

der Bayerische

National Capital Chapter

BMW Car Club of America

September/October 2007



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Cover: NCC Member Cliff Brody's 540i at the edge of Tagish Lake on the South Klondike Highway, Northwest B.C. See page 12 for a slightly different take on Cliff's adventure than what appeared previously in *Roundel*, this exclusive was written just for *dB*.

VOLUME 37 | NUMBER 5

2
PRESIDENT'S MESSAGE

3
FROM THE EDITOR

4
CALENDAR OF EVENTS

5
COMING EVENTS

16
WOODY'S
COMPETITION CORNER

19
CAR OF THE MONTH

21
A LOOK BACK

22
NEW MEMBERS

24
CLASSIFIEDS

25
ADVERTISERS INDEX

derBayerische



6

6 Traditions

BY BILL WILLIAMS



7

7 DIY's are Addictive

BY KEVIN MCLAUGHLIN



8

8 An Online Band of Brothers

BY ALVIN ESPIRITU & BRIAN KENNEDY



12

12 Prepping My BMW for An Arctic Circle Odyssey

BY CLIFF BRODY

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NCC BMW CCA

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President's Message

Are car clubs as we know them obsolete? Wynne Smith, the executive director of the national BMW CCA, recently resigned after 18 years of faithful service. She notes that in today's society, social clubs, including country clubs, trade associations, and volunteer networks, are all losing members. BMW CCA, nationally, stopped growing several years ago. The national Board believes that the CCA should morph itself into a website portal, and Wynne says she is not the person to lead that transformation.

I'm the first to admit that web-based communications have revolutionized what it means to be in a car club. When I purchased my first BMW (a 1986 325es) in 1997, my web research into the various issues I was encountering connected me to an NCC member with a shop, and some repairs and modifications, and then to CCA membership and Autocrossing, and the rest is history.

No one has been able to explain to me why the growth of the BMW CCA nationally has stalled, while our Chapter steadily expands both its membership and its activities. Economic trends may be an influence- the D.C. economy has remained robust and our streets are clogged with BMW's. Some say that it's because "BMW has lost its way" and has become a luxury car and SUV maker, no longer an enthusiast's brand. Some say that social clubs are passé, and unable to compete for the time of their members, except for old geezers who want to talk about the good old days and whine about change. Neither of those explanations ring true with me.

The most intriguing trend to me is the development of web-based chat groups that form their own on-line community of information and connection, as exemplified by the E90 group profiled in this issue. But do you know what happens? Participants in these web-based groups yearn for human connection just like all of us. So they start holding meets, social activities, driving events and otherwise reinventing the social car club - from the bottom up, exactly the way the National Capital Chapter was formed in 1971. I've observed this in the on-line motorcycle community as well.

In the late 1980's, our chapter had a president who thought that the NCC would become a wine and cheese club and that our driving activities would dwindle away. That didn't happen. Unlike some other marques, our members insist on driving. (Go on what we euphemistically call a tour!) The new Street Survival program for teaching teen driver safety is rapidly becoming the jewel in the CCA crown, in terms of attracting new participants and creating a sense of mission. You can get some mechanical advice over the web, but that sure doesn't compare with having a handful of experts teaching you to replace your brakes at a Do-It-Yourself event! What seems to me to be fueling NCC's growth is that we offer an authentic human connective experience to supplement the information transfer and one-to-many communication that the web enables. According to the book about BMW "Driven" the single common demographic among BMW owners is not age, sex, income, or other typical classifications, but "an active lifestyle." That's what NCC is about. . . getting out and doing things. And I suspect that it's our future as well as our past.

Roy Morris

Would you like to see your car featured in the dB?

We love all types of Bimmers; garage queens, race cars, modded street cars, even just an old beater with a lot of character.

Please contact Bill Williams, our new Car of the Month guru, at billwill72ti@verizon.net . Send a short description of your car with a couple of high-resolution photos and Bill will contact you for more information. Cars of the month are automatically entered in the Car of the Year contest.



Commonwealth of Northern Virginia?

Maryland and DC residents, please excuse the following rant that concerns Virginia transportation politics...

The Northern Virginia Transportation Authority is a body comprised of local politicians that was originally designed to serve an advisory role regarding long-range planning and setting of priorities to meet the transportation needs of Northern Virginia. The Virginia General Assembly recently granted the Authority the power to "...raise and be responsible for the management of more than \$300 million per year in new regional revenues."

On July 12, the NVTa approved a package of taxes and fees including the following: A Grantor's Tax of \$.40 per \$100, 2% Car Rental Tax, 2% Hotel/Motel Tax, \$10 increase in the Safety Inspection Fee, 1% increase in Initial Vehicle Registration Fee, 5% increase in Auto Repair Sales Tax, \$10 increase in Vehicle Registration Fee.

There has been some debate about whether the Authority (they seem to be changing the "A" to the more politically-correct "Alliance", but I'll stick with "Authority") should have the authority to raise taxes on people they do not represent. While it's true the voting members of the NVTa are elected, they are not accountable to all the people upon whom they are imposing these taxes and fees. For

instance...the Mayor of Manassas is a member of the NVTa but his "yea" vote on these taxes and fees will impact the wallets of people in Fairfax, Alexandria, and Ashburn; none of whom will have the opportunity to vote to throw him out if they disagree with his position.

The "taxation without representation" argument aside, it is a slippery slope for Northern Virginia's citizens to begin taxing ourselves to pay for our own road improvements. I hate traffic as much as the next guy, and can certainly see the need for expanded/improved infrastructure, but if Northern Virginians begin to pay extra to get their roads fixed we will have begun taking on the responsibilities of an independent Commonwealth, while still being beholden to Richmond.

While Northern Virginia has for many years been the economic center of Virginia, the political center has always been in Richmond, both physically and philosophically. Northern Virginia politicians have long been frustrated by what they see as an imbalance in the amount of money brought in by NOVA and the amount spent here. They point out that Northern Virginians are saddled with one of the longest average commute times in the country while many rural Virginia counties seem to have resources to improve roads far beyond what they actually require.

I can understand their frustration, but I think a regional tax is the wrong solution; our local politi-

cians should spend their energy trying to make sure Northern Virginia gets our fair share of the transportation money, not looking for new ways to squeeze more dollars out of the tax payers. Our "fair share" should consider that we are paying more of the taxes into the pot than more rural areas, and that we are suffering with a road network that is woefully inadequate. If the perception becomes that Northern Virginia can take care of its own road needs through its own taxes, then we will see fewer state transportation dollars budgeted for our needs. When that begins to happen, I hope no one is crazy enough to think that Northern Virginians will somehow be permitted to pay less in state taxes since we are paying for our own roads — because that ain't gonna happen. At that point, Northern Virginia will have taken on one of the major costs of being our own Commonwealth (transportation infrastructure), while still paying more than our share of the bill for the rest of Virginia.

A regional body that assists with planning and prioritizing how best to spend the transportation money we get is a great idea; hard-nosed politicians who will fight to make sure we get enough is another; adding an additional tax burden to the people of Northern Virginia, however, is a bad idea that we may regret for decades.

Rob

Letter to the Editor

Happy Wooden Anniversary!

Editor's Note: der Bayerische Spans the Globe! Er...the Continental United States! OK...Halfway Across the Continental United States! Below is a Letter to the Editor from Rocky Mountain Chapter member and NCC Associate Member, Kelli Rogers. Thanks for writing, Kell! — RW.

Over the past five years I have thoroughly enjoyed your editorial genius. I hate to say, though, that it hasn't been your sharp wit that has kept me reading your page in *der Bayerische*, or even your literary talent. Instead, I turn to the "From the Editor" column to keep track of the happenings regarding my sister, two beautiful nephews, and my favorite brother-in-law. Yes it's true, as my only brother-in-law, I am forced to admit to the world that the *dB* Editor is indeed my favorite. Since I live in Colorado (I am a card-carrying member of the Rocky Mountain Chapter) I am always looking for updates about my sister and her family; "From the Editor" gives me a sneak peek into what's going on back East.

I have actually been the subject of the column before as well; some may recall the August 2006 issue concerned my decision whether to purchase or lease a 325Xi or 525Xi. I chose to lease the 325Xi, which has left me with enough disposable income for some extravagances, like...eating three square meals a day.

Whatever doubts I may have had prior to purchasing my first BMW are long gone. I look ultra-sporty in my 3 Series as I zip around Denver, and with X-Drive, the twisty mountain roads on the way to the resorts have become part of the fun. Anyway, Happy 5th Anniversary and thanks for keeping me in the loop. I'll make sure you get a chunk of something wooden in your stocking this December.

Cheers!
Kelli Rogers



Nate and Weston put their Baby Racer up on the rack for its 60k block Inspection II Service. Pads, rotors, and an oil change and it was back on the road.

C A L E N D A R O F E V E N T S

January

- 7 Karting League – Allsports Grand Prix, Sterling, VA
- 9 Karting Practice – Allsports Grand Prix, Sterling, VA
- 14 Karting League – Allsports Grand Prix, Sterling, VA
- 21 Karting League – Allsports Grand Prix, Sterling, VA
- 27 Holiday Party & Annual Meeting – Mt. Vernon Inn, VA
- 28 Karting League – Allsports Grand Prix, Sterling, VA

February

- 4 7th Annual Super Bowl Mini Grand Prix – Allsports Grand Prix, Sterling, VA
- 13 Karting Practice – Allsports Grand Prix, Sterling, VA
- 17 Do-It-Yourself (DIY) – Convenience Car Care, Manassas, VA
- 18 Karting League – Allsports Grand Prix, Sterling, VA
- 27 Karting Practice – Allsports Grand Prix, Sterling, VA

March

- 3 Do-It-Yourself (DIY) – FunKtion Auto, Dulles, VA
- 4 Cannonball Run – Arlington Cinema N' Draffhouse, Arlington, VA
- 4 Karting League – Allsports Grand Prix, Sterling, VA
- 11 Karting League Finale – Allsports Grand Prix, Sterling, VA
- 13 Karting Practice – Allsports Grand Prix, Sterling, VA
- 17-18 Drivers' School & BBQ – Summit Point Raceway, Summit Point, WV
- 22 Get Together – On the Border, Rockville, MD
- 24 Street Survival – Sykesville, MD
- 27 Karting Practice – Allsports Grand Prix, Sterling, VA

April

- 7 9th Annual Autocross School – Sykesville, MD
- 14 Do-It-Yourself (DIY) – Curry's Auto Service, Chantilly, VA
- 15 Wild, Wonderful Woods Spwing Tour – Berkeley Springs, WV
- 19 Get Together – Zodiac Grill, Gaithersburg, MD
- 28 Autocross Series #1 – Sykesville, MD

May

- 5 Street Survival – Dulles, VA
- 6 24th Annual Deutsche Marque Concours – Great Falls, VA
- 12 BMW Club Day – BMW Performance Center, Spartanburg, SC
- 12 Highway Safety School – Jefferson Circuit, Summit Point, WV
- 13 Drivers' School – Jefferson Circuit, Summit Point, WV
- 19 Autocross Series #2 – Bowie, MD
- 20 17th Annual Jefferson 500 & BMW Corral – Summit Point, WV

June

- 14-15 Marque Madness III with Audi and Mercedes-Benz – VIR, Danville, VA

- 16 Autocross Series #3 – Ripken Stadium, Aberdeen, MD
- 16 Do-It-Yourself (DIY) – Road Race Technologies, Dulles, VA
- 21 Get Together – Zodiac Grill, Gaithersburg, MD

July

- 14 Do-It-Yourself (DIY) – J&F Motors Ltd., Arlington, VA
- 21-22 Drivers' School – Shenandoah Circuit, Summit Point, WV
- 28 Autocross Series #4 – Manassas, VA
- 28-29 NJ BMW CCA Club Race – Summit Point, WV*

August

- 9 Green Turtle Social Event – Columbia, MD
- 11 **B**arns, **M**arket Towns & **W**ine Summer Tour
- 18 Autocross Series #5 – Sykesville, MD
- 19 Sunday DIY – BMW of Sterling, Sterling, VA

September

- 8 10th Annual Shenandoah Concours – Edinburg, VA
- 13 Green Turtle Social Event – Columbia, MD
- 15 Autocross Series #6 – Aberdeen, MD
- 15 Do-It-Yourself (DIY) – Martin Motorsports, Alexandria, VA
- 15-16 23rd Annual Classics on the James Car Show – Richmond, VA
- 23 Joint DIY Family Picnic – Carderock, MD
- 30 BMW CCA Oktoberfest – Fort Worth, TX⁽¹⁾

October

- 1-5 BMW CCA Oktoberfest – Fort Worth, TX⁽¹⁾
- 6 Street Survival – Sykesville, MD
- 7 Columbus Day Parade – Baltimore, MD
- 11 Green Turtle Social Event – Columbia, MD
- 13 Do-It-Yourself (DIY) – FunKtion Auto, Dulles, VA
- 20 Autocross Series #7 – Bowie, MD
- 20-21 Drivers' School – Jefferson Circuit, Summit Point, WV
- 21 The Fall Event – Wolf Trap, Vienna, VA & Passport BMW, Marlow Heights, MD
- 27 BMW Club Day – BMW Performance Center, Spartanburg, SC

November

- 3-4 Fall Tour – Wisp Resort, Deep Creek, MD
- 8 Green Turtle Social Event – Columbia, MD
- 17 Do-It-Yourself (DIY) – Convenience Care, Manassas, VA

December

- 2 Do-It-Yourself (DIY) – BMW of Fairfax, Fairfax, VA
- 13 Green Turtle Social Event – Columbia, MD

⁽¹⁾<http://www.bmwcca.org/>

Barn (covered), Market Towns, and Wine Summer Tour
 Saturday, 11 August 2007
 Start Time: 9:30 to 10:15 A.M.
 Starting from: Northwest BMW, Owings Mills, Maryland

This year, we have really found a great day of events to get us out of the "Dog Days of Summer."

The tour will start with Bagel, Buns, Coffee, and BMWs at the newly remodeled Northwest BMW dealership in Owings Mills, Maryland.

Morning snacks are hosted by Josh Dreiband, Brian Cunningham, and the great team at NW BMW. Several members of the Northwest BMW team will join us for the tour (they get out of cleaning up after we leave).

After a short drivers' meeting, we will depart around 10:30 a.m. for a tour through Baltimore and Carroll counties in Maryland and end up in the Dutch Country of Pennsylvania, very close to Gettysburg. Our route will take us through several small towns in an effort to avoid the summer traffic associated with Gettysburg Battlefield Park.

Lunch of chicken, ribs, and ham will be farm style at the Hickory Bridge Farm around 1:00 p.m. Before or after lunch, there is a farm museum and store on site to visit. After lunch, we will visit the Adams County Winery for music and wine (would I let you down?). The lunch site is also within a short distance of the Gettysburg Battlefields, Gettysburg Outlet Stores, and several local produce stands. Those of you who are not interested in wine will have plenty of other things to keep you occupied.

This will be a great trip to include some of the younger, non-BMW drivers, in our group. Kids and Grandkids will have plenty to entertain them. We will have our, almost 11 year-old, grandson with us. Hickory Bridge will even set up a separate kids' table if requested.

All reservations and payments must be made before August 3, 2007. Cost to you for lunch is \$10.00 per adult and \$7 for children under 7 years old. Please pay by check. The mailing address for the check will be included in your confirmation email when you register for the trip on the NCC website. Please check our website for further details and route instructions, which will be posted once they become available.

*Please note the following additional information: Restaurant capability is limited. Early reservations are a must. Several members have already sent their requests. I will not be accepting any reservation between July 14 and July 28. If you are not on the list before then, I can not guarantee you will have any lunch (with us). So – PLEASE RESERVE NOW! For additional information, you may contact Bob Stern via email at: bob.stern@nccbmwcca.org.

Northwest BMW – northwestbmw.com/northwest_bmw_location.cfm
 Adams County Winery – www.adamscountywinery.com
 Hickory Bridge Farm – www.hickorybridgefarm.com

2007 Do-It-Yourself Programs

The NCC BMW-sponsored DIY programs give BMW owners the opportunity to work on their own vehicles under the supervision of a trained mechanic. The workshops are intended for maintenance and repairs that can be completed within a three-hour timeframe. There are usually several technicians provided by the sponsor, and NCC members, who can assist when an extra pair of hands or advice is needed; the participants are always happy to pitch in to show newcomers the joys of working on their own car. Most DIYs start at 8:00 a.m. and finish around 2:00 p.m.

Tools

Club members are expected to bring their own basic tools, such as metric wrenches, socket sets, screwdrivers, parts and supplies. The service shop hosting the DIY event may be able to offer a specialty tool if needed, however, participants should not assume that tools are available for use.

Scheduling

Participants must arrive before the start of the event and are usually admitted in the order that they arrive, however, the Event Coordinator has the authority to rearrange the schedule. Walk-ins will be admitted only after all registered participants have completed their jobs. Please be prepared to help other members while waiting for a lift.

Contact

If you would like to help organize or know of a facility that can host an event, please contact Alan Marsh at abm_16@verizon.net. Please see our website for further details and signup information at <http://www.nccbmwcca.org/diy>. See below for dates and locations.

Feb 17	Convenience Car Care (Manassas, VA)
March 3	FunKtion Auto (Dulles, VA)
April 14	Curry's Auto Service (Chantilly, VA)
May 20	BMW of Sterling (Sunday) (Sterling, VA)
June 16	Road Race Technologies (Dulles, VA)
July 14	J&F Motors Ltd. (Arlington, VA)
August 19	BMW of Sterling (Sunday) (Sterling, VA)
September 15	Martin Motorsports (Alexandria, VA)
October 13	FunKtion Auto (Dulles, VA)
November 17	Convenience Car Care (Manassas, VA)
December 1	BMW of Fairfax

2007 Classics on the James

Brown's Island, Richmond VA
 Saturday and Sunday, 15-16 September 2007
 *Please note this is not an NCC BMW CCA Event

"The Tour of Europe Continues!" The Central Virginia British Car Club cordially invites NCC chapter members and European car fans to the 23rd annual Richmond Classics on the James Car and Motorcycle Festival.

Ferrari will be the featured marque this year because of its impact on automotive history. All other European marques (such as BMW, Mercedes-Benz, Porche, VW, Fiat, Citron, Maserati, Saab, Volvo, and many others) will be displayed alongside Ferraris and British cars.

The highlight of the annual two-day event will be the car show on Sunday, September 16th from 9am to 4pm. Some three-hundred cars and motorcycles will be on display at Brown's Island, overlooking the James River. The show combines the scenic location of the Island on the James with the backdrop of the skyline of Richmond.

Car show participants will enjoy a variety of events on Saturday, designed to showcase Richmond's cultural landmarks with an opportunity to display their cars. There will be an historic 60-mile rally and a Saturday evening social event will take place in Shockoe Slip. The Crowne Plaza Hotel Richmond, located at 555 East Canal Street, will serve as the gathering point for Saturday's activities. Hotel reservations may be made directly with the Crowne Plaza.

Car show entrants must pre-register, the cost is \$25 per vehicle and entries will close Aug. 25th. Class availability may be limited. Spectator admission for the show on Sunday is \$5 for adults, with a portion of the proceeds being donated to charity.

Contact: For more information, visit their website at www.britishcarclub.com or call Doris Johnson 804-264-6115.

DIY Joint Family Picnic

Sunday, 23 September 2007
 Carderock, MD

The DIY Joint Family Picnic will occur Sunday, September 23rd at Carderock, Maryland. Registration opens on August 5th and closes on September 16th. We ask you to use the PayPal system to register, and to pay \$5 per person for each person in your party. Please note that you will receive all your money back, but only if you attend. This scheme will help us plan to provide the proper amount of food and drink. Over the coming weeks please watch the Club website for times and other Family Picnic information.

Street Survival Teen Driving School

Saturday, 6 October 2007
 Sykesville, MD at the Maryland State Police Driver Training Facility.

Registration is handled through the Street Survival Website at www.StreetSurvival.org and the cost is \$60. A detailed description of this program can be found in the article by Al Zavala later in this issue. We are very fortunate to have use of the Maryland State Police Driver Training Facility. There are dedicated classrooms as well as a wet skidpad and a very large "skills pad" for conducting the various in-car exercises. Street Survival Schools are designed for new drivers between the ages of 16 and 21. While the school will allow drivers operating with a permit (not a full license), we require that the students have at least one-half the driving experience needed to obtain their full license. The co-chairmen for this event are Joel Bossard and Fatih Selekler. Any questions can be directed to them at NCCStreetSurvival@gmail.com.

The Fall Event

Sunday, 21 October 2007
 8:00 a.m to 3:00 p.m.
 Wolf Trap National Park - Vienna, VA
 Passport BMW - Marlow Heights, MD

The National Capital Chapter, along with the on-line late-model enthusiasts at e90post.com, and Passport BMW bring you The Fall Event. Please come join us for fun, food, and prizes at two locations: Wolf Trap in Vienna and Passport BMW in Marlow Heights.

There will be a vintage corral at Wolf Trap along with plenty of food and various prizes. Passport will have technicians on hand for tech talks, cars will be made available for test drives, there will be a band, and, of course, more food. Two free lunches! Who says there's no such thing?

Please see the website for directions and updates. The details on this event are still being worked-out at press time. Bottom line, it will be a great Fall Event.





Traditions

By Bill Williams

Note from the Editor: der Bayerische would like to introduce a new feature column called "Traditions" by Bill Williams (no relation). Bill is the owner of the beautiful Colorado 2000tii Touring that was featured in the July/August issue. If you recall anything from the article on the restoration of that car, you must have recognized that its owner is someone who is very plugged-in to the vintage scene. We're pleased to have Bill aboard, hope you enjoy the column, and encourage you to send us some feedback if you are so inclined. Thanks – RW.

Ahh, those cars...

"Traditions" is, and will be, a column about those cars...the ones without ABS, navigation systems, monthly payments, or lease agreements. Those cars are rarely seen on the highways in the heat of summer or the dead of winter; however, in

spring and fall, they are like an insect infestation when you catch them frantically on their way to vintage gatherings. Your encounter may be of them flying by you in the left lane traveling far faster than most would think them capable. If you are quick enough, you may also detect a smile on the face of the driver that would be impossible to remove with a 2x4.

So if you are a driver of one of those cars where conversations at highway speeds are strained, adding oil is done as often as filling up with fuel, you use the engine bay plenum to store your half quart of oil, your trunk has far more spare parts than your local BMW dealer, you smell of either 93 octane or exhaust fumes after your cherished evening and weekend drives, your purchases of large boxes of NLA parts are offset by little boxes purchased for the wife, and you get giddy weeks before the next vintage get together, we will meet here regularly to share our addiction.

If you are the owner of one of those cars who buy abnormal quantities of Q-Tips, Zymol and

100% cotton towels, we will meet here too. We will find time and space to have fun with the drivers and the owners.

der Bayerische continues to be a newsletter to inform about both new and old BMWs and this regular column will support the commitment to vintage cars and their owners. So far this year, the *dB* featured Todd Pantezzi's awesome 1973 3.0cs and the old retired guy's 2000tii Touring. Yes it is a 2000tii not a 2002tii. That is a story for another day.

This column will share space with tech reviews on BMW's newest models, DIY stories, autocross and karting results. We will share stories, tech tips, announce upcoming vintage events for those who love to drive and those who love to show.

So, if you have an idea for a story or want to contribute a story, let me know and I will gladly pass the keyboard to you. See you in the next turn!

The old retired guy,
Bill Williams



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DIY's are Addictive!

By Kevin McLaughlin BMW CCA #322674

I have been a BMW fan for a long time, but I have only been a BMW Car Club Member since I purchased my BMW in 2003. It was only recently that I began to take advantage of the many resources that the Club has to offer; in the space of a little more than a year, my interest in the Do-It-Yourself program has become an addiction!

My first DIY experience was last August at Convenience Car Care (CCC) in Manassas. I started simple with changing the spark plugs on my 1998 328 convertible that had 115K miles on it at the time. I was amazed at how helpful everyone was, especially Steven Schlossman, who had this slick tool to properly torque the spark plugs. He also placed my oil fill cap back on the engine, after I got all of the protective covers off of the engine, to ensure I didn't inadvertently drop anything where I would REALLY regret it. Thanks Steven! I also had Daniel Evans of CCC perform a BG automatic transmission, rear differential, and brake fluid flush. I was a little concerned about the transmission flush, since the car has so many miles on it, and not knowing if the previous owners had ever serviced the transmission over the life of the car. Having heard so many horror stories of catastrophic transmission failures after changing the transmission fluid on high mileage cars, I was a little concerned. Timmy Tyrrell of CCC assured me that there would be no issues. I left CCC having increased the performance of my car as well as meeting some new friends who share my passion for BMWs. What a fun way to spend the day!

With my feet wet from my first DIY, I decided to take on a more complicated task at the February DIY, once again at CCC. This time I replaced the (most likely original) shocks and struts with a set of Bilstein shocks. At this point my car was nearing 120K miles, and I really wanted to bring the handling back to new, or at least as close to it as I could. Once again, Timmy

Tyrrell provided excellent advice by suggesting that I opt for Bilstein shocks in lieu of the stock setup, since I really wanted the car to handle a little sportier than stock. Timmy's staff helped to walk me through the installation, and handle tasks that I wouldn't have been able to do on my own, such as compressing the front springs. They also were able to bail me out with a new bolt after I snapped one when reinstalling the shocks. Thanks CCC! Once again I left CCC with a renewed love of my BMW, as well being able to meet some more car club members.

My most recent DIY experience at Road Race Technologies (RRT) was more of a necessity than my previous two sessions; my brake light sensor was telling me it was time for new pads and rotors. I wasn't able to get started right away since there wasn't an available lift when I arrived at 8 a.m. Having received so much valuable help from my first two DIY's, I decided to help others until a lift became available. I started by offering an extra set of hands to a member who was installing a new exhaust on his 330 ZHP. What an amazing car! I don't think I could do it justice by explaining all the modifications he has done to it here, but needless to say it's no ordinary 330 ZHP. I also provided an extra set of hands to other members replacing shocks and springs, brake service, as well as other tasks.

What I really felt proud of was being able to help a member with replacing a cabin air filter on his beautiful E36 M3 coupe. If you have ever changed this filter you understand it is not an easy task, and directions that come with the filter are not the greatest. Having recently suffered through replacing my filter I was glad I was there to provide guidance to a fellow member in need.

With a lift finally free I was able to get to my task and replace my well-worn pads and rotors. When I got the pads off there was not much left. I don't think I'll ever let them go that long again. As usual there were many fellow Car Club members to help me through any difficulties. Thanks to Barry and his staff at RRT for hosting the DIY.

I wanted to thank the National Capital Chapter of the BMW Car Club for providing us with such a valuable resource, and specifically Alan Marsh and Zach Pullins. If you haven't had the chance to participate in a DIY, I would highly recommend it. Even if you don't feel comfortable working on your own car, drop by a DIY check it out. I promise you won't regret it. Better watch out though, as you can see from my experience, it can become an addiction!



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An Online Band of Brothers

Alvin Espiritu, BMW CCA #366756 | Brian Kennedy, BMC CCA #379939

Have you ever had the experience of taking your brand new car out for a spin, and the next thing you know, you realize you have been driving mile after mile with no particular place to go? That is a very natural and addictive feeling, especially for BMW owners. No matter what model you own, they all have the special handling characteristics that excite, exhilarate, and keep you wanting more.



For long-term BMW owners, this feeling is probably familiar; about a year and a half ago a new group of BMW owners got to experience it for the first time when they got their hands on the E90 3 Series. These new owners felt exceptionally proud that they were among the first to have the New 3. They found other E90 owners online and chatted about their experiences on a newly-created E90 Internet message board. They compared options, colors, and dealerships. But most of all, they talked about the drive.

Eventually, one fellow asked if any of his online acquaintances would like to meet in person, and in October of 2005, a handful of them did just that. The weather was cold and wet, but it could not dampen their spirits. They met, had fun showing off their cars, and promised to meet again soon. A second, more ambitious meet was planned.

Three large Meets have occurred since that first one, each bigger than the last. Some dealerships have gotten involved and even offered raffle prizes and such; the most recent Meet featured more than 60 cars. In between the bigger events, they have had more than 50 smaller, informal Meets, including a barbeque in Great Falls with more than 30 cars, several DIY sessions around the area, dyno sessions, visits to the movies, and evenings at various bars, coffeehouses, and restaurants. Somewhere along the line, burritos became the group's food of choice. If you ever see ten or more Bimmers parked in a row outside your local Chipotle or Burrito Brothers, chances are the e90post.com DC Metro crew is inside.

Today, that core group of Bimmer brothers has become close friends, and with a registry of



135 members and growing, it has become pretty large social circle. While the membership rolls have swelled, the group remains unusually close for an online community. New leaders have taken the reigns to help organize upcoming Meets, while the older members continue to provide guidance and support. Every Meet or event is founded on the premise that, "if we build it, they will come." As a result, events have grown in size

and aspiration. Recent Meets have included participation from other online forums, including other enthusiast forums for E90s, as well as Xs, Zs, M3s, E46s and M5s.

This new Band of BMW Brothers is proud of what they have achieved in building their online and offline car club community. It is their members' support of one another and shared interest in the cars and related activities that has sustained them and attracted the support of local BMW dealers.

Each time the group meets, they relive the camaraderie that was created on that cold, wet day in October 2005 when their small online community finally was able to meet and greet each other in person. One of the core members of the group has reached-out to the BMW CCA by attending a Board Meeting of the National Capital Chapter. They look forward to participating in future NCC activities and meeting more club members at the events.



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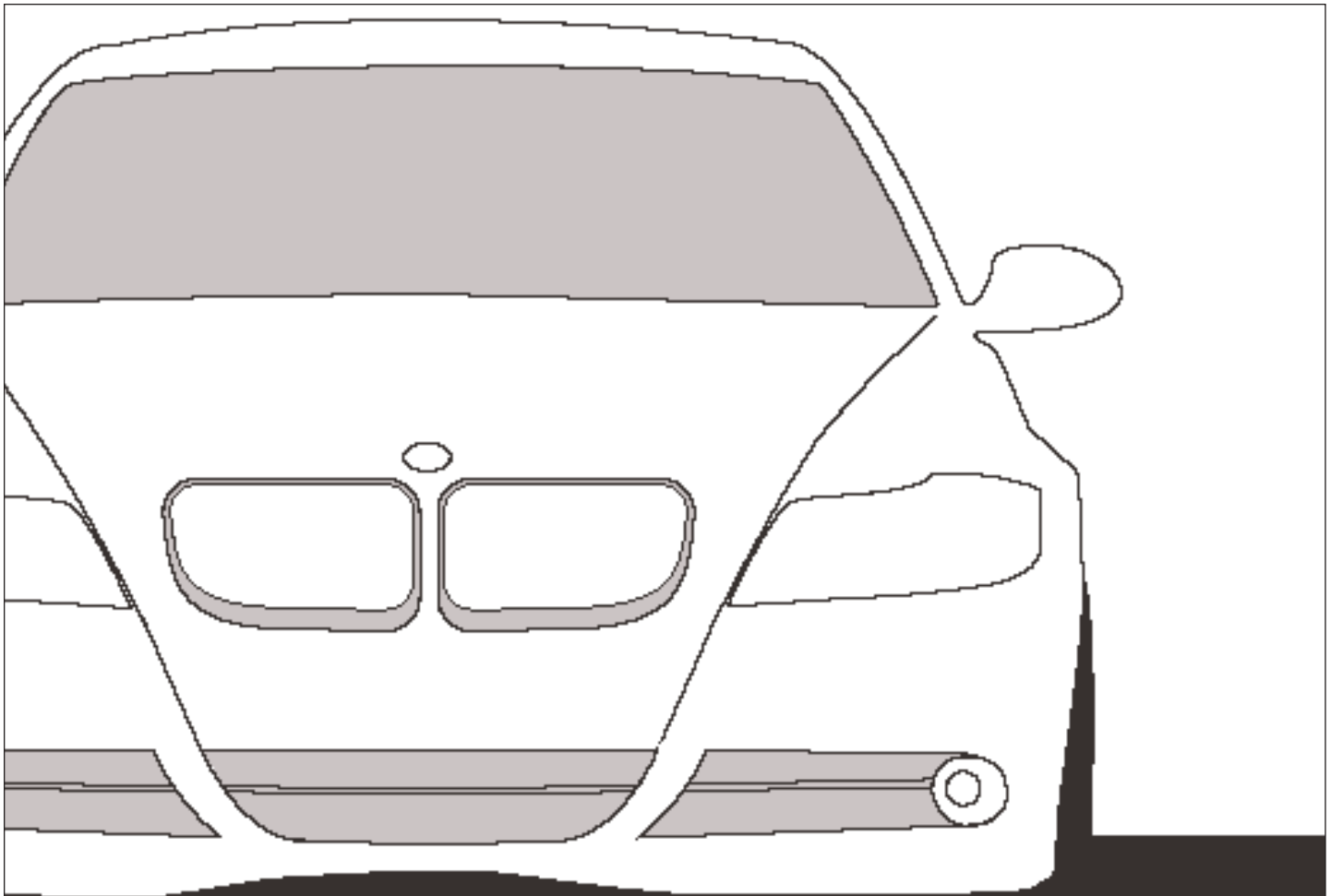
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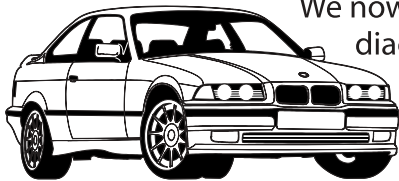


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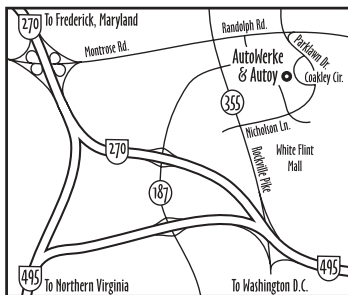
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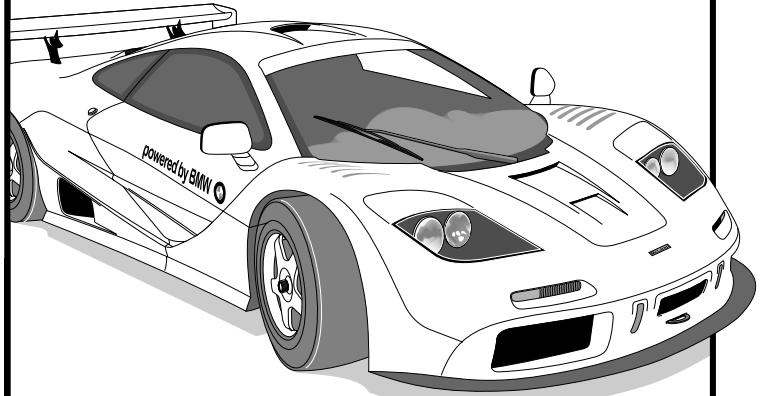
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Prepping My BMW for an Arctic Circle Odyssey

Text and photos by Cliff Brody BMW CCA #272717

"Waddayah nuts?"

"Yup!" I responded, to the reaction from my family and friends at the news that I was going to drive a used 5-year-old BMW 540i 6-speed, one that I had just bought, over a literally rocky 414-mile road north to above the Arctic Circle.

And yes, I was also going to drive the Bimmer, with 61K unknown-to-me miles already on the clock, all the way there from Washington, DC. And back, too!

I have elsewhere chronicled how, in 2006, this special journey unfolded, i.e. in *Roundel*; on my personal website, www.cliffbrody.com. However, in those write-ups, there's precious little about how I really prepared car and driver for this over-the-road adventure.

Here's what I did, and what I learned.

I judged from the outset that contingency planning for this journey had to center on what to do if there was car trouble. The first step was to make peace with the fact that I could never know for sure whether something deep inside the engine or drive train could break and stop me dead in my tracks. The next step was to focus on what I could and should bring along that would

allow me to make repairs there and then, or get repairs done locally and quickly, so that I could keep on truckin' rather than ending the adventure on that proverbial dark and stormy night when the breakdown occurred.

There were two other inviolate constraints, entirely elective and self-imposed: there would be no car-top carrier, and the volume of spare parts



would be limited to what would fit under the rear seat shelf in the trunk and in the spare tire compartment (along with the full-sized spare!).

Two types of websites served me especially

well in making these critical choices. The first were BMW-related DIY fora, including the National Chapter's own site, those at BMWCCA.org, and independents like Roadfly, Bimmerboard, and their cousins. I spent many hours figuring out and using ever-more precise search terms reflecting just one question: "What goes wrong with E39s, and when?" As many of you might guess from your own experience, the single most conspicuous locus of answers would turn out to be cooling system component failures.

The second web-based resource set mirrored this question: "If something does break that I can't fix, will I be able to call for help at all?" That question, rather than "Who should I call?" may at first seem odd in this day and age of cell phones everywhere. Alas, in researching the tourism aspects of this trip, I quickly discovered that most US cell phones don't work anywhere in Canada, and that there are l-o-o-o-n-g stretches in Alaska with no cell-phone service at all.

So, I searched out web sites offering hard-core data on road conditions, repair facilities (of any kind), and, above all, other folks' hands-on experience driving three specific roads that,

from all estimates, would be poorly-paved (if at all) for long, desolate stretches.

These roads were: 1) the 1400 mile Alaska Highway itself, 2) the "Top of The World Highway" west and south from Dawson City in the Yukon, and 3) the infamous Dalton Highway starting just north of Fairbanks and ending some 414 miles further north at Prudhoe Bay on the Arctic Ocean. In a bone-jarring class by itself, the Dalton road offers up unmarked, incredibly rough, potholed, rock-strewn surfaces for miles at a stretch.

Two more tasks lay before me. One was to search out the best single guidebook. That turned out to be "The Milepost" road guide, indispensable for all things Yukon and Alaska (and plenty more!).

The other was to ask, ask ... and again ask ... of people at dealerships and independent shops: "Hey, if you were gonna drive this car to Alaska, what would you expect might break and what parts would you bring along with you?"

I received the most helpful responses from Tischer BMW in Silver Spring, particularly Parts Counterman Garth Williams and his colleagues. I came away confident that they had guided me to the right belts, bulbs, and cooling system parts, including a water pump, thermostat, expansion tank, and three one-gallon jugs of BMW anti-freeze.

Surprisingly, with all that stowed in the allotted trunk space, there was still room for jumper cables, duct tape, bell wire, a small size ratchet and wrench set, two jugs of windshield washer fluid, two quarts of oil, paper towels, like-kind odds 'n ends, plus a CB radio, small shovel, first-aid kit, and a blanket.

The last step was to change out the distinctly worn Dunlop summer tires that came with the car for a new set of Continental Contact All-Seasons, purchased on line at Tিরerack. Autobahn Motorworks, a Tিরerack approved installer, was my choice for mounting, balancing, and a full alignment. Autobahn had already inspected the Bimmer when I first purchased it, reporting then that all was well with the car. Thankfully, the message was the same when the tire work was completed.

So, what happened? In some places, the going was really rough and, I must admit, downright scary once or twice. In a word, though, nothing went wrong with the car no matter where I went on my Yukon and Alaska journey.

But...

I did begin to question a few of my decisions once on the road, and especially during the more difficult drives in northern Yukon and Alaska. Truth is, I still wonder whether I acted wisely in these regards.

First, I completely ignored the advice from all quarters to have two full size spares when traveling the Dalton Highway both below and above the Arctic Circle.

Second, I disregarded the widely-shared recommendation on most tourist-oriented web sites to rent a car for traveling the Dalton road, rather than using my own.

Third, I sweated a lot each and every time a 28 wheeler (yes, 28!) came barreling down any of these unpaved roads (especially the Dalton road) at 50-60 miles an hour (their tires could take it, and they seemed to have feet of ground clearance compared to the Bimmer sport-suspension's mere 6 inches).

For, whatever else they are, these Yukon and Alaska through-routes and their often-rock-paved surfaces are an unending tale of broken windshields from flying stones. So I learned really quickly how wise it was – and is – to stop



as far to the right as possible and blink my headlights. That way, the big rig drivers understand that the city-slicker (me!) driving towards them (in a WHAT?) realizes that they're gonna keep on a' comin' at speed, and right down the middle of the road! Which is exactly what happens, too, 'cause the middle of the road is generally the least potholed and where the best people greet but try not to meet!

The biggest lesson I learned on this trip? The wisdom of living your dream. What the heck, it's kinda why I bought the Bimmer, hardly a utilitarian vehicle, in the first place.

The next biggest lesson was to plan this kind of trip with heavy emphasis on what could go wrong, not right, what I could reasonably



(Opposite Page) Car and driver at the Artic Circle on Alaska's Dalton Highway. (Clockwise from Left) There's order in chaos, items in the backseat carefully arranged for easy access. Downtown Chicken, Alaska. A good bit of the Dalton Highway remained on the car for a time. "Mile Zero" marker in Dawson Creek, YT, where the Alaska Highway begins.





(Left) Steer clear! One of the many trucks thundering down the Dalton Highway. (Below) Brody toasts his arrival (and his Bimmer's!) at Coldfoot Camp above the Artic Circle.



expect to fix myself, what to leave to others or fate, and what information to have at hand for contacting those "others" if things went wrong.

Next lesson on the list: allowing myself enough time to get out of the car, walk and truly take in the majestic beauty of the places I was visiting.

Last lesson? Being realistic about what I could expect of my BMW. I don't agree that

BMW's are uniquely prone to this, that, or any other kind of failure. Machines break down all the time. Truth is, we're much, much better off today than when I was a kid 50 years ago. We're now able to learn, from the internet and from one another, what is likely to go wrong, why, and even when, whether in BMW's or anything else. That empowers us to pre-empt otherwise unhappy events with realistic contingencies.

There is one more item, something I sorely wish now that I had done better on the journey: I wish I had built in even more time for moving around on foot to see more of what was there. That's why I'm going back again, and in the same car that got me there the last time around!

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BY WOODY HAIR



WOODY'S Competition C O R N E R

The soap opera called the 2007 **Formula 1** season continues toward an unknown conclusion. With 10 of 17 races completed as of this writing in late July, only 12 points separate the leading driver, Lewis Hamilton (70) from 4th place Kimi Raikkonen. (52). In the constructors championship, McLaren leads Ferrari 138 to 111. BMW is 3rd with 61 followed by the 2006 winner Renault with 32.

The biggest controversy at the moment concerns the long-time chief engineer at Ferrari giving (or selling) secret plans to the chief designer at McLaren. The FIA World Motorsports Council ruled that since there was no evidence that McLaren actually used the information, they would suffer no penalty. Ferrari and every Italian living or dead think this decision is a farce. At the same time there was a big argument televised world wide between Ferrari driver Filipe Massa and McLaren driver Fernando Alonso after the European Grand Prix at the new Nurburgring. The two had come together in a stirring battle for first place with 5 laps to go. Alonso finally made the pass and went on the win the race going away. Most observers thought it was just a racing incident, but Alonso accused Massa of poor driving after the race. Massa became incensed, especially since Alonso won. Alonso apologized to Massa for the false accusation during the post-race press conference, but Massa did not seem satisfied.

In the same race BMW drivers Nick Heidfeld and Robert Kubica came together in the second corner of the first lap. The resulting spin by both cars may have cost them a 3rd and 4th place finish in the race. Kubica accused his teammate of being at fault. Heidfeld had his own spin on the incident. No pun intended.

American Scott Speed continued his miserable finishing record at the European GP. Speed returned to the Scuderia Toro Rosso garage after spinning out of the race during a downpour and got into a verbal and physical altercation with team boss Franz Tost. He later said, "you couldn't pay me enough money to race for him again." News reports had him fired from the team, but several days later Speed was still taking part in Toro Rosso team testing sessions. Even before this incident it had been rumored that Champ Car Champion Sebastien Bourdais or BMW test driver

Sebastian Vettel would replace Speed before the season was over. *Well, as I finish writing this article word is in that 19 year old Vettel will replace Speed at Toro Rosso effective immediately.*

Finally, there will be no U.S. Grand Prix in 2008. F1 promoter Bernie Ecclestone asked for an impossible amount of money to renew the contract with Indianapolis and said, "we'll see if we can't get along without a USGP." The United States is one of the largest sales markets for BMW, Mercedes, Honda, Toyota and Ferrari so those F1 engine suppliers are not happy.

The New Jersey Chapter hosted two **BMW Club Races** at Summit Point the last weekend in July. Thirty-seven BMWs participated over the two days. Saturday's 30-minute sprint race saw the debut of Road Racing Technologies' E46 323 with an S52 M3 engine. Driven by Barry Battle, the new car finished third overall to Chuck Stickley's E36 M3 with a much modified S54 M3 engine, and Steve Kefer's 2,050-pound 318i with a modified S50 M3 engine. Sunday's 1-hour "enduro" included a 20-minute delay to retrieve cars from the turn 3 gravel trap after they spun in someone's oil. As some cars were making their

mandatory 5-minute pit stops, this really scrambled the standings. Here are the results for National Capital members. I am sorry if I missed anyone.

Saturday Sprint

Barry Battle	323i	2nd C Modified
Marshall Lytle	325is	1st J Prepared
Phil Ackley	320i	6th D Modified
David Hill	M3	3rd J Prepared
Dennis Pippy	M3	2nd J Stock
Richard Pineda	M3	3rd J Stock
Dan Martin	M3	3rd I Stock

Sunday Enduro

Barry Battle/Adam Roy	323	3rd C Modified
Marshall Lytle	325is	2nd J Prepared
Richard Pineda/ B. Battle	M3	1st J Stock
Dennis Pippy	M3	3rd J Stock
Dan Martin	M3	2nd I Stock
David Hill	M3	9th J Prepared

Earlier in July the Mid-Atlantic Region of **NASA** hosted a weekend of racing for all makes of cars and thirty-eight BMWs took the green flags over

COMPETITION CORNER CALENDAR

Sep 2	SCCA AX #6, FedEx Field, Landover, MD
Sep 2-3	SCCA MARRS Races, Summit Point, WV
Sep 7-9	SVRA Vintage Races, Watkins Glen, NY
Sep 15	BMW Club Autocross, Ripken Stadium, Aberdeen, MD
Sep 13-16	NASA National Championship Races, Mid-Ohio
Sept 15-16	BMW Club Races, Nelson Ledges, OH
Sep 22-23	Cumberland Airport Autocrosses, Cumberland, MD
Sep 23	SCCA MARRS Races, Summit Point, WV
Sept 29-Oct 5	BMWCCA Oktoberfest Races, Autocross, Rally, Ft Worth, TX
Oct 6-7	Grand-Am Koni Challenge 6-Hour Races, VIR, Danville, VA
Oct 13-14	NASA Races, Summit Point, WV
Oct 14	SCCA Championship AX #7, FedEx Field, Landover, MD
Oct 20	BMW Club Autocross, Baysox Stadium, Bowie, MD
Oct 27-28	Cumberland Airport Autocrosses, Cumberland, MD
Oct 27-28	SCCA Race Drivers School, Summit Point, WV
Nov 4	Autocrossers, Inc.AX, Ripken Stadium, Aberdeen, MD
Nov 10	Autocrossers, Inc. AX, Ripken Stadium, Aberdeen, MD
Nov 18	NASA Autocross, Virginia Motorsports Park, Dinwiddie, VA
Dec 2	NASA Autocross, Virginia Motorsports Park, Dinwiddie, VA

BMW AUTOCROSS RESULTS

SCCA Championship #3, FedEx Field, June 17

Jason Becker	00 M Coupe	1st SM2	57.112	Bob Hausmann	94 325is	8th SM	61.455
Kevin Henry	90 325i	1st DSP	58.925	Evanthe Salisbury	90 325i	Ladies	61.613
Neil Simon	99 M Coupe	3rd SM2	59.252	Curtis Staples	02 330Ci	9th DS	62.022
Terry Baker	99 323i	1st DS	59.37	Joshua Phipps	88 M3	13th SM	62.554
Scott Blair	95 M3	3rd STU	59.694	Wayne Rubain	91 M5	11th FS	62.579
Jonathan Thayer	99 M Coupe	6th ASP	59.999	Tommy Radford	94 325is	11th DS	63.373
Matthew Arnold	03 330i	2nd DS	60.059	Justin Francis	98 M3	15th STU	63.374
Christopher Potter	97 M3	5th STU	60.485	Ed Palaszynski	95 M3	16th STU	63.505
Ruhl Heffner	99 M3	6th STU	60.545	Chris Higgins	95 318i	7th STS	64.54
Josh Turner	07 335i	6th SM	60.611	James Truman	98 M3	19th STU	65.115
Nick Rubinstein	95 M3	8th STU	60.984	Jelena Arnold	03 330i	17th DS	68.157
Woody Hair	99 M Coupe	7th ASP	61.015	Martin Aroutunov	91 325i	11th GS	71.685
Bobbie Boykin	95 M3	9th STU	61.045				

SCCA Pro Solo, FedEx Field, June 23-24

Alex Shchipkov	89 325i	1st DSP	65.111	Kevin Henry	90 325i	7th DSP	68.937
Brian Hair	00 M Coupe	2nd SM2	65.463	Scott Blair	95 M3	5th STU	69.044
Mike Shields	93 325is	2nd DSP	65.609	Matthew Arnold	03 330i	8th DS	71.879
Christopher Franso	93 325is	3rd DSP	66.195	Matt Murray	96 318i	7th HS	72.501
Tom Bleh	89 325i	5th DSP	66.804	Ed Palaszynski	95 M3	12th STU	74.862
Terry Baker	99 323i	6th DSP	67.099	Phil Williams	01 330i	11th DS	78.775
Jason Becker	00 M Coupe	3rd SM2	67.286				

SCCA Championship #4, FedEx Field, July 15

Brian Hair	00 M Coupe	1st SM2	52.695	Ruhl Heffner	99 M3	8th STU	58.754
Jason Becker	00 M Coupe	3rd SM2	54.178	Tommy Radford	94 325is	6th DS	59.559
Woody Hair	99 M Coupe	4th SM2	54.287	Ed Palaszynski	95 M3	11th STU	59.689
Neil Simon	99 M Coupe	5th SM2	54.968	Wayne Rubain	91 M5	8th FS	60.472
Scott Blair	95 M3	1st STU	56.071	Todd Pantezzi	73 3.0 CS	15th SM	60.649
Jonathan Thayer	99 M Coupe	3rd ASP	57.485	Chris Higgins	95 318i	7th STS	61.505
Clint Boyd	03 M3	4th ASP	57.654	Bill Radford	94 325is	12th DS	62.102
Matthew Arnold	03 330i	1st DS	57.811	James Truman	98 M3	12th STU	62.951
Nick Rubinstein	03 330i	2nd DS	57.884	Phil Williams	01 330i	14th DS	63.84
Josh Turner	07 335i	7th SM	57.904	Jelena Arnold	03 330i	12th Ladies	67.92
Christopher Potter	97 M3	6th STU	58.354	Marc Delavergne	74 2002	6th GS	73.891
Curtis Staples	02 330Ci	5th DS	58.594				

those 2-days – 19 SpecE30s and 19 3-series of various configurations in the GTS classes. Chuck Stickley again had the fastest BMW and finished 4th in the Thunder race on Saturday to a Chevy Monte Carlo (think NASCAR), a Cadillac CTS-V (think World Challenge), and a Factory Five Challenge Cobra. Sunday Stickley was 3rd to the Monte Carlo and a Porsche 993 Cup Car. A good number of chapter members were among the entries that finished throughout the standings. The Autobahn race group that included 40 944s in addition to the SpecE30s was the usual wild affair. The SpecE30 leader, Vic Hall from Chevy Chase, came together with the second place car between turns 3 and 4, hit the tire wall on the right hard enough to tear off the right front suspension. The car is likely totaled. The top three SpecE30 finishers Saturday were Jon Allen, Jens Scott, and Stephen Dubovsky. Sunday had Chris Cobetto, Skip Bennett and Jon Allen taking the top three spots. In addition to driving his old BMW 325i, Bennett drives a Ferrari 430 for Ferrari of Washington in the Ferrari Challenge series that runs throughout North America.

The SCCA held their 9th annual **12-Hour endurance race at Summit Point** in early June. Now that is a real "enduro". A number of

chapter members competed, but the posted results lack car makes/models and co-drivers' names. I do know that Mitch Piper's two Grand-Am Cup BMW 330i's finished 2nd and 3rd after leading much of the race. The winning Porsche 911 beat Alan Himes' BMW across the finish line by 21 seconds after 12-Hours of tough racing.

James Clay's Bimmerworld team out of Radford, Virginia has had a long string of 'also-rans' over the last few years in the **SCCA's World Challenge Touring Car series**. Much of this has been due to development problems with the E90. They are the first team in the world to race these cars, other than the factory's entries in European series. A week before the Mid-Ohio round of the WC, Bimmerworld announced that ex-PTG driver Joey Hand would join the team for the remainder of the 2007 season. Not only did Hand qualify 4th, but teammate Seth Thomas was 3rd on the start grid. Without a 3rd car being completed, James sat out this round. Unfortunately, Thomas's race was over immediately as something in the drive train broke at the start. Hand slowly worked his way up to 2nd place to Chip Herr's Audi A4 and on the final lap, when Herr ran wide in the Keyhole, Hand drove by for a 1-second win. I believe it was the first win

for the Bimmerworld team in eight years of World Challenge competition.

The SCCA's **Northeast Divisional Solo Championships** was held outside of Philadelphia in July. Three chapter members represented the marque well – Scott Blair was first in Street Touring Ultra with his '95 M3, and Brian Hair and Jason Becker finish 1st and 2nd in Street Mod 2 with Jason's '99 M Coupe.

The DC Region SCCA had hoped to hold their annual **Ron Katona Memorial Autocross** in October but scheduling issues with FedEx Field mean this event might not happen. It seems the Stadium Authority gives priority to some football team. There will be an announcement on our chapter website if this event is going to happen.

BMW will be the featured marque at the **SVRA Zippo Vintage Grand Prix** weekend at Watkins Glen September 7–9. All BMWs up to 1997 will be eligible for Sunday's all BMW race. Expect BMW of North America to have a large number of their historic cars either racing and on display.



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September

Owner: Brian Hair
 Year: 1998
 Model: 323is
 Color: Black Exterior with Black Leather Interior

Synopsis:

This Car of the Month is not only a regular at NCC, SCCA, and MWCSCC autocrosses, but it also made its debut showing at this year's BMW CCA Deutsche Marque Concours.

Brian Hair purchased this driver and beauty queen from the original owner in July of 2003 with 74k (s)miles. Driven daily and competed regularly, the car's mileage has doubled in the past four years. It recently won the People's Choice Award at the 2007 Deutsche Marque Concours and with Brian behind the wheel, won two different autocross series championships (D Stock in SCCA and MWCSCC) in 2004. Additionally, in 2004 and 2005 the car also placed 2nd in NCC BMW CCA Autocross series.

This 323is also sees track time. Brian uses it to instruct at driving schools with various clubs at Summit Point and VIR. With enough room for a set of tires, a jack, tools, and luggage, it is the perfect "sport" utility vehicle. Road Race Technologies (RRT) has kept it running well with preventive maintenance and modifications. It has had regular oil changes using Red Line 10W40 at every 10K miles or approximately every 6 months. With almost 150K miles, it still pulls past red



line without hesitation. The suspension is the perfect compromise between a street and track set-up, and with the Momo steering wheel, stock M Roadster shifter, RRT clutch stop, and 6-disc CD changer. It is evident that Brian loves this car. In addition to regular maintenance, modifications for the car are highlighted below:

- 17" wheels for street use
- M3-style front bumper
- Momo Monte Carlo steering wheel
- M Roadster shift lever
- Clutch stop
- H&R springs
- Bilstein Heavy Duty shocks
- H&R Front and Rear anti-sway bars

- BMW Motorsport X-Brace
- Sparco front strut brace
- Evosport Underdrive pulleys
- K&N filter and an open stock airbox
- 16x7" wheels for track use
- Performance Friction Z-Rated and 97 Compound brake pads

Per Brian "all it needs is more power and a limited slip differential to be perfect for my taste." Brian says he enjoys every minute of driving in it. Thanks for sharing Brian. I hope that the new motor will be much further down the road... ~ Drive on!

October

Owner: Alvin Espiritu
 Year: 2002
 Model: ///M3 Cabriolet-Hardtop
 Color: Steel Grey (400) exterior with Black leather interior

Synopsis:

This Car of the Month is a pristine 2002 E46 M3 cabriolet. Owner Al Espiritu has been an enthusiastic member of the National Capital Chapter of BMWCCA since 2005. Al's BMW ownership goes beyond this E46 machine. He has owned an E39 M5 and is a current E90 limited-production 2006 325i owner.

The 2002 M3 was originally owned by two close Washington, DC friends. It was then transported to Colorado where it was garage kept. When the previous owner decided to sell it, he wanted to make sure that it went to a caring and meticulous buyer. Al first saw the car for sale online and he immediately knew he had found his garage queen. He flew to Denver for inspection and then made arrangements to transport the car home. Needless to say, Al met the criteria the seller was looking for.

Al frequently visits the NCC and other M3 message boards to research maintenance and popular modifications. Al knew he wanted to keep the car close



to stock, so his first modification was a set of OEM 19" wheels with 245F/275R Toyo T1Rs tires and OEM engine strut brace. The M3 6 speed manual transmission was also upgraded with Dinan short shifter and EVO DSSR kit whilst keeping the original one piece shift knob/boot. After finding a matching steel grey hardtop, the car was slightly dropped to 1.5" fronts and .5" rear with H&R 50414 sport springs. The set of 12mm front spacers and 10mm rears finished the lowered sports look, and surprisingly handles like stock

with no bumps or rubs. The extra touches like the full extended clear bra, 4" micro antenna, carbon fiber roundels, painted reflectors, and Depo shadowed corners finished the razor sharp sports look Al was after.

What's next? On the far horizon, H&R front and rear sway bars, catback exhaust system and maybe a Shark Injector kit. Thanks for sharing, Al. We'll look forward to your e90 CoM submission and more about the e90 Bimmer meets.

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A Look Back

By Woody Hair

Woody Hair autocrossing:
July/August 1997 der Bayerische



Editor's Note: This is the third in Woody's series of articles looking back at the history of the chapter. This series was inspired, and to some extent made possible, by the success of the club's initiative to scan all the past issues of the newsletter and post them on line. If you have not had a chance yet, I encourage you to visit the chapter website at www.nccbmwcca.org and click on "der Bayerische" and then "Past Issues."

30 years ago – Sept 77: In the President's message Ken Wright expressed the concern of many about the 320i being able to replace the 2002 as an enthusiast's car. The cover story reported on IMSA's twin 3-hour races at Mid-Ohio. Chapter members Nick Craw and John Morton drove a Miller and Norburn BMW 320i to 3rd in the Racing Sedan event. A McLaren-built 320iTurbo driven by David Hobbs and Eddie Cheever retired with fuel injection problems after Cheever had taken the lead in the second hour. A number of car care articles included such topics as automatic transmission cooling, aftermarket headlights, upholstery, paint and engine cleaning, cocoa mats, antenna maintenance, and use of Rain-X.

25 years ago – Sept/Oct 82: President Gordon Kimpel reported on the successful crab feast in Annapolis and an upcoming autocross school being conducted for the chapter by the Annapolis Junction Sports Car Club (*The chapter did not have an autocross program at that time*). An application for a Friday driver school at Summit Point showed the entry fee to be \$15.00. Vice President Bill Ross reported on his test drive of a Baur Cabriolet 323i supplied by Lothar Schuettler, the service manager at VOB BMW of Rockville. (*What were they doing with a gray-market car?*)

20 years ago – Sept/Oct 87: Coming events included Excluservice's Bavarian Day featuring kegs of German beer, an annual winery tour to Byrd vineyards in Meyersdale, MD, and a general

membership meeting featuring an attorney who specialized in DWI cases. President Cory Laws announced he would act as an ombudsman between chapter members and our advertisers for service-related problems. He did reserve the right to tell a chapter member "they were just being silly." Bob Gammache had replaced Jim Harrison as our driver school chief instructor and Mark Yaworski was to replace Max Rodriguez as the driver school coordinator starting in 1988. In addition to his coordinator duties at our July 4 Firecracker driver school, Max cooked the steaks and ignited the fireworks. Sue Baruch, driving a "bug-eye" Sprite topped Chuck Branscomb's modified Bavaria for fastest-time-of-day at our Landover Mall autocross. John Hartge reported on the IMSA Firehawk races at Summit Point. John Andretti and Davy Jones driving a Ray Korman-prepared M3 ran out of brake pads and rotors as well as a broken sway bar and retired. Korman and Ron Christensen finished 3rd in a strong field of factory-backed Camaros and Porsche 944s. BMW NA Motorsports Manager Erik Wensburg paid a visit to our corral that day. Cory Laws reported on the national chapter conference. Ex-NCC President Bill Ross gave a presentation on organizing charitable and community relations events. It was so well received that National President Stan Simm announced the video and text of the presentation would be translated and given to the International Council of BMW Clubs. Our chapter was the largest in the country with 1,679 members.

15 years ago – Sept/Oct 92: Coming Events showed our 11th annual tour to the Bavarian Inn's Oktoberfest in Shepherdstown, Autoy's 15th annual Oktoberfest in Rockville, and the BMW Club's Oktoberfest in Palm Beach Gardens, Florida. Our board voted to eliminate the registration preference given to BMW drivers in our Driver's Schools. David Roach was to be Rallymaster for an upcoming TSD Rally and wrote a long primer on how to rally. Competition Corner reported there were 16 vintage 2002s par-

ticipating in our July 3 Driver's School and 15 2002s in the MARRS races nine days later. Our July 3 drivers school had entrants from 9 states and DC.

10 years ago – Sept/Oct 97: In his editorial, Dwight Derr had a long discussion about the escalating costs of BMW club race cars with the latest trend in purchasing ex-Touring cars from Europe. Dwight proposed a spec class using stock E21 320s with all-season tires to separate the real drivers. Duane Collie had a long illustrated article on the club's Oktoberfest in Waterville Valley, NH. Over 30 chapter members and their kids attended this event. The cars of the month were Ron Marchman's 635CSi and Phil Nathan's 320i. Chapter treasurer David Lassalle stopped by an all-Porsche autocross with his E36 M3. He was invited to take a few fun runs and proceeded to best all 90 P-cars. The classified ads included five 2002s with asking prices ranging from \$1,000 to \$7,500.

5 years ago – Sept/Oct 2002: The cover featured a photo of the new Mini Cooper. It was being checked out by someone at our new member party at Sterling BMW/MINI. Class winners at our Rosecroft Raceway autocross were Dan Dazzo (Z3 2.8), James Sheridan (323is), Tarun Kundi (318ti), Bill Brochu (535i), David James (99 M Coupe), Woody Hair (99 M Coupe) and Eric Wong (Corvette). Seventy five members in 34 cars attended the summer tour to Naked Mountain Winery in Markham, Virginia. Membership chairman Steven Schlossman reported our ranks are now at 4,775. Competition Corner reported on the first (*and last*) annual DC Grand Prix held at RFK Stadium. In addition to the featured race for the American Le Mans Series, there were support races for the Trans-Am, SCCA World Challenge, and Star-Mazda. Twenty-two of the 45 WC Touring car entries were BMWs.



NEW MEMBERS LIST



National Capital Chapter now has 5577 members, 817 Associate members (who share in all of the benefits of being an NCC member), and an additional 91 who are dual members. We continue to be the largest chapter in the U.S. and add memberships every month.

Special thanks to the following members who have referred new members these past two months to the NCC BMW CCA: Terrence Adams, Clarese Astrin, Adrian Avila, Ian Berenholtz, Kevin Brennan, David Bullman, Donny E Chan, Edwin N. Carter, Alvin Espiritu, Brian Hair, James M. Hall, James Heilman, Roy Heisler, Victor Holman, Scott C. Horst, Stephen C. Kling, David Liu, Ryan Martin, Gary Ngo, Judy Palmore, Frank Quintanilla, Farley Ross, Scott Rossow, Alejandro Sarmiento, Neil Shukla, John Junesung Shim, Robert Stern, Vikram Tohan, John Vanskiver, Luis A.

Velado, Eric Wolf, and Alexis Anne Zagrodnik.

Do you know someone who owns a BMW, but is missing out on the rewards of belonging to the BMW CCA? They probably don't even realize what great benefits they are missing out on, such as: Parts Discounts at local BMW dealerships and select independent service centers; the Roundel, the Club's award-winning national, monthly publication; the Membership Rewards Program sponsored by BMW NA; not to mention all of our local activities. Please do them a favor and share this with them; after all, the more the merrier!

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

Graham Allyn	2002 M Roadster	Soheil Faroghi	2002 330i	Johnny Jno-Pierre	2007 335i
Adrian Ambe	1994 325is	Matthew Feeley		Cynthia Johnson	2001 740iL
Samuel & Mary Jo Andrews	1998 740im	Michael Fife	2007 335i	Lisa & Tyrone Johnson	2004 X3
Randall Anthony	2007 335	Patricia & Robert Finch	2006 325i	Alan Jones	2007 Z4 M
Frank Araujo	1999 328i	David & Michelle Fisher	2006 325i	Howard Josefberg	2006 330i
Ryan Ayres	2003 M5	William Fong	2003 325i	Lou Kalra	2001 330ci
Scott Barghaan		Robin Ford		Deen Kaplan	2007 328i
Matthew Barker	1995 M3	Peter Frank	2007 335i	Paul & Kristina Kasnic	2004 325xi
Imre Batori	1988 M3	Renty Franklin	2007 530xi	Fayz Khan	1990 325is
Donald Battle	2000 528i	Matthew & Laura Frick		Juned Khan	2006 750li
Charles Baugh		Ryan Gallahan	1995 M3	Joon Kim	2003 325xi
Alisha Baum & Foxx Jonathan	2007 328i	Brenda Gates	1996 328i	Simon Kim	
Nickolas Beck	2005 325Cic	Jim Gerock	1973 2002 tii	Charles Kiser	1995 M3
Katherine Bentz		Nathaniel Gibson	2007 335i	William Kleven	
Terry Berman	2005 330	Beth Gilbert	1997 M3	Zack Kline	
Steven Biniasz		Susan Gogos	1972 2002tii	Fred & Eric, Alex Knight	2000 328ci
Jayne Blake	1995 M3	Ted Goldman		Fabian Koenigbauer	
Robert Blanke	2007 335i	Gail & Mark Gordon	2001 Z3	Dale Koger	2008 550i
William Boykin		Ryan Grady	1995 M3	Eric & Megan Kraai	2006 325xi
Peter Braunohler		Faye Graul	2006 530i	Michael Krebs	2003 325i
Alexandra Bryan		Gary Green	2006 M3	Sanjay Lamba	2007 335i
Steven Cale & David Cale	2001 330i	Jeff Green	2007 335i	Charles Langmead	2007 650i
Alberto Cardenas	2002 330i	Phillip Green	2001 530i	Bruce Lapham	2005 530i
David Cereijo	2003 M3	Todd Green	1995 325is	Eric LaRose	
Bryan Chambers	2007 X5	David Greenberg	1989 325i	Alfred Lawrence	2006 330i
Somu Chandra	2003 325i	Edward Gross	2002 540	Ron Lear	
Sunil Chhabra	2004 X5	Rod Hahn	2004 M3	Stephen Leavitt	2002 540i
Dacee Chimgee-Parr		Terry Haines	2003 Z4	Jeffrey Linton	2000 M5
Guillermo Christensen & Pamela Bates	2004 M3	Frankie Hall	1998 750iL	Andrew Loys	
Seth Ciferri	1990 325is	Robert Hamilton & Emily Vieira	2006 325xi	Dengpan Luo	2000 323i
Peter Coleson	1995 525i	Humayun Hasan		Kenneth Lyon	
Sarah Cornfeld		Neil Haupt	1988 528e	John MacDonald	
Michael Cosgrove	2007 328i	James Hawes	2008 535xi	Donald MacLeod	2007 328xi
Charles Crettier	1998 540i	Craig Henry		Johnathan MacQuilliam	1999 323i
Janna Daniels	1976 2002	Cameron & Matthew, Patrick Herrmann		David & Mary Margulies	2000 540
Richard Danner	2000 740iL	Len Hickey & Amie Hickey	2005 325cic	John McKee	1999 740iL
Reeve Davis		Kathy & Mark Higgins	2007 328xi	David McKenzie	2001 X5
David Denbow	1997 M3	Daniel Holloway	1999 M3	Glenn Meltzer	2002 X5
Harry Dinkins	2000 740iL	John Hood	2002 325i	Mike Mendoza	2001 740i
Milos Djuric	1990 535i	Nicholas Hoogs	2006 M3 Coupe	Anthony Meo	2003 530i
Tim Donovan	2006 Mini Cooper S	Heath Hower	1997 540	Timothy & Brett Miller	2001 525i
Jessica Draheim		Joseph Hrutka	2001 M3	Robert Moll	2004 330xi
Jason Eister	1974 2002	Hope Hurlbrink		William Moore	2007 328i
Stephen Ello		Rodrigo Iglesias &		Yvonne Moritz	1996 M3
Jason Farkas	2005 330i	Adriana Cavalier De Iglesias	2006 325xi	Katherine Morton	2004 325Ci
Victor & Leslie Farkas	2006 M3	Nathan Jackson		Rick Murphy	2007 525i



NEW MEMBERS LIST



A.J. Mushtaq	2001 330i	Douglas Rutzen	2004 645cic	Wil Tirado	2001 740i
Joseph Nealon & Christopher Nealon	2005 530xi	Jorge Sactic	1995 525i	Jacob & Jazmin Torres	1998 740il
Richard Nelson	2002 Mini Cooper S	Kevin Salter	1989 325i	James Truman	1998 M3
Salameh Nematt	1991 850i	Bill Sanders	2004 Z4	Michael Tyson	1995 318i
Paul Newton	2002 540i	Joshua Sanders		Akin Utku	2003 330i
Patricia Nicastrì		Ray Saulino		Chris Vatidis & Mary Barnes	
Howard Nichols	2001 740il	Robert Saunders	2007 335i	Penni-Sue Vera & Mauricio Vera	2007 X3
Niger Noel & Quincy Noel	1995 740i	William Schlifke	2007 335xi	Chuck Viator	2003 330xi
Shannon Northcott		Ronald Schneider	2003 X5	Janet Walczak	2008 535ix
Edmund Oblitey	1999 323i	Gregory Scougall		Jennifer Warfield	
James O'Hare & Dan O'Hare	1986 325E	Greg & Sheila Serfas	2007 530i	Kenneth Washington	2001 740il
Will Orr	1973 2002	Ando Shin	2007 335i	Rufus Washington	2002 Z3
Richard Paciejewski	2007 335i	Aaron Slan		Michael Weigarten	
Heinz Paletzki		Ivan Slavov & George Slavov	2004 M3	Bob Williams & Kathleen Hogan	
John Pasierb	1988 325ic	James Slechta & Benjamin Slechta		Robert Wilson	2004 330ci
Colin Pate		Douglas Smith		Russ Wyllie	1990 735i
Steven Pedley		Douglas Smith		Yongliang Yang	2001 330ci
David Pham	2001 325i	Hailey Smith		Addison & James Yeaman	
Charles Phillips	2007 335i	Jamie Smith		Michael Yee	2003 330ci
Nor Pirzkal	2003 Z4	Matthew Sniscak		Laura York	
Matthew Plache	1995 540i	Aubrey & Jackie Stanley	2007 335	John Younger	2004 745li
Richard & Shirley Pollack	2007 328xi	Frank Stevenson		Robert Zakroff	98 540i
James Pritchett & Koset Surakomol	2007 328i	Todd Stevenson	2007 335i	James & Debbie Zelenski	2004 X3
Nicholas Psaros	2003 Z4	Wieslaw Strugala	1998 318ti		
Jeffrey Rabovsky	2005 M3	Scott Tallman	2006 750li		
Adus Bina Raichich	1999 328i	Deanna & Chris Taylor			
Edward Ramsey & Garnett Scott	1998 M3	Scott Taylor	1986 524td		
Jonathan Ransom	2003 525it	R Teig	1999 540i		
Lia Reynolds & Laura Lee	2006 330i	Kim & Roland Thagholm			
Luis Rodriguez-Cortes	1998 3.28i	Jonathan Thayer	1999 M Coupe		
John & Dawn Rosarius	2004 325cic	Robert & Jenny Thompson	2007 335i		

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4USBU53596LX01977, Jet Black, beige leather, Premium Pkg with fully automatic softop and power seats, Sport Pkg with 18" tires, automatic, Heated seats, Xenon headlights, Navigation System. Under 9K. Non-smoker. In a 30 month/12K lease with 18 months and 21K miles remaining. Assume BMW FS lease payments of \$550 per month and an additional down payment of \$2.5K covers half of my down payment. Must be credit qualified by BMW FS. Runflat tires have Road Hazard Protection Policy. Respond to richmeckel@comcast.net. Vehicle located in Columbia, MD.

2004 BMW Z4 3.0

4USBT535X4LT26486, Price: \$28,900 / OBO / KBB Retail \$33,800! Description: Black/beige, 3.0L - 6 speed; 15,500miles; Sport, premium and comfort packages, power top; Loaded! Service warranty until 5/2008. Garage kept. Non-smoker. Contact: Marni Cell: 202-409-1737 email: marnideleon@yahoo.com VA

2003 BMW 330ci

WBABN53413PH02832, Mint Condition! \$27,000, Titanium/Black Leather, Fully Loaded (Sports, Prem, Cold Weather, Navigation, Bluetooth, Park Distance, Rear side airbags.). Custom-ordered in Germany, bought and serviced at Passport BMW. Hand washed and waxed & garage kept. Bought a 540i so have to sell. This is a one of a kind car! Contact - Arash Shirazi, Tel: 202 365 1899 or arash@deepdish.com. Arlington, VA

2003 BMW 330i

WBABV53413KM04482, \$27000, Imola Red, Performance Package (ZHP), 38k mi, 6sp manual, Alcantara/Aluminum, bi-Xenons, Cold Weather Package (heated seats, xenon washers, folding seats, ski sack, etc.), Sunroof, HK Audio, Meticulously maintained with all records, frequent synthetic oil changes, OZ wheels, M strut bar, UUC sways, intake, pulleys, pads, clear lights, many other performance and cosmetic improvements, needs nothing, Andrei, 301-379-6111, andrei_work@msn.com, MD.

CARS FOR SALE

1997 BMW 318ic

WBABH7325VEY02140 \$9500.00 Bright Red 318ic with Hardtop 82,500 miles with transferable warranty to 105,000 miles. Garage Queen only driven on sunny days not driven in rain or snow. All Redline fluids with BMW Synthetic oil. Includes matching Hardtop with stand and top cover. All maintenance performed to include new waterpump, thermostat, belts, and hoses. K&N air filter, new Blistein Touring Shocks and Struts. New Alpine Stereo with iPod cable. Have new teflon coated stainless brake lines not yet installed. All windows have been tinted with lifetime warranty. Lou Waters 703-932-7629 louiswaters@comcast.net VA

1995 BMW M3

I'm only selling the package. I'm not interested in selling spares separately or parting out the car. 1995 BMW M3, Avus Blue, Rare No-Sunroof car Very well sorted car prepared for SCCA Solo STU class or BMW Autocross Super Sport Prepared 2nd and 5th at SCCA Solo National Championships in STU (2005, 2006) 2nd and 3rd at SCCA Pro Solo Finale in STU (2005, 2006) Many SCCA National Tour and Pro Solo wins/trophies Undeclared in Washington DC Region Autocross 2006 One loss in Washington DC Region Autocross 2005 (due to cones) 159,135 miles Excellent mechanical condition Stock seats in poor condition (dirty and well worn), rest of interior in decent shape Some scratches on paint, but overall exterior in great shape (no rust) Legal for STU until 2009, then the A/C must go back in. Great car and I hate to sell it, but must make room for new toys. Asking \$13k for everything. Lots of pictures here: http://www.pbase.com/mcneary/27_stu and here: <http://www.pbase.com/mcneary/perupro2006> Stickers have all been removed and car is currently naked. Email mike.neary@at-autocrossersinc.net

1989 BMW L6

WBAEC84AXK3268616, \$7,000, Bronzit 1989 L6. Garaged and well-maintained daily driver. Contact Mike Murphy (703) 690-0985, mkmurphy47@verizon.net, Virginia

PARTS FOR SALE

Wheels and Tires Set of 4, staggered M double spoke 2 wheels and tires, E36 M3 Excellent condition. Yokohama AVS Sport tires in good condition. Wheels and tires only on the car for about 6 months and were purchased brand new. Charles Gallion Cell # 540-661-9470 or e-mail me at gforce293@yahoo.com

2002, BMW, M3E46 M3 Suspension: springs, struts/shocks (\$400); Brakes: calipers, rotors (\$300); Exhaust from headers to muffler (\$400). Ted, 410-531-1969, ngiovanis@aol.com, MD

R5 Service Light Reset Tool

R5 Service Light Reset Tool for 01/1987 - 06/2000 BMW's with 20 pin plug. Instructions and case included. Excellent condition. \$30.00. John (410) 519-7616. jwknnox44@yahoo.com MD

E46 3 Series Nose Mask

E46 3 Series Nose Mask for 4-dr, sport wagon up to 8/01. Nose Mask is new. \$45.00. John (410) 519-7616, jwknnox44@yahoo.com MD

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