

# *der Bayerische*

National Capital Chapter

BMW Car Club of America

November/December 2010



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**Cover:** Jeff Ramage was 7th in class 3D in his 2000 323ci at the 2010 Oktoberfest autocross. See the article on page 10. Photo by Margaret Hartka.

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# *derBayerische*



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## President's Message

As I write this message a number of our programs are winding down for the year. Throughout the year, I have encouraged you, our membership, to take advantage of the many programs our Club makes available. I hope you took advantage of the opportunities to participate and, of course, note that there are still many things going on through the winter months. However, as we come to this point, I want to take the opportunity to thank the program chairs and their teams for a great year. It takes a great number of volunteers who are willing to give of their time, knowledge and patience to run this Club and all of its events. There are very few organizations that sponsor as many and as varied a set of programs as we do. If you participated in a program this year, I hope you enjoyed the experience and provided feedback to the program volunteers. Our program volunteers are very dedicated and spend huge amounts of personal time to provide quality program experiences for our members. We are always striving to make the registration and participation process easier and less frustrating for members. I encourage you to take advantage of the many opportunities for learning and fun that our Club offers, to volunteer in a program you find interesting and to show your appreciation for the efforts of our dedicated cadre of volunteers. I hope to see you at some of our Fall/Winter events such as ChapterFest, DIY's, socials, Karting and touring.

Dave

ChapterFest 2009. Photo by  
Raine Mantysalo.



## FromThe Editor

**“Strip away the old debris, that hides a shining car...”**

The wait is almost over. Sometime in mid-November, that's what the story in *Rolling Stone* said. What's that? You say you don't know what I'm talking about? Well, allow me to bring a little light into the darkness. But hold on, because this is big news. Columbia Records, on or around November 16th, is releasing “The Promise: The Darkness on the Edge of Town Story,” a six-disc, boxed set (three CDs, three DVDs) that chronicles the making of this epic 1978 Bruce Springsteen album. Because I turned 16 in January of 1979, this is the music I have always equated with driving (driving deep into the night, I go driving deep into the light in Candy's eyes...). Almost every song has something to do with a car, but I guess you could say that about any Springsteen album. But this was the tape I wore out. My first car was a 1965 Mustang, and even though it looked better than it ran, there was always music, and *Darkness on the Edge of Town* was always within reach. Today we're completely spoiled with our i-docks and our satellite radio, but to the best of my knowledge the vast machine known as Sirius-XM (aptly described as “Radio Nowhere” on Springsteen's superb 2007 album *Magic*) still doesn't offer an “all-car-songs” channel, so without further delay, I am proud to offer this, your faithful editor's list of the Top Ten Car Songs. Feel free to point out the obvious omissions — we don't get nearly enough letters.

**10) Little Red Corvette, Prince** — For many of us, cars have often been the ultimate object of our desires. Prince vocalized that better than anyone with this infectious hit song from 1999, a time when everything Prince sang about dripped with sexuality. I'm surprised he didn't write more car songs.

**9) Fun, Fun, Fun, The Beach Boys** — A great song. A happy song. It's bouncy

and fun, and certainly more wholesome than Little Red Corvette. There are two reasons I think this song belongs in the Top Ten. For one thing, the car they are singing about is the iconic late '50s Thunderbird, and secondly the song's driver is a girl — a girl who's gonna have fun, fun, fun 'til her Daddy takes it away.

**8) Mustang Sally, Wilson Pickett** — classic American rock and roll, but even more important, a musical symbol of my first car. To me she was the Silver Streak, but others used to call her the Grey Ghost. I came home from school one winter's day and there she was...thanks Mom and Dad, I couldn't have picked a better first car.

**7) Hot Rod Lincoln, Commander Cody** — Written by Charlie Ryan, it's the Commander's version from 1972 that guys my age will always remember. There's just a great visual to lines like “Telephone poles lookin' like a picket fence.” And I'm betting there's at least a few of us that had to be bailed out by our fathers along the way.

**6) Beep Beep, The Playmates** — more of a novelty song than anything else, but I just love the way the pace builds and builds as the cars go faster and faster. The classic David and Goliath story, told with cars as the little Nash Rambler takes on the big bad Cadillac. Also has the greatest car song ending, which I will not spoil here.

**5) Maybelline, Chuck Berry** — Once again the line is blurred — is he singing about a car, or singing about a girl? But that's just a momentary distraction at most, and pretty soon we're singing right along. From the rock and roll legend who would later give us “My Ding-a-ling,” the great Chuck Berry belongs on any list of the 10 best songs about anything.

**4) Long May You Run, Neil Young** — I think this is such a beautiful song. And for those of us with a strong pull toward all things vintage, especially our cars, this song is especially good. And the shout out to the Beach Boys and all their car songs is a very nice touch. “With your chrome heart shining, in the sun, long may you run.” Cheers to that.

**3) Radar Love, Golden Earring** — This may be the best car song to listen to while you are actually driving. “The radio plays some forgotten song...” Like the miles on a dark, deserted highway, this song just keeps rolling on.

**2) Racing in the Street, Bruce Springsteen** — Unbeatable, the song begins “I got a '69 Chevy with a 396, Fuelie heads and a Hurst on the floor...” I know, it's a bit of a dirge, but it's my list and we all need something to listen to when the driving is done and we can close our eyes while the motor is cooling.

**1) Red Barchetta, Rush** — The ultimate barn find! Don't we all wish we had a white-haired uncle with an old farm, a hidden barn, and a pristine vintage Ferrari just waiting to be set free. The song is based on the short story “A Nice Morning Drive” by Richard S. Foster, first published in the November 1973 issue of *Road and Track*. Best line — “with tires spitting gravel, I commit my weekly crime...”

So that's my list. Until next time,  
Jim

# 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 at King Street Blues – Kingstowne, VA
- 12 Columbia Social – Looney's Pub, Fulton, MD
- 13 Ladies' Do-It-Yourself – Martin Motorsport, 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 <sup>(1)</sup>
- 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 <sup>(1)</sup>
- 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 <sup>(1)</sup>
- 2 11th Annual British & European Car Show <sup>(1)</sup>
- 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 <sup>(1)</sup>
- 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 <sup>(1)</sup>

## 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 <sup>(1)</sup>
- 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 <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 Heights, 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
- 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 <sup>(1)</sup>
- 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](http://bmwcca.org) <sup>(1)</sup>
- 28 Do-It-Yourself – Passport BMW, Marlow Heights, MD

## September

- 2 NoVa Social – Velocity Five, Arlington
- 5 Karting @ Allsports Grand Prix
- 9 Columbia Social – Champps – new location! (see coming events for address)
- 11 Do-It-Yourself – Leehigh Service Center, Dulles, VA
- 11 Autocross Points Event #7 – Regency Furniture Stadium, Waldorf, MD
- 11-12 Drivers' School – Summit Point, Shenandoah, NJ Chapter <sup>(1)</sup>
- 14 Board Meeting/Social – Rhodeside Grill, Clarendon
- 16 MoCo Social – Winston Sports Café, Rockville
- 25 Ladies Do-It-Yourself – Martin Motorsport, Alexandria, VA
- 25 Lovettsville Oktoberfest – PCA event <sup>(1)</sup>

## October

- 1-3 Drivers' School – Virginia International Raceway, Tarheel Chapter <sup>(1)</sup>
- 9 Do-It-Yourself – At Speed Motorsports, Hanover, MD
- 15-17 Radial Tire Driving School – Summit Point Main Circuit, Summit Point, WV
- 18 Intro to Drivers' School – NJMP Lightning, Millville, NJ, NJ Chapter <sup>(1)</sup>
- 23 Do-It-Yourself – J&F Motors Ltd, Arlington, VA
- 23 Autocross Points Event #8 – Summit Point Raceway, Summit Point, WV
- 30 ChapterFest 2010 at Baysox Stadium, Bowie, MD

## November

- 4 NoVa Social – TBD
- 6 ///M Club Day – Spartanburg, SC
- 6 NCC Fall Tour – Hershey Lodge, Hershey, PA
- 10 Board Meeting and Social – Front Page, Arlington, VA
- 11 Columbia Social – Champps
- 13 Do-It-Yourself – Tischer BMW, Silver Spring, MD
- 18 MoCo Social – Winstons Sports Café

## December

- 2 NoVa Social – TBD
- 4 Do-It-Yourself and Tour @ Excluserice
- 8 Board Meeting and Social – Front Page, Arlington, VA
- 9 Columbia Social – PubDog – a new location
- 11 NCC Winter Tour – TBD
- 16 MoCo Social – Winstons Sports Café

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



# ChapterFest 2010

**Saturday, October 30, 2010**  
**Bowie Baysox Stadium in Bowie, MD**

## Calling all vintage car owners!

ChapterFest 2010 is being held on October 30 this year, just a few days after most of you receive this issue of *der Bayerische*. The organizers promise a well-organized event with something to do for everyone. Those who come out can participate in autocross, show off their cars at the concours, hop in a go-kart and carve up some pavement, got their hands dirty in an outdoors DIY session, or just wander around any of the other events set up around Bowie's Baysox Stadium.

Let's take this opportunity for the vintage car owners to show up and make new friends or meet those older ones. As a chapter, we do not do as much as we can as a group of vintage BMW owners. Perhaps we are too spread out, or the size of our chapter is just too large, or maybe we are just busy people. So, if you can, come on out to ChapterFest and let's get acquainted or reacquainted.

There are some NCC grill badges left. We will find a way to put some of those in the hands of vintage owners.

For more information check the club Web site.



## November 2010

### NoVa Social – TBD

Thursday, November 4, 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 Web site for more details.

### ///M Club Day

Friday & Saturday, November 5 & 6, 2010

BMW Performance Center  
Spartanburg, SC

The National Capital and Tarheel Chapters are headed back to South Carolina on November 5 & 6th for our last 2010 ///M Club Day drivers' school at the BMW Performance Center.

As always, the Performance Center provides current model ///M 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. All skill levels are welcome and encouraged to attend.

This school is a special program designed by the Performance Center staff specifically for BMW CCA chapters. It will be similar to previous ///M Club Day events, which have included instruction on proper driving position, vehicle dynamics, car-control skills, weight-transfer, oversteer/understeer and improved vision. The day is divided into morning and afternoon sessions which mix skill exercises and competitive events, including skid pad wet/dry courses, braking and handling practice, autocross and more.

We will be driving current model BMW ///M cars for this event. Please note that the Performance Center staff continually makes changes to this program, so session contents and the cars available may vary from one school to the next.

Our event hotel is the Greenville Marriott. The special BMW rate includes the breakfast buffet for up to two people plus Internet service. Register at: [www.marriott.com/GSPAP](http://www.marriott.com/GSPAP) and enter BMW as the corporate code. The Marriott has a great lobby bar for getting together after the driving and dinner events. Remember, no food service is available for breakfast on Saturday morning at the Performance Center.

Please see the Web site for more complete schedule details.

### NCC Fall Tour

Saturday, November 6, 2010

Hershey Lodge – Hershey, PA

This year's Fall Tour will take place the weekend of November 6-7. The theme is "A Civil War Trail" and we'll be starting in Manassas and touring Manassas, Antietam, and Gettysburg Battlefields. Lunch will be along the way. Our dinner, reception, and overnight will be at the Hershey Lodge in Hershey PA. There are lots of details to be worked out but as in years past, we'll have two days of events and driving, and a reception and buffet dinner at the Lodge. As an added bonus, you'll be able to stop at Algie's favorite, Catocin Mountain Orchard on the way home from Hershey to pick up some pies to go with your Hershey Chocolate sweets.

## Board Meeting and Social – Front Page

Wednesday, November 10, 2010

4201 Wilson Boulevard  
Arlington, VA

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.

### NCC Columbia Social

Thursday, November 11, 2010

Champps  
10300 Little Patuxent Parkway  
Columbia, MD 21044

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

### Do-It-Yourself at Tischer BMW

Saturday, November 13, 2010

3211 Automobile Boulevard  
Silver Spring, MD 20904

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 - 9:00 a.m. and finish at 2:00 - 3:00 p.m. Lunch for accepted applicants and sponsor staff will be provided free by our club.

Please see the Web site for details and registration information.

### NCC Rockville Social

Thursday, November 18, 2010

Winstons Sports Café  
1776 E. Jefferson St.  
Rockville, MD 20852

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 more details.

## December 2010

### NoVa Social – TBD

Thursday, December 2, 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 Web site for more details.

### Do-It-Yourself and Tour at Excluservice

Saturday, December 4, 2010

12224 Parklawn Drive  
Rockville, MD 20852

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.



*A taste of things to see in Lothar's extensive collection.*

This is a two-part event; there will be a regular DIY tech session in the morning from 9:00 a.m. to 1:00 p.m. followed by a tour from 2:00 p.m. to 6:00 p.m. to view Lothar Schuettler's private collection of BMW cars and motorcycles at his home garage. Mark your calendars for this exciting opportunity to see some extremely rare BMWs.

Lothar will talk about BMW's history and the pleasures and pitfalls he's encountered collecting and restoring vintage BMWs and Gretchen will make sure you don't go hungry. You can look forward to enjoying a typical German menu of wurst

(bratwurst, wieners, etc.) grilled to order, German potato salad, sauerkraut, red cabbage with apples, pea soup, hard rolls, and Schwartzwalder Kirschwasser cake. And of course lots of good German beer and wine. Open to all who attend the morning DIY session as well as a limited number of other interested club members.

Please see the Web site for details and registration information.

### Board Meeting and Social – Front Page

Wednesday, December 8, 2010

4201 Wilson Boulevard  
Arlington, VA

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.

### NCC Columbia Social

Thursday, December 9, 2010

PubDog Pizza & Draffhouse  
8865 Stanford Blvd  
Columbia, MD 21045  
(410) 872-0364

We return to old favorite Columbia location, PubDog Pizza & Draffhouse. We've had a packed house in the past at PubDog. This is always our biggest and best social! <http://www.pubdog.net/>

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect \$ to help cover the remaining part of the bill/gratuity (usually \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

Parking - we finally have a dedicated parking area again. From Dobbin Rd, turn left onto Stanford Blvd and then the first right into the regular PubDog parking lot (Lakeside Retail sign). Make an immediate left and go right around the backside of the shopping center where you'll see a Lakeside Office sign. Drive past the dentist office (green neon sign) and we'll line up at the very end of that lot where the green SSA sign is. Get there early to get a good spot.

### NCC Winter Tour

Saturday, December 11, 2010

TBD

### NCC Rockville Social

Thursday, December 16, 2010

Winstons Sports Café  
1776 E. Jefferson St.  
Rockville, MD 20852

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 more details.

Join us at our fun Rockville location, Winston's Sports Cafe. There's plenty of parking, so come on out and join us for a round of pool, poker, darts and other games. We'll have our own private area and there are plenty of TVs everywhere.

In order to continue having future socials, the club will cover up to \$20/member, so we'll collect \$ to help cover the remaining part of the bill/gratuity (usually around \$5-10/head). Those who have a few more drinks or order more expensive food items will need to chip in more than those who stay within the \$20/head limit.

## Coming in January 2011

For your planning purposes...the NCC Annual Meeting and Holiday Party is scheduled for the Mount Vernon Inn, January 22, 2011.

Details to follow.



## Looking for Club Logo Apparel?

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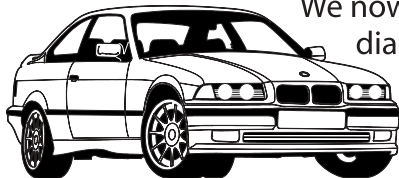
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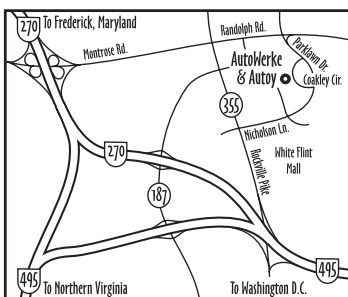
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# My Daughter's First BMW/Car

By James Chew

After speaking with a number of my friends and a number of my fellow BMW enthusiasts, it seems that a person's first car is just as much of an indicator of their life's path as their education and social background. These stereotypes exist for a reason. And brand loyalty is a huge factor when considering a person's first car.

I've observed that BMW Car Club of America members have many ways to bring their children into the BMW fold. The many local, regional and national chapter family-friendly events are wonderful venues for showing our kids the unique pleasure of owning and driving a BMW. And as I found, this often leads to our children wanting a BMW as their first vehicle.

My oldest daughter's first

exposure to BMW came was when she was two years old. I was evaluating an E36 for a publication during our first family visit to Disneyland. At the time, my wife was driving a Ford Tempo and I was driving a Dodge Stratus. Needless to say, that E36 made quite a favorable impression on my daughter AND my wife.

Later that year, we were at a North American Touring Car Championship race in Detroit, where we saw a number of E36s racing. My daughter really liked the look of these vehicles. I think it was then that her

favorite letters in the alphabet became "B," "M," and "W." I was impressed that an M3 that had just come from the dealership raced and almost won. It was wrecked by a Honda — which gave me another reason to hate Honda.

We've now owned a 1990 750iL, a 1999 323ic, a 2000 528i, and a 2005 X3. We now own a 2002 325ic and a 2007 X5. I think this qualifies us as a

loyal BMW family.

So when the time came for our daughter's first car, we knew it was going to be a BMW. Because of

BMW's market success in the U.S., there are plenty of used BMWs on the market. Unfortunately, we have all seen BMWs being driven and owned by people that don't fully appreciate the joy or responsibility of BMW owners. And even with the standard free maintenance package, one can't be certain that the required maintenance was performed in a timely fashion.

BMW enthusiasts have two reliable channels for confidently buying a well-maintained used BMW — either through the BMW Certified Pre-Owned program or through the classified ads in one of the BMW car



*(Top) Her first BMW. (Left) Have a trusted mechanic inspect the mechanical parts of the car.*



■ (Above) E46 was the last model to have a useful BMW tool kit.

club publications. I've reviewed and witnessed the procedures BMW dealers follow to qualify a used BMW as a "Certified Pre-Owned" vehicle and it is well worth the money. And the many times I've spoken with fellow BMW enthusiasts trying to sell their used vehicle through the club publications, I'm confident that these vehicles have been well-maintained and not abused.

However, because I fancy myself having some mechanical and car-detailing competence (and wanting to save some money) I turned to "Craigslist." This experience taught me a few important points that I'd like to share with my fellow BMW CCA members. These points are:

- There are plenty of used E36s and E46s for sale. Many are high mileage, but as we BMW enthusiasts know, a well-maintained high-mileage used BMW is a mechanically sounder vehicle than most other used vehicles.

- Do your research. *Bimmer* magazine has run a series of articles on used BMWs. These articles provide a history of the product development, a list of typical issues by model year that these cars have experienced, a "real world" price guide (in my opinion, Kelly Blue Book prices are too high for the softness of the used car market) and a shopping guide for these vehicles including a narrative on their shopping experiences.

- Carfax doesn't tell you everything. I inspected a number of used BMWs

that had clean Carfax reports, but it was apparent that the vehicle had some bodywork performed. When questioned, most of the sellers admitted that some work had been performed and was done "under the table." This didn't automatically disqualify the vehicle, but it made me wary of the independent used car lots that advertised free Carfax reports with their vehicles.

- Your mechanic is your best friend. I've been lucky in that I've found several good and trustworthy independent BMW mechanics. My mechanic cheerfully inspected each vehicle that I brought to him, allowed the seller and I to watch him perform his inspection, and explained the condition of the vehicle. This is a great negotiating tool and I found that those sellers that wouldn't agree to this inspection admitted to hiding something after some pointed questioning. Some dealers will also perform

this type of inspection, but it will generally cost more.

- Don't be afraid of some cosmetic damage. I've developed a great relationship with Mother's Car Finishes, located in Huntington Beach, California. This family-owned business that started with making a premium wheel polish, offers, in my opinion, the best exterior car care products on the market. They developed the clay bar that, along with their 3-step car detailing products that includes pure carnauba wax, makes a huge difference when detailing your BMW. One of their newest products is a headlight restoration kit. The most common cosmetic damage I saw on the used 3 Series was cloudy headlights. The headlights on the BMW we purchased for my daughter were especially cloudy. After using their new "All-in-One" headlight restoration kit, which includes the liquid and their exclusive "Powerball" polisher, these headlights were almost as good as new.

- Use your BMW CCA resources. TechTalk is one of my favorite sections in *Roundel*. I have reached out to the author of that section many times on specific issues and he has always promptly responded. When I e-mailed him concerning a used E46 I was considering, he responded with three items. First was a paper he wrote concerning

the mechanical history of the E46, especially common mechanic issues with that model, by model year. He also provided a used E46 buying checklist that has material for questions to ask the seller. Third was his recommended maintenance list for the E46. After reading this material, you'll be a very educated E46 buyer.

We settled on a 2001 325i with 96,000 miles for my daughter. It's one of the base models that I was seeking because I didn't want her to deal with some of the accessories issues that I've had to overcome with some fully equipped E46s. The seller was asking a very reasonable price, which he lowered after my mechanic inspected the vehicle and explained the condition of the vehicle. Even after the maintenance and repairs were performed, the total cost for this vehicle was less



(Above) The Headlight Restoration product really works on "cloudy" headlights. (Left) Add a little elbow grease and your used BMW looks as good as new.



than the selling price of most of the E46s on the market.

With the large number of used BMWs on the market, having one as your child's first vehicle is no longer out of the question. With the proper homework, due diligence, and elbow grease, they can own one for a very reasonable price. This will also help them pass on the joy of BMW ownership to their children one day.



# Oktoberfest 2010

Road America, Elkhart Lake, WI

Text and photos by Margaret Hartka

Photo by Jeff Ramage.

To many, the word "Wisconsin" conjures images of bucolic farmlands, dairy cows munching lazily in verdant pastures, the Green Bay Packers and beer. But to motorsports fans, it means one thing alone – Elkhart Lake, the home of Road America, one of America's truly storied race tracks and, fortunately for members of BMW CCA, the home of this year's Oktoberfest.

For anyone who has not attended Oktoberfest, it is a week-long celebration of all things BMW. As with last year's event, the fun started even before Oktoberfest began. Whether by happenstance or by design, Oktoberfest commenced the day after an American Le Mans Series

race was contested at Road America. And what a race it was!

Road America is a 4-mile, 14-turn showcase for high horsepower cars. With not one but three fast straights and a rollercoaster's worth of elevation changes, it is a challenging, exhilarating and potentially heart-breaking venue. On Saturday, qualifying saw the Rahal-Letterman Team BMWs securing fourth and eighth places on the grid in the highly competitive GT class. Sunday was both a worse and

a better day for the team, with the No. 92 car of Bill Auberlen and Tommy Milner crashing early just after the Kink, while the No. 90 car, piloted by Joey Hand and Dirk Mueller, won a

hard-fought battle that saw the first five GT cars finish within 18 seconds of each other after 2 hours and 45 minutes of racing.

CCA members had the opportunity to watch this epic battle from a private vantage point along the front straight, just after turn 14. Hosted by Badger Bimmers, the Wisconsin

Chapter, the corral offered lunch on Saturday and Sunday, priority parking, the camaraderie of other BMW owners and a front row seat for one of the best races of the year.

Monday, the festivities moved to the Osthoff Resort – a beautiful facility that easily handled the seemingly endless stream of guests whose luggage carts were filled with coolers, helmets, tires, cleaning products...

*(Top) BMW race cars on display at the Osthoff Resort during Oktoberfest. (Center) BMW cheese roundels on the banquet table. Brie and Mozzarella... from Wisconsin? Just a wild guess. (Bottom) Rare Z1's being admired.*



Photo by John Hartge

oh, and a few articles of clothing. The Osthoff sported a private beach area on the lake, beautiful walking paths circling a central reflecting pond, three pools (two outdoor and one indoor), two restaurants, and spacious rooms and suites. Registration and vendors occupied one of the conference areas, giving registrants a "one-stop-shopping" chance to sign up for a Time Speed Distance Rally start time, stock up on Oktoberfest souvenirs, and check out the latest goodies from Oktoberfest

that, "If you build it, they will come." Well, the CCA corollary seems to be, "If you feed them, they will come." On Monday night, the first opportunity to test that theory came with the Liberty Mutual Beach Party. The menu boasted beef brisket, chicken, and "Carolina's Best Pork" barbecue, thus continuing the theme set last year in Atlanta, which was described in *der Bayerische* as "Barbecue, barbecue, and barbecue".

Tuesday brought the much anticipated Concours d'Elegance. It



(Top) Kenny Lyon, Jr. on his way to a 10th place finish in the large 3C autocross class with his 330ci. (Left) Steven Kiernan autocrossing his 335i. Both Kenny and Steven also drove in the Driver's School on the 4-mile Road America track. (Bottom) View of the Concours from a balcony at the Osthoff Resort hotel.



sponsors like Odometer Gears, Weathertech, Korman Autoworks, TC Kline Racing, Bridgestone and Michelin. Also available, for those who love a chance to have fun while using up someone else's tires and car, were sign-up sheets for BMW test drives and the Michelin Drive and Compare program. Once registration was completed, it was time to socialize in earnest.

In a classic movie of years past, one character promised

was observed that this Oktoberfest may have been the most physically compact to date. Certainly the venue for the Concours supported that notion as it was held on the lawn between the resort and the lake, the cars picturesquely displayed around the reflecting pond. For most of us, that meant about a five-minute walk from our rooms. Even those who could not reserve a room in the

Osthoff and instead stayed at

Siebkens Resort were no more than a slow ten minute stroll from the cars. Entrants ran the gamut from brand new M3s to a 1940 BMW 335 4-door cabriolet (which won the people's choice award). Only forty of these cars were built and eight are known to survive today. One of the entries that, for the second year in a row, truly exemplified the spirit of Oktoberfest was the beautiful, red 1980 M1 driven from Texas by owner Mike Ura, cleaned for the Concours, autocrossed and, finally, driven in Friday's driving school.

Concours award winners were announced at the evening's Concours Buffet, where the menu moved from the Carolinas to our host state of

Wisconsin. Yes, folks, we were served our first (of many) bratwurst! Also on the agenda was the drawing for the first of 7 BMWs that were ultimately given away in the BMW CCA raffle. In a cruel, cruel twist of fate, although my husband and I were the only people from Maryland present at the drawing and the winner of the car was from Maryland, the winner was not us. Interestingly, 2 of the 7 winners (Alan Squier and Walt Jura) were members of the National Capital Chapter. Fortunately, it was an early evening since Wednesday morning brought the first of the road competitions, the Time Speed Distance Rally.

Photo by John Hartge







(Top) Fred Fernald was second in class in his 2002tii. (Right) This photo of the winning GT Class M3 at the Road America ALMS race by Margaret Hartka won first place in the Oktoberfest photo contest, "BMW's in Action and Competition" category. (Below) Onlookers kept coming to inspect the two rare M1s.

For those who have not seen, heard about, or participated in a TSD rally, it may be the most effective means known to man to destroy a marriage, friendship or chance at an inheritance. Rallying requires a driver and a navigator. Ideally, the driver does nothing (including breathe) unless and until directed to do so by the navigator. Thus, any failure in a rally is the fault of the navigator — unless you ask the

navigator, who will explain that it was the driver who wouldn't listen and therefore was at fault. You get the idea.

This year's TSD rally was a relatively straightforward affair with no tricks or traps. Average speeds and distances were supplied for each of the 109 segments; therefore, the completion time for each segment could be calculated before even beginning the route. A word to the wise, however — make sure you have a working calculator or it could be a very long and stressful morning. The route took the 48 participating cars on a rollicking cruise that included part of the historic 1951-52 road race circuit, the Kettle Moraine State Natural Area and a host of twisty, little-used back roads, starting and ending at Road America. Without those NCC rallying stalwarts, Mike

Leeper and David Roach (who did not attend this year), the pride of the chapter fell on the shoulders of Gordon Kimpel and John Hartge, who finished on the podium, third in class A, and my husband, Jeff Ramage, and I, who finished second in class C. Happily, I can report that success breeds contentment and both teams are all still getting along fine.

Next on the agenda was autocross. This year's participants experienced a rare treat — an autocross course with virtually no cones. Road America includes a multiple configuration kart circuit (the Briggs and Stratton Motorplex) within the infield of the track. Because there were few cones on the

circuit, it was unnecessary for most drivers to take a turn "shagging" cones and, with few cones to knock out of place, there were very few breaks during sessions. As a result, 106 cars raced on Thursday, yet the event was over by 3 p.m. Several NCC members brought home trophies. Fred Fernald was 2nd in class 1B with his 1974 2002tii. Rafael Garces finished 3rd in class 3B in his 2009 335i. Hot on his heels were his daughter, Raquel, who finished 10th, and Steven Kiernan in his 2007 335i, who finished 13th. In class 3C, John Hartge, in a 2004 330ci, was 7th while Kenny Lyon, Jr., competing in his 2004 330ci, finished 10th in the largest class of the day. Jeff Ramage was 7th in class



Photo by John Hartge



3D in our 2000 323ci. Fast time of the day for BMWs went to Scott Smed of Iowa, who drove a blistering 43.452 in a 2002 330ci. A Subaru Impreza WRX STi, piloted by Paul Ebanks, turned in a 41.688.

Friday's autocross saw 79 M and race cars take to the track. NCC's Woody Hair piloted his 1999 M Coupe to 4th in the 33-car class 5A field for modified M3s. Class winner, and fast time of the event, went to perennial favorite, Iowa's Russ Wiles,

Hand was overheard in the pits saying that every time he goes through the Kink, he looks in his rear view mirror and can't believe that he made it through there. It was worth the price of admission. A two-day Club Racing school also took place Wednesday and Thursday. In addition, about 50 drivers from around the country participated in Club Races on Friday, Saturday, and Sunday.

Oktoberfest ended for most with



Photo by John Hartge

who spooled up his Hoosier-clad 1995 M3 Lightweight and shot through the course in 41.342 seconds.

Five straight days of driving schools were held at Road America starting on Wednesday. For high horsepower cars, driving Road America is like finding the Holy Grail. For the rest of us, it is still an opportunity to drive a gut-wrenchingly fast track that, nonetheless, has its share of technical sections. The Kink, a fast, slightly off-camber right bend at the start of the third straight, is the stuff of dreams and nightmares. Joey

the banquet on Friday evening. Besides bratwurst, Wisconsin's other significant culinary claim to fame is its cheese. While we should perhaps, therefore, have anticipated the roundels rendered in yellow and white cheese that marked the start of the buffet lines, it was, nonetheless, a pleasant surprise. After dinner, the program began with a well-deserved tribute to NCC's Steven Kiernan and Kenny Lyon, Jr., veterans wounded in Iraq, who were thanked for their service with a standing ovation. The microphone was then turned over to Martin Birkman, head of BMW NA

motorsports, who, after requesting a moment of silence in honor of Jack Pitney, vice-president of BMW NA, who had died suddenly the previous day, introduced Dr. Kay Segler, head of the M group. All week, we had been promised a "surprise" from Dr. Segler and this was the moment. The crowd was abuzz. Anticipation flooded the room. And there it was — our surprise — a 1 Series M Coupe, completely hidden under a form-fitting black vinyl cover and looking for all the world like the faux-leather-clad seductress she was meant to be. The car was rolled into the tent with Dr. Segler inside. A flap hiding the driver's door was peeled back, allowing him to make his dramatic grand entrance. The front driver's side corner of the car, from the headlight extending back to just behind the wheel, was revealed in a manner reminiscent of a stripper peeling off... well... one ankle-length sock. And that was it. Our "surprise" was a headlight, a wheel and two square feet of sheet metal. Despite cat-calls demanding more (and some semi-

serious discussion of overpowering the BMW contingent and ripping off the cover), that meager peek was all that was to be. Dr. Segler assured us that we all "want this car" and, once it arrives in the spring, it is likely he will be proven correct.

Trophies were awarded for the autocross, the fun rally (with no trophy, but special recognition to the lone, brave soul who did it on a bicycle), the gymkhana and the photo contest. The evening ended, in keeping with tradition, with a video introduction to next year's site — Birmingham, Alabama and the Barber Motorsport Park. And most of the seventeen NCC members in attendance agreed that we just can't wait. Will you be there too?

*(Top) John Hartge in his 330Ci. (Left center) The "most original round tail light 2002" winner, a 1970 2002 with 20,233 original miles. (Left) Rafael Garces and Raquel Garces (Right) turning the wheel of the same car at apparently different pace.*





BMW AG photo.

## BMW Rahal Letterman Racing Team Takes Two American Le Mans Series Titles in 2010.

**BMW AG Press release: Woodcliff Lake, N.J. – Oct. 2, 2010** – In only its second season of competition, the BMW Rahal Letterman Racing Team won the American Le Mans Series GT Manufacturer and Team Championships in the closing moments of the 13th annual Petit Le Mans, after a season of hard-fought competition.

The fourth place finish by the embattled No. 92 M3 GT of Bill Auberlen, Tommy Milner and Dirk Werner was the only race in 2010 that the Team did not finish with at least one M3 GT on the podium. The No. 92 M3 GT completed 354 laps in a race that lasted just over 9 hours, 12 minutes. The race was ultimately decided on fuel efficiency, and BMW-RLR was awarded the Michelin GreenX Challenge race win for the best combination of performance and efficiency as a result.

The finish was enough to score the badly

needed points to stay ahead of fierce competitors Ferrari and Porsche in the GT Manufacturer's Championship by a single point. "All it takes is one point," quipped a happy Bobby Rahal, Team Principal, at the post-race press conference. Rahal Letterman Racing handily secured the GT Team Championship with the result. Martin Birkmann, BMW NA Motorsport Manager, reflected,



"Tonight I can say we've done almost everything we set out to do when we put the program together, and we dedicate this Manufacturer's Championship to the memory of our dear friend, Jack Pitney."

The great start by the No. 90 M3 GT was spoiled by a controversial steward's call for alleged contact only an hour into the race. The resulting stop-and-go penalty cost Müller one lap, but then extensive repairs to a failed starter motor following the car's first scheduled pitstop effectively eliminated the No. 90 from contention. Müller, Hand, and Priaux continued to circulate, ultimately finishing 13th in the GT class.

*(Left /Below) The winner of the GT Class, the #90 Rahal Letterman M3, at the Road America ALMS race. Photos by John Hartge.*





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## Traditions

BY

Bill Williams

PHOTOS

Raine Mantysalo



# Déjà '02 – You Never Forget Your First BMW

Our longtime chapter newsletter production manager, Raine Mantysalo, recently found a car that is almost a perfect match to his first BMW.

"On December 7, 1976, I purchased my first BMW, a white 1976 2002, in Great Falls, Montana. I had been driving Opels for a few years; including a 1973 Manta Rallye and then the first-ever fuel-injected 1975 Kadett Sportwagon."

But Raine was looking for something a little sportier. He had test driven several makes of cars – all imported – and one day drove up to a small BMW dealer that had a new white 2002 in the showroom. "I had always liked the 2002," he said, "and had driven past a used one that was for sale in Billings, Montana, but

never looked at it any closer."

Raine asked the owner of the dealership, Helmut Gliebe, if he could possibly take the white car for

a ride. According to Raine, it took a while to get the car outside since the showroom was so small and had room for only a couple of cars.

Raine picked a curvy country road (not hard to find) that he used to test drive the cars he was considering.

"To my surprise, the 2002 was the only car that crossed the railroad tracks that ran across my test route without upsetting the car."

That convinced him about the car's independent rear suspension, something the Opels did not have.

"Needless to say, I didn't let Helmut put the car back in the showroom."

The rest is a love story of 13 more BMWs of various models (and modifications) over the next 34 years.

When relocating to the Washington, D.C., area he faced the challenge of getting the 2002 here.



(Top) The newly acquired 1976 2002 looks very much like the first one pictured above on the Missouri river in Great Falls, Montana.

"When I moved here, I personally trucked the car inside a U-Haul (yes, I was already a car nut then) amongst all my belongings."

He says he clearly remembers taking the car to the George Washington Parkway after unloading it and immediately drove 90 mph before realizing he was not driving in Montana anymore.

"Speeding tickets there were only \$5."

He said he drove the car for two years and then unfortunately had to sell it in 1978.

A few years ago he made an attempt to find the same white car with no luck. (The VIN is 2743260 if anyone knows of its whereabouts.)

"I began going through all the regular car sites and Craigslist looking for another 2002 intending to find one very similar to the first one I owned."

For some unknown (and lucky) reason he had also checked for used BMWs on Craigslist in Bozeman,

Montana, where he spent four years studying at Montana State University.

"I could not believe my eyes when I saw that someone was actually selling a white 1976 2002 over in Bozeman of all places."

Out of curiosity and because of the description of the car, he contacted the owner.

Raine was told that the car was an ex-California car and had spent the last ten years in Montana, and during that time it was always stored in a garage.

The previous owner in California had it repainted and reconditioned over a three-and-a-half-year period — and he had the records to show it. After moving to Montana, he sold it to a builder whom he had hired to build a retirement home in Eureka, Montana.

"Eureka is where I spent a couple of summers during my breaks from college, building a new 58-mile section of a high-speed railroad. It's a very small town."



*(Above) The clean and functional dashboard wrapped in 1976 faux wood with cross hatch marks on the gauges. (Below) Who says you need a DeLorean to travel back in time? The beautiful interior of this 1976 2002 brings back the Bicentennial and betrays the car's California pedigree. With the number of truly stock 2002s decreasing every year, this example nicely honors the functional beauty of its heritage.*





The car was kept in the new owner's garage for four to five years and only driven a few hundred miles. It was later passed on to his son who, when attending medical school in Bozeman, had decided that what he really needed was an AWD vehicle with a ski rack.

"It was the middle of the winter and we'd been hit with a record snow fall. I was not planning on flying over there even to take a look at it. Nor was I interested in driving it here or even thinking about trusting a 34-year-old car to make it across the country and at the same time exposing it to all the salt and snow."

There were some friends who tried to convince him to drive it home anyway, and one who even volunteered to drive it for him if Raine were to pay for his (modest) expenses and a couple of nights of stay in a motel so he could go skiing at Bridger Bowl, in Bozeman.

Understandably he also felt a little uncomfortable buying the car without seeing it, though the seller had convinced him of its no-surprises condition and had supplied several pictures of the car. Everything, according to Raine, "Just sounded



almost too good to be true."

Raine posted a note on the BMW2002FAQ Web site requesting someone local to the car to do an inspection. Through the site, Raine found Dave Venema in Bozeman, Montana. Dave is a true BMW guy with several of his own, including a highly modified 2002 that he prepared, and is also very success-

fully racing in national solo events and hill climbs.

"I called Dave and he personally volunteered to take a look at the car for me and also suggested taking it for an inspection at a local import car shop, Auto Works, Inc., owned by a friend of his."

Raine says he couldn't wait for Dave's call and his opinion on the car.

"When Dave called he described the car and told me that it was perfect." He also said that he drove it and was impressed.

The next day Raine got a call from Auto Works after the pre-purchase inspection was completed. Their report on the condition of the car was the same as Dave's.

Dave said he couldn't believe he



(Top) Trunk space in a small car some big cars long for. (Above/Left) The carbureted 2002 model sports a "summer box" that allows warm air from the exhaust to warm the intake air to prevent icing. Raine's engine is a fine example of a stock 2002 motor down to the wire keepers.





actually let the car be sold from right under his nose. He said he didn't even know there was one for sale in the area. He would have bought it himself. According to Dave, his friends are still giving him grief over that one!

After Raine agreed to buy the car, and the paper work and money were exchanged, he arranged to have it transported in an enclosed trailer. Thanks to the record snow we had had the trucker couldn't unload the car when he arrived. After a trip to

New Jersey and Delaware to unload other cars, he came back to deliver the 2002.

Once again with the help of another BMW guy, Bill Williams, who volunteered to trailer the car to BMW Excluservice where it is undergoing a thorough inspection, Raine was able to keep it from the snow and salt.

With so many modified 2002s out there, this car still remains very much stock. It has the original seats, steering wheel, steel wheels (with chrome trim), Solex downdraft and the stock air cleaner unit. It also has a set of the rare BMW mud flaps in the rear — a set of which was just recently on eBay for \$325. In the trunk, as spotless as the rest of the car, is the original spare with the original Michelin XAS tire and a complete tool kit. After a thorough, second inspection to determine its needs and any required service, the interior will be refreshed to match the like-new driver's seat.

Raine manned-up and drove his 2002 to the Vintage\* in Dobson, North Carolina, in May without a hitch. He now has new memories of 2002 drives and new friends he met along the way. He also learned his lesson, remembering this is not Montana, and that speeding tickets are a bit more than \$5. Just new

memories — no new speeding tickets!

\* "Vintage at the Vineyards" is now simply the "Vintage." It will be held Memorial Day weekend in 2011 in the Art District of Winston-Salem, North Carolina.

[http://issuu.com/thevintage/docs/vintage\\_bmw\\_no.1](http://issuu.com/thevintage/docs/vintage_bmw_no.1)



(Above left) Wing vents provide subtle air circulation in this position; crank them around for maximum airflow on those really hot days. Or were these to flip your cigarette ashes out? (Above) Raine quickly found out the mud flaps were worth almost as much as the car. (Below) The profile of a nice 2002 is still timeless and brings countless thumbs-up, head turns and an occasional whole-body turn.



## TECHNICAL DATA

### 1976 BMW 2002

#### Dimensions and weight

All-steel shell welded with lower floor panel assembly, 2-door sedan  
Length: 176.0"  
Width: 62.6"  
Height: 55.5" (unloaded)  
Wheelbase: 98.4"  
Fuel capacity: 13.0 US/gal.  
Weight: GVWR 3300 lbs.  
GAWR front 1660 lbs.  
rear 1780 lbs.  
Service load 790 lbs.

#### Engine

Four-cylinder, four-stroke in-line engine, overhead camshaft  
Capacity: 1990 c.c./121.3 cu.in.  
Power: 96 h.p. - SAE net at 5,500 rpm  
Torque: 106 ft/lbs at 3,500 rpm  
Compression ratio: 8.1:1  
Carburetor: SOLEX 32/32 downdraft  
Max. speed 102 mph (manual)  
Acceleration: 0-60 mph: 12.8 secs  
Regular gasoline: 91 RON

#### Chassis and brakes

Front: McPherson struts and wishbones, coil springs and stabilizers  
Rear: Individual wheel suspension with rubber mounted steering axles, helical springs plus additional rubber springing and stabilizers  
Steering: ZF-Gemmer steering system with worm and roller  
Rims: 5 J x 13 H 2  
Tires: 165 SR13  
Brakes: Dual twin-circuit braking system with servo unit  
Front: 4-piston fixed-caliper discs  
Rear: Simplex leading and trailing shoe drums

#### Optional equipment

Automatic transmission (tachometer optional), limited slip differential, air-conditioning unit with tinted glass all around, light-alloy rims, second exterior mirror, metallic paint, leather upholstery, lockable glove box, lockable gas cap, steel sunroof (manual or electric), a choice of radios

GVWR = gross vehicle rating  
GAWR = gross axle weight rating

BMW AG 2/75

# A Look Back

By Woody Hair

*Competition Corner had a report from the ALMS Petit Le Mans race at Road Atlanta. Entries included two M3 GTRs for both the PTG and Schnitzer teams, as well as the V12 LMRs. **November/December 2000 dB.** Photo by Woody Hair.*



**25 years ago – Nov/Dec 1985:** If it was Fall, it must have been tour time. The chapter held three in four weeks, and this issue had reports on all three. Dee Ross wrote about our visit to the Ingleside Plantation Winery in Westmoreland County. Karl Hoffman covered our annual tour to the Bavarian Inn in Shepherdstown, WV, and Les Adams reported on our tour to the Foxfield steeplechase horse races near Charlottesville, VA. The winner's trophy for the featured race was provided by Berlin Imports and BMW NA. John Hartge was the sole National Capital Chapter member to attend the BMW CCA Oktoberfest in Monterey, California. The drivers' school was at Laguna Seca. Yes, he drove out and back in his 325e, and his report

made it sound like everyone missed a great event. David Sossamon's description of our El Cheapo (\$35) Summit Point Drivers' School highlighted what a great deal this used to be. Bill Via's Rambling Ruminations column properly admonished a renegade few who terrorized a Loudoun County residential area on our Bavarian Inn Tour by driving through a 25-mph zone at an estimated 65. Bill Ross presented a suggested Christmas shopping list for the BMW enthusiast. The items ranged from \$5 key fobs to \$1,500 sound systems. Jim Ryland shared a list of how to be a better new-car shopper, obtained from a BMW salesman. Member Kay Heatherley wrote about successfully attending an SCCA race drivers' school at Summit Point. Her

*More than forty BMWs turned out for the fourth annual Shenandoah Vineyards Tour and Concours d'Elegance. **November/December 2000 dB.** Photo by Paul Vessels.*



report included a list of seven items needed to participate. Bill Ross announced a new membership drive with an Escort Radar Detector prize for the member who brings in the most new members. The goal was to grow substantially beyond our current 1,470 members. Greg and Bridget Garback wrote about overcoming their initial fears and the pleasant experiences they had at their first club event. BMW NA announced they would return to racing in 1986 with two March-built prototypes for the IMSA GTP series. The 2-liter turbocharged 4-cylinder engines would be based on the Formula 1 units, and two of the drivers would be F1 veterans David Hobbs and John Watson. A winter care checklist was provided by Max Rodriguez. Among the other tech tips in this issue, advice on winter storage was provided by the Mercedes Car Club. *I guess they forgot that BMWs are driven, not hidden away when the weather is less than ideal.*

**20 years ago – Nov/Dec 1990:** Dwight Derr, in his President's Message, said our drivers' schools and autocrosses have been so successful and fun that he'd like to make them mandatory for ALL members. Results from our September autocross at Baltimore's Memorial Stadium showed the following class winners: Modified – Dwight Derr (528i), Superstock – Woody Hair (325is), Stock – Klaus Hirtes (528i), X-Cars – Al Zavala (Colt Turbo). Bonnie Butler was the scribe of an ode to Summit Point entitled Just 1 Lap. Our corral at the SVRA vintage car races at Summit Point was sponsored by BMW of Fairfax and BMW NA. It featured barbequed pork, burgers, and lots of beer. Several





(Top) Klaus Hirtes demonstrates that you can lift the rear end of a 528. Group Corvair A/X at the NTS lot in Laurel. **November/December 1990 dB.** Photo by Deborah Greene.

members, including Phil Marx (1600 Cabriolet), Dave Baker (M3), and Rasim Tugbert (M1) had their cars chosen to serve as pace cars for the various races. Kim Olds and Mark McKenzie shared a long report on Oktoberfest, near Columbus, Ohio. Many chapter members brought home trophies for various events. A slightly tongue-in-cheek article summarized BMW NA's announcement of the new 225i and M2. John Hartge had pictures of the BMW M5-powered streamliner in which Steve Piper reached a speed of 244 mph on the Bonneville Salt Flats. Steve was General Manager of Heishman BMW at the time. Ed Nazarko continued with part two of his series comparing driver school organizations, this time with the BMW club. Cory Laws had an article about his long weekend in California for the Monterey Historic races, Italian Concours d'Elegance, Rick Cole Auction, and Pebble Beach Concours d'Elegance, titled "Automotive Overload."

**15 years ago – Nov/Dec 1995:** A preview of Summit Point's new Jefferson Circuit led off this issue. We were hosting a school there November 11. Jim Edmiston had an essay with photos of his trip to Mad King Ludwig's castles in Bavaria, and C.J. Whitechurch wrote about his three years stationed south of Munich with a U.S.-spec 735i. Competition Corner reported on the E36 318ti being developed for BMW Club Racing by TC Kline and Scott

Hughes. A reprint of an article from the Houston Chapter's newsletter discussed exploding trunk-mounted batteries. Harvey Rogers of the Northern Ohio Chapter wrote about malfunctioning electric seats in various BMWs. The classified ads listed a "nice" '73 2002tii for \$4,550 by Peter, while Sue in Baltimore was selling the complete Callaway turbo system from her 320i for \$1,200.

**10 years ago – Nov/Dec 2000:** More than 100 members attended our annual Crab Feast at Patapsco State Park in Maryland. Ginger Miller's '89 635CSi won the People's Choice award in the mini-Concours d'Elegance at the Crab Feast sponsored by Tischer BMW. We also had

a summer picnic at Bull Run Regional Park in Virginia. ChapterFest at Lincoln Technical Institute included the usual autocross, but a mini-autocross for kids using radio-controlled cars was also held. There was no mention of the winner in this issue. Twenty-five cars participated in the chapter's Basic Training TSD rally in outer Northern Virginia. Steven Schlossman was the rally master. More than forty BMWs turned out for our fourth annual Shenandoah Vineyards Tour and Concours d'Elegance. Food was provided by our sponsor, John and Vickie Estep of E&E Auto Sales. John Hartge reported on his trip to the first U.S. Grand Prix for F1 cars in many years – held at Indianapolis Motor Speedway. Competition Corner was able to give a report from the ALMS Petit Le Mans race at Road Atlanta. Entries included two M3 GTRs for both the PTG and Schnitzer teams, as well as the V12 LMRs. The support races saw Mike Fitzgerald win the Speedvision World Challenge Touring Car race with a TC Kline 325Ci and Jeff McMillan finish 2nd in the GT race with his E46 M3. Many NCC members attended Oktoberfest in Greenville, South Carolina in the week following Petit Le Mans. Road Atlanta was used for the Drivers' School and Club Races.

Results from four council autocross events had fastest BMW being taken by Ron Katona (M3) in two of them and Bill Brochu (535i) in the other two. Cars of the Month were Rodney Thomas' 1992 325is and an '86 635CSi belonging to Karl Bernhardt and Lois Irene Blumberg.

**5 years ago – Nov/Dec 2005:** *dB* editor Rob Williams wrote about his rookie experience driving in the U-Car race on the one-third mile oval at Old Dominion Speedway. It took a page and a half to explain the national club's new membership drive. Brian Hair reported on his participation in the Ron Katona Memorial/SCCA Northeast Divisional Solo event held at FedEx Field. Class winners in BMWs were Brian (E36 M3) – Street Modified, Lee Piccione (E36 M3) – B Street Prepared, James Sheridan (E36 323is) – D Street Prepared, Justin Bedard (E30 M3) – Street Touring X, and Mike Neary (E36 M3) – Street Touring U. Richard Pineda's report on the 9th annual Shenandoah Vineyards Concours showed John McWilliams taking the "Best of Marque" award with his 1974 2002tii. This car was also our December Car of the Month. Chapter Treasurer Roy Morris wrote about his participation in a Club Race School at VIR.

(Below) At the 2005 Ron Katona Memorial/SCCA NE Division Solo Championship, Brian Hair enters the 180 almost on two wheels. **November/December 2005 dB.** Photo by Alex Teitelbaum, Team WTF.org.







NCC BMW CCA

# NEW MEMBERS LIST



NCC BMW CCA

The National Capital Chapter of BMW CCA now has 5,198 members plus 730 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.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: Mikhail Bolgar, Jeffrey R Bullock, Bob Curran, Stephane Grabina, Steven Lim, Peter

Lorenzetti, Philip A. Marx, Earl McClary, Matthew McQuigg, Edwin Patton, Bo Robinson, Jeff Salino, Paul Seto, Richard Smith, Carl Tugberk, Michael McMahon Webb, and Darrell Whitaker.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They may not even realize what great benefits they are missing out on, including 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 Web site at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest event details.

David Abner	2008 535xi	Michael Karch	2005 330i	Neil Schuldenfrei	2011 135i Convertible
Brian Ammerman		Mark Kaufman	2005 Toyota	Robert Smith	2007 X3
Charles Banks	2002 330CiC & 1993 525i	Edward Kennedy	2011 328i	Eric Smith	2004 M3
Stephen & Julie Beasley		Donald Kirkpatrick	1993 M3	Gary Sugar	2009 135i
Christopher Beccles	2007 328i Coupe	Charlie Kiser	1995 M3 & 1998 328iC	John Sullivan	2010 Mini Cooper
Brad Bogard	2006 M3 & 2005 330i ZHP	David Kraft	2004 M3	Brandon Swafford	2005 M3
Anthony Borwick	2011 335d	Darlene Krawczyk		Kevin Taylor	2011 M3
Matthew Bowen		Richard Langley	2002 Z3 & 2004 X3	Debbie Taylor	
James Bowman		Matthew Layman	2010 X5	Faik Tugberk	2008 X5 4.8i
David Bui	2005 330Ci	Paracel Le	'01 VW Passat & '10 Camry Hybrid	Sujaai Udukumbura	2009 328i
Scott Buie	1987 535is & 2001 330Ci	Jean Christophe Le	2008 E93	William Vail	
Buddy & Laurie Burton	2005 645Ci	James & Stephen Ledbetter	2011 X5 50i & 2001 X5 4.4i	Peter Vincent	2002 325i & 2002 325xi
Anthony Calkins	2003 E39 540ia Sport	Arthur Leung	2011 135i	David Wang	2011 335i X-Drive Sedan
Woodrow Campbell	2007 530xi	Mark Levin		Douglas Wardell	2009 135i
Luis Cardenas	2006 525xi	Larry Lewis	2005 X5 4.4 & 2002 745iL	James Washington	2007 530i
Richard Carr	2011 335i M Sport Coupe	Steve Liu	2009 335i Sedan	Robert Weber	
Duwonda Carter	2006 325xi	Justin Loeb		Joy Weber	2011 X5
Chad Chilcot	2011 335i	Joe Longest	2000 740iL	Zillah Wesley & Zillah Wesley LI	2005 545i
Lucienne Cooley	2001 330Ci	Andrew Lufburrow	2009 X3 & 2011 X5 35d	Mark Whitaker	
David Defibaugh	2005 325Ci	Christopher Mangold	2004 X5 3.0i & 2011 335d	Jeffrey White	2001 330Ci
Joe Dietrich	2005 325Ci	Anna Matko			
R Donatella		Than Maung	2007 335i	Note: If your name is spelled incorrectly, please use the Address Change form found under the "Join and Renew" menu item at <a href="http://www.bmwcca.org">www.bmwcca.org</a> to correct it. And for those whose memberships are expiring, it's easy to renew online at this Web site as well.	
Christopher Donovan	'02 M Coupe & '07 Toyota X-Runner	Douglas McDowell	2003 540iA & 2006 X5 3.0		
Kenneth Drummond	2005 525i	James McKay	2006 330i		
Andrew Duncan	2010 M3	Murray McPhillips	2003 525i		
Will Fong	2006 325Ci	Matthew McQuigg			
John Forston	2011 M3 Convertible	Brenna McVaney			
John Gaffigan	1992 735iL & 2001 530i	Jeff Merrifield	'04 Range Rover HSE & '09 Alpina B7		
Ron Garton		Jeffrey Milton	2011 128i		
Charles Gay	2010 335i	Hope Mims	2005 325i		
Walter Giraldi	1999 M3 Convertible	Jeff Murphy	2010 M3		
Michael Godack	2003 325i	Bertha Mwamba	2009 335i	NCC BMW CCA	
Lester Gorelic	2011 328i	Yasser Nada			
Justin Greene	2007 335i	Douglas Norton	2009 535i		
Jeff Grund	2007 335xi	John Patton	2008 550i		
Brenda & James Hamlin		David Pierce			
James Hathaway & Soleyah Groves	2005 545i	Roberto Quinones	1998 323ic		
Evan Jacobs	2003 325Ci	Ariel Rad	2002 325Ci		
Syed Jaffery		Marie Reilly			
Ozzy Johnson & Keisha Jones	2001 740iL	Manny Sanchez			
Timothy Jones	2008 750Li	Isaac Santiago	2007 335i & 2000 323i		
Atilla Kara	2002	Michael Scheg	1991 318is & 2007 328i		



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<b>COST</b>	Ads are free to current club members. Membership numbers must be included.
<b>HOW TO SUBMIT AN AD</b>	Please see the chapter Web site 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 Web site 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 e-mail.

## CARS FOR SALE

### 2007 BMW 328i

Just 27,000 miles, with sport package, moon roof, 6-speed manual transmission, heated seats and wood trim. New tires in 2010 (the Hankook Ventus tires highly rated by Car and Driver), comes with full car and maintenance history, clean carfax and auto check reports. Car is still under warranty and BMW free maintenance. The car is immaculate, no accidents or paint repair. Asking \$24,750. Call Jon at 703-599-4079. E-mail: [jon\\_tallon@yahoo.com](mailto:jon_tallon@yahoo.com)

### 1984 633 csi

Bronzit beige with 5-speed transmission. Car has had much work done toward restoration. Lowest price way to get into collectible cars. Twenty-six years old and in beautiful condition, includes service records. Bilstein shocks. Overall, this is a really nice ride, and must be seen to be fully appreciated. Asking \$4,950 or call Bob at 410-358-8722 and make an offer.

### 1982 320i

Classic body style 5-speed manual with 175K miles in original Safari Beige with brown leatherette interior and light tan plush front after-market sport seats; carpet replaced w/ light gold and coordinating plush mats. Rear seating and panels are nearly flawless. Original owner! BBS type gold wheels by Ronal with 205/60-13 tires, 23mm sway bar. Non-sealed beam headlights with total 400W. Fog lights w/ steel guards. BBS front spoiler painted car color. Alpine FM/cassette with Rockford Fosgate 200 watt 4-channel amp with Infinity speakers in kick panels and two channels bridged to a Polk 10" subwoofer/enclosure in trunk. Rear fill provided by Alpine 2-way 5x7 speakers on rear deck powered by small Alpine amp/equalizer installed in glove box. Overall condition is good; always garaged and looks/runs great, but has some rust in usual locations. Maintained over the years by Quality Car Service in Rockville. Many newer parts (brakes, springs, shocks, battery, others). Haynes service manual included. All service records. Asking \$2,495. Call Paul @ 408-347-0749 from 8am - 6pm PDT.

### 2007 Dinan Mini Cooper S

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### 2004 BMW 645 Rear Wheel

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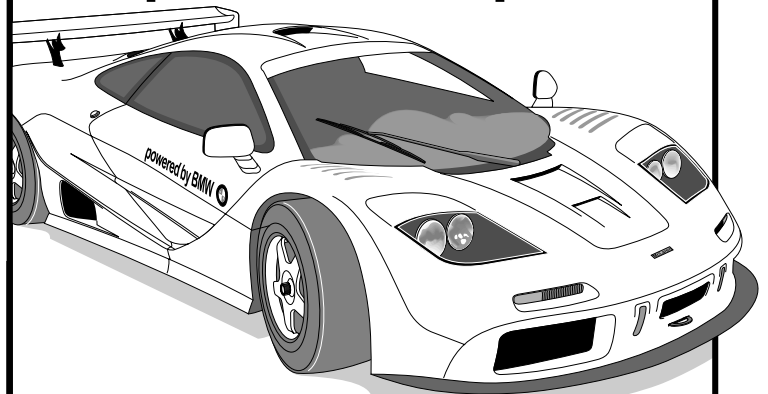
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