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National Capital Chapter

BMW Car Club of America

May/June 2010



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Cover: May is Deutsche Marque Concours month. See the Coming Events column on page 5. Photo by Raine Mantysalo.

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derBayerische



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BY JOHN MCWILLIAMS



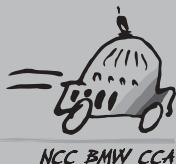
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President's Message

The board recently had the opportunity to travel to Dallas for the biennial Chapter Congress sponsored by National. It was great to see old friends from across the country and to have the opportunity to learn about the programs offered by their chapters. Chapters offer so many diverse programs, resulting in a wide range of both reasons for, and levels of, participation. My personal interest is in track driving events. I mean, how many opportunities do you have to legally drive your car to near its limits (preferably less than...) and have the person in the right seat encourage you to do even better (note: This is not something my wife would ever do)? Some join for the savings on parts or new car purchases. Our publications, *Roundel* and *der Bayerische*, have an avid following as do many of our social events. The point is that there is a host of reasons that people join, and it's important that the board recognize this diversity and welcome the challenge to develop ideas and programs to meet these interests.

In fact, the two concepts from biennial that we discussed at the Chapter Congress that we felt we wanted to emphasize in our chapter were "openness" and "diversity". We recognize the diversity of our membership and wish to encourage this diversity in participation, in events, and in our structure. To this end, we are dedicated to being open — open to new ideas and new programs, as well as open to ways we can change. We have made some baby steps to date. The DIY Committee will sponsor four female-focused events this year, the Social Committee will be sponsoring golf outings, and perhaps there's enough interest for a tennis event. Also, the Tours chair is considering a more "spa" oriented overnight tour. However, what we need most is new ideas to try. This is where you, our membership, come in. Please challenge us with your ideas, whether they're big or small. With 6,000 members, chances are if you would like a specific style of event there are quite a number of other members who might enjoy it as well. This will, of course, help us meet our other goal: increased participation.

Hope to see you at your event soon.

Dave



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FromThe Editors

***dB* is in (Four) Capable Hands**

Following Rob Williams' long and successful tour as editor of *dB* would be tough for one person. Luckily, we once again have two newsletter editors. Jim LaFemina and I, who have been learning feverishly from Rob before we set off on our own, will do our best to keep the newsletter fresh, informative, friendly, and one of the points of pride for the National Capital Chapter, our club's largest by a long shot.

On that note, a little by way of introduction: I'm a recent NCC member, though I spent several years active in the Windy City (Chicago) Chapter before moving to the DC area about four years ago. As a city dweller (yup, DC proper), I'm a somewhat stifled car nut who's been known to change wheels clandestinely in the condo parking garage using a headlamp. And finally, I'm trying to get my wife Mary on board with this "car thing" — she might even attend a ladies' DIY after meeting people at the recent NCC board meeting!

As for why I chose to volunteer for this

position, I've developed a strong sense of BMW community over the past ten years of on-and-off BMW ownership. The combination of community, camaraderie, and the broad range of club resources like Drivers' Schools are major reasons I decided to rejoin the ranks of BMW owners with a 335i. I fondly remember Windy City members offering me their in-garage lift (!), expertise, and tools as I learned to work on my E36 M3 back in Chicago, and I see the same friendly appeal in the pages of *dB*. I have a background in writing and editing and hopefully can help continue the high standards you've all come to expect from *dB*. Now, I think Jim wants to offer a bit of an introduction as well.

Thanks, Justin. I've also been one of those on-again, off-again CCA members since my passion for the marque was first ignited back in 1985. I'd just graduated from South Carolina — go Gamecocks — and soon after landing my first "real job" I was at a little dealership in Harrisburg, PA, eager to buy a blazing white (Alpine, I would later learn) 1982 320i, with just one small problem — I was 23 years old and had never

driven a standard shift. I matter-of-factly told the dealer if he could teach me to drive the car, I would buy the car. I know he didn't believe me, but we spent more than an hour driving around the city and I signed the paperwork before the end of the day. I drove it for six more years. Since then I've had the pleasure to own two 1976 2002s and an amazing 1988 E28 M5. My current ride is a 1995 Arctic Silver E36 M3, purchased less than 3 months ago. My automotive dreams, both short- and long-term, include Mario Andretti's Indy Car experience, One Lap of America and riding around with Carroll Shelby at VIRs Gold Cup Historics.

I agree with the points Justin made about our club, and especially this newsletter. I also have a background in writing and editing and I know both of us strongly encourage your participation. Like both of us, all of you have stories to tell.

Justin S. Borntraeger, co-editor
Jim LaFemina, co-editor

LettersToThe Editors

Letter to Bill Williams, writer of "Traditions" column:

From Bill Riblett, BMWCCA member #2762, in response to the Tradition article, "One of the 419 1967 Neue Klasse Cars: We give thanks," about Dr. Ron Costell's 1800ti.

After I checked the classifieds, I read your article about Ron Costell's 1800ti. Nice job!

I read about his transmission problems, and the phrase "[...] so Ron had the transmission completely rebuilt by an English mechanic on Parklawn Drive for \$250" reminded me of something I had not thought about for many years. From 1975-1979, I worked for the Food & Drug Administration in the Parklawn Building. At the far end of the parking lot, where I parked, there was a little foreign car repair shop. I used to walk over there at lunchtime some days and talk to the English boss about whatever he was working on at the time. He was very friendly and pretty knowledgeable.

At that time, we still had the '72 2002 we bought new and which was our main car and usual commuter. I did all the work on it. One day, it wouldn't start when I was going to go somewhere at lunchtime. I needed to have it that night, so asked the Brit if he could take a look at it. He diagnosed a bad fuel pump and had time to get one and put it in.

It was definitely a smaller world then. I am surprised that I didn't see Ron's car, as it certainly would have stood out around there. BMWs were still pretty rare on the roads until the 320i came out.

Those were still the days when most 2002s flashed lights at each other on the roads. That went away pretty quickly as it seemed that many of the 320i drivers were clueless.

We sold the 2002 not long after the fuel pump episode (only time something happened outside of regular maintenance in 70k miles — well, except for the failure of Mt. Vernon Datsun to do the pre-purchase work on our car, resulting in one of the exhaust studs backing out (from an oil gallery) and causing a small fire. The '74 tii we got turned out to be a pretty good car, except for the Fjord paint, which I fixed by repainting it Inka!

Anyway, thanks for the good memories.

Dr. Ron Costell's response to the same article:

Dear Bill,
I received the "dB" yesterday in the mail and was just thrilled with the article you and Raine produced. The whole layout is gorgeous. I hadn't expected to be on the cover! What a wonderful treat. It really makes the forty years of dedication to the car and marque worthwhile. Many thanks. I look forward to receiving a couple of extra copies to share with family and fellow enthusiasts.

Ron

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 ⁽¹⁾
- 27 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 28 Karting Event #8 – Allsports Grand Prix, Sterling, VA

March

- 4 NoVa Social at King Street Blues – Kingstowne, VA
- 12 Columbia Social – Looney's Pub, Fulton, MD
- 12 Ladies' Do-It-Yourself – Martin Motorsports, Inc., Alexandria, VA
- 13 Autocross School #1 – Bowie Baysox Stadium, Bowie, MD
- 14 Karting Event #9 – Allsports Grand Prix, Sterling, VA
- 15 Board Meeting and Social – Rhodeside Grill, Clarendon, VA
- 19 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 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

- 1 NoVa Social – Velocity Five, Falls Church, VA
- 8 Columbia Social – Looney's Pub, Fulton, MD
- 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 ⁽¹⁾
- 15 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 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 ⁽¹⁾
- 25 Autocross School #2 – Regency Furniture Stadium, Waldorf, MD
- 27 Board Meeting and Social – Rhodeside Grill, Clarendon, VA

May

- 2 Deutsche Marque Concours – Nottoway Park, Vienna, VA ⁽¹⁾
- 2 11th Annual British & European Car Show ⁽¹⁾
- 6 NoVa Social – Velocity Five, Falls Church, VA
- 8 Do-It-Yourself – Leehigh Service Center, Dulles, VA
- 11 Board Meeting and Social – Rhodeside Grill, Clarendon, VA
- 13 Columbia Social – Looney's Pub, Fulton, MD
- 15 ///M Club Day – Spartanburg, SC
- 15 Autocross Points Event #3 – Summit Point Raceway, Summit Point, WV
- 15 Spring NCC Golf Outing – South Riding Golf Club
- 17-18 Drivers' School – Summit Pt Main, NJ Chapter ⁽¹⁾
- 20 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 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 Vineyards, Dobson, NC ⁽¹⁾

June

- 3 NoVa Social – Velocity Five, Falls Church, VA
- 4 Spring Tour – Rocky Gap Lodge & Golf Resort, Cumberland, MD
- 7-8 Drivers' School – NJMP Thunderbolt, Millville, NJ, NJ Chapter ⁽¹⁾
- 9 Board Meeting and Social – Rhodeside Grill, Clarendon, VA

- 10 Columbia Social – Looney's Pub, Fulton, MD
- 10-11 Marque Madness Drivers' School – VIR Full, Danville, VA
- 12 Do-It-Yourself – Martin Motorsport, Alexandria, VA
- 12 Autocross Points Event #4 – Summit Point Raceway, Summit Point, WV
- 17 MoCo Social – Orange Ball Billiards Café, Rockville, MD
- 26 Do-It-Yourself – Funktion Auto, Alexandria, VA

July

- 1 NoVa Social – TBD
- 2-4 Drivers' School – Virginia International Raceway – Tarheel Chapter ⁽¹⁾
- 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 ⁽¹⁾
- 24 Do-It-Yourself – Euro Tech, Baltimore, MD

August

- 5 NoVa Social – TBD
- 7 Great Pie Run #5 – 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 ⁽¹⁾
- 14 Autocross Point Event #6 – Bowie Baysox Stadium, Bowie, MD
- 19 MoCo Social – TBD
- 23-29 Oktoberfest 2010 – Road America, Elkhart Lake, WI bmwcca.org ⁽¹⁾
- 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 ⁽¹⁾
- 16 MoCo Social – TBD
- 25 Do-It-Yourself – Martin Motorsport, Alexandria, VA

October

- 1-3 Drivers' School – Virginia International Raceway, Tarheel Chapter ⁽¹⁾
- 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 ⁽¹⁾
- 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

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

⁽¹⁾ not a National Capital Chapter event

2010 Deutsche Marque Concours – Nottoway Park, Vienna, VA

Sunday, May 2, 2010
All Day Event

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. This year, we have reserved Nottoway Park, located at 9601 Courthouse Road in Vienna, easily reached via Route 66. The park entrance will be marked with large car club banners so that you cannot miss it.

In the Deutsche Marque Concours, vehicles are judged by their condition, appearance, and cleanliness. There will be three classes at this event - Street (judged), Meister class (judged - for previous category winners), and Anfänger class (not judged - for newcomers to the concours experience; selected by people's choice balloting). Judges scoring cars in the Street and Meister classes will only judge the tops of the cars, including the exterior, interior, engine bay, storage compartments and chrome, but not the chassis. Street class cars are generally divided into several groups based upon NCC rules. While Anfänger class cars will not be formally judged, these cars will be eligible to win the "People's Choice" award, and this is a terrific way for newcomers to become acclimated to a concours event.

See the Web site for more details, <http://www.nccbmwcca.org>

NoVa Social – Velocity Five

Thursday, May 6, 2010
8111 Lee Highway
Falls Church, VA 22042

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 social-

ize about BMWs. Hopefully these requirements are not too restrictive! Please see the Web site for details.

Do-It-Yourself at Leehigh Autobody and Service Center

Saturday, May 8, 2010
23685 Pebble Run Place
Dulles, VA 20166

The 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 Web site for details and registration information.

Board Meeting and Social – Rhodeside Grill

Tuesday, May 11, 2010
1836 N. Wilson Boulevard
Arlington, VA 22201

Come join fellow National Capital Chapter members for a little business, a bite to eat and an evening of fun and socializing! 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. 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. Please see the Web site for more details.

Columbia Social – Looney's Pub

Thursday, May 13, 2010
8180 Maple Lawn Blvd.
Fulton, MD 20759

While Looney's is slightly south of Columbia, it's still in Howard county (Rt. 216 & Rt. 29) and very accessible for those in

Baltimore, Annapolis, DC, MD, and NoVa.

We have reserved a semi-private room that will hold all of us and they can handle however many people show up (a huge problem for many other locations). Our section is located next to the kitchen and one of the bars and the atmosphere is great. They have a huge, lighted parking lot right across the street in front of the professional building that will fit our needs very well.

//M Club Day – Spartanburg

Saturday, May 15, 2010
BMW Manufacturing
1400 Highway 101 South
Greer, SC 29651

The National Capital and Tarheel Chapters are pleased to announce the first of two joint //M Club Day driving schools this year at the BMW Performance Center in Greer, SC. The expert instructors at the Performance Center design this event specifically for our Chapter members. It is truly a one-of-a-kind experience!

The BMW Performance Center provides the cars, instructors, gas, tires, lunch and a first-class facility for a fun-filled day. Just show up ready to drive! The school's focus is to improve your driving skills through a combination of driving exercises, classroom instruction and competitive events. No helmets or previous driving school experience is required. This year's schools should be similar to previous ones, which have included instruction on proper driving position, vehicle dynamics, grip, weight-transfer, over steer/under steer, improved vision and car control skills. The day is divided into various morning skill and afternoon competition sessions. Did we mention the Performance Center supplies the cars, gas, tires and lunch for the day?

We will be driving current model BMW //M Cars. Please note that the Performance Center staff continually makes changes to the program, so session contents and cars may change depending on time schedules and new product model availability.

Autocross Points Event #3 – Summit Point Raceway

Saturday, May 15, 2010
201 Motorsports Park Circle
Summit Point, WV 25446

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

Spring NCC Golf Outing – South Riding Golf Club

Saturday, May 15, 2010
43237 Golf View Drive
South Riding, VA 20152

We will hold our 3rd annual Spring NCC golf outing on Saturday, May 15th @ 12pm, at South Riding golf course in South Riding,

VA. We've had an excellent turnout and outstanding time the past few years, and this year definitely won't disappoint.

Our golf outing includes green fees, cart w/ GPS, practice balls, dinner, and dedicated parking. We'll also hang out with the cars after golf/food too, so bring your cameras!

This is not a handicapped event, but we will have various prizes available. It's just a leisurely afternoon playing a great game in a non-competitive environment. It's all about having fun and hanging out with fellow BMW owners.

Drivers' School – Summit Point Main Circuit

Monday-Tuesday, May 17-18, 2010
201 Motorsports Park Circle
Summit Point, WV 25446

Sponsored by the New Jersey Chapter, visit their Web site for more information – and a nice overall description of driving schools throughout the northeast.

http://www.njbmwcca.org/event_info/driver_school.php

MoCo Social – Orange Ball Billiards & Cafe

Thursday, May 20, 2010
430 Hungerford Drive
Rockville, MD 20850

Join us at this great Montgomery County location, Orange Ball Billiards and Cafe in Rockville. There's plenty of dedicated parking, so come on out and join us for a round of pool, darts, and other games. We'll have our own private lounge section and there are plenty of TVs everywhere.

Drivers' School – Summit Point Shenandoah Circuit

Friday – Sunday, May 21-23, 2010
201 Motorsports Park Circle
Summit Point, WV 25446

Please see the Web site for details. Registration will be through www.motorsportsreg.com

Do-It-Yourself – Curry's Auto Service

Saturday, May 22, 2010
1510 Moran Road
Sterling, VA 20166

See earlier entry for a description of NCC DIY events, and please check the Web site for the most up-to-date information, as the exact location of this event may be moved to another of Curry's locations in northern Virginia.

Vintage at the Vineyards

Friday – Sunday, May 28-30, 2010
Shelton Vineyards
Dobson, NC 20166

Join us in beautiful North Carolina wine country for the 7th annual gathering of vintage BMW cars and bikes. The event is located at Shelton Vineyards in Dobson, North Carolina. Weekend activities include scenic drives, wine tasting, hay rides, live rock-a-billy band Straight 8's and more. There is also a Friday meet-and-greet for vintage BMW owners sponsored by BMW CCA Foundation. The Foundation is also putting together a special display of prominent BMW race-cars. Nearly 300 vintage BMWs were on display last year.

For more info and link to registration, please visit the Web site: <http://www.vintageatthevineyards.com>. Registration is set at \$10 per car.

NoVa Social – Velocity Five

Thursday, June 3, 2010
8111 Lee Highway
Falls Church, VA 22042

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 Web site for details.

Spring Tour – Rocky Gap Lodge & Golf Resort

Friday, June 4, 2010
16701 Lakeview Rd.
Flinstone, MD 21530

Come join us during our Spring Tour as we head out to western Maryland. Rocky Gap Lodge is located near Cumberland, MD, and combines the great outdoors with the real indoors. 'The Gap' sits in a beautiful forested area on a 243-acre lake at the foothills of Rocky Gap State Park, in the heart of historic Cumberland Valley. Amenities include a Jack Nicklaus Signature Golf Course, the Rocky Gap Garden Spa, and plenty of outdoor & water activities. And if all that isn't enough, it's in a town called "Flintstone."

Drivers' School – NJMP Thunderbolt

Monday – Tuesday, June 7-8, 2010
Millville, NJ

Sponsored by the New Jersey Chapter, visit their Web site for more information – and a nice overall description of driving schools throughout the northeast.

http://www.njbmwcca.org/event_info/driver_school.php

Board Meeting and Social – Rhodeside Grill

Wednesday, June 9, 2010
1836 N. Wilson Boulevard
Arlington, VA 22201

Come join fellow National Capital Chapter members for a little business, a bite to eat and an evening of fun and socializing! 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. 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. Please see the Web site for details.

Columbia Social – Looney's Pub

Thursday, June 10, 2010
8180 Maple Lawn Blvd.
Fulton, MD 20759

While Looney's is slightly south of Columbia, it's still in Howard county (Rt. 216 & Rt. 29) and very accessible for those in Baltimore, Annapolis, DC, MD, and NoVa.

We have reserved a semi-private room that will hold all of us and they can handle however many people show up (a huge problem for many other locations). Our section is located next to the kitchen and one of the bars and the atmosphere is great. They have a huge, lighted parking lot right across the street in front of the professional building that will fit our needs very well.

Marque Madness Drivers' School – VIR Full Circuit

Thursday – Friday, June 10-11, 2010
Virginia International Raceway
Danville, VA 24540

For details, see our Marque Madness writeup at the top of the next page.

Ladies Do-It-Yourself – Martin Motorsport

Saturday, June 12, 2010
460 South Pickett Street
Alexandria, VA 22304

While not exclusively for the ladies, we want to encourage your involvement and attendance, and grease beneath your fingernails is not mandatory! As already noted, 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.

Autocross Points Event #4 – Summit Point Raceway

Saturday, June 12, 2010
201 Motorsports Park Circle
Summit Point, WV 25446

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

MoCo Social – Orange Ball Billiards & Cafe

Thursday, June 17, 2010
430 Hungerford Drive
Rockville, MD 20850

Join us at this great Montgomery County location, Orange Ball Billiards and Cafe in Rockville. There's plenty of dedicated parking, so come on out and join us for a round of pool, darts, and other games. We'll have our own private lounge section and there are plenty of TVs everywhere.

Do-It-Yourself – Funktion Auto

Saturday, June 26, 2010
44264 Mercure Circle
Sterling, VA 20166

Please see earlier events for a description of the chapter's DIY program, and as always, please check the Web site for the more complete and current information.



Marque Madness V at VIR, June 10-11

Oh yes! – it's Marque Madness V – two days of driving heaven on the full course at Virginia International Raceway – one of the nicest, best maintained and operated road courses in the U.S. If you're a member in good standing of the Audi Club of North America, BMW Car Club of America, or Mercedes-Benz Club of America, this event is for you.

We will be running groups for all levels of experience – from absolute beginners who have never been on a road course, to drivers with years of track experience. Skilled instructors will be on hand to help you hone your driving skills in a controlled environment. If this sounds interesting, Marque Madness V is definitely for you.

Hotel Information:

Sleep Inn & Suites
1483 South Boston Road
Danville, VA 24540
434.793.6090

We have arranged a block of 20 rooms reserved for Marque Madness for the nights of June 9 & 10. The block includes a mix of smoking and non-smoking rooms with either two double beds (\$72.99 plus tax) or one king bed (\$74.99 plus tax). The block reservation and special rates are only available

until May 28, 2010. Participants must make their own reservations by calling 434.793.6090 – be sure to ask for rooms in the "Audi Mercedes BMW Car Club" block. The Sleep Inn & Suites (our headquarters) is just 8 miles from the track and has a rig-accessible parking lot adjacent to the regular parking lot. Please note: The Mazda club has a block of rooms reserved for the nights of 6/11 and 6/12. If you want to spend a third night, be sure to call and make your reservations early.

VIR also offers accommodations in the Lodge, Suites, and Villas. For rates and reservations, please see VIR's online reservation request.

Other hotel/motel options in Danville include the Best Western Windsor Inn & Suites 434.483.5000; Comfort Inn & Suites 434.793.2000; Courtyard by Marriott 434.791.2661 or 800.321.2211; Days Inn 434.836.6745; Hampton Inn 434.793.1111; Holiday Inn Express 434.793.4000; and the Stratford Inn & Conference Center 434.793.2500 or 800.326.8455 (pet friendly).

Food and Fuel

Food is available at the track's Pagoda Restaurant. There are places along Route 58 to buy food and water. Self-serve fuel is available at the track with a credit card, but is expensive. We suggest filling up in Danville the night before.

This event offers online registration and payment through MotorsportReg.com.



Photo by Victor Naumann/Red Sky Photography.



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It's All In the Details...

By John McWilliams | Photos by Raine Mantysalo

On March 20, twenty-five club members met on a beautiful Saturday morning to learn the finer points of detailing from Sean Khrazmi at his Bimmer Sales Limited shop at 4064 South Four Mile Run Drive in Arlington, VA. Sean did his best to demystify a process for which hundreds of products are available, and give us confidence to dive in and improve the appearance of our cars. While almost all owners have some experience and method to car care, I noted and am sharing the following points that can really help improve any wash or detail:

Washing

Don't wash your car in direct sunlight. The sun will dry the vehicle too fast, and you won't be able to properly rinse and dry the vehicle. Consequently, you'll have water and soap spots to contend with later. Before washing, make sure the paint and wheels are cool to the touch.

Employ the two-bucket method, using one with car wash and the other with clean rinse water. Use a grit guard in the rinse bucket (or both) to minimize the possibility of re-depositing dirt back onto the paint. Both 3- and 5-gallon

buckets hold enough water and are difficult to tip over.

You may also consider a foam gun or cannon to apply your suds, and a pressure washer (1,200-1,800 psi) to remove them.

Desirable washing tools include wool mitts with a long nap, microfiber mitts, boar's hair brushes, and soft sponges. Sean prefers to use grout sponges, which are available at most hardware stores. Depending on the type of finish on your wheels, nylon brushes with plastic handles or narrow paint brushes can be used to get into all the crevices. Tape the metal band (ferrule) so you don't mar the wheel's finish.

Use a diluted all-purpose cleaner (APC) or auto paint-specific cleaner. You can use Dawn dishwashing soap if your intention is to strip the existing wax or sealant from the paint.

Start with the wheels and tires. These are generally the dirtiest part of the vehicle, and often the messiest part to clean. When cleaning wheels and tires, contaminants will often splatter from the brush and onto your vehicle's paint, which is why wheels and tires should be cleaned first to prevent brake dust and wheel cleaner contamination. Wheels can be cleaned better if removed from the car. This allows access to the back of the wheel, and makes cleaning the wheel wells a little



easier too. A tar remover is helpful for removing some of the heavier deposits.

After wheels and tires, wash the top of your car and work your way down. The top of the vehicle is usually the least dirty (unless you frequently park in a commercial parking garage or under trees), but generally it's a great place to start.

Remember to frequently (every 10-15 seconds) take your mitt or brush back to the rinse bucket, rub it on the grit guard to release the dirt, grit, and grime from your mitt or brush. Next, hit the wash bucket, and for extra protection, agitate your mitt or brush on the grit guard in the wash bucket as well.

Microfiber towels are less apt to scratch the paint, and the waffle-weave towels can absorb a great deal of water. Sean is not a fan of the water blades, but they can help to remove the bulk of the water so you'll need fewer towels. The polyester component of bath towels (usually in the edging) is what scratches the finish.

Before drying, you may apply a detail spray like Final Touch, Final Inspection, or NXT Spray Wax to



enhance the paint finish as you dry the car.

For the engine compartment, use a higher concentration of your APC, along with brushes, rags, or old socks to agitate the dirt and reach the tight spots. Steam cleaning creates fewer water problems than a pressure washer.

For cleaning convertible tops, use products from 303 or RaggTopp, formulated especially for the tops.

Most glass cleaners do a good job, but avoid ammonia if your windows are tinted. Use many towels to avoid streaks. Clay bars can help with stubborn deposits, as well as glass polishes, but don't expect miracles!

Clay bar use

A clay bar is used to remove embedded surface contaminants remaining after a wash. Contamination may not always be visible to the naked eye. After using a clay bar on your paint, you will be left with a surface that is smooth as glass and properly prepped to polish or apply your sealant or wax protection. You can also use clay on your glass, wheels, and lights. A common misconception about using a clay bar is that it can remove swirls and scratches. If anything, using a clay bar can actually add minor imperfections to your paint so it's always best to follow up with a polish to remove any added micro-marring.

Spray a small area with clay lubricant (provided with the clay, or you can use a detail spray-type product), covering roughly two square feet. Gently rub the clay bar back and forth across the wet area. It will grab at first, as it is pulling contaminants out of the paint.

(Opposite page) Sean Khrazmi lathers up the E39 with a foam gun. (Above) Sean demonstrates paint correction techniques on the E39 hood. (Below) Further polishing leaves the hood factory fresh.





Interior cleaning

Sean saves the interior components for last, as the exterior details take much more time. Start with a firm bristle brush to loosen debris embedded in the carpets. Try starting in one corner and work your way toward a mid-point from every angle, then use a vacuum to suck them up. Continue this until you have made your first round of cleaning on your carpets. Spot treat any stains with a fabric cleaner, degreaser, or properly-diluted APC. Allow the cleaner to sit on the carpet or fabric for a minute or so, and then scrub again with a firm bristle brush. This will help remove any stains and also pull up more dirt and debris from the carpets. Repeat this process on any stubborn stains.

Use a similar process on the cloth, vinyl, or leather seating surfaces, dashboard and interior trim. Use a soft bristle brush or narrow paint brush (resembles a fingernail brush) on leather surfaces.

Sean recommends Leatherique Rejuvenator Oil and Prestine Clean for leather interiors.

In the next installment we'll go into depth on the process of exterior car care, including paint correction, using a random orbital/dual action

polisher or rotary polisher, and surface protection.

Some of the products Sean uses in his detailing process include:

- Stoner products: Tarminator, Invisible Glass, Trim Shine, More Shine, All Purpose Cleaner
- Meguiar's APC
- HDS Products Engine Coat or Stoner Trim Shine under the hood
- No Touch tire appearance products (Costco – red can, also used on wheel well liners)
- 3M Headlight Lens Restoration System, or multiple grits of wet-dry sandpaper (600 to 2-3,000)
- Steel wool (000 or 0000) or brass wool along with metal polish for wheels and exhaust tips

Sites for useful tips, products, and forums:

www.autodetailingsolutions.net/
www.autogeek.net/
www.autopia.org/
www.carcareonline.com/
www.cartersconsumables.co.uk/
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 3M automotive supplies



When it glides freely, the paint is clean. Wipe the area with a microfiber towel and use the clay lubricant/detail spray to remove any clay residue. The paint should now be as smooth as glass. If it's not, repeat the process. Continually reshape the clay bar as needed to expose a clean surface. Keep the clay and paint surface well-lubricated.

Sean recommends using a clay bar twice a year, or before details in which you plan on polishing the paint.

(Top) Typical swirls and scratches are visible on the left; in the corrected paint portion on the right they're gone. (Above) Sean Khrzmi leads the workshop. (Below) 25 NCC members attended the Detailing Seminar.



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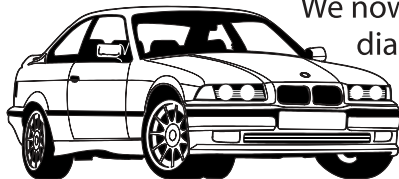
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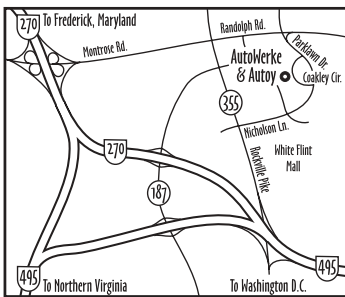
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DIY at J&F Motors in Arlington

By Kendra Seto and Phillip Cummings | Photos by Kendra Seto

Attached are brief write-ups and photos from the last two DIY events, giving a snapshot of the member benefits of this great program. Take a moment to checkout this write-up, then come and enjoy our program at one of the upcoming events.

The 3rd NCC DIY event was hosted by J&F Motors located at 4064 South Four Mile Run Drive in Arlington, VA on Saturday, February 27th. J&F Motors has been in business since 1979 specializing in BMWs and Minis. The owners are Mike Lillis, Paul Collora, and Greg Fermo. Certified Technicians Wayne Anderson and Ernie York along with the Sales Team of Sean and Chrissy Khrazmi complete this customer-service oriented team. There is also an in-house machine shop.

Mike, Paul, Greg, and Wayne provided excellent assistance to 15 members who signed up for jobs including belt replacements, a short shifter installation, brake pad and rotor replacement, and fluid and filter changes.

Food consisted of coffee and donuts (the size of saucers) in the morning, then a lunch of delicious BBQ from King Street Blues.

The NCC DIY committee appreciates J&F Motors' continued DIY sponsorship, dating back to 1984. If you're in need of service or looking to purchase certified pre-owned vehicles, call J&F

Motors at 703-671-7757 or visit their website at <http://jfmotors.procarcarezone.com> and become one of their many, many satisfied customers.





Ladies' DIY at Martin Motorsports

Text and photos by Angela Dzuro-Quick

Buckets of Rain & Power Outages

Heavy rains, flood warnings, and a power outage didn't stop the first Ladies' DIY of the year, at Martin Motorsports in Alexandria, VA. An oxygen sensor installation, new oil and fuel filters, and a thermostat replacement were among the jobs performed at this event on Saturday, March 13th. Six members, including three ladies, participated and everyone had a great time. The ladies received swag bags and other gifts donated by Passport BMW.

Our host for this event was owner Gary Martin, who was enthusiastic and gracious as always. He offered invaluable experience and support along with his team, Grayson, Corey, and Carlos.

Martin Motorsports has been hosting DIY events for eight years and is a huge supporter of the NCC LDIY program. Gary enjoys hosting the LDIY events because he believes women should feel more comfortable talking about their cars. He says, "Knowledge is power. The more you



know about your car and the better you maintain it, the more you reduce the opportunity to be in harm's way."

NCC club member Gabriela Benitez replaced an oxygen sensor on her car during the

LDIY event. She said, "Gary from Martin Motorsports is always so helpful. I like that Gary wants to empower women to be knowledgeable about our cars so we are not taken advantage of when we have our vehicles serviced. I went to my first Ladies DIY back in September 2009 at Martin Motorsports, and Carlos helped me to change my oil. That was a great experience and I feel confident that I can do it the next time it needs to be done on my BMW."



Shifting into Gear

By Kelly Shim, Andrew Stallworth, and the KL Communication program

On February 14, 2010, just one day before the KaleidoLINKS' first fund raiser at Virginia International Raceway (VIR), the KL Racing Team's Program Director, Andy Stallworth, sat on the freezing, fiberglass dust-covered "shop" floor. He looked up at his team and watched as they tirelessly tightened various nuts and bolts, adding torque wherever it was needed, and helped trim the bodywork to fit or located tools — whatever was needed. With five hours remaining before their scheduled departure time, Andy had just one question.

"What do you guys want to do? I don't think we will finish in time, and we may not have a favorable reaction if the car doesn't start and isn't finished. What do you want to do?"

Dennis Sanchez was the first student to respond.

"We want to bring the car no matter what. We want people to see what we've done, what we've built," he said.

Feeling like winners no matter what, the KL Racers all shouted in agreement.

Andy just smiled and said, "All right, let's get moving!"

This is only a glimpse of the dedication that the KL Racing youth have shown. Thermal underwear, boots, clothing, and winter coats can only keep out 17 degree weather for so long. Yet every day, our team of youth braved these conditions with nothing but an electric heater running at 70% capacity so as not to overload the generator providing them with light and power for tools.

When 43 inches of snow blocked the entrance to their shop, with only two garden shovels and a hoe KL Racing Youth director Victor Silva continued digging his way into the small storage unit to finish what he started: a Westfield XTR2 kit car. He and three other students, Eduardo Martinez, Dennis Sanchez, and Phuong Bui, were up and ready to go at 4:30 a.m. They didn't know what they would face at the shop or how hard it would be to get inside, but they worked tirelessly, using their tow vehicle to plow as much snow as possible. When its 4WD system got stuck, they dug the tires out and repeated the process all over again. For the week of "Snowmageddon," this was the routine KaleidoLINKS Racers faced every morning.

Only a few days earlier, when the car was

anything but certain, the students marched on toward completing their inaugural Westfield XTR2 kit car for debut at the KaleidoLINKS "Race for the Future" event on February 15, 2010, at VIR. Their average work day began at 6 a.m., and continued until 10 or 11 at night.

"I'm not giving up. We're so close...so close. I've done too much to have it [the Westfield XTR2] not go on Monday [to KaleidoLINKS's VIR Event]," said Phuong Bui, our female racer, as she endured the long work hours and painfully cold conditions like everyone else.

The KaleidoLINKS program launched with a mission to provide low income minority youth with quality programming to keep them off the streets and help them develop their futures. KL Racing, our signature program, was doing just that. We found the answer to the important question "what is one thing that can motivate kids to stay in school and focus?"

At midnight on the night of February 14, six hours behind schedule, the KL Racing Team left for their 4 1/2 hour journey to VIR to showcase their efforts. To support their achievements, students from the KaleidoLINKS Communication



Current Rolex GT Grand Am Champion Leh Keen also addressed the group, impressing all of the students with his championship presence. Victor Silva, KL Racing Youth Director, after getting a ride in Leh's personal BMW, ran over to Kelly Shim and screamed "That guy is awesome! I wanna drive like him. Are we gonna get to hang out more?"

For that day, students who often don't have as many opportunities were in the spotlight. They shined as they explained their project to the

program were in attendance to cheer for their friends.

On less than three hours of sleep, the KaleidoLINKS family of students started making their way down to the garages, in rain and periodic hail, to participate in the early morning drivers' meeting where Andy was anxiously waiting after coordinating the details of the day.

To the surprise of the kids from KL Racing and Communication, they saw a row of cars with professional drivers waiting for them. Here, we have to thank VIR for their generosity in allowing us to use their Volkswagen GTIs and R32s for the event.

"I love Randy. I think he's so cool. He's really professional, too. I actually learned a lot from what he said. He gets we're real," said Dennis Sanchez after listening to Randy Pobst's words of wisdom.

Randy Pobst, one of the top sportscar drivers in the world, attended the KaleidoLINKS "Race for the Future" event despite the unfriendly weather. With more than sixty professional wins and three professional championships, we were honored to have him there speaking and engaging the KaleidoLINKS youth.



(Opposite page) The KL Racing Team. (Top left) KL Racers during Snowmageddon working on the car. (Above) Randy Pobst in our prototype. (Top right) Victor Silva and Leh Keen.

guests and spectators. They proudly exhibited the Westfield XTR2, before it was even finished, showing the hours of sweat and shoveling, and the love they had for what they were able to do.

"It is these kids that keep me going despite difficult economic times. They are the future, and I am honored to be a part of their journey helping them reach their goals. These kids come from all different neighborhoods, academic levels, and



schools. Yet, they're here as one family proudly representing KaleidoLINKS. I am privileged to be a part of it. This is why my business partner, Katherine Lum, and I started this. THIS is why," Kelly Shim said after watching the students engage with Randy, Leh, and other guests including Geoff Moeller, Steve Rankins, Jon Krolewicz, Andrea Feay, Brock Yates, Chip Lamb, and Miles Lancaster.

We hope that the students of KL Racing take their passion and apply it throughout their lives. No matter where they end up, they will always be able to say, "WE did that."

After the fundraising event, the KL Racing team finished the car. Since then, the car has been on track at VIR. We are still making adjustments and we appreciate your continued support!

Please check out www.kaleidolinks.org for pictures and more information about the program.

You can also follow us on Facebook and Twitter at KaleidoLINKS

The President of KaleidoLINKS, Kelly Shim, has been a BMW member since 2008. Her love for her BMW is a driving force behind her passion for KaleidoLINKS KL Racing Program.



Gary Martin

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BY Bill Williams

PHOTOS John Dickie IV



It should be named Isabel – Hurricane Isabel

You know the feeling when someone's story keeps catching your attention? Often the story is just beyond the corner of your eye but it is always there. It was just after Hurricane Isabel, the costliest and deadliest hurricane in the 2003 Atlantic hurricane season, hit Maryland's Inner Harbor area that this story started appearing in the corner of my eye. Message board posts, e-mails and word of mouth spread the misfortune of not only massive property damage of many, but specifically the damage sustained by an unfortunate 2002 owner to his 1973 2002 stored in Fell's Point, Maryland. After following this story for almost six years, I asked the owner, John Dickie, to share his thoughts with you. Here are John's own words.

My story begins not with a 1973 BMW 2002, but with a 1973 Triumph TR6.

One particularly nice day, I drove the Triumph to Timonium to a floor supply showroom in search of planks to repair some old floors in my Fell's Point house. When I pulled into the parking lot, I saw a black 1976 2002.

That's how I first met Bill Van Zelm, who ended up being the previous owner of my 2002. Seeing the TR6, he came out to the parking lot, and we started talking. Ironically, at the time I was considering buying a BMW 3-series and even scouted out a few.

Bill told me that he had another 2002 at home and that it was for sale. Thinking that the car was probably a little too old for what I was looking for, I wasn't very

interested. I took his number down anyway and I headed home.

A couple days later, curiosity got the best of me, and I made my way down to Bill's house near Elkridge, Maryland. The black 2002 was in the driveway, but the other 2002 was in the garage out back. Bill opened the door, and there it was; Sahara tan and a little rough around the edges. Not bad overall though.

One test ride on I-195 and I was hooked. The car was a blast to drive, and it had a great personality, too. Without expecting it, I kind of fell in love and a couple of days later I secured a loan, bought the car, and brought it back to Fell's Point.

I drove the car as it was for a month or two, then, after securing a little more money I took it out to the shop in Westminster that had

restored my TR6. Long story short, two years, more money, and several terse letters later the car was done, now in Steel Blue Metallic with a black interior.

The car was back in Fell's Point for a little over six weeks when Hurricane Isabel was in the news. Having already caused damage in the South, it was heading up the coast toward Baltimore. On the night of September 17, 2003, I went to bed thinking that the worst had passed and comforted by the Governor's statement there was nothing to worry about.

The next morning was an entirely different story. I awoke and saw several feet of water in my courtyard below with tires floating around. I knew this wasn't good.

I ran downstairs to the garage and opened the door. There I saw

harbor water up to the dashboard of the 2002. With little I could do, I evacuated the house when the fire department asked me to. What a sight. I even saw a couple in a canoe paddle down my street that day.

Fortunately, the water receded after 12 hours and by that afternoon I could move the car out of the garage and into the street to do whatever I could. Water had reached all the way to the hood line and just under the dashboard. Of course it wouldn't start.

To make things worse, the insurance company was only willing to declare the car a total loss and pay out \$10,000, which was far less than I had put into it. Not wanting to let the car go I bought it back from the insurance company.

Within days I had it towed to Bavarian Motors in Towson, Maryland. Unbelievably, they got it running again. I was still in big trouble though. The harbor water had been full of salt and anything metal that had been in the flood was already beginning to rust.

I knew it was only a matter of time before rust would get the best of the car so I got in touch with my friend Paul Wegweiser, one of the best 2002 guys around. He put me in touch with Matt McGinn in

Connecticut. For anyone who doesn't know, Paul and Matt are two of the best people you could have working on your car.

Matt agreed to take the car in, so it went by trailer to his shop to undergo a full restoration. Long story short again, two years later the car was ready to come home after a much better overall experience. The car is now Colorado orange with a black interior, and this time I know it's been done right.

Matt had completely taken it apart and with his skill and attention to detail put it back together far better than it had been the first time. On a cold January day, we brought it back to Baltimore.

From there it lived in Pikesville for about a year under the careful watch of Lev Khodorkovsky. Lev himself owns an old 2002 and knows quite a lot about these cars. Between Lev and Paul the car slowly came back to life.

Having moved to Florida during all of this I only saw the car every few months or so on trips back to Baltimore. I thought it looked better and better each time.

Finally the car came home again to Fell's Point where it is now. For the most part, it's complete and when things turn around a little bit



(Above) After Isabel, the car would not start, but after the second restoration, not only will it start, it looks great doing so. (Below) Restored for the second time in Colorado Orange, John's car now sits in a dry Fells Point.

more for me financially I hope to have Paul finish off the last of the details.

I couldn't have asked for a better group of guys to work on the car. My thanks for revising Isabel go out to Paul, Matt, Lev, and Mark Raspi, who carefully transported the car back and forth to Matt's shop in Connecticut.

Hopefully the car will be back on the road soon!

I started to write that many may have thrown in the towel and junked or sold the car. But I don't think so. 2002s have a magical hold on their owners and John's story is clearly indicative of this bond. Thanks, John, for being an ultimate owner and caretaker. We look forward to seeing the car and maybe even hearing your music. --Bill



(Top and above) Flood waters from Hurricane Isabel dumped three feet of water on Fells Point, MD, and into John's newly restored Steel Blue Metallic 2002.





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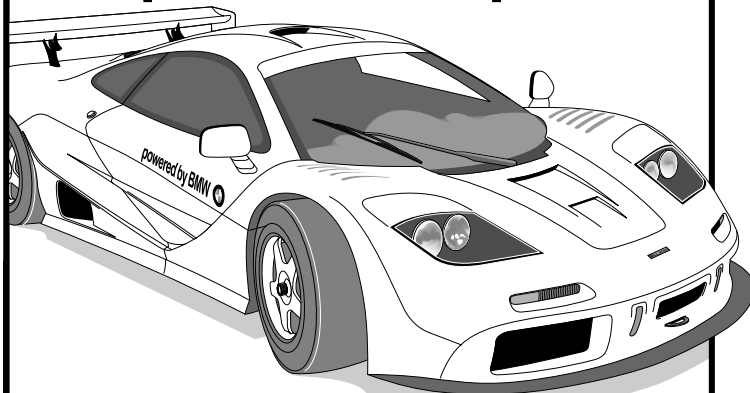
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BMW Rahal Letterman Racing Team Scores Double Sebring Podium

21.03.2010

Press Release; BMW Group PressClub USA

Sebring, Fla. – March 21, 2010, 1:00 AM Eastern Time... The BMW Rahal Letterman Racing Team proved JOY IS BMW with a double-podium class finish for the BMW M3 GT Coupes in yesterday's 58th annual American Le Mans Series 12 Hours of Sebring.



BMW AG photos.

Bill Auberlen, Tommy Milner and Dirk Werner co-drove the No. 92 BMW M3 GT to a second place finish (seventh overall), finishing 330 laps of the 3.7-mile, 17-turn Sebring International Raceway.

The No. 90 M3 GT co-driven by Joey Hand, Dirk Müller and Andy Priaulx completed the same number of laps to finish third (eighth overall). Hand set a new GT class race record with a 2:00.985 minute lap (lap 185) during his final stint.

Both M3s ran flawlessly for the entire race, turning some of the fastest laps in the closing hours of the race as they chased the class leader which had gained a substantial lead during the race's second full-course caution period.

(Editor's note: This was a remarkable showing in the first race of the 2010 season. It shows the strong reliability and speed of the E92 platform, now in its second year of racing.)



A Look Back

By Woody Hair

Scott Miller of the Golden Gate Chapter wrote an article entitled Autocross Defined. **May/June 2005 dB.** Photo by Raine Mantysalo.



35 years ago – May 75: Editor David Roach's column was an attempt to allay fears about our upcoming drivers' school session at Summit Point. Activities Chairperson Patti Cavallero announced that IMSR RS champion Nick Craw would be one of the instructors at that school. The entry fee was \$25, and one could drive the afternoon sessions without an instructor if desired. A tech session was held at Motorsport International in Rockville and more than 20 cars participated. The cover featured a picture of Gunther Conrad's 2002ti. Apparently Gunther lived in Germany. Dave Toy's Technical column pointed out that 2002s sent to the U.S. had a 19mm aluminum spacer between the upper strut and strut tower. This was to raise the front of the car to meet U.S. headlight height requirements. Dave gave the easy steps to remove the spacers and return the car to the intended ride-height, as it was in the rest of the world.

30 years ago – Jun 80: A Diagnostic Tech Quiz by Bill Machrone was reprinted from the N.J. Bulletin, presenting seven common ailments that can develop on BMWs and the likely causes. Will Philliamson of the Tarheel Chapter wrote about a much improved engine distributor for the Bavaria model. It was not available through U.S. BMW dealers, but through the South American BMW importer. This Cochabamba distributor was

standard equipment on high altitude cars in Bolivia.

25 years ago – May/Jun 85: BMW owners from all over Virginia and North Carolina were expected to gather at Mountain Lake Resort near Blacksburg for the Tidewater Chapter's Blue Ridge Rendezvous. Membership Chairman Bill Ross wrote about our successful club ambassador program through which selected chapter members served each of the twelve BMW dealerships in our area. (At that time there were dealerships in Manassas, Frederick, and Winchester.) An ambassador serves our members' interests with the dealership and vice versa. They also keep the dealership supplied with membership applications and make requests for events and donations. Glenn Sims wrote a review of our Tire Tech Session at Radial Tire. Members learned about the development of the radial tire and the plus-1 and plus-2 concept. More than 100 members turned out for an evening of food, beer and polkas at Blob's Park, the Bavarian beer hall near Jessup, Maryland. Two tech sessions that spring included auto electrics at Excluservice, and car stereos at Car Stereo, Inc. of all places. A Do-It-Yourself tech session was held at Tischer Autopark and more than 50 members made full use of the 14-lift service area. Bernice Winthrop wrote about our Highway Safety School at Summit Point. The event began with a talk and

video by Bill Scott about the fine points of braking in a straight line and while turning. News from some European car magazines indicate the Motorsports Division was developing a 5-series car carrying the 24-valve engine from the M635CSi, and it might be simply designated the M5. There was also a hint that the long-rumored 16-valve 4-cylinder M323i might be known as the M3. (*der Bayerische* was the first publication in the U.S. to carry this news about an M5.) Kay Heatherley offered some tips on interpreting autocross courses. Adrian Abineri wrote a counterpoint article to the one in the previous issue by Nick Saridakis on the subject of grey market cars. Articles by Dick Chichester and Les Adams discussed the 55-mph National Speed Limit, and John Hartge discussed the effects of alcohol and DUI laws.

20 years ago – May/Jun 90: The cover picture by David Sossamon showed Andrew Short driving a loaner 3-series in front of a herd of wild elephants. It was taken in the Addo Elephant Park, South Africa. Ed and Jennifer Nazarko wrote about their first autocross, our February event at Landover Mall which ended with cold wind, rain and sleet. Woody Hair (325is) and Cory Laws (535i) won the stock and modified classes respectively. Fastest-time-of-the day and X-class winner was Dave Missert in his Miata. Jennifer said she had the slowest time, but the most fun. A long review of the Gateway Tech event in St. Louis was provided by Alan Warner. Bonnie Butler wrote a 156-word, single sentence ode to the March TUV Rallycross, and Wendy Adams reviewed the car maintenance tech session held at Martens BMW in Marlow Heights. Another woman, Sarah Kenworthy, had good things to say in her report on participating in our Highway Safety School. Competition Corner reported an M3 owned by BMW of North America was seen outside the AutoThority chip tuning shop in Fairfax. The car was to be driven in the One Lap of America by Virginia Beach autocrosser, Terry Baker. J. Bradley Flippin wrote a long article on the legal aspects of stated value automobile insurance. The classified ads included a European 1985 M535i listed for \$20,900.

(Below left) Mike Dulisse (left) checking out Mike Gayle's brake line handy work and Ed Strawderman (below right) gleefully swabbing the deck at the passport DIY. **May/June 1995 dB.** Photos by Dwight Derr.





(Top) Paul Vessels led a tour of 65 members in 28 BMWs from McLean to White Post Restorations in the small village near Winchester, VA. **May/June 2000 dB.**

15 years ago – May/June 95:

Editor, and long-time board member Dwight Derr's "Misfirings" column tells the truth about what really goes on at the chapter's board meetings. Ed Nazarko reported on the Tire Tech Session held at NTW's Greenbelt outlet, and '96 Oktoberfest co-chair Jenny Nazarko reviewed the preliminary plans for this major national event we were to host the following year. Passport BMW hosted a DIY Tech Session and free drivers school tech inspections in early March. An article by J. C. F. Mevay on the art of shifting gears, including the tricky heel-and-toe maneuver, was reprinted from the Connecticut Valley Chapter's *Die Zeitung*. David Roach and Chris Leeper wrote an article expressing gratitude to Bob Gammache for his years serving as our drivers school Chief Instructor. Two chapter

members wrote reports on their separate trips to major sports car races: Ed Bernard on the Daytona 24-Hour and Cory Laws on the Sebring 12-Hour. *dB* featured several tech articles, including one on viscous fan couplings.

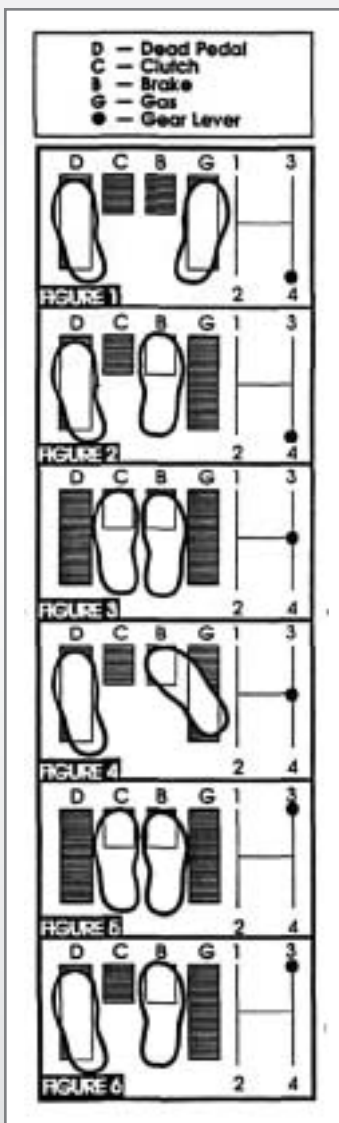
10 years ago – May/June 00:

A tech session on the maintenance and repair of brakes was conducted at Manassas Motorwerkes, Mike Gayle wrote that forty diehard BMW faithful saw shop owners Ron Willis and Lee Jones disassembly of the brakes on both an E36 M3 and a 2002. Seventeen members participated in a Charity Dyno Day at AutoThority Performance Engineering in Fairfax. Paul Vessels led a tour of 65 members in 28 BMWs from McLean to White Post Restorations in the small village near Winchester. Bruce Baicar

had a report on the wonderful experience he and wife Susan experienced when taking delivery of their new Dakar yellow M Coupe at the factory in Greer, SC and then participating in a school at the Greer Performance Center with a Coupe provided by BMW. Their trip home was extended to include the Blue Ridge Parkway. John Hartge provided a report from the NY International Auto Show about the new BMW models including the E46 M3. Competition Corner reported on the re-opening of Virginia International Raceway (VIR) after a 26-year hiatus. A number of club members participated in the first event, a NASA HPDE on the North Course. The June Car of the Month was Paul Vessels' 1980 323i Baur Cabrio with an Alpina C1 conversion.

5 years ago – May/June 05:

President Rafael Garces admitted that several of the items in the April/May issue were attempts at April Fools jokes. *dB* conducted an interview with Pete Read, the Administrator of our drivers' school Instructor Academy. An article entitled Autocross Defined by Scott Miller of the Golden Gate Chapter was printed along with a follow-up article, Autocross Defined II, by Bob Sutterfield of the Rocky Mountain Chapter. *Roundel's* Tech Editor gave his top ten terror questions. The classified ads included a 1990 Porsche Carrera and a 1990 427 Cobra replica.



(Left) An article by J. C. F. Mevay on the art of shifting gears, showing the tricky heel-and-toe maneuver, was reprinted from the Connecticut Valley Chapter's *Die Zeitung*. **May/June 1995 dB.** (Below) Competition Corner reported on the re-opening of Virginia International Raceway after a 26-year hiatus. **May/June 2000 dB.** Photo by Woody Hair.





NCC BMW CCA

NEW MEMBERS LIST



NCC BMW CCA

The National Capital Chapter of BMWCCA now has 5,302 members plus 746 associate members (who share in all of the benefits of being an NCC member), and an additional 60 who are dual members. We continue to be the largest chapter in the U.S. and we're adding members every month.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: Ryan M. Antonelli, James J. Duerbeck, Jose Galito,

Tommy Ivic, Ben Keller, Scott Lewis, Paul Seto, and John H. Toth.

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. The more the merrier!

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

Hunter Allgaier	1991 318is & 1991 318is	James & Caroline Jepson		James & Janice Ryerson	
Sakchai Amornnuntarat & Chamaiporn Prompruk		Beverly Johnson & James Hairston	2009 X5 xDrive30i	Ih-Cheng & Julia Shih	
	2007 335i coupe & '07 Honda Accord	Joshua Johnson	1999 540i 6 speed & 1985 635Csi	Ashleigh Simpson & Jermaine Gause	2010 X6 & 2010 328ix
Krista Baines	2008 Mazda Speed3 & 1997 M3	Carlene Jones	2007 750Li	Joseph Siragusano	06 750i
Matt Bair	2003 Nissan 350z	Jeff Keck	2006 330xi & 2004 330iC	Thomas Snedeker	2002 530i & 1994 530i
Rishi Banerjee	2003 M3 Convertible	James Kron	2010 328xi	Jonathon Soward	2008 M3
Carl Bauersfeld	2006 Mini	Artem Kuznetsov	1984 318i	Bryson Stewart	2003 M3
Ivan Bembers	2010 X5 & 2003 330i	Niokie Laws	2006 325xi	Preechaya Suebsingh	2005 M3
Ron Bennett	2006 325i	Charles Lee	2005 Audi A4 & '65 FFR Cobra Replica	Melonie & John Sullivan	2002 Porsche 996 TT & '02 996 GT2
Michael Block	2008 328i	Joseph Lee		Alan Turner	
Michael Bornarth	2004 330i ZHP	Aaron Lewing	2010 335d & 2004 745Li	James Torres	2002 325i
Mark Brandenburg	2004 530	Richard Lilly	1998 Z3	John Toth	2001 Honda S2000 & 2008 K1200S
Thurston Brown	2003 M3 & 2001 540i 6-speed	Sohail Malik	2000 M5	Cung Tran	2009 e92 m3
Cathleen Buckman	2005 Z4	Robert Marcario		Roger Turner	2007 E92 335i
John & Renee Bullion	2006 Z4 3.0si & 1988 325is	Quinton Mason	2008 528xi	Nick Vinh	2000 M5 & 2006 Corvette Z06
John Byrne	2007 M6 Convertible	Tony Mason	1998 M3 convertible	Nathaniel Vitan	2008 335i
Mark Calo	2007 BMW Z4si	Daniel Mauler	2007 328i	Jim Voegel	
Humberto Calvani	1998 318ti	Kyle McClelland	2006 325i	Stephen Walton	2006 Mazda
David Clifton	1999 Z3 Roadster	Linda McGee	2003 X5	Yue Wang	2005 BMW & 2004 Porsche
Daniel Cohen	2009 135i	Gavin McNeil	1990 535i & 1987 325i	Thomas Watson	2008 535i & 2010 X5
Ryan Coles	2007 Z4 Coupe	Jeffrey Mello	2010 135i	Larry & Mercedes Williams	2006 325i
Nellie Coronado		Gal Mesika	2009 135 convertible	Craig Wise	
Samuel Corum	2000 323i	Kelly Myles	89 325ic	Prakash Yarlagadda	2002 530
Charles Cusack	2009 335i Convertible	Brian Neunaber	2008 535i	Paul Yun	
Andrew & Stuart Cushing	1997 M3	Anh Nguyen	2005 X5	Christopher Zampozza	
Bryan Cuthbert	2009 335xi Coupe & 2008 328xi Sedan	Jon Nicholson	2002 330ci	Timothy Zanker	2003 Infiniti G35 Sedan
Garvin Dhanooolal	2007 335i	Garret Ohm			
Felix Diaz	528i	Hans Olson	2002 325xi		
Michael Drake	2002 330 Ci	Kevin Omalley	2002 530 & 2003 M5		
Lex Eley		Mark Oneil	1993 525 it		
Gunay Evinch		Rohan Oswal	1995 M3		
James Fakler	2010 750Li	Kerim Ozden	2005 M3		
Bassam Farah	2007 X3	James Park & Grace Ho	2006 325i (E90)		
Michael Fitzgerald	2009 E93 M3	Barry Portnoy	2007 328 cpe		
Patrick Galito	2007 335i	George Poulos	2009 335xi		
Amy Garcia	1998 740iL	Victor Powell	1991 325ic & 1991 318i		
Thel Gary	2006 325i	Gerhild Pue-Balzarek			
Detlev Geuss	2002 M3	Charles Raabe	1977 320i & 1981 528i		
Phil Gomez	2010 X5 35d	Anthony Ramos	2008 550i		
Ernest Gziryan	2007 328xi & 1996 328i	Harald Reichel	2009 128i		
Cameron Harvey	2010 528xi	Brandon Reid	2007 328xi		
Caryl Hayes & Joseph Howell	2009 535xi	Steven Relick	2003 M3		
Samuel Helmandollar	2007 530xi	Rhonda Richardson	2007 530i		
Jacob Hershorin	2007 335i Coupe & '04 Hyundai Elantra	Brust Roethler	1995 M3 & 2002 WRX Wagon		

Note: If your name is spelled incorrectly, please use the Address Change form found under the "Join and Renew" menu item at www.bmwcca.org to correct it. And, for those whose memberships are expiring, it's easy to renew online at this website as well.





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IMPORTANT	Classified ads will not be accepted by email.

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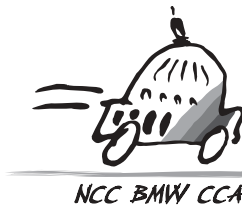
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form on our website listed under Club Store.) You will receive an MVA form and instructions from Bob to take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you return your current plates to the MVA.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

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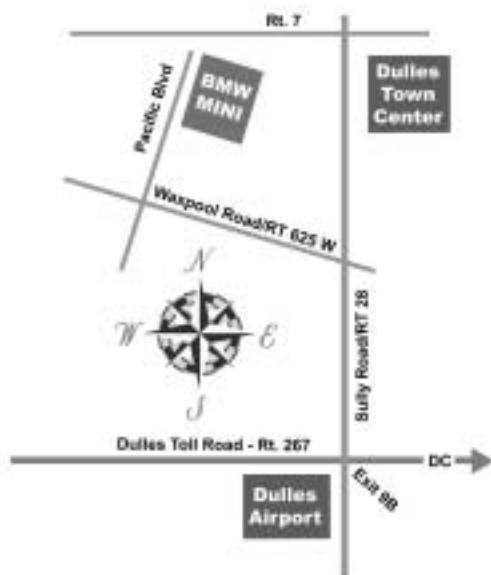
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