

# ***der** Bayerische*

National Capital Chapter

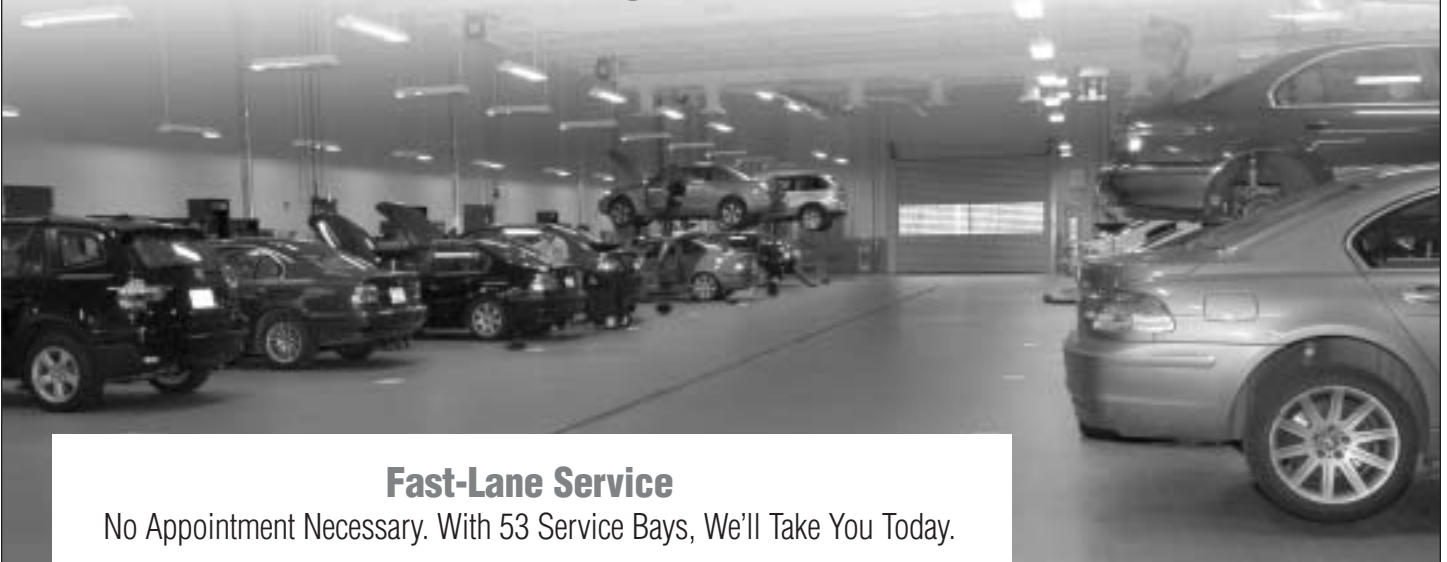
BMW Car Club of America

March/April 2010



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**Cover:** Dr. Ron Costell's 1800ti, one of the 419 made in 1967. Page 16.  
Photo: Raine Mantysalo.

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# derBayerische



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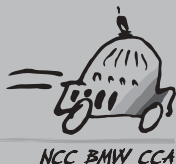
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BY BILL WILLIAMS



## National Capital Chapter BMW Car Club of America

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ADVERTISING RATES		
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	1/2 page	\$350 per issue
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## President's Message

January and February are always planning months for me. As an avid track driver, I am always looking at the schedules, trying to figure out ways to include new tracks, and of course coordinating with my real boss (my wife). Throughout this process I have learned how delicate the balance is between vacation days (me at a track) and Vacation Days (with my spouse on holiday). There are always so many possibilities! There are the things on the bucket list such as the "One Lap of America", the Ring School (Nürburgring BMW Driving School), M School, tour the "Tail of the Dragon", to the perennial desires to work in Watkins Glen and Mid-Ohio.

I hope you are all looking at the schedules and working on your own wish lists. At National Capital Chapter there are more choices than ever. We have three Drivers' Schools at Summit Point offered at significantly reduced prices from last year and on a great schedule. We also offer one of the most diverse programs in the country with autocrosses, tours, concours, Do-It-Yourself car maintenance, indoor Karting (fast and fun), car control clinics (for adults) / Street Survival (for new drivers) – work on the survival skills you will actually need some day, and finally a great Social calendar throughout the year capped with and ever growing ChapterFest in September. I hope to see you at an event soon.

Dave



## FromThe Editor

### Chapter Newsletter in Search of Editor

Nearly eight years have passed since Jared Townshend and I took over the editing duties of *der Bayerische*. Jared moved on to other interests after a short while and I've been in the hot seat since. I've introduced readers to my family in this space; including announcing the births of my sons Nate and Weston. I've told some (hopefully) funny stories and passed along some (hopefully) helpful information to the members. I've had a lot of fun doing it, but I've decided to hang up my red pen and let someone else have a shot at it.

The newsletter is in much better shape now than when Jared and I took over. Most of the chapter newsletter editors complain that they are always scrambling for content, which is a pretty rare problem with *der Bayerische* – in fact I sometimes have too much material and have to hold stuff over to the next issue. We're also in great shape financially thanks to the efforts of Advertising Manager Dennis Follett. Before Dennis came along, that position was sort of a

revolving door and the result was very inconsistent invoicing and a lot of red ink. Production Manager Raine Mantysalo is the real face of the *dB*: he's been doing the layout for more than 20 years and is the reason it looks so great issue after issue. The NCC Board of Directors is very supportive of the *dB* staff, in fact I can't think of a case where they haven't backed me in a decision I've made.

Folks who might be interested in taking over the job should send me an email and I'll fill you in on the details. The *dB* comes out every other month and it usually takes anywhere from 15-20 hours per issue to put it together – more if you'll also be contributing material. It's not necessary that you be a freak about grammar; the tone of the publication is very casual and the errors you'll find are usually pretty obvious. No one cares if the occasional "who" slips in where "whom" would have been correct. All that's really required is attention to detail and consciousness about deadlines.

Again, please contact me at db-editor@nccbmwcca.org and I'll give you very detailed

description of the job.

Thanks for your readership these many years, I'll miss interfacing with those of you who have contributed or written in with your feedback, and I hope to see you at future club events!

Have Fun, Be Safe!

Rob



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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
- 24 Karting Event #5 – Allsports Grand Prix, Sterling, VA
- 30 Great Pie Run #4 – Thurmont, MD
- 31 Karting Event #6 – Allsports Grand Prix, Sterling, VA

## February

- 4 NoVa Social at King Street Blues – Kingstowne, VA
- 7 Do-It-Yourself – Eurotech Motorsports, 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 – J&F Motors Ltd, Arlington, 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 Ladies' Do-It-Yourself – Martin Motorsports, Inc., Alexandria, VA
- 14 Karting Event #9 – Allsports Grand Prix, Sterling, VA
- 19 MoCo Social – TBD
- 20 Do-It-Yourself – Passport BMW, Marlow Heights, MD
- 20 Autocross Points Event #1 – Bowie Baysox Stadium, Bowie, MD
- 20 Detailing Clinic – Bimmer Sales Limited, Arlington, VA
- 28 Karting Event #10 – Allsports Grand Prix, Sterling, VA

## April

- 2 NoVa Social – TBD
- 8 Columbia Social – TBD
- 10 Do-It-Yourself – Curry's Auto Service, Sterling, VA
- 10 Concours Judging School – Mercedes-Benz Eastern Vehicle Prep Ctr, Baltimore, MD
- 12 Drivers' School – Monticello (NY) Motor Club, NJ Chapter <sup>(1)</sup>
- 14 Board Meeting and Social – TBD
- 15 MoCo Social – TBD
- 17 Do-It-Yourself – At Speed Motorsports, Hanover, MD
- 17 Autocross Points Event #2 – Regency Furniture Stadium, Waldorf, MD
- 24-26 Drivers' School – Summit Pt Jeff/Main, DelVal Chapter <sup>(1)</sup>

## May

- 2 Deutsche Marque Concours – Nottoway Park, Vienna, VA <sup>(1)</sup>
- 2 11th Annual British & European Car Show <sup>(1)</sup>
- 6 NoVa Social – TBD
- 8 Do-It-Yourself – Leehigh Service Center, Dulles, VA
- 12 Board Meeting and Social – TBD
- 13 Columbia Social – TBD
- 15 ///M Club Day – Spartanburg, SC
- 15 Autocross Points Event #3 – Summit Point Raceway, Summit Point, WV
- 17-18 Drivers' School – Summit Pt Main, NJ Chapter <sup>(1)</sup>
- 20 MoCo Social – TBD
- 21-23 Drivers' School – Summit Point Shenandoah Circuit, Summit Point, WV
- 22 Do-It-Yourself – Curry's Auto Service, Sterling, VA
- 28 Vintage at the Vinyards, Dobson, NC <sup>(1)</sup>

## June

- 3 NoVa Social – TBD
- 7-8 Drivers' School – NJMP Thunderbolt, Millville, NJ, NJ Chapter <sup>(1)</sup>
- 9 Board Meeting and Social – TBD
- 10 Columbia Social – TBD
- 12 Do-It-Yourself – Martin Motorsport, Alexandria, VA
- 12 Autocross Points Event #4 – Summit Point Raceway, Summit Point, WV

- 19 Great Pie Run #5 – TBD
- 17 MoCo Social – TBD
- 26 Do-It-Yourself – 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 – Passport BMW, Marlow, MD
- 14 Board Meeting and Social – TBD
- 15 MoCo Social – TBD
- 17 Autocross Points Event #5 – Regency Furniture Stadium, Waldorf, MD
- 24-25 Drivers' School – Summit Pt Main, NJ Chapter <sup>(1)</sup>
- 24 Do-It-Yourself – Euro Tech, Baltimore, MD

## August

- 5 NoVa Social – TBD
- 11 Board Meeting and Social – TBD
- 12 Columbia Social – TBD
- 14 Do-It-Yourself – TBD
- 13-14 Drivers' School – NJMP Lightning, Millville, NJ, DelVal Chapter <sup>(1)</sup>
- 14 Autocross Point Event #6 – Bowie Baysox Stadium, Bowie, MD
- 19 MoCo Social – TBD
- 23-29 Octoberfest 2010 – Road America, Elkhart Lake, WI [bmwcca.org](http://bmwcca.org) <sup>(1)</sup>
- 28 Do-It-Yourself – Passport BMW, Marlow Heights, MD

## September

- 2 NoVa Social – TBD
- 8 Board Meeting and Social – TBD
- 9 Columbia Social – TBD
- 11 Do-It-Yourself – Leehigh Service Center, Dulles, VA
- 11 Autocross Points Event #7 – Regency Furniture Stadium, Waldorf, MD
- 11-12 Drivers' School – Summit Pt Shenandoah, NJ Chapter <sup>(1)</sup>
- 16 MoCo Social – TBD
- 25 Do-It-Yourself – 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 – At Speed Motorsports, Hanover, MD
- 13 Board Meeting and Social – TBD
- 14 Columbia Social – TBD
- 15-17 Drivers' School – Summit Point Main Circuit, Summit Point, WV
- 18 Intro to Drivers' School – NJMP Lightning, Millville, NJ, NJ Chapter <sup>(1)</sup>
- 21 MoCo Social – TBD
- 23 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 23 Autocross Points Event #8 – Summit Point Raceway, Summit Point, WV

## November

- 4 NoVa Social – TBD
- 6 ///M Club Day – Spartanburg, SC
- 6 NCC Fall Tour – TBD
- 10 Board Meeting and Social – TBD
- 11 Columbia Social – TBD
- 13 Do-It-Yourself – Tischer BMW, Silver Spring, MD
- 18 MoCo Social – TBD
- 20 Do-It-Yourself – Convenience Car Care, Manassas, VA

## December

- 2 NoVa Social – TBD
- 4 Do-It-Yourself – TBD
- 8 Board Meeting and Social – TBD
- 9 Columbia Social – TBD
- 11 NCC Winter Tour – TBD
- 16 MoCo Social – TBD

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

## **NoVa Social - Location TBD** (see website)

Thursday, 4 March 2010

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

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

Wednesday, 10 March 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.

## **Columbia Social – Location TBD** (see website)

Friday, 12 January 2010

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 (Ladies DIY) – Martin Motorsports**

Saturday, 13 March 2010

460 South Pickett Street  
Alexandria, VA 22304

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

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

## **Winter Kart League #9 – Allsports Grand Prix**

Sunday, 14 March 2010

45915 Maries Road  
Dulles, VA 20166

2009-2010 Winter Kart League. Registration opens at 8:00 pm Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

## **MoCo Social – Location TBD** (see website)

Friday, 19 March 2010

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

## **Autocross Event #1 – Bowie Baysox Stadium**

Saturday, 20 March 2010

4102 Crain Highway  
Bowie, MD 20716

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

## **Do-It-Yourself – Passport BMW**

Saturday, 20 March 2010

4730 Auth Place  
Marlow Heights, MD 20746

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

The 2009 Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00AM and finish at 2:00 - 3:00PM. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

## **Detailing Clinic - Bimmer Sales Limited**

Saturday, 20 March 2010 (rain date Sunday March 21, 2010)

10:00AM – 4:00PM

4064 S. Four Mile Run Drive  
Arlington, VA 22206  
(703)578-1808

Fee \$10.00. Limited to 50 attendees. Sean Khrazmi will lead us in discussing the details of detailing; he will answer your questions and demonstrate tricks of the trade to improve the appearance of your cars, and teach you how to do it safely & correctly. He's working to get the Paintless Dent Removal technician that he uses to also be in attendance. Some of the topics to be covered include: Exterior - swirl & scratch removal, paint touch-up & correction, clear coat maintenance, glass & plastic polishing. Interior - carpet, upholstery, trim, & headliner materials maintenance, deodorizing. Wheels - removing brake dust, polishing, refinishing, cleaning fender wells. Please see the website for registration information and details.

## **Winter Kart League #10 – Allsports Grand Prix**

Sunday, 28 March 2010

45915 Maries Road  
Dulles, VA 20166

2009-2010 Winter Kart League. Registration opens at 8:00 pm Monday evening before a race event the following Sunday. Please see the website for registration information and other details.

## **NoVa Social - Location TBD** (see website)

Friday, 2 April 2010

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.

## **Columbia Social – Location TBD** (see website)

Thursday, 8 April 2010

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

## **Do-It-Yourself – Curry's Auto Service**

Saturday, 10 April 2010

Location TBD (see website)

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

The 2009 Do-It-Yourself (DIY) program allows NCC Members to work on their own automobiles under the supervision of expert mechanics and technicians provided by the sponsor. The DIY purpose is to learn and practice proper maintenance and repair techniques that you can complete within a two-and-one-half-hour time period. There are usually several NCC members who can assist when an extra pair of hands or advice is needed, and we are happy to show newcomers the joys of working on your own car. DIY participants are encouraged to contact the club DIY Coordinator before the event to help you plan ahead and decide what size job you can tackle, based on your skill level and tools. Most DIYs start at 8:00 - 9:00AM and finish at 2:00 - 3:00PM. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

## **Concours Judging School - Mercedes-Benz Eastern Vehicle Prep Center**

Saturday, 10 April 2010

2900 Childs Street  
Baltimore, MD

Let an expert concours judge show you how it's done. You'll also learn what judges look for at a concours – always good to know if you're competing.

## COMING EVENTS

The cost to register for this event is \$15. The Greater Washington Section of the Mercedes-Benz Club of America, Inc. has extended the opportunity for us to attend this class. Help us make this a successful event by registering as soon as possible. We will be limited to 15-20 NCC members.

Our host for this class will be the MBUSA Eastern Vehicle Prep Center—a visit to this facility is a rare treat for any car guy or gal. Please see the website for registration information and other details.

### **NJ Chapter Drivers' School – Monticello, NY Motor Club**

Monticello, NY  
Monday, 12 April 2010  
\*Registration open now

While the methods of instruction and the target audience for these schools differ, they share a common goal: to give you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities, so that you will be prepared for any situation you may encounter on the highway.

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

Wednesday, 14 April 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.

### **MoCo Social – Location TBD**

Thursday, 15 March 2010

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

### **Autocross Event #2 – Regency Furniture Stadium**

Saturday, 17 April 2010  
11765 St. Linus Drive  
Waldorf, MD 20602

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

### **Do-It-Yourself (Ladies DIY) – At Speed Motorsports**

Saturday, 17 April 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 – 9:00AM and finish at 2:00 – 3:00PM. Lunch for accepted applicants and sponsor staff will be provided free by our club. Please see the website for details and registration information.

### **DelVal Chapter Drivers' School – Summit Point Jefferson Circuit and Main**

Saturday to Monday, 24-26 April 2010  
Summit Point, WV  
\*Registration open now

While the methods of instruction and the target audience for these schools differ, they share a common goal: to give you the opportunity to develop and improve your skills as a driver and to strengthen your knowledge of your car's abilities, so that you will be prepared for any situation you may encounter on the highway.

### **27th Annual Deutsche Marque Concours d'Elegance**

Sunday, 2 May 2010 (Rain Date: Sunday, 23 May, 2010)  
Nottoway Park  
9601 Courthouse Rd  
Vienna, VA 22181

As many of you know, one of the highlights of our event schedule, and an annual rite of Spring for German car fans, is the Deutsche Marque Concours d'Elegance. This year will represent the 27th time that we have gathered with our friends from the Greater Washington Section of the Mercedes-Benz Club of America (MBCA), the Potomac Region of the Porsche Club of America (PCA), and the Potomac-Chesapeake Chapter of the Audi Club of North America (ACNA) for this terrific show. The entry fee for the concours is \$25 per car (\$40 after April 25th or on-site). Registration includes one wine and cheese reception ticket and a commemorative dash plaque for the first 40 registrants. Additional wine and cheese reception tickets are available at \$10 each. There is no charge to attend the concours as a spectator. In order to allow us to plan appropriately for the number of guests, please register in advance. See the website for additional details and registration information. Contact John McWilliams at [concours-chair@nccbmwcca.org](mailto:concours-chair@nccbmwcca.org) with questions.

### **5th Annual Marque Madness Performance Drivers' School**

Thursday and Friday, 10-11 June 2010  
\*Register Now  
Virginia International Raceway

One again the National Capital Chapter is joining with the Greater Washington Section of the Mercedes Benz Club of America, and the Potomac-Chesapeake Chapter of the Audi Club of North America to host a 2-day performance drivers' school on the world famous 3.27-mile full course at VIR. This is a chance to drive one of the most spectacular tracks in the world which is less than four hours south of the DC Beltway. Paul Newman is quoted as saying, "If there is heaven on Earth, it's at VIR." And Carroll Shelby said after his first race at VIR, "A lap of VIR is like 100 laps at Watkins Glen." Experienced in-car instruction will be provided to all.

The entry fee has not been formally established yet, but is likely to be \$375 for early registration which will end sometime in May. Please see the website for additional details and registration information. For questions contact Woody Hair at 703-243-5796 or [woodym3@verizon.net](mailto:woodym3@verizon.net)

## 27th Annual Deutsche Marque Concours d'Elegance

Sunday, 2 May 2010



dB received the following letter from NCC member (once again) Ron Beavers in response to Woody Hair's "A Look Back" column in the January issue. We love to print your letters, please get them coming! – Editor

*I must say I was somewhat surprised yet delighted to see my name mentioned in Woody Hair's article ("A Look Back" – 35 years ago Jan -75) in the Jan/Feb 2010 issue of "der Bayerische." I was the Treasurer then and I remember being the treasurer for about two years. I had a 1972 2002 which I purchased from Manhattan Auto (now BMW of Fairfax), delivered price of \$ 3,720. It was green with beige leatherette. Back then I was routinely involved in auto rallies and occasionally in autocrosses. I remember fondly the Mike Leeper/Dave Roach designed and run auto rallies and the autocross events held in the rear of the Landmark Shopping Center. When the Virginia Blue Laws were lifted, the shopping center was then allowed to open on Sundays and we lost our autocross asphalt parking lot.*

*My BMW lasted 10 years, had over 185,000 miles when we departed company, and it lasted longer than my first marriage. That Bimmer was serviced at Heishman's BMW (now BMW of Arlington). Its license plate – BMW 8 – is still prominently displayed in our garage. I remember many times turning off the radio just to hear the engine purr. That was music to my ears. It did not have many of the current comforts like a/c or electric windows. I still miss that car and I routinely give a double look at each vintage 2002 I see. In fact I walk around them and give them a complete look over! I really enjoyed the excitement of driving my "ultimate driving machine".*

*Moving forward, I am now in my second marriage for almost 20 years and in the*

*summer of 2008, my wife and I ordered a 2008 328xi Coupe from BMW of Fairfax, delivered in mid-July. I told the dealer that I had bought my first BMW from that same exact show room 30+ years ago. It is everything we wanted right down to the 6 speeds. If I had my druthers, I would remove some of those electrical gadgets currently installed in the car. I know when to take it in for maintenance and do not need to be reminded, nor do I need all of that electronic feedback displayed when I start it up and I cannot say anything good about those run flat tires. Where's the choke!! I am old fashioned in these respects. Other than that, it is a fun car to drive - especially shifting through the gears. We have not had any speeding tickets yet, but I know it is only a matter of time.*

*We currently have four vehicles in our yard – a 1991 Special Edition Mazda Miata (my wife's baby bought just after our marriage), a 2003 Toyota Tacoma and a 2004 Toyota Sienna (house and family vehicles), and the 2008 BMW (our family fun car). All except the Sienna have standard transmissions. Even it would have had a manual transmission if only available. We have no steering wheel holders in our family – even our daughter opts for a car with a manual transmission.*

*So after 35 years I am once again proudly carrying a BWM CCA membership card in my wallet, although my number is a lot higher than my original one. I enjoy the many articles in "der Bayerische" and "the Roundel" and I just might unexpectedly show up at one of your socials or DIYs.*

*Keep up the good work and reporting.*

*Ron Beavers*



## NCC BMW CCA Saves The Holiday

As Christmas Eve approached, a lonely musician traveling from his home in Cornwall on Hudson, NY, to Georgetown, began to have starting and electrical problems with his beloved 325i. In Georgetown, he met another BMW lover who suggested that our Club might be able to help. They searched the web and found the telephone number of the Baltimore Area Representative. (Baltimore is close to Georgetown?)

Several telephone calls by SpongeBob resulted in member Kevin Mellet, now at Passport BMW, setting up an emergency maintenance visit to help the traveler.

A short trip from Georgetown to Passport BMW, rapid analysis by the shop team, and a simple repair – and our minstrel was back on the road to Georgetown, his local area family, and to his job at Blues Alley.

The fantastic bassist for the Ahmad Jamal Trio, James Cammack, had returned to the fold. His beautiful, and again healthy, 2002 sport wagon patiently waited outside until he could finish the week of concerts at Blues Alley and they would return to New York. The 325i will join its sister M3 and a very new BMW... as the newest members of BMW CCA.

## 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)

# The X5 Diesel: Searching For Gold While Going Green

Text and photos by James Chew

When my fifteen-year-old daughter asked for some help with her digital photography class, I had to keep my cool. My daughter was well in to her teenage years — the time when they know everything and we parents know nothing. We parents maintain our sanity by remembering that at the core, our kids are good people. And when they do come around and ask for help or a truly meaningful conversation, we should be ready to again be helpful parents.

My daughter was at a loss on finding a unique setting that would help distinguish her work. She asked if I could help her with some ideas that we could do together during her upcoming Spring break. Fortunately, I had just the place.

The Southern California desert comes alive with wild flowers during the Spring. The normally brown landscape transforms, seemingly overnight, into a rich palette of color. Of all the wild flowers that make their brief appearance during that time, none is more beautiful than the California Golden Poppy, and the California Golden Poppy reserve is located in my hometown of Lancaster, California.

With California trying to lead the way to grow a “green economy”, we drove the most appropriate vehicle to find and photograph California’s natural gold — a 2009 BMW X5 Diesel.

The X5 is probably the most under-represented vehicle within the pages of *Roundel*. While truly the “BMW” among the

premium SUVs, the X5 seems to have a “minivan stigma” with the BMW CCA membership. Being a very happy owner of a 2007 X5, I view the X5 as the family Lear jet rather than a generic family hauler. It



allows us to take very pleasant family driving vacations without having to carefully arrange our luggage. The optional 3rd-row folding seat allows us to carry seven passengers, though it’s something we don’t often do. Best of all, it drives and performs like a BMW.

Most important to BMW loyalists and to BMW AG, the X5 provides an option to maintain an “all BMW” garage. It’s no wonder that, since its introduction, the X5 has been a sales success.

However, the X5 shares a

familiar downside with all SUVs — relatively poor fuel economy, especially in city driving. For that reason, we opted for the reliable in-line 3.0-liter six with our X5 rather than the much more exciting 4.4-liter V-8. As consumers, we had become accustomed to \$2.00/gallon gas; the market and the industry were focused on driving fun. Horsepower and sleek styling were the order of the day, and bigger meant better.

Then, last summer, along came the unanticipated and unjustified 150% price increase in the cost of gasoline. Fuel economy suddenly became the priority.

The European automakers were prepared for such an event. For the past two years, fellow BMW Car Club of America members, begging BMW to send their diesel engine vehicles to the US market, dominated *Roundel’s* “Letters to the Editor” sections. Some of the writers noted how Mercedes and VW already offered diesel-powered vehicles.

“We build BMWs. And when we introduce a new market segment, we make sure that our product is the ‘BMW’ of that market segment.”

That was one of the more



memorable quotes from our interview with Richard Brekus, General Manager, Product Planning and Strategy, BMW North America, during the 2009 North American International Auto Show. It was not in BMW's DNA to simply bring diesel-powered vehicles to the United States, they had to be diesel-powered Ultimate Driving Machines.

To ensure that the North American diesel-powered BMW lived up their "Ultimate Driving Machine" dictum, twin turbochargers were specified; both the 3 Series and X5 were the recipients of these power trains for the North American market. The familiar diesel clatter is noticeable briefly during ignition; however, the engine quickly settles into a familiar smooth BMW idle.



(Above) Author James and daughter Madeleine are ready to snap photos of the poppies. (Below left) Desert flora and fauna include palm trees and rattlesnakes. (Below) Your car's tire rumble plays a tune on the "Musical Road."



The 425 foot-pounds of torque is smoothly and quickly delivered to the wheels, resulting in effortless, rapid acceleration. Perhaps not as quick as the 4.4-liter V-8-powered X5s, the twin-turbo engine made the X5 feel more like an electric vehicle — the anticipated turbo-lag was not present.

We carried five passengers for a majority of this trip; this included my youngest daughter who had to ride in a car seat. The roomy interior, the individual climate controls, the outstanding sound insulation, and the satellite radio made for a very comfortable ride. Several times we opened the roof shade to take full advantage of the Southern California sun. As previously stated, the X5 felt more like a family Lear jet than a generic family transportation vehicle. Our test vehicle did not have a third row seat, and we're not certain if it's available with the X5 Diesel; however, we rarely use that third row seat and we suspect that's the case with most X5 owners.

Driving around Southern California and the Antelope Valley, the two major differences we noticed between the X5 Diesel and the X5 3.0 were the significantly increased acceleration and the increased driving range. We achieved around 18 miles per gallon during city driving and 27 miles per gallon on the highway. The best that we've achieved in our X5 3.0 was 16 mpg and 23 mpg, respectively.

We did find the poppies. Covering the desert floor in a spectacular gold color, these flowers reminded us that all one needs to sustain life in the desert is a little





water. The symbolism of driving a state-of-the-art “green” vehicle to find this California gold was not lost among us and the many people that asked us about the X5 Diesel while we were at the California State Poppy Reserve.

While it was the major objective, finding the California Poppy was not the only item on the agenda while we were in the Antelope Valley. We drove the “musical road”, upon which one can hear the “William Tell Overture” while driving along a certain stretch of road in Lancaster.

We then visited Red Rock Canyon, home to some of the most dramatic natural landscapes on Earth. You most likely have seen the Red Rock Canyon landscapes. This area is in constant use as a backdrop for Western, Adventure, and Science Fiction movies and television shows. This was our only opportunity to take the X5 off-road. Because our X5

Diesel was equipped with run-flat tires, we kept to the graded, maintained dirt roads.

For some reason, my daughter wanted to visit my high school alma mater. I developed my love for automobiles while attending my auto shop classes at Antelope Valley High School. My auto shop teacher became a mentor during that time. While he noticed that I had “the stuff”

to be a great auto mechanic, he convinced me that I needed to attend college in order to realize my potential. As my daughter and I entered the auto shop class and spoke with the

students, I found it gratifying to see that not much had changed in the thirty-three years since I first attended auto shop. The students were still “gear heads” and the teacher did everything he could to train these them on the art and science of auto mechanics.

Something we didn't anticipate finding in the Antelope Valley was a house that had a number of classic BMWs scattered throughout the yard. The dry desert air does a wonderful job in preserving metal. No one answered the door, so we couldn't ask why there were so many classic BMWs and the owner's intentions with those vehicles. But there was a BMW 6 Series that I may need to return to inquire about some day!

And no trip to Southern California would be complete without a visit to one of the world-class amusement parks. This time we visited Universal Studios Hollywood, which was featuring a new “Fast and Furious” attraction. It was quite interesting to see how they created

(Above) the X5 Diesel always attracted a crowd. (Below) The “Fast and Furious” attraction at Universal Studios Theme Park was fun – especially for a car freak.





some of the car stunts for the Fast and Furious movies. The cars (Volkswagens) even took a bow after their performances!

Throughout our journey, our X5 Diesel performed flawlessly. Our experience with this diesel-powered "family Lear jet" was greatly enhanced when we managed an incredible 590-mile range per tank. It would seem that when it's time for current X5 owners to replace their vehicles, the X5 Diesel would be the most appropriate choice.

However, there are four major factors that may prevent the X5 Diesel

from realizing its North American market potential. First is the steep price premium. It's priced around \$4,000 more than the X5 3.0. While we would never advocate purchasing a vehicle based on investment pay-back, the significantly higher price would make any reasonable person pause. Second is availability of diesel. If you live near a major trucking route, finding diesel fuel is not an issue. However finding diesel fuel in some cities, especially in California, can be a challenge. Third is pumping diesel, while the sight of a BMW among big-rig trucks is amusing, one has to consider the potential mess of pumping diesel in dress clothes and the strong potential of bringing diesel fuel residue in to the car's interior. Fourth is the price of diesel versus gasoline. As of this writing, the price of regular unleaded is now considerably higher than that of diesel but it's not clear how long that will last.

Purchasing a diesel-powered BMW must be viewed in the long



(Above Left) The tool kit of the X5 Diesel. (Above) An old Sixer I may have to go check back on. (Below) On the red carpet, the X5 poses outside Universal Studios Theme Park.

term. BMW enthusiasts tend to keep their vehicles for quite a while. The proven reliability of BMW power trains, the significantly increased fuel economy and increased performance

advantages relative to the 3.0-liter six, coupled with X5 timeless styling and high build quality should keep the X5 Diesel owner satisfied for the long haul.





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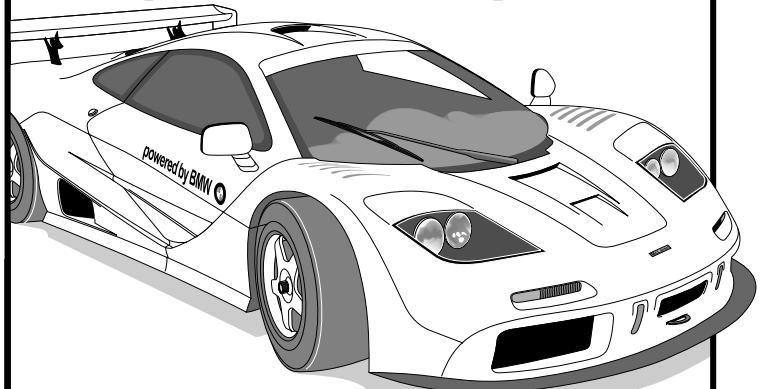
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# Racing toward the Future

By Andrew Stallworth and Jon Krolewicz



"Can I keep it?"

When he asked for the souvenir, Dennis Sanchez was in a small storage unit outside of Washington, D.C. and holding the spent mandrel from the second – and his first ever – rivet on the KaleidoLINKS Westfield XTR2. Construction had begun on the car, which is part of what promises to be a barrier-breaking motorsports program.

In September of 2009, the non-profit group KaleidoLINKS launched a number of programs to help foster social and educational opportunities for underprivileged Washington D.C. youth.

The signature program, and the one in which Dennis had just popped his first rivet, is "KL Racing," and is a racing team for youth. The first year of the program will run from September 2009 to September 2010, and include building the race car and competing for a NASA Time Trial National Championship.

The youth will not drive the car, that duty will be left up to project leaders Andy Stallworth and Jon Krolewicz. They will be responsible for building the car (under supervision from the project leaders) and during the season they will also be engaging in other aspects of running the race team such as event planning and scheduling, budgeting, event coverage, and team management.

"The idea is that the youth are provided with not only the traditional vocational skills associated with the automotive industry, but the lesser known white-collar duties and opportunities as well," said KL Racing motorsports consultant Jon Krolewicz.

The car that will be built the first year is a Westfield XTR2 – a sports racer "street" car powered by a Suzuki Hayabusa 1300cc motorcycle engine. Westfield is probably best-known for

their Lotus Seven replicas, but they offer a few other models, including the 1000-lb, 200-horsepower XTR2.

"Among the reasons we chose the XTR2 as the initial car to build is that it is so versatile that we can literally drive it to events if we have to, and there are a few events that might be non-track related here in DC where that could be an advantage," said Andy Stallworth, KL Racing Chief Race Programmer. "It also leaves options like competing in the TireRack One Lap of America open to us."

In NASA competition the car will run in the Time Trial "R" class – pitting it against full race prepped BMWs, Porsches and other sports racers like the Radical SR3. In order to be competi-

tive, the XTR2 will need to run faster than Speed World Challenge cars, and close to Grand American Rolex Series GT lap times.

To get there, the first step is to put the car together. The kids will learn about hardware, how to tell bolts from setscrews and self-locking nuts from jam nuts. During the build they will learn lessons in suspension geometry, plumbing, and wiring.

The space the car is being built in isn't a modern racing shop, either. Because the KL Racing permanent space won't be ready until early 2010, two storage units outside of DC have been transformed into a temporary garage. One unit is used as parts storage, and another has the car on jack-stands, parts shelves, bolt bins and a tool box. A dry-erase board hangs on the wall reminding "safety first" and has other notes about suspension and schedules.

"It isn't the grandest of space," Krolewicz said, "But it's getting the job done. It feels more like setting up at a track garage than at the home shop."

A few days after the first rivets were popped and the brake lines run, it was time to assemble the suspension. The students were walked through the right side with the instructor and then for the left side, they were on their own. Stallworth says after they finished building the left-front suspension, the students were so proud of their accomplishment they could not stop pointed at their work and saying "We did that!"



To be eligible for the KaleidoLINKS programs, the kids, age 14-19, must come from a low-income household. To be in, and stay in the racing program, students will have to maintain a high GPA, and stay out of trouble. However, when asked if the program is for at risk kids, project leaders say prefer not to limit the scope of the program by defining it as exclusive to "at risk" kids.

"This program offers an opportunity to kids who would otherwise never get the chance to interact with this world because of their income, but otherwise are smart enough to stay dedicated to education and out of trouble," Krolewicz said. In addition to their in-season team-associated duties, the students will also have classroom time including lessons on media, journalism, and automotive/racing history; as well as hard sciences, including aerodynamics, physics, and geometry.

Many people remember the first time they fell in love with their dream cars; it might have been getting their drivers license, the first glimpse of a beautiful sports car, or the roar of an engine. From these first moments of automotive obsession, a passion can grow that lasts a lifetime.

It's hoped that this program will help students find a niche in a goal-oriented environment that motivates learning and personal development and then apply that passion to all areas of their lives, wherever they end up and whatever they end up doing. A rivet is simply a physical souvenir; the real things they take from the program will be life skills and confidence.

For more information, please check out: [www.kaleidolinks.org](http://www.kaleidolinks.org), or contact: [info@kaleidolinks.org](mailto:info@kaleidolinks.org)

The President of KaleidoLINKS, Kelly Shim, has been a National Capital Chapter BMW CCA member since 2008. She frequently enjoys driving her 135i around town, and is in the process of making her car into a more high-performance vehicle — with a new exhaust system, suspension, and limited slip diff heading the list of modifications. Part of her inspiration in beginning such a revolutionary program comes from her love for her BMW.



(Right) During the build students learn lessons in suspension geometry,

## Traditions

BY

Bill Williams

PHOTOS

Raine Mantysalo

# One of the 419 1967 Neue Klasse Cars

We give thanks...



*Dr. Ron Costell's 1800ti, one of the 419  
made in 1967.*

**D**r. Ron Costell first learned of BMW automobiles when he visited the German Consulate in San Francisco in 1966 as he was preparing to go to Czechoslovakia for an academic year on the official exchange. He knew the quality of BMW's motorcycles and assumed their cars would be of the same standard. He felt BMWs were remarkably advanced technically for the time: high compression, single overhead cam, dual carbs, almost one horsepower per cubic inch, independent suspension, disk brakes (in front at least) and unit body. So Ron priced a European delivery of a sedan but the \$3,850 cost of the BMW sedan was beyond his reach. Instead, Ron took factory delivery of a \$1,400 VW 1300; the only new car he has ever owned.

After returning from Europe and beginning in his psychiatric residency, Ron was seriously smitten by BMWs. Ron began watching the San Francisco Chronicle classifieds looking for a BMW. He found a metallic silver 1800ti that he rejected when he noted the odometer mileage was different from the service records. During his search the green car showed up. It was two years old with 20K miles owned by the French headwaiter of Tour de Argent, San

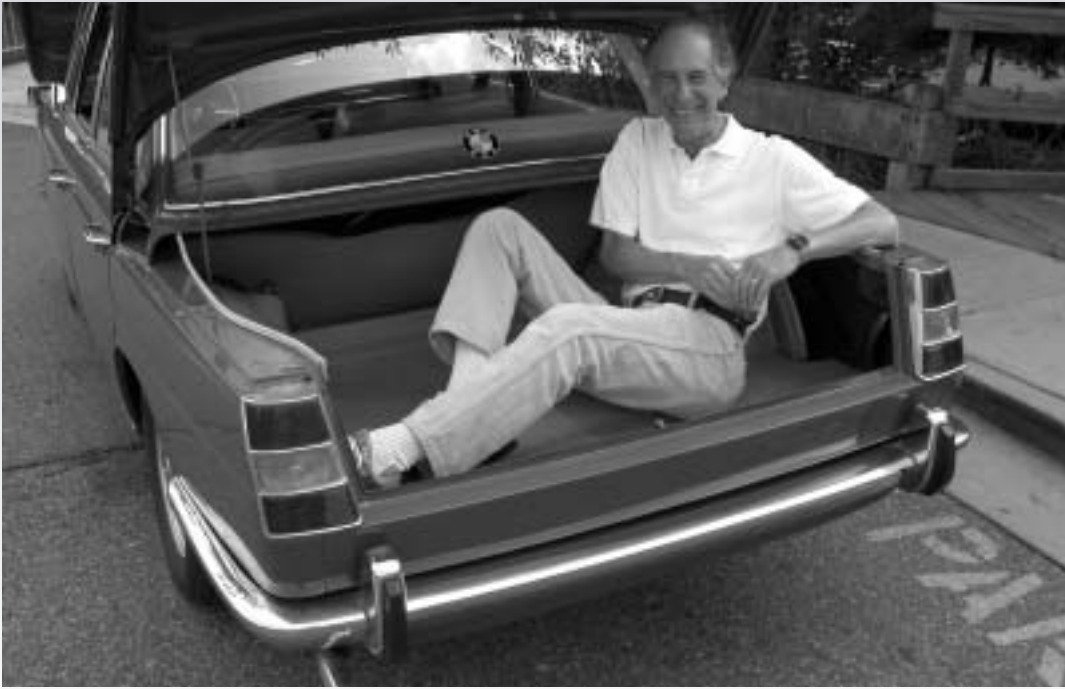
Francisco's fanciest restaurant who needed the money for his new house. Ron bought the car of his dreams for \$2,400 and the headwaiter got his house – hopefully of his dreams.

As an owner of a BMW, Ron joined the Stanford BMW Owner's Club. Ron owned the only four-door sedan in a club of two-door 2002s. The Stanford Club later became the Golden Gate Chapter of BMW CCA. As a twenty-something year-old guy



*(Top) The ti was different from the 1800; it is fitted twin Solex carburetors, and the 1800 tisa had twin Webers. (Above) The Neue Klasse (new class) car won praise for its performance and style dragging BMW from the brink of bankruptcy and out of the potential clutches of Mercedes Benz. (Below) Maybe sparse compared to today's cars but it was quite elegant in the 60s.*





(Above) BMW introduced the easy-entry trunk by attaching the rear valance to the trunk lid. (Below) The ti had 5.0 x 14 wheels and 165 SR x 14 tires. Engine designer Alexander von Falkenhausen and styling chief Wilhelm Hofmeister teamed to make the neue klasse car a winner for BMW then and now with clever design elements and spirited performance improvements. (Right) What's with the colors in the roundel?



and two wide white racing stripes! The stripes were peeled off immediately. The beautiful Abarth exhaust tips fell off five years later on a rough road in the Blue Ridge Mountains. Ron still has the sports steering wheel but re-installed the original to regain that original feel and look to the car.

Fortunately, Ron's approach to

preserve rather than modify puts another rare and original BMW specimen in our area.

One of the challenges of a rare and exotic car is also the fragility. These early sedans are unusual for having a solid drive shaft (no guibo) with "long neck" transmission and rear ends. The effect is a snappy responsive drive train not dampened by an articulated guibo-equipped drive shaft. However, the result of a solid driveshaft is a lot of torque stress on the transmission and rear end. When Ron and his wife drove from California to DC in June, 1971, he limped into VOB in Bethesda, with badly worn transmission layshaft bearings at 42K miles.

That's when Ron first met Lothar Schuettler who worked at VOB BMW. VOB's little four or five bay shop was backed up a few weeks so Ron had the transmission completely rebuilt by an English mechanic on Parklawn Drive for \$250. Other mechanical challenges include a failed head gasket that VOB replaced along with new valves, sleeves, rocker arms and big end bearings for \$400! The rear end gave out about four years later but a spare acquired from a parted out 1800ti saved the moment.

When the rebuilt transmission lost reverse gear in 1978, Ron ordered a new transmission directly from Schorch Meier BMW in Munich. The cost was less than a third of the U.S. cost, even including the shipping. BMW soon plugged that loophole! Unfortunately, the new transmission



full of BMW excitement he began collecting badges for the car. In his quest to collect various badges he learned of a new organization forming in the Boston area that eventually became BMW CCA. Ron joined as member 143 and may have been the first

member west of the Mississippi. Ron has every BMW CCA publication as well as every derBayerische from 1971. Talk about boxes of magazines and newsletters!

The 1800ti came with a leather sports wheel, Abarth exhaust system,

got hung up in a big east coast dock strike for several months. As the BMW was their only vehicle, necessity led them to start picking up utility transportation, used cars from the neighborhood.

In 1986, it was time to think about restoring the 1800ti. Though a California native, Ron fanatically cleaned the car after any winter salt exposure with water icing up on the surface as it was hosed it off, the pie-tin thin sheet metal of those earlier BMWs started to show some rust under the front valence and behind the front wheels. Master-Crafters in Rockville was chosen to do the job.

The car has seen only a couple of thousand miles of driving since the transmission replacement, and much less use since the restoration. Travel has been limited to yearly service and runs to D.C. inspection. And the car now resides in neighbors' garages.

When the car failed D.C. emissions inspection four years ago, Ron engaged Lothar to bring the engine up to standard. The car had 89k miles, and Ron feared the need of an overhaul. However a rebuild of the original Solex carburetors did the trick. Lothar also installed a good 6-volt fuel pump replacing the troublesome mechanical fuel pump. The battery would often run out of juice cranking as it tried to fill the circuit with fuel. As wives sometimes do, Ron's wife likes to quip that the car starts if the temperature is between 62 and 74 degrees! Now with a pull of the choke and a splash of fuel with the accelerator pedal it starts right up.



Ron emerged into the world of contemporary BMWs on his 65th birthday when he purchased a cinnabarrot on lotus 1988 M6 with 83k miles. He took Mike Miller's advice on the high water mark in BMW quality prior to 1990. So in late 2006 Lothar sourced a black on black buffalohide 1986 Euro M5 with 87k miles for the Costells that now resides at their New Mexico home. Then in 2007, they purchased a white on black 1988 325ix two-door manual, with 170k miles. Each car has its own personality and demands, but the approach to preservation and maintenance is the same, keep them stock, safe, and running.

As of May 6, 2009, Dr. Ron Costell has owned the car exactly 40 years. Many of us never expect to own a car for more than a few years and neither did Ron. But Ron has always been a sucker for the unconventional, but inconvenient alternative in technical matters (i.e. Ektachrome over Kodachrome, National over Hallicrafters, OS/2 over Windows) so maybe owning a NK car is not too far out of his norm.

To see Dr. Ron's car is to glimpse back to the car that really saved the BMW marque. Take time to look at the details on the car, the dash which was quite fashionable in the 60s, the chrome rocker trim, the large trunk with the easy lift opening and the details of the hinges, closures and motor.

Thank you Ron for loving the car and being a good caretaker.



## Sidebar about the car

Most of us know the story of how the Neue Klasse Cars of the 1960s saved the BMW marquee, so no need to retell that story. But the first Neue Klasse car, the 1500 and even the 1600 were far from bombproof cars and somewhat disappointed those who loved BMW and held out hope for a resurrection of the marque. Then Alex von Falkenhausen reworked most of the components of the early NK cars to delight car owners and drivers with the 1800 Ti.

In *The Complete Book of BMW – Every Model Since 1950* by Tony Lewin, he writes:

*"Thousands of tests by top writers in Germany and abroad," announced BMW prophetically at the 1963 show, "and the verdicts of thousands of BMW 1500 drivers have confirmed the first impressions of over two years ago, that the 1500 has created a new class in the market." Now, clearly, was the ideal opportunity to further exploit the market it had just created.*

*"The 1800 Ti is a car for exacting people who drive it for the sake of driving," noted BMW.*

Dr. Ron's 1967 1800ti is Fichtgrün, which translates to Spruce Green in English. Interestingly it is the same color as the 1800ti in the BMW factory collection pictured in their group photo of the M cars.

His car, still in stock trim, is a 125 bhp four cylinder. The torque rating for the ti is 115 ft-lbs. at 4000 rpm, a very respectable value given the displacement with a very flat torque curve. Twin Solex carburetors move the rear wheel drive 1120 kg (2,400 lbs) four-door car at an estimated top speed of 175 km/h (108 mph).

Only 419 1800 Tis were produced in 1967 with a total of 21,116 produced from 1963 to 1967.

The 1800 Ti was the inspiration and base for the famous 1800 Ti/Sa that produced 140 bhp with the assistance of Weber carburetors.

With the modifications of Alex von Falkenhausen's team, the 1800 Ti had a successful racing career against the 1.6-liter Ford Cortinas and Alfa Romeo Giulias. Wins included a 1964 class win at the Nurburgring 6-hours and the 12-hours the following month. It also logged a second place win to a MB 300SE at the Spa-24 hours even after having to stop for a wheel bearing change. With several wins in the European Touring Car Championship the 1800 Ti finished the year as the German Car Champion.





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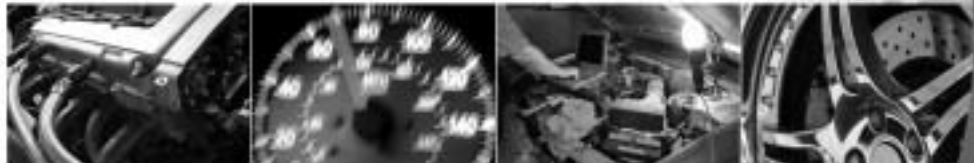
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## U L T I M A T E O W N E R F E A T U R E

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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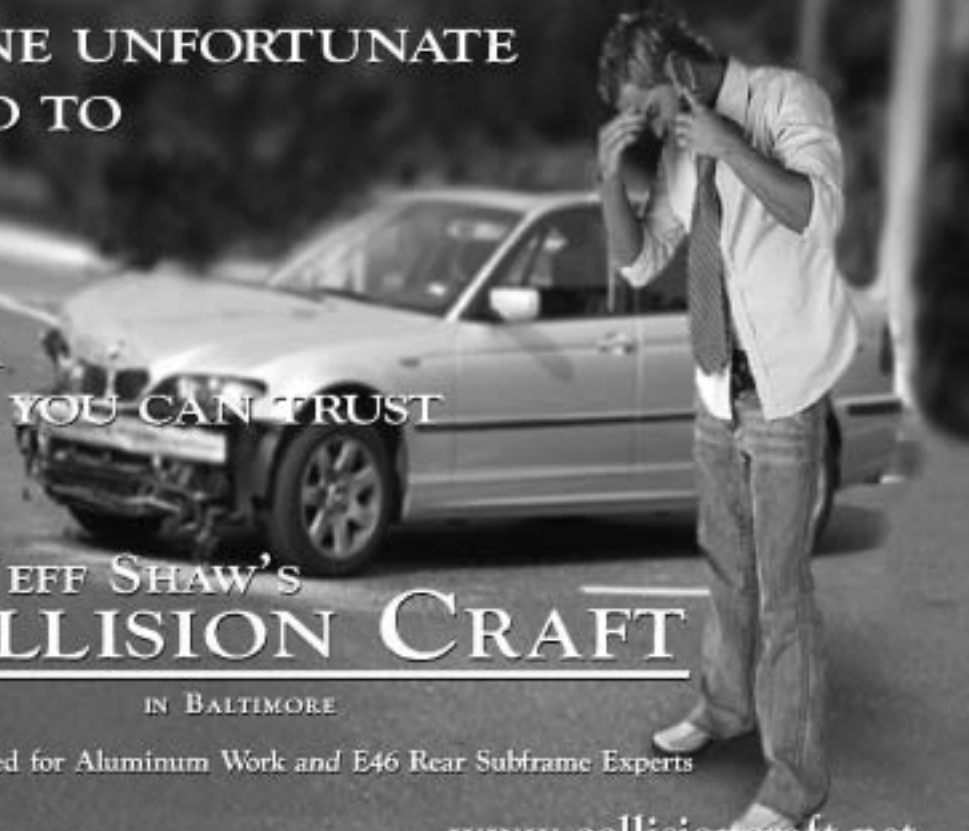
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# A Look Back

By Woody Hair

**35 years ago – Mar 75:** The chapter was desperately seeking workers for its March Championship autocross that was to be held at the large Bowie Horse Track parking lot. Entry fee for the event was \$4.50. This month's technical article discussed adding two fifteen-cent washers to the front drag strut bushing. The classified ads included two Sunbeam Imps for sale by Denise Price. **Apr 75:** The March Council Championship autocross turned out to be a big success with 175 entries getting three runs instead of the normal two. This was one of the largest fields in Council history. A picture of the scoring party at the end of the event showed the beer of choice was Schlitz. The chapter planned a drivers' school at Summit Point for June 14. A \$10 deposit was due soon and would be applied to the \$25 entry fee.

**30 years ago – Mar 80:** The new club officers introduced were Bill Loftin, President; Gordon Kimpel, VP; Chuck Garish, Treasurer; and Vicki Livingston, Secretary. In his President's Message, Bill mentioned that 40 members attended the chapter's dinner at the German beer hall, Blob's Park near Jessup. But he was concerned that the turnout was less than half of the total membership. Baltimore members experienced a void when Martin Popp's popular Martin Motors repair facility closed so the owner could pursue missionary work. Editor John Hartge reported that extensive transmission and clutch work were necessary on his 2002 right after his recent article about the first 100,000 miles. The Puget Sound Chapter contributed an article about 2002 body maintenance.

**25 years ago – Mar/Apr 85:** President Les Adams announced that our membership has reached 1,268 and that made us the largest of 51 'CCA chapters. Mike Vincenty, Kay Heatherley, and Terry Forest returned as our unofficial autocross committee. Kay had the first of several articles on the subject of autocrossing. Doug Verner had a report on the tech session at J&F Motors in Arlington. Over 100 members attended despite temperatures in the low 20s. Subjects covered included federalization of European models and roadside repairs. Two M635CSis were on hand. J&F also provided sandwiches, beer and a 20% discount on parts. Membership chairman Bill Ross announced a 3-month Membership Drive contest with a grand prize of a Passport radar detector. BMW NA announced a recall of '84 318i models to fix a possible defect in the electric heater control. Gordon Kimpel wrote about the test drive he and Max Rodriguez took in a grey market M635CSi provided by Lothar Schuettler's BMW

Excluservice. *Gordon was obviously impressed since he ended up purchasing one.* Nick Saridakis, a longtime club supporter and a member of the sales team at Heishman BMW wrote about the cons of purchasing a grey market BMW. John Kay wrote about the winter trip he and his wife took from DC to San Diego in their 140,000-mile '73 Bavaria. Treasurer Woody Hair reported a net income of \$515 for 1984 and an end-of-year bank balance of \$1,982. The classified ads included a highly modified 2002 for \$4,700. The ad mentioned twice that the car had been rolled shortly after all of the upgrades and the desired body work would be "costly".

**20 years ago – Mar/Apr 90:** Membership Chairman Jack Kenworthy announced a membership drive in an effort to overtake the Golden Gate Chapter and be the first to reach the mythical number of 2002 members. Our current figure was 1,849. Bob Bailey wrote about ways of beating the Beltway Blues. Competition Corner reports that member Jim Miner won the SCCA's National Touring Rally in the Roanoke area on a Saturday, but missed the awards banquet because he was driving the 2002 in our drivers' school on Sunday. AutoThority Performance of Fairfax had an article explaining the development of Motronic chips for BMWs. A winter driving tip: when shutting down the car in the evening it was suggested turning the HVAC controls for the setting you anticipate wanting the next morning. This is so the manual controls will not be too stiff and break. The tip did point out that this procedure was not necessary for cars with electric HVAC controls. A Yokohama Tire ad featured our own autocrosser and SCCA racer Kay Heatherley.

**15 years ago – Mar/Apr 95:** New chapter president Dick Bergen had a report on the holiday party that was held at Passport BMW. It was enhanced with pictures and a very long list of the door prizes and their winners. Mike Gayle reviewed the tech session hosted by AutoThority Performance Engineering in January. Mike Donahue's stock E36 M3 was put on their dyno and the results compared to the M3 that AutoThority had improved with their chip, cold air intake and cams. A report on the new BMW CCA club racing program discussed the pros and cons. Jenny Nazarko had two reports on the national driving school conference held in Dallas. One dealt with the new National Driving School Standards which every chapter is required to follow in order to maintain our liability insurance coverage. There were several technical articles from other



chapters' newsletters including one on driveshafts by Phil Street of the L.A. Chapter. Competition Corner had a preview of six different pro racing series for the coming year.

**10 years ago – Mar/Apr 00:** Editor Dwight Derr wrote in his Short Strokes column that the town of Brooklyn, Ohio is the first and only jurisdiction in the country so far to outlaw the use of a cell phone while driving. Lucy Beebe had a

three-page article about her experiences as an improving novice in our Fall drivers' school. The annual holiday party was held at Strathmore Hall in Rockville. A collage of several dozen pictures accompanied the review by Rich Beebe. The tech session at Ron Willis' Manassas Motorwerkes featured the ins and outs of brakes. The fastest BMW at our November autocross was taken by Bill Brochu in his much-modified 535i. He was nipped for

fastest overall by Chuck Wasserott in a Corvette. Competition Corner had nine suggested New Year's Resolutions, including learning to accept, if not love, NASCAR. Two technical tips by Dwight Derr concerned instructions for turning off your fog lights, and how to operate the turn signals. The cars of the month were James Sheridan's 323is and Duane Collie's 740i.

### 5 years ago – Mar/Apr 05:

President Rafael Garces offered 6 ways to enjoy the benefits of the club membership and they all involved learning to drive. A letter to the editor from Roundel Technical Editor Mike Miller took exception to our editor's wife's notion that front-wheel or all-wheel drive is necessary to successfully negotiate snow covered roads. Mike maintained that the only necessity is four good snow tires. Jed Carmona wrote a tongue-in-cheek primer on the six items necessary for winning HPDE events. One of the items suggestions was to ignore black flags. Roy Morris presented an interview with our new Driver School Chief Instructor Bill Shook. There were two photo essays. One was by Editor Rob Williams of his visit to the BMW Museum at the factory in Greer, South Carolina; the other was by his brother Mike Williams of our annual tour to PTG's race shop in Winchester.



(Opposite page) At the 1995 Holiday Party outgoing president Chris Leeper (right) points the finger at new president Dick Bergen (middle) who passes the blame to Mike Gayle (left) who cites a higher authority as "Mr. Bill" looks on. **March/April 1995 dB.** (Above) Jenny Nazarko wrote about The Dallas Drivers' School Conference. Some of our chapter's attending members are pictured. **March/April 1995 dB.** (Below) Lucy Beebe wrote about A Woman's Perspective on Performance Driving. **March/April 2000 dB.**





# NEW MEMBERS LIST

National Capital Chapter now has 5340 members plus 759 Associate members (who share in all of the benefits of being an NCC member), and an additional 59 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: William C. Anthony, M.D., Gregory Bates, Mikhail Bolgar, Dan Ciopasiu, Neigel Gladstone Creese, Sherman L. Daiyaan, Hylton Early, Walter Jones,

Andrew Kappel, Siamak Khodaei, Kristopher Linquist, Algje L. Livingston, Greg Obadia, Thomas W. Pole, Paul Seto, David Strassman, and Michael A Thomas.

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!

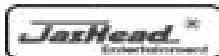
To our newest members listed below, you joined the Club, now join the fun! Check out our website at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

Grace Abney	2006 525xi	Chris Hagenbuch	2010 335d	Marcel Renaud	2004 X5 3.0i
Gustavo Acuna	2005 330xi	Frans Hansen	2007 X5	David Rice	2009 X5
Reza Akhavan	2005 645Ci & 2001 X5	Floyd Hawkes	2000 528i	Ronald Robertson	2008 M5
Philip Allardice		Lisa Hawthorne	1996 318i	Tony Robinson	1995 525 E34
Suzanne & Angeles Almalel	2010 328	Daniel Hays	2006 M3 Convertible	Stephen Ryan	1986 325e & 2003 325i
Jean Audain	2008 135i	Luke Hessels	2002 325Ci	Donald Salisbury	1998 740iL
Derek Bates	1994 318i & 1995 M3	Dixon Hicks	2006 530i	Craig Sampson	1989 325ic
Hart Berkowitz	2003 M3	Anthony & Ann Incorvati	2010 X5	Wayne Saxton	2007 530
Jeff Borja	2002 525i	Yvonne Jeffries	2007 650i & 2010 X6	Scott Schaefer	2007 750i
Christopher Brazier	2006 Z4 M	Hazel & Albert Jones	2010 535i	Nick Schandlbauer	2008 335i & 2006 X3
Jacquelyn & James Bridges	2007 X5	Aditya Joshi	2007 335i	Thomas Scheffer	2010 528i
Scott Brim	2010 M3 Sedan	Keith Joynes		Tom Schettler	1999 528it
Mark Brody	2002 X5	Frank Kapitan	2005 X3	Andrew Scott	2006 330xi
Almeter Brown		F. & Susan Kappel	2004 525i	Robert Serino	2007 530xi
Francois Bru		Farzan Karimi	2002 330Ci	Alma Jane Shepard	2008 X5
Kenneth Campbell	2003 M5 & 2001 530i	Pete Keleher		Paul Sheridan	2008 750iL
Phil Carrai	2003 530i	Narges Khodaei		Dimitriy Shif	2007 335i & 2001 E46 325i
Harry Choi	2008 550i	William Kirby		Nathaniel Smith	1995 530i
Thomas Clark	1999 M3 Convertible	James Latoff	1986 635CSi	Joshua Soven	1988 M5 & 1991 750il
Brian Cochran	2008 335i & 2009 535i	Russell Lawrence	2010 128i Coupe	Thomas Stineman	
John Conroy		Alland Leandre	2010 X5	Michael Svilar	2005 525xi
Michael & Michele Cook		Linda Lear		Bryon Sweeney & Karen Stephenson	2001 540i & 1995 318ti
Chris Cooke	2005 330Ci	Donna Lee		Randall Sylvertooth	2007 335i
Adam Cunningham	2007 M6	Susan Lynch	2010 750xi	Scott Taber	1997 M3
Bohdan Cybyk		Peter Magellan	1999 328ic & 2004 X3 3.0i	Chris Tilley	1996 328i
Lubna Dabbagh & Amr Majul	2009 M6	Pankaj Malik	2004 X5	J Tisdale	
Antonio Davila-Bonazzi	2000 323it	Todd Mann		Afshawn Towfighi	1989 M3
Brian & April Delfavero	2007 550i	Nikolaos, Eleni Maria & Konstantinos Manolopoulos	2007 650i & 2008 135i	Jason Van Wagner	2006 325i
Joseph Denice	2006 330xi	Matthew Martin	1998 540i	Claudiu Voda	2000 540i
Angel Diaz	2009 E92 M3	David McMullen	2005 330	Antony Ward	2003 Porsche Boxster S & 2008 Audi A4
Joel Dogue	2010 328 Xi	Emeka Mezu	2003 745Li	Leticia Washington	2003 325Ci
Christopher Dossman	2005 325i	Valaree Moodee Lockman	2010 528xi	Sean-David Waterman	2006 330CiC
Renee Dunnington		Lee Moss	2010 528i	Reed Waters	1999 M3
Randell Dykes	2009 535i & 2007 M6	Jonathan Muffley	1987 325es	Stephen Weiss	1973 3.0Cs
Hylton Early		Nancy Nichols	2005 X3	Michael Wondwossen	
Rodrigo Escamilla	2009 328i	John & Patricia Nolton	2002 325i & 2004 330Ci	Edward Wright	2000 328i
Barry Firebaugh	2005 M3 Convertible	Philip Oamigoke	2004 325xi	Raymond & Stephanie Wright	2009 335i X-Drive
Jon Friedlander		Alvaro Parrado	2007 335i	David Zug	1985 325e
Kenneth Fulton	2003 745li	Ali Pashaei	2010 M3 Coupe	E Zuspan	2010 335i
Michael Gaches	2006 325i	Charles Patrizia	2008 M5		
Jeffrey Gartner	2008 Pontiac G8 GT	Tracey & Lawrence Jr Pemberton	2009 328i Convertible		
Denise Gauthier & Michael Dankwa	2010 328i	Khoa Phan	2001 X5 & 2002 525i		
Michael Gessner	2010 328i	Chuck Porter	1989 325i		
Nicholas Gold	2010 135i	Carl & Carla Powe	2010 535xi		
Jeff Goldman	2008 328i	Valentin Puscasu	2001 M3		
Sudharshan Gopalan	2001 330Ci	Christopher Ramos	2000 M5		
John Griovsky		Peter Reeves	2006 325xi		
Frank Gstrein	2006 750Li				

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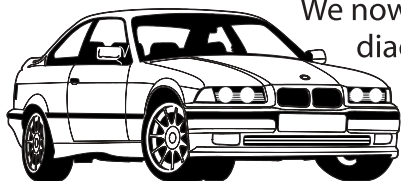
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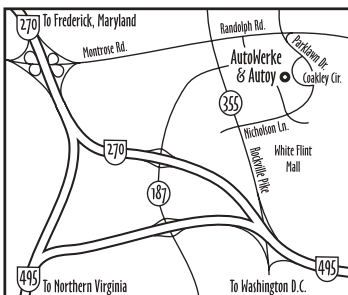
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<b>HOW TO SUBMIT AN AD</b>	Please see the chapter website at <a href="http://www.nccbmwcca.org">www.nccbmwcca.org</a> and click on "Classifieds" to submit an ad. Ads for coming issues of <i>der Bayerische</i> will be pulled from the website on the 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.

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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)

### 1986 635CSI

147K, 5-spd, Black/Tan, CD changer, cold AC, original interior in very good condition, many newer parts, K&N filter, stainless free-flow exhaust, stainless brake lines, MD inspected. John 301-421-9093 / 240-401-5739

### 1988 635CSI

117K, Auto, CD changer, Bronzit/Tan, original paint & interior in great condition, less than 5K on brakes, struts, shocks & rear springs, MD inspected, runs & handles excellent. John 301-421-9093 / 240-401-5739

### 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)

### 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)

### 2002 325iC

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

### 2006 325i

20,900 miles. In excellent condition. Still under the BMW warranty. Electric red exterior/beige leather interior. Automatic transmission with Steptronic. Premium package (a \$3K value). BMW assist. Pre-wired for satellite radio. Digital compass. CD/MP3 player and audio input jack (for ipod). If you think you may be interested in it, I encourage you to take a look at it in person. I will be happy to show the car in or near Arlington; you're welcome to come examine it, take it for a test drive, etc. Contact: Dimitri at 571-241-8041.

### 2006 330i

20K miles. 6-Speed Manual. 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 F&R Side air Bags Voice Recognition MP3 Input. Asking: \$31980 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. I'm available most week days (and some weekends) on Capitol Hill if you'd like to check it out and take a test drive. Email me at [brent AT taoti . com](mailto:brent AT taoti . com).

## WHEELS AND TIRES FOR SALE

### Used Michelin Diamaris 315x35x20

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

### 16" E39 Winter Wheels and Tires

Complete all-weather tire/wheel package for 5 Series BMW (E39) 1997 and up. Five 16" low profile Fuzion tires (HR1, P225/55 R16 95H M S). Only used half a season. Rims have five bolt pattern. Tires and alloy rims are in excellent condition. No curb rash, scratches or blemishes. I'm located in Northern VA (Woodbridge area-22026). Please email me at: [NOJOKE63@HOTMAIL.COM](mailto:NOJOKE63@HOTMAIL.COM) or 703-508-0260.

### E60 Winter Wheels and Tires

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

### E90 OEM Winter Wheels and Tires

Four original Star Spoke 159 Allow Wheels brand new off 2006 330xi with 4 new 225/45-17 Continental ContiProContact SSR run-flat tires. Taken off vehicle after drive from Baltimore Harbor. Perfect condition still in storage. \$1000/OBO. Pick up in Centreville, VA or pay shipping. Norm 703-856-7110 or [ukstormin@yahoo.com](mailto:ukstormin@yahoo.com)

## OTHER PARTS FOR SALE

### 1988 M5 Seats and Interior Trim

Passenger seat excellent, driver's seat needs repair, back seat excellent but needs restaining, center console pieces and front door panels in excellent condition plus many other parts for sale, Best Offer Accepted. Will meet you half way from your house probably to see the items. 410-956-8612

### E46 M3 StopTech Track Pads

One set of PFC 97 Track Pads for E46 M3 StopTech Brakes. \$150, used 3-4 days, like new. Call Joe 410-336-0802 or email [jlapicki@aol.com](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 Out

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



## Looking for Club Logo Apparel?

### Feeling a little chill in the air?

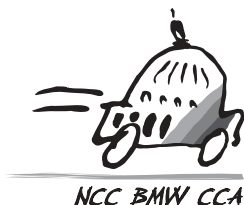
The Club store is the perfect place to get some cool weather apparel; hats, sweatshirts, and jackets are all available through the club store in many colors and styles. You will also find Polo shirts, baseball caps, totes, and on occasion previous Chapter Event shirts. Tour magnets and window decals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

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

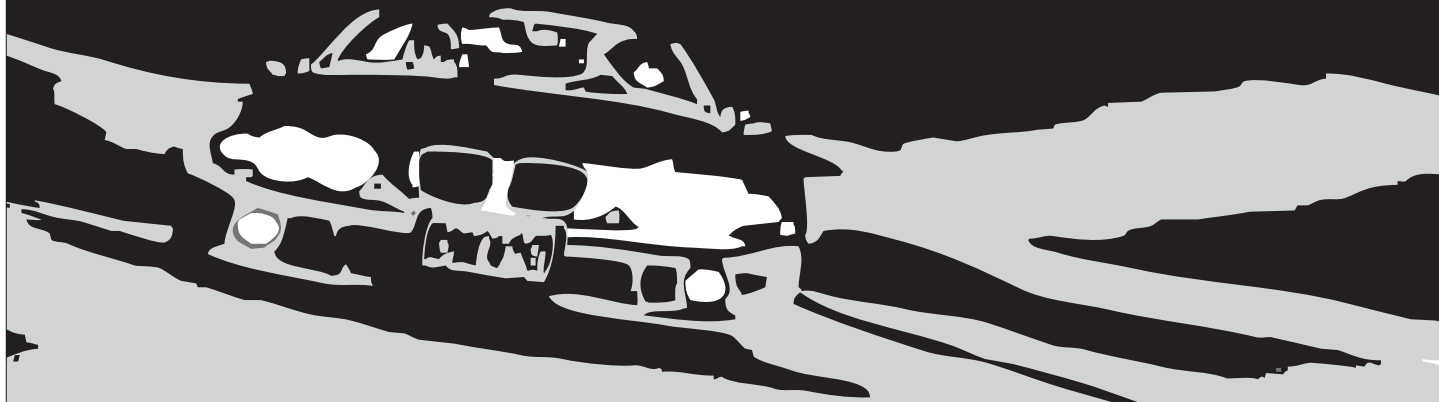


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## BMW'S NOT-SO-FREE MAINTENANCE PROGRAM



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\*Restrictions apply.

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<b>Parts</b>	M-F: 7:30am-6:30pm	Sat: 8:30am-4pm



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