 14 Karting Event #9 – Allsports Grand Prix, Sterling, VA
- 19 MoCo Social – TBD, Rockville, MD
- 20 Do-It-Yourself #6 – Convenience Car Care, Manassas, VA
- 20 Autocross Points Event #1 – Bowie Baysox Stadium, Bowie, MD
- 28 Karting Event #10 – Allsports Grand Prix, Sterling, VA

## April

- 2 NoVa Social – TBD
- 8 Columbia Social – TBD
- 10 Do-It-Yourself #7 – Curry's Auto Service, Sterling, VA
- 14 Board Meeting and Social – TBD
- 15 MoCo Social – TBD, Rockville, MD
- 17 Do-It-Yourself #8 – At Speed Motorsports, Hanover, MD
- 17 Autocross Points Event #2 – Regency Furniture Stadium, Waldorf, MD

## May

- 6 NoVa Social – TBD
- 8 Do-It-Yourself #9 – Leehigh Service Center, Dulles, VA
- 12 Board Meeting and Social – TBD
- 13 Columbia Social – TBD
- 20 MoCo Social – TBD, Rockville, MD
- 21-23 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV
- 22 Do-It-Yourself #10 – Curry's Auto Service, Sterling, VA

## June

- 3 NoVa Social – TBD
- 9 Board Meeting and Social – TBD
- 10 Columbia Social – TBD
- 12 Do-It-Yourself #11 – Martin Motorsport, Alexandria, VA
- 17 MoCo Social – TBD, Rockville, MD
- 26 Do-It-Yourself #12 – Euro Tech, Baltimore, MD

## July

- 1 NoVa Social – TBD
- 2-4 Drivers' School – Virginia International Raceway – Tarheel Chapter <sup>(1)</sup>
- 8 Columbia Social – TBD
- 9-11 Drivers' School – Summit Point Jefferson Circuit, Summit Point, WV
- 10 Do-It-Yourself #13 – Passport BMW, Marlow Heights, MD
- 14 Board Meeting and Social – TBD
- 15 MoCo Social – TBD, Rockville, MD
- 24 Do-It-Yourself #14 – TBD

## August

- 5 NoVa Social – TBD
- 11 Board Meeting and Social – TBD
- 12 Columbia Social – TBD
- 14 Do-It-Yourself #15 – TBD
- 14 Autocross Point Event #6 – Bowie Baysox Stadium, Bowie, MD
- 19 MoCo Social – TBD, Rockville, MD
- 23-29 Octoberfest 2010 – Road America, Elkhart Lake, WI [bmwcca.org](http://bmwcca.org) <sup>(1)</sup>
- 28 Do-It-Yourself #16 – Passport BMW, Marlow Heights, MD

## September

- 2 NoVa Social – TBD
- 8 Board Meeting and Social – TBD
- 9 Columbia Social – TBD
- 11 Do-It-Yourself #17 – Leehigh Service Center, Dulles, VA
- 11 Autocross Points Event #7 – Regency Furniture Stadium, Waldorf, MD
- 16 MoCo Social – TBD, Rockville, MD
- 25 Do-It-Yourself #18 – Martin Motorsport, Alexandria, VA

## October

- 1-3 Drivers' School – Virginia International Raceway, Tarheel Chapter <sup>(1)</sup>
- 7 NoVa Social – TBD
- 9 Do-It-Yourself #19 – TBD
- 13 Board Meeting and Social – TBD
- 14 Columbia Social – TBD
- 15-17 Drivers' School – Summit Point Main Circuit, Summit Point, WV
- 21 MoCo Social – TBD, Rockville, MD
- 23 Do-It-Yourself #20 – Convenience Car Care, Manassas, VA

## November

- 4 NoVa Social – TBD
- 10 Board Meeting and Social – TBD
- 11 Columbia Social – TBD
- 13 Do-It-Yourself #21 – Tischer BMW, Silver Spring, MD
- 18 MoCo Social – TBD, Rockville, MD
- 20 Do-It-Yourself #22 – Convenience Car Care, Manassas, VA

## December

- 2 NoVa Social – TBD
- 4 Do-It-Yourself #23 – TBD
- 8 Board Meeting and Social – TBD
- 9 Columbia Social – TBD
- 16 MoCo Social – TBD, Rockville, MD
- 18 Do-It-Yourself #24 – Convenience Car Care, Manassas, VA

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

## 2010 Autocross Season

The NCC Autocross program is revving up for another exciting year of fun-filled cone course action. For those of you who may not be familiar with autocross, it is a low speed competitive driving event where participants take their everyday cars and compete to post the best time driving around an open course marked with parking cones. Whether you've got a classic BMW to show off, a factory fresh modern wonder, or your own personal ultimate driving machine, we've got a class for you to come out and race your fellow BMW owners in a family friendly environment.

For 2010, we will have eight autocross events at a variety of venues we've used in the past, including Summit Point's Washington Circuit (the famous "triple skid pad"), the classic

parking lot race at the Bowie Baysox Stadium, and we're excited to announce that we'll be introducing a new venue as well, the open lot at Regency Furniture Stadium in Waldorf, MD. In addition to the eight planned competitive events, there will be numerous other activities throughout the year, including our Autocross School for our rookie autocross drivers which includes classroom and on-course learning time to get their feet wet with the sport. Additional chapter programs, such as the Car Control Clinic, can take your driving skills up a notch by pairing further classroom instruction with planned obstacle avoidance courses and time on the skid pad.

As with any NCC BMW CCA program, we're always eager to welcome new members to join us at our events, even if you've

never autocrossed before and haven't been to a chapter school session. We always have qualified driving instructors available to walk you through the course and be your in-car guide. Whether you're a returning veteran or an eager novice, we look forward to seeing you at our 2010 Autocross program. Our first two events of the year will be on March 20th at the Bowie Baysox Stadium, and April 17th at Regency Furniture Stadium. For more details on events, schedules, schools, classes and more, please visit us online at [www.nccautocross.com](http://www.nccautocross.com) or come say hi to us on our chapter's electronic forums!

## Roundel Karting Run #3 – Allsports Grand Prix

Sunday, 3 January 2010  
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 – King Street Blues

Thursday, 7 January 2010  
5810 Kingstowne Center  
Kingstowne, VA 22315

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 #4 – Allsports Grand Prix

Sunday, 10 January 2010  
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 – Looney's Pub

Thursday, 14 January 2010  
8180 Maple Lawn Blvd  
Fulton, MD 20759

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 – At Speed Motorsports

Saturday, 16 January 2010  
7410 Coca Cola Drive Unit 110  
Hanover, MD 21076

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

The 2010 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 a.m. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

## Social – Orange Ball Billiards Café

Thursday, 21 December 2010  
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.

## Holiday Party and Annual Meeting – Mount Vernon Inn, Alexandria, VA

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

Join us for an evening of friendship, door prizes, and BMWs as we return to Northern Virginia for our annual meeting. Cocktails will be served starting at 6:00 p.m., dinner will follow at 7:00, the annual meeting will commence at 8:30. Please see the website for registration information and other details.

## Do-It-Yourself – Convenience Car Care

Saturday, 23 January 2010  
9145 Centreville Road  
Manassas, VA 20110

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

The 2010 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 #5 – Allsports Grand Prix

Sunday, 24 January 2010  
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.

## Roundel Karting Run #6 – Allsports Grand Prix

Sunday, 31 January 2010  
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 – King Street Blues

Thursday, 4 February 2010  
5810 Kingstowne Center  
Kingstowne, VA 22315

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 – Euro Tech

Saturday, 6 February 2010  
5937 Belair Road  
Baltimore, MD 21206

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

The 2010 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 Super Bowl Grand Prix – Allsports Grand Prix

Sunday, 7 February 2010  
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.

## Board Meeting and Social – Location TBD (see website)

Wednesday, 10 February 2010

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 – Looney's Pub

Thursday, 11 February 2010  
8180 Maple Lawn Blvd  
Fulton, MD 20759

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. Please see the website for details.

## Social – Orange Ball Billiards Café

Thursday, 18 February 2010  
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. Please see the website for details.

## Roundel Karting Run #7 – Allsports Grand Prix

Sunday, 21 February 2010  
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.

## Do-It-Yourself – Convenience Car Care

Saturday, 27 February 2010  
9145 Centreville Road  
Manassas, VA 20110

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

The 2010 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 #8 – Allsports Grand Prix

Sunday, 28 February 2010  
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. Please see the website for registration information and other details.





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## CANDIDACY STATEMENTS FOR NCC ELECTIVE OFFICES 2010

*The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2010 term.*

### Candidate for President – Dave Miller

For the past six years I have had the great fortune to foster my passion for driving in what is arguably the best and most active car club in the country. For four of these years, I have served our club as Chapter Secretary. I now would like to extend my service to the club and serve as your President.

During the past four years, the Board has focused on providing value to our membership. I believe we have moved a considerable distance in this endeavor by expanding existing chapter programs, creating new programs, reviving dormant programs and returning excess capital to the membership through additional program funding. This year we have had: 800 autocross participants, a ChapterFest attendance of over 500, an average of more than one DIY event per month and started up a vibrant year round Karting program.

The Board's leadership and the hard work of the dedicated program chairs and their teams have led to these positive changes for the club membership. If elected, I plan to continue to foster these endeavors. In addition, we still have a number of challenges facing us. The recession has had significant impact on some of our programs, Drivers' Schools most noticeably. The Board is considering a variety of proposals to add value to program offerings next year in an effort to increase participation. If I have the honor to serve as your President, I also intend to lend as much support as possible to our dedicated program volunteers who donate a significant amount of time and energy towards insuring that our program offerings are interesting and varied. I urge all members to participate in our programs either through volunteering or attendance. I ask you for your ideas and participation next year and your vote in January.

### Candidate for Vice President – Roy Morris

I want to serve the Chapter as Vice President in 2010 in order to continue to support change and growth within our Chapter.

I served as Treasurer from 2003-2005; as President from 2006-2007; and again as Treasurer for 2008 and 2009. I would like to hand over the financial recordkeeping and accounting to our new Treasurer in 2010 and instead focus on supporting the new President in a more flexible, resource capacity.

In the past 4 years, the Chapter's activities have multiplied and our active membership has substantially increased. We have deliberately invested in growing existing programs such as Social, DIY and Autocross, and added new ones, such as Chapterfest and Karting. Those investments have paid off and the number of active participants in Chapter activities is at an all-time high. Our program leadership is strong and deep. This Chapter is filled with people who really care about the quality of our programs and put a lot of effort into doing their best.

Therefore, I would welcome the opportunity to continue to serve in 2010 as Vice President and as a member of the NCC Board of Directors. I would also encourage all who have an interest in serving the Chapter to attend our monthly Board meetings, which are open to all members. The more members we involve in Chapter leadership, the stronger we'll be.

### Candidate for Treasurer – Paul Seto

As Treasurer, I want to continue down the path of being fiscally responsible while growing membership participation and chapter events. The budget process initiated the past few years has given us a great tool to correctly reign in spending while being able to allocate resources where they are needed. The

introduction and expansion of various programs over the past few years (ChapterFest, Social, Karting, and DIY to name a few) has added tremendous value for our members, as well as serving as an entry-way into our great chapter. As Vice-President and Social Chairman, I've had the pleasure to introduce a lot of new members to our events and understand what they want out of membership. Becoming Treasurer will further that experience as we support change and growth in our chapter. As a 15+ year financial professional, I can ensure you that the chapter's finances are in good hands.

### Candidate for Secretary – Greg Lindsay

I have had the pleasure to serve as Membership Chair for the last three years. During this period I have worked closely with the Board and our dedicated program chairs to engage our Chapter's membership in all our events. I ask now for the opportunity to serve as Chapter Secretary and with the Board will focus on increasing program diversity, expanding participation, and strive to increase value in membership.

## THE OFFICIAL BALLOT

### 2010 Annual Elections

Please select one person for each position.  
Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. They must be received no later than January 20, 2010.

#### For President

☐ Dave Miller  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Vice President

☐ Roy Morris  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Secretary

☐ Greg Lindsay  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Treasurer

☐ Paul Seto  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

Your Name \_\_\_\_\_

Membership # \_\_\_\_\_



O K T O B E R F E S T 2 0 0 9 :

# Barbecue, Barbecue, Barbecue

Text and photos by David Roach



BMW CCA's Oktoberfest 2009 was the club's 40th Oktoberfest, and I'd say we've learned how to do it by now. The combination of having the headquarters at the Lake Lanier resort and the track event at Road Atlanta, half an hour away, was close to perfect – to say nothing of the weather.

Well, not exactly. I drove down with Mike Leeper (the first Oktoberfest for both of us was in Connecticut in 1974) in time to attend the ALMS Petit Le Mans the Saturday before. No doubt the race is chronicled elsewhere, so I'll just summarize it here: it was very wet. We watched the four-hour plus race (until it was red-flagged) and then sat under a canopy for another hour, watching the jet-dry truck battling the rain. The jet-dry truck lost and we went back to the resort.

The weather started to improve to windy and sunny on Sunday and was crystal clear on Monday, the official start of Oktoberfest. It didn't rain again until Friday afternoon.

It was great to see many old friends from O'fests past and to meet new ones; that, after all, is the best thing about the event. We geezers with club membership numbers below 5,000 (there are 308 of us left in the club) were especially honored with ribbons (black, appropriately) on our badges and a special booklet of remembrances of the club.

Among these folks were four characters whom I first met at Oktoberfest 1974: Michael Izor, Joe Chamberlain, and Scott and Fran Hughes.

There were old and new friends from the National Capital Chapter as well (30 NCC members attended), including Lothar Schuettler and Gretchen Carroll, Mike and Sharon Turner, John Hartge,



*(Top) The author's 2002 at the concours with two admirers, Jim Miner and Mike Leeper. (Above) Mike Ura drove his M1 from Dallas and entered the concours (here), the autocross, and the drivers' school!!*

Woody Hair, Ed and Ann Alber (who now live near Atlanta), Jim Miner, Margaret Hartka and Jeff Ramage, Steven and Florence Schlossman (now in South Carolina), Terry Baker (now in Virginia Beach), Robin Sparrow, Phil Ackley, and Alan and Janet Warner (now in Denver).

One new friend I made was Mike Ura, who won my admiration by driving his newly acquired M1 from Dallas and entering it in the concours, the autocross, and the drivers' school. If you're going to make new friends, they might as well be people with really cool cars, right?

Monday, we cleaned Molly, my 1973 2002, alongside Mike Ura and his M1, SueAnn Meskill and Byron McCauley (from Charlottesville) and their E30 325i, and Lothar with his 1956 502 tow car (!), his immaculate 1937 328, and his 1973 3.0cs. I had lots of help (with both cleaning and libation) from Mike Leeper, John Hartge, Jim Miner, and Robin Sparrow. SueAnn and Byron offered many concours-insider and Q tips. Monday night was the opening beach party and barbecue.

Tuesday's concours was held on a golf fairway, and it was a beautiful setting. A BMW NA film crew was on hand, and they interviewed Lothar in great detail. We touched up our cars until "rags down" at noon, at which point the fun began as we sat back with Bloody Marys and fielded questions and



compliments while the judges went to work. Trophies were awarded at the barbecue that night. Lothar won both the Concours Original and People's Choice classes, as well as a special award for his dedication to the history of All Things BMW. Sharon Turner won third in Concours Original with Lothar's 3.0cs. Gretchen Carroll won third in Vintage/Classic Clean with the 502, and (ahem) Molly won first in Vintage/Classic Clean, thanks to all the help I'd gotten from the rest of the gang.

Wednesday was the TSD rally, which, unlike the Oktoberfest 2000 and Oktoberfest 2008 events (the two worst rallies I've ever run), was nearly perfect: no "traps" and clear, concise instructions. It started at Lake Lanier and ended at BMW Manufacturing in South Carolina, where we were treated to tours and a — you guessed it — barbecue lunch. The rally proved to be all-NCC, with the Friday Afternoon Rally Team (Mike and me) edging Jim Miner and Scott Forehand for first by just 11 seconds; in fact, had it not been for one checkpoint where Jim arrived 17 seconds early, the order would have been reversed. Jeff Ramage and Margaret Hartka finished 22nd in class in the hotly-contested Class C.

Thursday, John Hartge, Jim Miner, Woody Hair, and Robin Sparrow headed for the Drivers' School at Road Atlanta while Jeff Ramage, John Francis, Mike Leeper, and I went autocrossing. The course was very complex, with two 180s and even a 360-degree loop. Jeff was the star of the NCC show, taking second (and a trophy) in class 3D with his (well, technically, Margaret's) 2000 323ci. John Francis took third (and a trophy) in class 10 in his M5, and I took third (out of only four, but still with a trophy) in class 1A. Mike finished a respectable sixth out of 11 in the "x" class (non-BMWs). After Thursday night's barbecue at the track, Friday was M coupe day at the autocross, where Miles

Carpenter took third in his class (11), John Hartge took ninth in his class (5A), and Jim Miner finished 18th in a very large class 5B. Stalwart autocrosser Woody Hair and Robin Sparrow had left for the 24 Hours of LeMons at Nelson Ledges, Ohio, and so didn't enter the autocross.

Road Atlanta was fantastic, just as I remembered it from Oktoberfest 2000. Ed Alber, a long-time friend and former NCC member (who also

attended Oktoberfest 1974), was my instructor. The first-timers were a bit intimidated by the diving turn, which drops down onto the main straight, but all agreed that it was a great adrenalin rush once you get the hang of it. I'm sorry to report that Mike finally caught and passed me on the track. I was going to point him by on the grass (hey, he drives a WRX — what's the big deal?) but there were other cars around and I was afraid we'd wind up with a shemozzle.

Friday evening, there was a reception and photo shoot for those of the first 308 members who were in attendance. The NCC (the second or third chapter to be formed, I believe) was well represented by Phil Ackley, Jim Miner, Mike Leeper, Terry Baker, and me. The awards banquet was pleasant (not barbecue!), but — as is traditional — long. Sitting in the fine company of National Capital Chapter members, listening to Csaba Csere, the former editor-in-chief of *Car and Driver*, I thought back to Oktoberfest 1974 and the fun Molly and I had driving Lime Rock for the first time. It really doesn't seem that long ago.

*(Above) Jeff Ramage slices his way to a second-place trophy at the autocross. (Below) Margaret Hartka nails the diving turn at Road Atlanta.*







## IN MEMORIAM — BILL SCOTT

*By Woody Hair*

Bill Scott, the longtime owner of Summit Point Motorsports Park and the Bill Scott Racing (BSR) driver training programs passed away December 7 after a short illness due to cancer. He was born in 1938 and held a PHD in Geophysics from Yale University. Bill began racing in 1965 in the SCCA's popular Formula Vee class and won two National championships. In 1969 he won the Formula Vee World Championship race at the Nurburgring in Germany and a Formula Ford World Championship race. In '71 and '72 he was champion of the Robert Bosch Pro Super Vee series. Bill was a longtime member of the prestigious Road Racing Drivers Club.

I met Bill in 1967 when he came in the bank I managed to protest a service charge. Something in the conversation brought out that he raced and I was a racing fan. This led to an invitation to visit his paddock at the SCCA Runoffs in Daytona. Bill's mechanic at that time was a German who worked as a service manager for a local Volkswagen dealership. His name was Tom Milner. Several years later Bill purchased, and I financed, a BMW 2002 for his daily driver. A year or two after that I found out he was using the bank's collateral for training other racers on the track at Summit Point Raceway in West Virginia. We joked about that ever since.

In 1970 Bill returned to the Nurburgring, but his car broke down on the track. He walked to an adjacent public road to wait for Tom's assistance when he was struck by a car. The injury required a hip replacement and Bill subsequently got a staph infection. Treatment for the infection included Neomycin; an adverse reaction to that medication resulted in a severe loss of hearing. In later years Bill suffered from multiple sclerosis and cancer.

Bill and Tom created a booming business preparing formula race cars for others. In 1980 they campaigned a Mercury Capri for Lyn St. James in the Kelly American

Challenge, and in 1981 they were hired by Ford's Motorsports division to race a German-made Zakspeed Capri in IMSA's GT series. For marketing purposes the car was re-bodied and labeled a Mustang. The driver was German Klaus Ludwig and they had two victories that year.

In 1980 Bill and Tom purchased the financially-ailing Summit Point Raceway. Over time BSR moved from race schools to counter-terrorism programs for security firms and government agencies such as the State Department, CIA, and the military services. Under Bill's guidance other programs were developed for high performance street cars, teenagers, and off-roading.

In time Tom Milner split to devote his time to the ownership of a successful race car team. Meanwhile Bill added the Jefferson, Shenandoah, and Washington Circuits to the Summit Point facility, as well as an unpaved rallycross course. For many years Bill and his wife Barbara hosted a British car festival at their Middleburg farm. He had planned to add a similar event for German cars in 2010. Ex-Formula 1 driver Brian Redman partnered with Bill in hosting the Jefferson 500 races for vintage sports cars for a number of years.

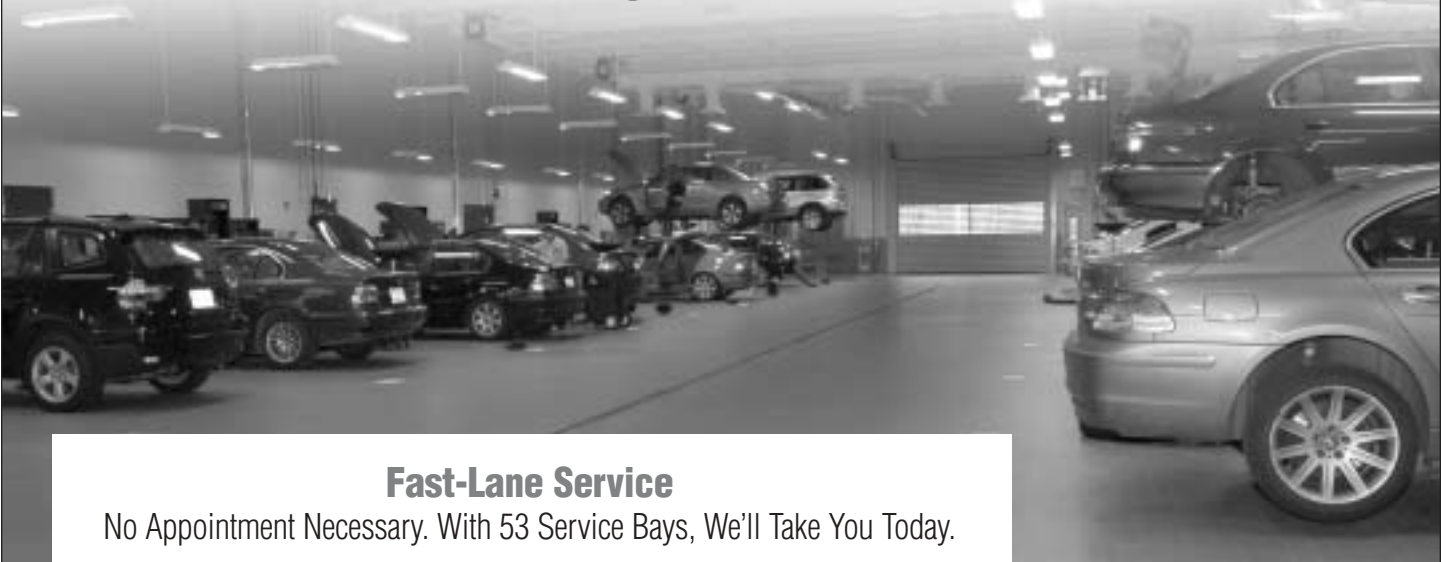
Bill always expressed a fondness for the National Capital Chapter and was very helpful in providing his facility for our driver schools and race corrals. He was a featured speaker at general membership meetings in the 70s and 80s, and often came around to our events so he could chat with the participants.

In addition to his wife Barbara, Bill is survived by two children from a previous marriage — a daughter Alexandra Scott of New York and a son William "Jens" Scott of Marshall, Virginia.

We will miss you Bill.

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The Bavarian Crapper sweeps through Turn 3 at Nelson Ledges.



# The Lamest Day for Lemons

Text and photos by Woody Hair

Did you ever say you would like to go road racing, but couldn't afford the race car and expenses that go along with preparation and maintenance? Well, as you might have read, there is a nationwide race series for \$500 "crapcans" that is made just for you. It is called the 24 Hours of LeMons (get it? – lemons). Many of the events have been run on shortened road courses, sometimes with artificial chicanes to limit top speeds. Others have been run on small stock car ovals with infield roads part of the course. Due to local noise restrictions, most of these

events actually take a break during the night time hours. This is from the 24 Hours of LeMons home page:

*Each LeMons race is for cars purchased, fixed up, and track-prepped for a total of 500 dollars or less. But before reaching the grid, you'll have to survive trials like the Personal-Injury-Lawyer Anti-Slalom, the Marxist-Valet Parking Challenge, and the Wide Open Throttle Rodthrowapalooza. Twelve hours into the race, the car voted People's Choice is called in and awarded a cash prize; simultaneously, the car voted People's Curse is called in and*

*summarily destroyed. At the end of 24 hours, a gala awards ceremony plies the survivors with trophies, plaques, and four-figure purses in canvas bags full of nickels. What's not to like?*

This past summer Robin, Neil, Robert, Jerry, Grant and I decided it was time to act. Over a few beers at a local pub, a list of items to do and items to purchase was put down on a cocktail napkin. A clever theme is helpful in getting the organizers to accept your entry, and we decided an outhouse would be appropriate. The car would be a '91 BMW 318i that Neil's son had stopped using over a year ago. It was bone stock, had several dents, and a front bumper that was slightly askew. The battery was dead, so that was our first replacement item. Was it worth \$500 or less? Who knew? Expenditures on safety items such as brakes, tires, roll cage, harness, and a race seat are not part of the value, but suspension improvements would add to value. We decided to keep the car stock.

While all of us had marque club or other track experience, none of us held a competition license. A check of the rules listed any number of acceptable licenses from FIA, ALMS, Grand-Am, NASCAR, SCCA, NASA,

etc. The rules further stated that in lieu of one of these licenses, a LeMons license could be obtained for \$50. No experience required!

Only two East coast LeMons events remained on the 2009 calendar, Carolina Motorports Park (South Carolina) in September and Nelson Ledges (Ohio) the first weekend in October. The CMP event conflicted with the Tarheel Chapter's VIR Drivers' School and the Nelson event was the same weekend as the Koni Challenge race at VIR. We chose to go to Ohio. This was advertised as *The Lamest Day*, a true 24-hour event paying homage to The Longest Day 24-hour SCCA races that took place at Nelson Ledges from 1980 to 1996. The entry and \$500 fee, plus \$100 per driver, were made online.

Over a six-week period we spent Saturdays stripping the interior, welding in a Kirk roll cage, replacing the engine oil, transmission and differential fluids, brake rotors, brake pads (Hawk HT-10s), and lower control arm bushings. Per the rules, the radiator coolant was replaced with water. R-compound tires were prohibited by the rules. A set of cheap Sumitomo HTR-200 tires were bought from Radial Tire and mounted on the original 14-inch wheels. The



(Left) Robin and Neil applying a coat of bright blue Home Depot house paint to the silver 318i.





seat and harness were sourced from Robin's E30 M3 track car. The airbag steering wheel was trashed in favor of a smaller diameter Momo from someone's basement. A Longacre wide-angle mirror replaced the stock unit, and a required electronics cutoff switch was installed. In keeping with the outhouse theme, a coat of blue paint was applied with roller and brushes. A spray can of day-glo orange paint helped set off the trim and wheels. A faux PVC vent pipe went through the back seat roof. We had chosen car number 70. The sevens came from white paint and the zeros from Home Depot toilet seats mounted to the doors with bolts. We made trips to OG Racing to purchase the necessary SFI approved fire suits, shoes, gloves, and neck restraints.

With two weeks to spare, we felt we were ready. Robin and I were attending the Petit Le Mans race at Road Atlanta and the BMW club's Oktoberfest that followed. The plan was for us to depart Georgia after Thursday's Oktoberfest drivers' school and drive to Ohio in order to meet the others Friday afternoon for the LeMons tech inspection. Our 318, now christened The Bavarian Crapper, would be trailed out to Ohio by the others that Friday morning. Of course things never go as planned.

First, Robin's 335 had to be sent ahead to Georgia. The reason is a whole other story. The two of us squeezed ourselves and luggage into my M Coupe for the trip south. Then Neil found out his organization had to testify on Capitol Hill the day after LeMons. He was told he had to work that weekend to prepare testimony. We now had five drivers. The following Wednesday at Road Atlanta,

Robin's car developed more problems and was flat-bedded to a dealer in Atlanta. It held the canopy and gas jugs we planned to use in Ohio, but there would be no room for those items in my Coupe. The addition of chairs and helmets that had been sent ahead in the 335 meant my little car was now packed to the roof as we headed north Thursday night.

After spending the night in Bluefield, West Virginia, Robin and I arrived at the track near Youngstown around 1 p.m. The guys bringing the "race car" were another hour or so away. Nelson Ledges is a pretty primitive facility. The paddock roads are dirt and wind around many grass islands. It was raining pretty hard and these roads were full of puddles and gooey mud. Having packed light for Oktoberfest, my only suitable footwear was a pair of low-cut deck shoes. The paddock looked like an over-populated refugee camp. Wandering around looking at the other cars, we realized we had neglected to install a seatback brace connected to the roll cage, and our cutoff switch that had been mounted to the transmission tunnel would have to be relocated to a position where it could be easily reached by a corner worker. We also found out over 120 cars were accepted to the event. The rain had just about stopped when our Bavarian Crapper arrived. With just a couple of hours before tech was to close, and using power supplied by our paddock neighbor's generator, Robert set to work welding a makeshift brace. Jerry and I drove the X5 tow vehicle to the nearby town of Garrettsville to purchase gas cans, battery terminal caps, and gas. We picked up subs for a very late lunch.

We made it into the tech line well before the 5 p.m. deadline and the process was reasonably thorough and quick. The last step was the "BS" tech where the two judges, complete with barristers' white wigs and black robes, made their determination of whether the car was really worth \$500 or less. If the judges think your car is worth more than the \$500 threshold, an appropriate (or inappropriate) number of penalty laps are assessed

(subtracted) from your distance. One of their techniques was to jack up one front corner and inspect the suspension for new pieces. It has become tradition at the LeMons events for participants to offer bribes to these judges — cash, expensive single malts, micro beers, food, or pretty women were typical offerings. It was apparent to the BS judges that our 318 was stock and not a threat to win the event. However we were penalized one lap because Jerry was wearing a Boston Red Sox hat. An E36 325i was given 100 laps, but after the judges sampled the homemade subs that the team offered, the penalty was reduced to 20 laps.

By the time we returned to our paddock spot, darkness was setting in. With no enclosed trailer, no canopy, no generator powered lights, no spares, only one tarp, and one flashlight, we certainly were the orphans of the paddock. A short practice session was offered everyone, and we took advantage with all five of us doing 3 or 4 slow laps on the dark, wet two-mile track. It was the first time any of us had driven the car and the first time on Nelson Ledges for everyone but me. Our steering wheel had a bit of fore-aft play and when pushed forward, the

horn would blow. This turned out to be a bigger problem than we expected and a note was made to disconnect the horn the next morning. We were surprised to find that no artificial chicanes were used to slow us on this fast track. Most of the turns are of the fourth gear variety and the only slow turn is a 180 onto the front straight. Other than the lit flag stand at Start/Finish, none of the corner stations were visible in the darkness. It was close to 10 p.m. by the time we got to our hotel near Youngstown. Thoughts of visiting a local, uh, gentlemen's club were quickly dismissed. We settled for dinner at Arbys.

A Saturday morning stop at Walmart supplied us with a canopy, water, several flashlights and another tarp. LeMons "Chief Perpetrator" Jay Lamm conducted the drivers' meeting at 10:00 a.m. Let's see — 125 cars with an average of four drivers equals about 500 people on hand. He asked how many had never done any wheel-to-wheel racing. I would estimate 30% raised their hands. Jay went over safety, flags, pit procedures and penalties. Refueling, which could only be done with no one in the car, was to be done on pit road, but no other service could be done there.

*(Top and below) A stripped interior and a roll cage turn the bone stock 318s into a "race car."*



Any service, including cleaning the windshield or checking tire pressures had to be done in the paddock. All refueling crew members over the pit wall had to wear full suits, shoes, gloves and helmets with the eye shield down. Violations would suffer severe penalties. A driver change was permitted after refueling was completed. We were told each station did have a bright yellow light that would be turned on to indicate a yellow flag situation. Each team was given a glow stick to secure in the car. If you were to go off course during the dark hours and not be able to continue, you were supposed to activate and wave the glow stick so the corner works knew they did not need to dispatch an ambulance along with the tow truck. A line of pylons at the high speed back straight kink was meant to limit passage through that point to a single car. Hitting one of the pylons was subject to a 30-minute penalty. (During the race we found there was room to get through there two-wide.)

We returned to our paddock spot and held our first team meeting since the gathering at Thirsty Bernie's in July. Our first goal was to finish the 24-hours. Next we thought it

would be great to be in the top half of the 125-car field. We would try to avoid penalties for pit violations or avoidable contact with other cars. Numbers drawn from a hat determined our running order. To improve everyone's change of driving the car, we decided everyone's first stint would be 45 minutes. Our paddock spot was near Turn 3, and the spectator fence was close to the track at that point. We lacked any radio communication between car and paddock, so the signal to pit would be our spare toilet seat held aloft. When the driver acknowledged the signal with a wave, he was to complete 3 more laps while the new driver and fueling crew would drive the X5 to a spot near the rather short refueling portion of pit road. To make the seat more visible we quickly applied some day-glo orange paint and figured it could be illuminated by a flash light at night. This system worked like a charm...well, most of the time.

Jerry was up first and at 11:50 he joined a horde of other cars circling the track under a full-course yellow flag. This gave us our first chance to see all of the other cars. Some had all manner of decorations



from stuffed animals, blow up dolls, feathers, and cardboard. Many cars were painted in familiar race car livery like the Gulf Oil Ford GT40 and famous NASCAR teams. The Ded Bull VW Golf looked like a professional team car until you noticed the red bull was lying on its back. There was a '61 Pink Cadillac, a Lincoln, a couple of NYC taxis, a Soviet-made Lada, some potent-looking Camaros and Mustangs, a pair of Porsche 944s and at least half a dozen other BMWs. These included the pink Barbie Doll 6-series entered by former NCC member Alex April, a 535, a 320, an E36, and several E30s. The rumored BMW 750i was not spotted. Some of the cars, such as a 4-door Saturn, had been turned into roadsters with a cutting torch, and some cars were of unknown origin.

At noon the green flag waved at a random car and the race was on! Everyone looked pretty swift going through the fast Turn 3. The bright blue paint and orange "vent pipe" rising a foot above the roof made it easy to pick out our Bavarian Crapper, even at a distance. An hour and a half into the race I took over as our third driver. On my first lap I was catching a slower car going through the long decreasing radius right that culminates with the banked carousel. I guess I've done too many driver schools over the years because my first reaction was to back off and give the slower car room to make the turn. Then I said, "Wait a second. I'm racing!" I had no clue as to how well these skinny street tires would stick, but I was able to get inside the other car and get a lead in the carousel. Accelerating down the back straight with our little four-banger I saw the following car fall further and further

behind. Racing is fun.

At some point early in my stint I wanted to get a good run on some equal cars entering the front straight from the slow 180 degree Turn 13. I dropped into second gear and mashed the throttle. The tach quickly went up to 6,000 but the car had no acceleration. I shifted to third and the same thing happened. The clutch had major slippage, and we weren't even 3 hours into the race. I then resorted to slow, deliberate shifts and abandoned any thought of using second. No more clutch issues, and I warned the others at the end of my stint. Another mechanical concern was the loud knocking noise from the rear end. It was especially noticeable going through 13. We suspected it was the differential, but it never failed. At some point, maybe even before the start, we realized we had neglected to flush the who-knows-how-old brake fluid. Nelson Ledges may be the easiest track in the East on brakes, and they were never a problem.

At each of our first four driver changes we found we were only using about three gallons of gas per stint. We decided to increase the stints to 1 and 3/4 hours. Sometime Saturday evening Robin and I made the 5-mile trip to Garrettsville for twenty more gallons of gas and dinner-to-go from Subway. It soon got dark and colder.

Unlike practically every other car out there, we were relying on just the stock headlights. I felt guilty running behind other cars with the brights on, but that was pretty ridiculous considering the blinding driving lights that were filling my mirrors. It was hard to discern whether they were from the car I had just passed, a car that had been following me for many laps, or a much faster car that was about to take away my line. I would not want to make a living by racing at night. On the other hand, I doubt there has ever been a night race with so many cars per mile. On several occasions I came close to rear-ending the car in front when the pack in front suddenly slowed for a yellow. One of my night stints included three long full-course caution periods. It was hard to know why until there would

*(Top) Jerry sneaks in a cat nap between his stints. (Below) Robin, Jerry, Grant, Woody and Robert try to put on a happy face before towing the damaged car back to Virginia. (Opposite page) The Purple Eagle Racing team BMW 750iL ran for a couple of hours in the middle of the night before crashing out. They were credited with 112th place, 1,322 miles behind the winner.*





suddenly be a gathering of emergency vehicles on the edge of the woods. One time part way down the back straight there was a pair of vertical headlights off on the right and facing back up the track. I can't imagine how car ended up on its side in that location. I was glad our team kept me out there longer than planned to make up for my boring yellow-flag laps.

When not driving we tried to get cat naps and stay warm in the 40 degree temperatures. Wandering through our portion of the paddock showed many cars undergoing repairs. Guys were still in the process of rebuilding a V8 engine, a chore that had started Friday night. A Honda team near us did a full engine swap. At one point during the night I counted 84 cars were actually circling the track. We heard the 750i had finally made it onto the track around midnight, but within two hours had crashed heavily.

The main paddock area had the standings posted every hour. The first time I looked we had moved into the top thirty. The tech shed was full of cars serving stationary penalties, however the penalized drivers were not stationary. Some of the sentences included drawing landscapes on the hood of the car and writing essays. The drivers of two cars that made contact were not merely forced to shake hands. Each had one leg taped to the other's, and they had to walk to the refreshment stand in that manner in order to get some ice cream for the judges. Talk about bonding. A

number of cars were now seen circling the track with one or more tires or traffic pylons bolted to the roof. Then there was the Honda that ignored a black flag for twenty laps. It was parked in the penalty box for seven hours.

Now I have to tell you about the "Peoples' Curse" award. Half way through the race each team had the opportunity to vote for the car they would most like to see eliminated from the race. The emphasis is on *eliminated*. You may have read about the BMW 325i that was destroyed by a front-end loader in the 2008 LeMons race at CMP. A green Porsche 944 was the unfortunate Peoples' Curse winner at this event. Rather than having the whole car destroyed, the team was required to pour an engine-destroying chemical into the crankcase. It only took a few minutes to be effective.

My last driving stint occurred as night turned to day. Near the end of my scheduled time I noticed several teammates standing at the usual place near Turn 3 with the toilet seat at one's side. I could even see the ever-ready X5 parked behind them. Every lap after that I looked for the raised seat to mark the end of my drive. After five or six laps of this, they and the X5 were gone. I figured I must have missed the signal and better pit in two more laps. As I slowly drove down pit there wasn't a familiar person to be seen. So I did another lap and pitted. No pit crew. I did more laps, but with great concern. Finally they appeared at the Turn 3

fence and gave the pit signal. When I asked later what happened, they said I seemed to be having fun so they decided to leave me out there a while longer.

Throughout the race we only stopped for gas and driver changes, except two or three times we pulled behind pit road to top up the oil and clean the windshield. Due to attrition and the many penalties given to some other teams, we had actually worked our way up to 7th place at one point during the morning. At the start of the 24th hour we stood in 8th with enough of a gap that it was unlikely we'd be passed by any other car. Grant was driving at 11:15, with 45 minutes to the checkered flag. As he entered the fast Turn 12 left hander, a following car made a bonsai move toward the apex and hit our Bavarian Crapper hard in the left front wheel area. The damage was a slightly broken wheel, and a severely bent tie rod. It was little consolation, but a corner worker told Grant it was entirely the other guy's fault. The resulting extreme toe-in caused our retirement. Missing the last 45 minutes dropped us to 21st position, still far greater than our expectations. We had done 679 laps, or 1,358 miles.

Despite our bitter disappointment of not making the top ten when we had it in the bag, we all left with the feeling that the experience was a total ball. Repairs and improvements to the 318is are being planned for 2010. I was pleasantly surprised at how little bumping actually took place throughout the race. I guess over the last couple of years penalties for this have become ever more severe. If the LeMons race sounds like your cup of tea, just remember two things from the rules: Item 1.1 says, "Organizers' decisions are final. If you don't like it, tough. Get your own race." Item 2.4 goes on to say, "Whiners are not eligible to compete. If you think you may be a whiner check with your domestic partner or a health care professional before you get the rest of your team kicked out of the race."

## LeMons Race Opportunities in 2010

*In late October the 24 Hours of LeMons website announced twenty-two races on a very ambitious 2010 schedule. Many LeMons veterans declared the 2009 Nelson Ledges event to be the best ever; unfortunately Nelson is not on the new schedule and no reason has been given for why it was left off. Initially we were very excited to see an event is scheduled for Summit Point on June 19-20. As details and rumors have come out, our enthusiasm has cooled quite a bit. This will be part of the always-crowded HyperFest weekend. It will be conducted on a short configuration of the Shenandoah Circuit. Look for the Carousel, Bridge Straight hump, and Corkscrew to all be by-passed. Out of concern for neighbors, there is little chance racing will occur during the night hours. As the first LeMons event in the Mid-Atlantic area, a LeMons race at Summit is sure to draw hordes of entries, but the number of participants is sure to be limited by the small Shenandoah paddock.*

*Other fairly close LeMons events include an oval track event at Stafford, Connecticut and three races at Carolina Motorsports Park in Kershaw, South Carolina. They are in February, May, and September.*

*The success of the LeMons concept was sure to spawn imitators. Sure enough, we now have the ChumpCar World Series for 2010. They have announced a tentative 22-race nationwide (Canada too) schedule that includes a true 24-hour race on the South Course at VIR on April 10-11. ChumpCar ran one event in 2009, a 20-hour event in Portland, Oregon. I am somewhat dubious about their ability to book some of their scheduled venues such as Sears Point, Texas Motor Speedway, Sebring, and VIR.*

*Regardless, there seems to be a big market for racing \$500 cars.*







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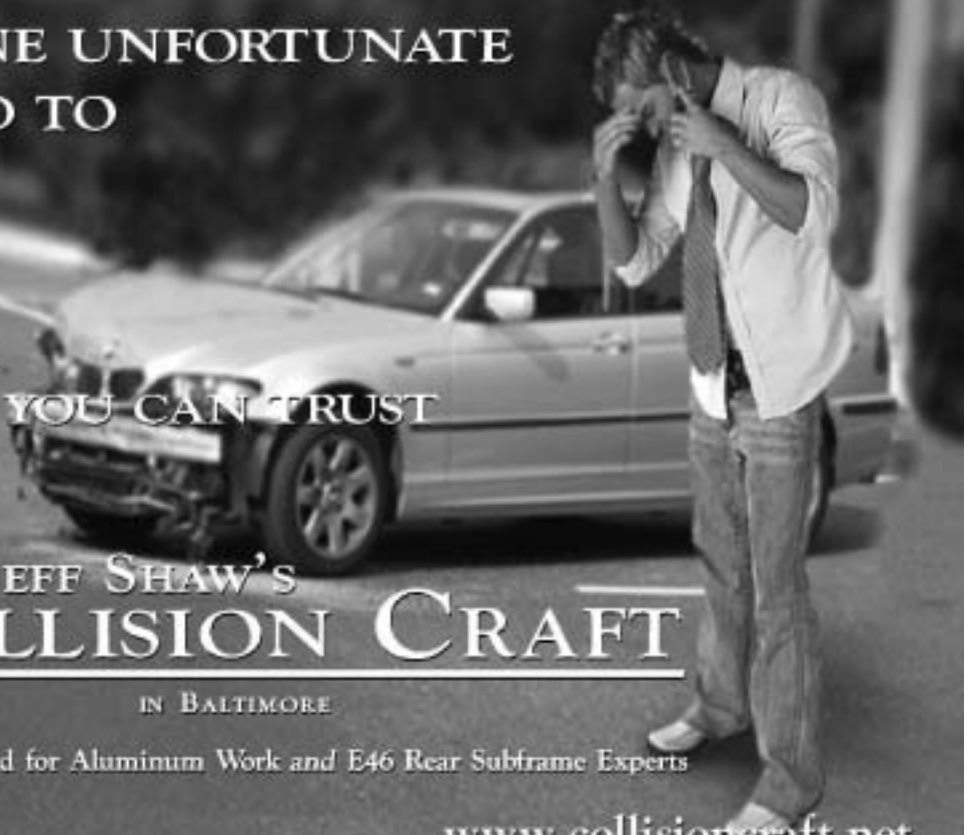
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# My First BMW

**Text and photos by Woody Hair**

*The following is a re-print of an article by Woody written in 1985. - Editor*

A Triumph TR4 was the primary car during the first few years of my marriage, and it had grown a bit impractical for the many trips we took at that time. Car and Driver magazine did an article that heaped a lot of praise on the new BMW 1600-2, a down-sized 2-door version of its 1600 and 1800 sedans. Having been stationed in Germany for two years, I was familiar with those larger cars that seemed so happy at 100 mph+ on the Autobahns. I had witnessed Charlie Kolb and Chuck Dietrich drive 1800TiSAs in SCCA sedan races. But the 1600-2 wasn't a "sports car"... was it?





One test drive at Fowler Motors in Rosslyn convinced me, and on August 14, 1967 I took delivery of a new bright red, 96 hp BMW 1600-2. (The 1602 designation came into being sometime after the 2002 was an established model). Base price was \$2,497! Mandatory options required by Max Hoffman, the U.S. importer, were radial tires (\$45), vinyl upholstery (\$45), wheel covers (\$10), a chrome exhaust tip (\$2), and "bumperettes" (\$8). I opted for an \$80 AM radio. The total delivered price came to \$2,717 plus tax. Compare that to the cost of something like a premium package on today's new BMWs.

Today in the DC area it is hard to drive for one minute without seeing another BMW. In 1967 I could go a month or two without seeing another. Headlight flashers were a rare item in the US at that time, and we all "flashed" each other. When people asked about the make of car, "BMW" resulted in blank stares or an occasional "oh sure – British Motors." In November of 1967 the wife and I took our first trip in the new BMW – Alexandria to the

Florida Keys and back to Daytona for the SCCA Runoffs – then known as the American Road Race of Champions. In the vast infield of Daytona International Speedway three 1600-2s found it convenient to park side-by-side and compare notes. Can I claim this was the first BMW corral?

Performance seemed the equal of my TR4, and the car would cruise comfortably on Florida's Sunshine Parkway at 95 mph for hours at a time. The car brought me an autocross trophy at the old Marlboro Raceway, and a 10th place out of 98 cars in the SCCA's all-night Halloween Holocaust Rally. In addition to the Florida trip, the 1600 never had a mechanical problem on any of the many trips it made to Bridgehampton, Watkins Glen, Mont Tremblant, Bryar, Lime Rock, and Nags Head.

Alas, the car was not without faults. It had an obsolete 6-volt electrical system and would never start after sitting overnight in the Arctic conditions of Blue Knob, Pennsylvania. Since no one else seemed to have a 6-volt system, it was either an attempt to push start on a snow covered road,

or on two occasions, a drag start by Blue Knob's bulldozer. Rumor had it that Volkswagen sold their 6-volt component inventory to BMW when they went to 12-volts for 1967. Proper front wheel alignment became more and more difficult to achieve. The importer thought a large clock would be more informative than a tachometer. The 4.11 rear end ratio resulted in lots of revs during high-speed cruising, but at least the '67 model was not burdened with any emissions control equipment.

In March of 1971 the lure of the 2002's extra power was too much, and my first BMW, with 57,435 enjoyable miles, was traded on a Malaga 2002. And that's the subject of another story.



*(Opposite page) Waterfall on Rt 108, Smugglers' Notch, Vermont. (Above) Autocrossing at Marlboro Raceway. (Below) Three 1600-2s gather at Daytona International Raceway in 1967.*



David Miller, Club Secretary at the Radial Tire Driving School at the Jefferson Circuit.



## DRIVERS' SCHOOL: You Never Forget Your First Time!

By John Rock | Photos by Gordon Kimpel

I often find myself asking other drivers at the track, “Do you remember the first time you drove on the track?”

It usually begins with a curious look up at the sky, a small grin starts to show, then a big smile, and the answer — yes I do. Then the story of their first track adventure comes to life.

I recently had plenty of time to ask this question as I attended the National Capital Chapter Fall Drivers' School at Summit Point's Jefferson Circuit.

I have always been a car guy, and I have always had a dream to race and drive on the track. When my youngest daughter graduated from college a few years ago, my wife and I decided to treat ourselves. She got her puppy, Rocco (BMW Associate Member 395139B), and I started looking for my project car. In May 2007, I got a 1987 325is. I spent the first year base-lining the car and running a few autocross events and getting the feel of the car, but I really wanted to race. For Christmas 2007, my wife gave me a ticket to the two-day NCC BMW driving School at Summit Point Main Track for the following March. She did all of the research and planning, and put the whole weekend together for me in a 3-ring binder (yes I am a bit anal about details!).

As the days ticked down to the March event, I meticulously followed each and every registration step. I filled out all my paperwork and forms as outlined in the NCC Forum and sweated every day

waiting for my letter saying that I had been accepted. Geez, what power that man Doug has over the applicants! I read every article I could find on the NCC BMW website and forum about the driving schools. I watched in-car videos with laps on the Main track at Summit. I asked questions about everything.

I read and re-read the papers from the NCC forum outlining the schedule of events and the procedures, the classroom, the on-track and the skid pad exercises. It was still weeks out from the event and I was nervous as could be. The letter from Doug finally came and I did not have to offer any bribes to get into the school — as I was prepared to do.

I spent weeks getting the car ready for the first track adventure.

On Saturday morning I arrived at the track early and was thrilled to see the gates open early at 6:30 a.m. instead of 7:00 a.m. as listed in the instructions. I made friends with Donny at the gate and promised to bring him coffee the next morning. I found my spot in the paddock area and proceeded to unload the massive amount of gear I had brought. I changed out the street wheels and tires for the track wheels and tires, checked all the fluids under the hood, and checked tire pressures.

I nervously went and had the car teched by Matt and the tech crew — it passed. I went to registration and met Doug, got my numbers, wristband,

and schedule for the day. I taped the numbers on the car windows (yup I had tape). I was in! Next was the drivers' meeting, followed by an on-track orientation ride with an instructor at the wheel showing us the line. This was so intense and so exciting.

Then came the instructor on-track session. I jumped into Paul's car and off we went at speed around the track. HOLY CRAP how can anyone drive that fast, that close, and remember all that stuff?! The skill and reaction times those instructors had completely amazed me.

Next was my first classroom session with Miriam. She filled us rookies in on track etiquette, flag protocols, and what to expect on and off the track.

Then the moment of truth, my group was called to the grid. There I was lined up on the grid with faster, newer cars than mine. How would I drive the track in my older Red BMW 325is? My helmet was on and I was as nervous as could be. I had my project car, and I was about to live a dream that had taken 35 years to come true. My instructor, Paul, hopped into the passenger seat and handed me my headset so we could communicate.

“So what do we do now Einstein,” I asked him? He looked at me, gave me a big smile and said, “I expect you to be the fastest driver on the track.” My smile got bigger and I replied, “We're going to get along just fine.” I started my on-track



session slowly and gradually picked up speed as Paul coached me along at every shift, brake point, and each turn around the track. He kept me calm and relieved me of my stress and he complimented me every time I followed his instructions. "Give this car a point by and let him pass. Brake here, turn in here, track out to there, full throttle, head to this reference point, turn in here, faster, faster, brake later, throttle here, pass that car the next lap, brake later, carry more speed through the turn, now go get him, hang on hang on. How does it feel to pass an M3?" he said. I was in awe of what my car could do.

The day continued with classroom sessions, skid pad sessions, and more ride-alongs with instructors. Each session Paul would say, "Come on let's go live your dream. . . have fun, you're living your dream." I had more fun than anyone should have in one day. I got more confident in my car. I could carry more speed at the ends of the straights, brake later, and turn in more smoothly, and carry more speed as I tracked out. I had lived my dream to drive at speed on the Main Track at Summit Point. And I was coming back the next day to do it again.

At the end of the first day I was exhausted. I somehow made it through the day without making any major mistakes or a fool of myself. My car had performed incredibly. I was learning the limits to which I thought I could drive it were no where near the limits to which it could be driven. It was a well balanced, well handling, great braking car. What a blast!

To my biggest surprise, nothing broke on the car that day. In fact, the car was happy; this is what it was made for. I did not have the skill to drive it hard enough to break it!

I met many new friends and was welcomed by everyone. It wasn't about my skill, my experience, my car, or what was in my wallet – it was just a group of BMW enthusiasts out at the track having a great time experiencing our dreams and sharing them with each other.

As I drove back to my hotel in Winchester that night, I knew I was hooked. I was an excited young kid at heart who had just experienced the thrill of a lifetime. I was living my dream.

I got to the hotel and called my wife and tried to thank her for the gift of the driving school, explaining that she had credits for life! I told her of the thrill of reaching speeds of 100 plus mph on the front straight then braking the car in 300 feet to turn into turn 1. I gave her a run down of every turn, from 1 to 10 and then I repeated myself, so excited I was probably hyper-ventilating.

I arrived Sunday morning early and brought Donny at the gate the largest coffee I could find to thank him for opening the gates early. The second day was even more fun than the first. I began to get the hang of things and Paul's coaching and tips gave me the confidence to safely push harder. I got faster and more confident with each session. On

the final session of Sunday, Paul looked at me and complimented me on my improvement over the last two days.

I'm not sure I could ever begin to explain what that BMW driving school did for me those two days, what Paul taught me, what a great group of instructors I met, and what I learned. Most of all, I got to live my dream. And if anyone ever asks me if I remember my first time, I will look up at the sky, a big smile will come to my face, and I will say, yes I do. Let me tell you about it!

*(Top) Classroom instruction: David Miller teaching. (Below from left) David Miller, Club Secretary; Bob Briggs, Chief – Instructor Academy; Pete Read, Chief Instructor; Tanya Mills, winner of the four Toyo tires donated by Radial Tire; Roy Morris, Club Treasurer.*







# NCC BMW CCA Fall Tour 2009 - Delaware and the du Ponts

**Text and photos by David Costanza – Fall Tourmeister**

NCC Club members participate in activities for a wide variety of reasons, from the chance to test their cars and their driving skills, to showing off their passion for and care of their machinery, to making friends, socializing, and enjoying great roads and great destinations. Tours are no different and this year's Fall edition demonstrated all of these reasons and more.

The 2009 Fall Tour was titled "Delaware and the du Ponts" and, not surprisingly, included driving routes through Delaware and visits to some of the du Pont family museums. I had long wanted to visit Wilmington and the historical du Pont sites.

The route for the tour emerged from an intersection of that interest and an unhappy event, the death of my Uncle Vincent. He died in February of this year at age 87 and had lived for the past 40 or so years with his wife, my Aunt Josi, in Norristown, PA, about 40 miles north of Wilmington. I figured that I could combine planning trips for the tour with visits to see my Aunt, whom, as is often the case with relatives who live close by, I hadn't seen much the past few years. A tour was born.

Vincent loved cars and driving. One of my favorite stories was when he and Josi were driving to Atlantic City for a weekend getaway. Along the Atlantic City Expressway, Vincent started to speed up. When Josi asked him what he was doing, he replied that a "car with a canoe on top" was chasing him and there was no way he was going to allow this guy to pass him. Even as their

speeds approached and then exceeded extralegal territory, Vincent would not slow down. Only when the "canoe" began flashing red and blue and the siren kicked in did he realize what was happening and slowed to a stop. I never found out how much the ticket was.

In addition to cars, Vincent loved to cook (and eat), to drink fine wine, and to work in his beloved



garden. He loved to laugh, to tell jokes, half in Italian and half in English, and to spend time with his friends and family – all hallmarks (except the Italian part) of NCC driving tours.

Speaking of which, this year's Fall tour started in Mt Airy, MD in the scenic Safeway parking lot. Though the weather was gorgeous, sunny and clear for the fifth straight Fall Tour (I should talk to Paul Seto about giving him some of my great weather magic), it was a bit chilly that morning. Several participants asked why we weren't at a warm and comfy BMW dealership for

the start but, alas, I have had much less luck than other Tourmeisters in gaining dealership support for an event (I should talk to Bob Stern about getting some of his sponsorship magic).

Fifty-seven people in 31 cars (one more would join us later), departed promptly at 9:00 a.m. Some plucky soul asked just before we left, "Are there any tricky parts on the route?" Looking at the turn-by turn directions numbered 1-28, I replied, "yes, 27 of them, but just remember to follow the deltas." How unfortunately prescient.

By 9:30 and turn #4, the first "tricky" part of the route claimed some victims – the dreaded traffic circle on Route 482. Although the instructions said 5.5 miles to a right on MD 30, there was another MD 30 at 4.8 miles and many folks bore right out of the circle, 0.7 miles short of the intended turn. In my defense, when I planned the route back in February, that circle wasn't there. Nonetheless, it was there in November and Robin, our Tourmistress, and I received the first of several lost car calls a few minutes thereafter.

One of the advantages of planning the route and driving it several times is that you know it very well. The disadvantage is that you don't really learn the roads just off the route so it was left to maps, GPS, individual skill at vectoring, and good humor to get people back on route and headed toward Wilmington. Although we were the third from the last car to leave the start point, we were the third car to arrive at the Soda House and Hagley



*Who knew the du Ponts made cars? (Above) A classic du Pont auto on display at Eleutherian Mills. (Right) A glimpse at some of the old majestic gardens on the property.*

Museum in Wilmington. One of the two in front of us included a lovely new blue Mini (yes, they are allowed on tours) driven by Margaret Hartka and navigated by Jeff Ramage (thanks to both for proving the route could be done). I guess the circle claimed a few more cars than we thought.

A good meal with warm soup and sandwiches, a mea culpa by the Tourmeister, and a reminder to "follow the deltas" seemed to placate the group and we set off on our tour of the du Ponts' gunpowder works, home, and gardens. In 1802, E. I. du Pont began building black powder mills on the Brandywine River. Refining techniques he learned in France, du Pont improved the milling and production process and soon became the largest American manufacturer of this important explosive. The Hagley Yard, named for a former owner, eventually included more than 30 rolling mills driven by extensive water works and, later on, steam power.

Our tour groups were able to visit the machine shop, with its many and varied steam-powered, belt-driven tools and the rolling mills, where we witnessed a small, controlled explosion demonstrating the power of black powder. The tour also included a visit to the du Pont house,

Eleutherian Mills, the first du Pont home in America, the French Garden, the du Pont business office, and the barn, home to a few classic antique du Pont Co. cars (who knew the du Ponts manufactured cars?). The garden is noteworthy because it was the start of the du Pont family's dedication to public gardens. The culmination of that interest, Longwood Gardens, awaited the group on Sunday.

After the museum visit, the group embarked on the second leg of the tour to our hotel in Concordville, PA. The Tourmistress and I lead a small caravan of cars from Wilmington to Concordville a route with blessedly fewer wrong turns along the way than in the morning.

That evening, the Concordville Inn hosted a reception and dinner. The original tavern was founded in the late 1770's, next to what was then a dirt road connecting Philadelphia to Wilmington, Baltimore, and Washington. Local legends say that George Washington, Thomas Jefferson, and Benjamin Franklin all stopped and ate there. In the mid 1880s, local residents filed a petition to rescind the taverns' license to sell "intoxicating liquors" due to unruly behavior of patrons and the fact that liquor drew an "unseemly" crowd to Concord Township. Fortunately for us, the petition failed, the tavern was saved, and our tourers enjoyed a great reception, with open bar, dinner, and dessert.

Sunday morning broke as sunny and beautiful as the day before. Most tourers drove a route that reversed the previous afternoon's but with a few more twisties thrown in. There were some real gems towards the end of the route, a few cars may have caught some air, and there were huge smiles all around as people pulled into our dedicated parking lot at Longwood Gardens.

Longwood Gardens started out as farm and eventually an arboretum founded by the Pierce brothers in the late 1790s. When Pierre du Pont, E. I.'s grandson, learned in 1906 that the property was for sale and the trees to be harvested, he stepped in, bought the property, and began to build the



gardens. Over the next 40 years, he invested significant time, money, and resources to building his horticultural showplace.

Between the enormous conservatory, the gigantic pipe organ with over 10,000 pipes including five 32' wooden stops, the lakes, the meadow, and the three newly constructed "tree houses," there was more to see than there was daylight to see it.

Closing in on 3:00 p.m., Robin and I finished our visit and left the gardens, somewhat surprised to find eight cars still in the lot – I guess a lot of people really were enjoying the gardens. We departed the grounds

but instead of heading home to the south, we headed north to Philadelphia. After a quick stop at Isgro's bakery to pick up Philly's best cannoli, we drove over to Pat's for a late day cheesesteak. The line was long but we were entertained by the many colorful Eagles fans getting ready for that evening's football game. After eating, we headed out to Norristown to take some cannoli and cookies to Aunt Josi.

Once there, we told her all about the weekend and the tour; the cars, the museum, the food, the wine, the gardens, the friends, and the laughs. Aunt Josi agreed Uncle Vincent would have loved it.

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<b>PHOTOS</b>	Bill Williams

### “Different” Strikes Again – No Tradition Here

They're hard to miss. Whether it's the bright orange suit, a trunk full of subwoofers, or the “Otisland” banners; club member David Bowen and his 1971 Colorado 2002ti, “Otis,” stand out at BMW events.



“I grew up with the hot-rodders, we like to do things differently” says David, “and one thing about 2002s: they are ideal for personalizing – for doing something different.”

With Otis basically complete, David was looking for another project when his friend David “Rimspoke” Bower gave him a ride in his Isetta. He was immediately hooked, and began looking for an Isetta of his own when he scored a remarkable barn find: an unmolested, nearly rust-free 1957. “It had the original Pennsylvania license plate and window registration stickers from 1962 – and of course, a resident mouse,” adds David.

The Isetta “Izzy” had his coming-out party at the ‘07 Car Pool event in Vienna, rolling away with the coveted “Patina Award.” “At that time, Izzy couldn’t possibly compete with the beautiful cars,” said David, “but the Patina Award? That had Izzy written all over it.” Fortunately, Izzy will not remain ugly forever, since his frame-off restoration is now in full swing. “We’ve dipped him, stripped him, and

e-coated him. Isetta Doc, Bill Rogers, a genius with a wrench, completely restored his engine and transmission,” says David. With parts help from Werner Schwark and continuing tech advice from Rimspoke, David expects Izzy to be ready to roll in early 2010.

But a standard Isetta from the man in the orange pants? “I certainly don’t want to do the standard Isetta thing, you know, red-and-white with wicker basket” says David, “I want something different.” On that note, David recently came across an individual motorcycle collector in Belgium, who had, not one, but three Czechoslovakian-made PAV 40 luggage trailers. “It was love at first sight,” says David. “The trailers are extremely rare, and



(Clockwise from left) Dipped, stripped, primed, and ready for paint; PAV 40 trailer #1, sandblasted and ready for metal restoration; Isetta engine cover, headlight cans and interior; authentic from Czechoslovakia, down to the markings; PAV 40 #2 and PAV 41 #3, awaiting sandblasting; PAVs 40 and 41, open and ready to roll.

although made for motorcycles, they are perfect for Izzy, so I imported all three.” Three trailers for one car? “Only a handful exist, so I figured that I’d corner the world market,” says David with a laugh.

So what’s in store for the little Czech trailers? “We’re restoring all three. One will house the air compressor for train horns, one will house a big

subwoofer, and one will become the new play-ground for ‘Jesse’ the mouse, who currently resides in Otis’ trunk.” David adds, “It’ll be fun. We’ll swap out trailers for a different look every time we take Izzy for a spin.”

Different – well, we certainly would expect nothing less from the man in the orange pants.



## January

<b>ULTIMATE OWNER</b>	John McWilliams
<b>PROFILE</b>	1974 Chamonix 2002tii, VIN 2780572

I first met "2780572," a 1974 2002tii, and her owner Juan Cardona on September 13, 1997 at NCC's inaugural ChapterFest. My first 2002, a single-barrel 1970 in Sahara tan was purchased in 1980, and at that time I was the second owner of a Polaris '76 that I bought while living in Dallas in 1988. Juan and I admired each other's cars, and I commented then that I would happily trade him; even so, I could not have predicted that this Chamonix tii would be in my garage in 2002.

Juan found the car in Dallas, where it had been for a few years after its original delivery to Century Motors Sales in Alhambra, CA. This was one of only 2,928 1974 tii's produced for the USA market. Over the next three years Juan restored the car, working in stages: First the exterior, then interior, engine compartment, trunk, and then engine. Robert Hartman in Manchester, MD performed most of the work.

When Juan was considering selling the tii, he had it taken to Bill Ballon in Pittsburgh PA. Bill has been working on and racing 2002s since they were first released. What started as simple injector linkage replacement and timing chain cover clean-



up soon suffered from typical 2002 project creep! As Bill found it necessary to remove the cylinder head, he suggested that now was the time to send the head off for custom precision competition-grade head work by Leo Goff of Memphis Motor Werks. Why not throw in new 10:1 pistons, oil pump, rockers and rocker shafts, a proper upper timing cover for the '74 tii, intake manifold bracket...

The car has been a joy, and I try my best to keep it as nice as when Juan owned it, acting more as the custodian than the owner. As a tribute to him

I named it Juanita. I wasn't originally sure how to distinguish its gender, but during the time Bill was working on it he referred to it as a b\*tch! I've added a few touches to make her "mine," collecting various Euro or NLA parts to distinguish her from other white 2002s. The car has garnered a number of awards at area concours, and has been a pleasure to pilot on trips from 02 Fest East at Lime Rock Park to Vintage at the Vineyard, and all points in between. It puts a smile on my face with every mile driven.

## U L T I M A T E O W N E R F E A T U R E

We are fortunate to have more members than any other BMW CCA chapter. With such a large pool of BMWs and owners, we have an opportunity to learn about interesting cars and members through the Ultimate Owner column in the *dB*. Recent or longtime members, newly acquired or old stable mates, track rat or garage queen, vintage or the latest release — all are invited. Send in a picture of you with your ride and a short story detailing the acquisition or history of your pride and joy, modifications performed, anything to provide other members an insight into your ultimate driving machine. Look back through previous issues of *der Bayerische* (or view them online from NCC's home page) for examples of submissions. We would love to have you in the photo with

your car, as the club is really more about the members than the vehicles.

### *Photo Submission Guidelines:*

In order for your image to be properly displayed in *der Bayerische* it needs to be converted to a high-resolution, 300 dpi, image. Why 300 dpi? Because the line screen the newsletter printer uses for the halftones is 150 lines per inch and the industry norm is to double the line screen to get the ideal resolution. What are these lines? They are the number or dots (lines of dots) per inch. Line screen separates a continuous-tone photograph into dots (so that it can be printed) and the finer the line screen the more dots (more detail) you will have in your printed image. A 72 dpi image needs to be

resampled or resized to reach 300 dpi; if you have a 72 dpi image that is 7" x 5" it will end up being 1.68" x 1.2" at 300 dpi — about one fourth of its original size, and unfortunately, usable only as a postage stamp.

You can easily control the image size before you shoot since digital cameras allow you to select the size of your image. Most digital cameras give you Normal, Fine, Hi, Raw and Basic settings to select from so that you can determine the size according to your need. Check the manual since the settings may differ from one manufacturer to another. If you shoot for the *dB*, using a "Fine" selection will probably be adequate.

Please submit your profiles and pictures to [concours-chair@nccbmwcca.org](mailto:concours-chair@nccbmwcca.org).



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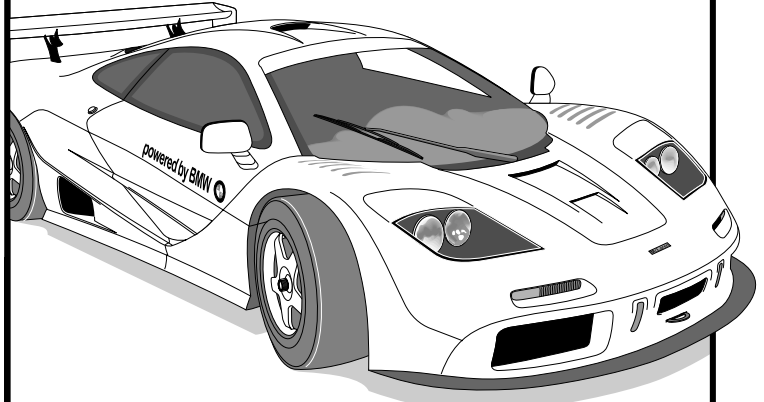
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# A Look Back

By Woody Hair

About two-dozen members attended the Shockoe (Richmond) Chapter's German Car Show. **January/February 1985 dB.** Photo by Raine Mantysalo.

**35 years ago – Jan '75:** *der Bayerische* Editor David Roach wrote that the purpose of our newsletter was to report on BMW autosport and club events, but attempts would be made to provide technical information and other articles on the car. The newly elected board was Ric Cavallero – President, Chet Kingsbury – VP, Bob Critchlow – Secretary, Ron Beavers – Treasurer. Cavallero announced there would be a monthly executive meeting on the first Wednesday of the month and a monthly membership meeting on the third Wednesday at Pop's Italian Restaurant in Wheaton. Activities planned for 1975 included two Summit Point driver schools, one autocross school, one rally school, two autocrosses, two rallies, a Spring Tour, a Fall Tour, two tech sessions, and several parties. The monthly Treasurer's report showed a bank balance of \$613.24. A proposal was sent to the National Board for our chapter to host Oktoberfest in 1976, the country's Bicentennial year. Autocross chairwoman Denise Price announced the University (of Maryland) Sports Car Club would be hosting a Winter Autocross series.

**Feb '75:** Minutes of the board meeting had an item about Chet Kingsbury reporting a bad experience with the service department at East-West Lincoln-Mercury-BMW dealership. Most of this issue was devoted to a long interview with D.C. resident Nick Craw. In addition to his work as Director of the Peace Corps, Nick raced a BMW 2002 in the IMSA RS Sedan series. The car was prepared by Miller and Norburn of North Carolina, it won the series championship in 1973, and would have won in '74 but for a blown engine at the season's last race at Daytona. Technical Chairman Dave Toy wrote about his plans for the chapter's tech sessions in the coming year. Dave mentioned that he might be cutting back on his racing efforts in a 2002. *(Dave is still racing a 2002 in 2010.)*

**25 years ago – Jan/Feb '85:** About two-dozen members had attended the Shockoe (Richmond) Chapter's German Car Show. Two of them came home with first-place trophies in the popular voting. Charlie Richardson (3.0CS) and Les Adams (533i) won their classes. The Special Interest class had a '57 507 and an M1. Reviews of other Fall events included a tour to Oasis Vineyards near Hume, Virginia, an Oktoberfest at Lothar Schuettler's Excluservice, an open house at Evergreen Motors in Frederick where GM Rick Price showed off two BMWs with Hardy & Beck modifications, and our Summit Point drivers' school. A listing of the time trial results showed John Weaver (2002) with the fastest lap at 1:36.87. Other events reviewed were a do-it-yourself tech session at Tischer BMW, the annual wine and cheese party, a general membership meeting with the president of BBS of America as the guest speaker, and the annual Awards and Election Dinner where the following officers were elected: Les Adams – President, Max Rodriguez – VP, Dan Lim – Secretary, and Woody Hair – Treasurer. John Hartge wrote about the results of a research study on the effectiveness of our 12-year-old 55 mph national speed limit. Kay Heatherley had an article comparing our drivers' school with the race schools conducted by Skip Barber, the SCCA, and BSR. The total expenses budgeted for our four '85 drivers' schools were \$7,800. *(The expenses budgeted for 3 Summit Point events and the Car Control Clinic in 2010 are \$77,825.)*

**20 years ago – Jan/Feb '90:** Merchants Tire of Tysons Corner hosted a tire tech session with representatives from Bridgestone and Michelin. A stereo tech session was held at East Coast Auto Sound in Gaithersburg, and TUV of Gaithersburg had a transmission rebuild tech session. The annual election dinner

at the Holiday Inn in Old Town Alexandria resulted in Dwight Derr – President, Jonathan Jones – VP, Mike Early – Secretary, and Lynn Yaworski – Treasurer. A cover story by David Sossamon told about the rallycross event hosted by Isken of TUV in a rolling open field in Potomac, Maryland. A 320i with harness and four winter tires was provided for all to drive on a course marked by traffic pylons. The top three times were set by Mark Riche, Scott Coulter, and Raine Mantysalo. Anthony Muller wrote about his search for a used BMW and how he ended up purchasing the 3.0 CS that belonged to Max Rodriguez. Terry Luxford's As the Wrench Turns column had a long discussion of the proper use of Weber side-draft carburetors. Leah Epting (2002) and Don Whitaker (M5) ended up tied for the 1989 MWCSCC Novice class championship. No amount of tie-breakers put one over the other. Our chapter finished second to Autocrossers, Ltd in the team championship. Steve Haygood, keeper of the club store, announced another group purchase of Escort radar detectors. Chris Leeper and David Roach replaced Mark Yaworski as our drivers' school coordinators.

**15 years ago – Jan/Feb '95:** Newly elected President Dick Bergen announced he planned to run the Chapter like a business and treat the 2,000-some members as customers. Other elected board members were Bill Caldwell – VP, Charlotte LaQui – Secretary, and Jenny Nazarko – Treasurer. The Coming Events included a ski trip to Whitetail, Pennsylvania. In October the club had helped the town of Warrenton, Virginia celebrate their Fall Fest. We asked the Porsche club to join us in a downtown car show and an autocross on the airstrip at the Airlie Conference Center. The available pavement was 57 feet by 3,200 ft., and the top speed obtained by a Porsche 944 Turbo was 120 mph despite several pylon obstacles. David Lassalle was fastest BMW in an E36 M3. Competition Corner reported on the progress of three new race tracks in our area: Brandy Station near Culpepper, Havre de Grace in northeast Maryland, and the Jefferson Circuit at Summit Point. The four-event Fall autocross series at Camden Yards in downtown Baltimore saw Bob Hausmann (533i) and Dwight Derr (633CSi) tie for first place in E Street Prepared. David Roach wrote about the efforts of a Philadelphia-based E30 M3 in the SCCA's National Pro Rally series. A report by John Hartge on the new BMW factory in Greer, South Carolina said they were producing E36 318s, but soon would change over to an E36-based 2-seat roadster that had yet to be given a model name. Jack Kenworthy, our chapter president for the past 3 years, announced that he and wife Sarah were moving to Florida, but he planned to run for the SE Regional Vice President position. Over 40 members attended a planning meeting for the 1996 Oktoberfest to be held at the Sheraton Premier in Tysons Corner. The classified ads had a 1983 factory turbocharged 745i offered for \$5,000.

**10 years ago – Jan/Feb '00:** Mike Wendell had a report on an open house at Curry's Auto Service in Chantilly. Several nationally-known vendors were on hand touting their wares. These included BMW software tuner Jim Conforti from Utah and UUC short-shift developer Rob Levinson. A catered lunch and a variety of beverages kept everyone in a jovial mood. Among the door prize winners was JoElla John who received a free ECU flash for her M Coupe. Our 3rd annual Chapterfest was held at Lincoln Technical College in Columbia. Seventy-two cars participated in the autocross. Best time was taken by Rich Beebe in his '88 M3. The Concours d'Elegance Judges's Choice award went to Juan Cardona's '76 2002. Twenty-six BMWs from three different chapters attended the Shenandoah Vineyards Concours d'Elegance near Edinburg, Virginia. Andrej Dolenc gave us a report on his 2-month, 17,000-mile trip around the USA in his M3. Highlights for Andrej included the Great Lakes, Rocky Mountain, and Glacier National Park, the Pacific Northwest, the deserts and canyons of the Southwest, and the Great American Beer Festival in Denver.

**5 years ago – Jan/Feb '05:** Our board's Drivers' School Steering Committee representative Roy Morris did a FAQ with answers concerning our schools. Firas



*A rallycross event hosted by Isken of TUV Engineering in a rolling open field in Potomac, Maryland. **January/February 1990 dB.** Photos by Raine Mantysalo.*

Makarem had a detailed article on our chapter's tour to Greenville, South Carolina for participation in the BMW Performance Center School and factory tour. Another overnight chapter tour was covered by Vic Maslanka. The primary destination for this event was the Frank Lloyd Wright house known as Fallingwater. Thirty-nine BMWs and one Mini participated. Samuli Salminen, a member of the BMW Club of Finland, contributed pictures and an article about finding and buying a little used '86 635CSi. Eric Andersen and Pete Lem reviewed our '04 autocross season. Raine Mantysalo had a number of pictures of the 4-door 1-series, a car Raine says we will not be getting in the USA. The January Car of the Month was Steven Schlossman's 318ti which had received a 2.8-liter 6-cylinder engine transplant.



*Firas Makarem had a detailed article on our chapter's tour to Greenville, South Carolina for participation in the BMW Performance Center School and factory tour. **January/February 2005 db.** Photo by Firas Makarem.*



# NEW MEMBERS LIST

National Capital Chapter now has 5380 members plus 756 Associate members (who share in all of the benefits of being an NCC member), and an additional 64 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: Richard Adams, Craig Brickner, Blair Cappuccio, Andrew Chambers, Joseph Concaugh,

Neigel Creese, E. Thomas Elstner, Jr., Larry Frank, Dana Gaines, Stephen Kozlowski, Scott Lewis, Byron McCauley, Sean McGowan, Jeff Moore, Isidor Patapis, Jeff Ryan, Paul Seto, Keith Shugarts, Jonathan Thayer, and Michael Valdellon.

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.

Russell Adamchak	2001 540iA & 2005 X3	Robert Hardie	1984 733i	Walter Reaves	2001 325i
Larry Adams	1990 735iL	Tim Hardin		Miles Reinke	
Eric Alexander	2003 330i	Semeka Harrell	2009 X5	Marjan Sadozai	2006 750iL
Alsharefadi Alharith		Stephen Harvey	2000 740iL & 1988 M6	Ernesto Salles	2008 335i Cabrio
Belal Bakir		Shawn Healy	1994 325i & 2005 330i	Stephen Salzano	2006 325 CiC
Rebecca Ballinger		Don Heinze	1974 2002	William, Elisabeth &	1997 528i & 2004 328xi
Terry Barnes	2010 335d	Lorri Helberg	2000 528i	John William Schiffbauer	
Erik & Melony Belfiore		Trude Hilliard	2001 Z3	Jeff Schlegel	2003 X5 3.0i
Marc Berte	2009 GTR	Robert Holt	2002 330CSi	Michael Schraf	
Scott Blair	1995 M3	Denise Huebner	2006 325Ci	Horst-Friedrich Schuran	2002 525iT
Marcus Bledsoe	1999 540i	Rodrigo Iglesias &	2006 325xi &	Karim Selfraoui	2006 750i
Jeffrey Blum & Meredith Lewis	2008 135i & 2005 325i	Adriana Cavalier-Iglesias	2001 Mercedes-Benz CLK 430	David Serway	2001 530iA
Mark Boszko	1990 525i	Charles Illingworth	2001 540i	Ray Shanley	2001 330i
Marc Boyd	2007 335i & 2005 545i	Deborah Inman	1997 Z3	John Sheehan	1997 318i
Peter Bozzo & Anuj Sehgal	2003 X5	Wolfgang Jank	2002 325i & 2006 X5	Vikas Singhal	2004 X3
Eric Bromley	2006 530i	Edward & Sherry Jozwiak	2006 550i	Michael Singleton	
Chris Brown	2002 530i	Edward Justice	2007 M Coupe	Gary Snell	2006 Z4
David Bundy	2007 335i Coupe	Kimberly & Win Keller	2006 Z4 Coupe	Jack & Alesia Snyder	2009 Z4 30i
Scott Burke	2008 E90 M3 & 2008 E90 335i	C. Kelley	1998 M Roadster	Alan Spuzzillo	2006 X3
Timothy Burns	2001 M5	Johnny Kindrick	2006 X5	Bryan Stacy	2006 330Ci ZHP
Brian Byrne	2007 335i	Samuel Kruger		Joseph Stelmack	2007 X3 3.0si Sport & 1991 M5
Jesus Cantu	2003 530i	Ajit Kuruvilla		Christopher Stemen	2003 M5 & 2009 M3
James Carr	1997 540i	Jeff Lee	2008 135i	Donald Strother	2006 750Li
Joseph Chambers	2007 328i	G. Lessig	2004 330cic	James Strott	2006 M3 & 2007 X5
Yash Chandra	2005 330Ci convertible	Scott Lewis		Paddy & Michelle Sullivan	2008 550i
Joon Chang	2002 M3	Ted Lim	2008 335xi	Pradeep Swamy	2000 328i
Andrey Chekalin	2009 328i	Lewis Lipnick	2007 X3.0si & 2010 X6	Stephen Swanson	2008 M3 Convertible
Hamid Chemlali	2002 530i	Karan Lotfi	2001 X5 4.4i	Harry Swayne	2006 750Li
Edward Cho	2009 328i	Steven Luce		Jeff Tacconi	
Miodrag Cirkovic	2004 330Ci	Christopher Ludemann	2006 Mini Cooper S	Arien Talabac	2006 325Ci
James Comstock	2010 335d	Peter Luhowy	2006 M Roadster	Julie Tarr	1999 Z3
Charles Cox	1997 528i & 2005 330Ci	Brian Machi	2010 135i	Neshe Taylor	2009 128i Convertible
Tony Credico		Kaitlin Mackie		Kuryan Thomas	2010 535i xDrive Sedan
Charles Crettier	1998 540i	John Madden	2005 745i	John Thompson	2007 550i & 2007 328i
Kenneth Cummins	1996 328i	Mohammed Malik	2007 335i Sedan	Francisco Torres	93 525iT
Jim Curry		Aaron Marchiafava & Doug Ducote	2001 Corvette & 2005 Grand Prix	Danny Truvan	2005 X5 & 2005 M3
Erik Dahl		Wayne Mattocks	2004 525	Carol Tyrance-Gauff	2005 745Li
Douglas Deitrick	2006 650Ci & 2006 X5	Mark & Patricia McKenna	1999 328ic	Brian Vanmeter	2003 M3
Andre Delgado		William Meyers	1987 325i	Cynthia Vitters	2002 325i wagon
Paul Derby & TJ Sawner	2008 335xi & 2005 X3	Marilyn Miller	1995 840ci	Barry & Barry Ward	2004 330Ci
Stefan Dunhem	2009 328i E90	Iain Miller	2009 335i	Debra Wassmer	
Bill Eberhart	2003 325xi & 1972 3.0Cs	Mark Millstead	2008 335 & 2006 325	Michelle Weekley	2008 335i
Douglas Elliott		Christopher Minich	1985 528i	Nathaniel Whitenack	
Doug Falk	1999 740i	Dale Mishler	'08 328i Sedan & '08 328xi Coupe	Lee Whitney	
Stephen Farkas	1998 M3 & 1994 850Csi Euro	Tyler Mistr		Claire Whitney	2009 328i
Emily Ferguson		Ryan Morader	2003 M3	Russell Wilson & Frances Bell	1998 740iA (E38)
Melvin Finch	2003 540ia	John Morris	2000 540i	John Wilson	2001 330i
Fred Fischer	2006 X3 3.0i	Joseph Murias	1998 Z3	Glen Winemiller	2006 325Ci (coupe)
Steven Flanagan	2009 M3 Coupe	Brian Murphy	2006 325xi & 2007 335i	Erich Wolf	
Bill Ford		Binh Nguyen		Alexander Wood	2009 M3
Phillip & Dennis Frangipane	1997 Z3 2.8	Jay Nokkeo	2006 M3	Ali Zandi	2005 X5 & 2006 530i
Terry Friesz	2002 Z8 & 2008 M3	Ramon Nuila	2002 540i	Aaron Zankel	
Myron Furbie	2003 M3	George Paskalakis	2006 525i	Di Zou	2003 M5
Michael Gellner		Reginald Perry & James McCabe	2006 330i & 2006 330i		
Jeffrey Geroso	2004 330ci	Margaret Peterlin	1998 540i		
Leonard Gooz	2007 335i	Harry Pinto	2004 330Ci		
Michael Gottovi	2007 335i convertible	Daniel Qamar	2009 E92 M3 & 2003 E46 330Ci		
Kristin Grue	1992 325i	Kelly Quinn			
James Hamm	2004 Z4	Dustin Razi	2010 335d		

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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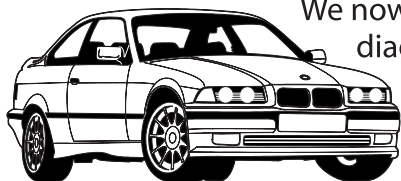
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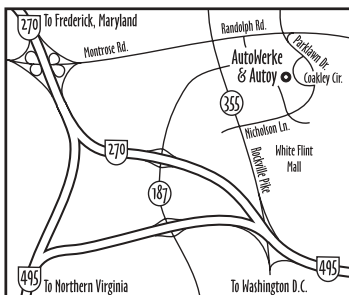
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# CLASSIFIEDS

	CLASSIFIED AD REQUIREMENTS
<b>COST</b>	Ads are free to current club members. Membership numbers must be included.
<b>HOW TO SUBMIT AN AD</b>	Please see the chapter website at <a href="http://www.nccbmwcca.org">www.nccbmwcca.org</a> and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the website on the first day of even-numbered months to appear in the subsequent issue of <i>der Bayerische</i> (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).
<b>IMPORTANT</b>	Classified ads will not be accepted by email.

## CARS FOR SALE

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Purchased new for \$35,790. Currently has only 20,900 miles. Excellent condition. Still under the BMW warranty. Electric red exterior / beige leather interior. Steptronic. Premium package. BMW assist. Pre-wired for satellite radio. Digital compass. CD/MP3 player and audio input jack (for ipod). Interior is pristine; I've never allowed any eating or smoking in the car. People still comment that it has the "new car smell." I will be happy to show the car in or near Arlington; you're welcome to come examine it, take it for a test drive, etc. Contact: Dimitri at 571-241-8041.

### 2006 330i

Kelly Blue Book suggested retail price: \$36,060, Asking: \$31,980 I'm holding out for this number, but if you have some other reasonable offer, I'll consider it. Interesting trades (partial trades) would also be considered (such as airline vouchers, contractor services, etc.). I will also consider owner-financing. Call for terms. 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. But they are minor and I have an estimate for \$450 to make it look like new. I've factored that into my asking price. If you'd like me to take care of it for you instead, add \$450. Email me at [brent AT laoti . com](mailto:brent AT laoti . com). 20,200 miles, 6-Speed. Warranty: balance of original 4-year/50K mile factory warranty (bumper to bumper). Sport Pkg, Navigation System, Power Seat, Premium Pkg, Parking Sensors, Premium Wheels 19", Premium Sound DVD System, Integrated Phone, Voice Recognition MP3 Input.

### 2002 325iCic

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. I'm the 2nd owner. CARFAX report is 100% clean for damages, flood, odometer rollback, etc. Open to pre-purchase inspection. Serviced by BMW specialist only since I purchased the car. 540-287-2690.

### 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](mailto:laserandy@aol.com)

### 1995 M3 Coupe

Black/Black. 95K miles. WBSBF9328SEH06725. \$17,500. 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](mailto:jared.townshend-at-gmail.com).

### 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](mailto:dford175@comcast.net)

### 1989 325iS

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):[cartwheels@comcast.net](mailto:cartwheels@comcast.net)

### 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](mailto:thomgilbert@aol.com)

## CARS FOR SALE

### 1999 Honda Civic Si Track Car

This car has a great racing history in SCCA running in the SSC class. In fact, the car holds the track record at Summit Point for SSC with a 1:30.7 lap. The car has loads of rims and spares, and is a steal at this price. If interested, email us at: [mimishusband@yahoo.com](mailto:mimishusband@yahoo.com)

## PARTS FOR SALE

### E46 M3 Remus Exhaust Muffler.

With straight through free flow design for HP & torque gains. Made of 304 SS (in & out) with 441 SS tips. About 10lbs lighter than OEM unit. Only used for less than 1000 miles. Selling it to replace it with racing muffler. Call 240-423-4722.

### E46 M3 StopTech Track Pads

One set of PFC 97 Track Pads for e46 M3 StopTech Brakes \$150 used 3-4 days, like new. Joe 410-336-0802 or email [jlapicki@aol.com](mailto: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 \$300.00. Email at [pwtone@verizon.net](mailto:pwtone@verizon.net)

### 1985 735i Parting

Parting Out 1985 - 735i, automatic, 130K. trans, drive shaft, rear end, new complete exhaust system with cat & 02 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

The brake pads were used maybe 5,000 street miles and two summers of autox, plenty of pad life left. offers considered. Questions? Email me at: [bbenger at gmail dot com](mailto: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. Questions? Email me at: [bbenger at gmail dot com](mailto:bbenger at gmail dot com).

## WHEELS AND TIRES FOR SALE

### Michelin Diamaris 315x35x20

Used Michelin Diamaris 315x35x20 inch off a X5 4.6is. Standard tire for 20 inch rims for X5's. New retail \$400. Tire shop states greater than 50% tread left. Approximate depth 6/32. Asking \$75/ OBO. Local pickup or pay for shipping. Steve 301-765-0765

### E60 Winter Wheels / Tires

Four Hakkapeliitta RSi tires (235/45 R17 radials, approx. 95% tread remains) for 5 series BMW 1997 on; mounted on M-contour rims; sets of four tire totes and wheel felts; Bavarian Autosport wheel and tire cover. All for \$800. Dwight: 301-352-8735; [dwight301@verizon.net](mailto:dwight301@verizon.net).

### Z3 M Coupe / Roadster Roadstar Wheels with Kumhos

Full set of OEM Z3 M Coupe or M Roadster wheels with Kuhmo tires. The wheels are in excellent condition with no curb rash. One of the front wheels has a small mounting mark, and one of the rear wheels has two small mounting marks. The wheels are for the 1998-2000 models (it has a lighter finish than the 2001-2002 wheels). The tires are Ultra-High Performance All-Season Kumho ECSTA ASX (fronts are 224/45 R17, rears 245/40 R17), and they have less than 5,000 miles on them. Asking \$550 picked-up in McLean, Virginia. If interested please e-mail me at [gspoliquin@cox.net](mailto:gspoliquin@cox.net).

### E30 M3 Wheels

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



## 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 JARANSOM from the Club Web site. Use subject line NCC Club Store.

## 2010 Spring Detailing Seminar

Last year we held a very successful detailing seminar just prior to our Deutsche Marque Concours (traditionally held the first Sunday in May). We have planned a similar event for late March-early April this year. This would give owners ample time to put their

newly acquired or refreshed skills into action in preparing for the concours. We're looking for a record turnout for the 2010 extravaganza!

We need feedback from members as to which areas are of most interest. Possible topics include:

Paint correction (hand vs. machine), Painting and touch-up, Paintless dent repair, Cleaning (exterior, interior & wheel), and Detailing product selection.

Please contact me with your ideas at [concours-chair@nccbmwcca.org](mailto:concours-chair@nccbmwcca.org)

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