

March/April 2000

# der Bayerische

National Capital Chapter

BMW Car Club of America





# Calendar of Events 2000

## JANUARY

- 15 Holiday Party and  
Annual Elections (R&L Beebe)
- 29 Winter Tour to Prototype  
Technology Group  
(W. Hair)

## FEBRUARY

- 26 AutoThority Dyno Day Tech  
Session (M. Wendell)

## MARCH

- 18 Tour to White Post Restorations  
(P. Vessels)

## APRIL

- 1 NCC AutoX School  
(A. Dolenc)
- 2 Spring Tour (S. Schlossman)
- 8 Highway Safety School  
(G. Ketner)
- 9 Drivers' School, Jefferson  
Circuit (G. Ketner)

## MAY

- 7 Deutsche-Marque Concours  
(P. Vessels)
- 20 Tour and Display at Carlisle  
Import (P. Vessels)
- 21 NCC/Radial Tire Corral at the  
Jefferson 500 Vintage Races  
(M. Early)
- 28 NCC Autocross #1  
(A. Dolenc)

## JUNE

- 4-5 Drivers' School (G. Ketner)
- 24 NCC Autocross #2  
(A. Dolenc)
- 25 Summer Tour (S. Schlossman)

## JULY

- 23 NCC/MWCSCC  
Championship Auto-X/NCC  
Autocross #3 (A. Dolenc)

## AUGUST

- 5 Seafood Feast/Peoples  
Choice Concours
- 12 Chapterfest
- 13 NCC/Branded TSD Rally  
(S. Schlossman)
- 26-27 Drivers' School, Jefferson  
Circuit (G. Ketner)

## SEPTEMBER

- 9 Shenandoah Vineyards Tour  
and Concours (P. Vessels)
- 24 Autocross #5

## OCTOBER

- 15 Autocross #6
- 21-22 Fall Drivers' School  
(G. Ketner)
- 29 Fall Tour (S. Schlossman)

## NOVEMBER

- 12 Autocross #7



For the Latest Info,  
Call the Club Hotline:  
301-230-9BMW  
Chapter Web Site:  
<http://www.bcpl.net/~ncc/>

(Future events will be listed as soon as information becomes available.)



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March/April 2000

# der Bayerische

National Capital Chapter BMW Car Club of America



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*Cover photo  
Dwight Derr*

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## P R E S I D E N T ' S

# Message

Spring is right around the corner and our NCC events for 2000 have already begun. In mid-January we held our annual holiday party at Strathmore Hall in Rockville, MD and everyone attending seemed to have a wonderful time. You can read more details about the Holiday 2000 party in this issue. On January 29th, we held our Winter Tour, which ended in a visit to the PTG race shops in Winchester, VA. The tour to PTG is always a big hit every year and I hope you had a chance to join us. As for the rest of the year, we have a very full schedule with many events. Most months you'll find that there are usually 2 to 3 to choose from. I hope all of our members have the time to attend as many events as they can during the year. We have a great schedule that includes Drivers' Schools, Social Events, Autocrosses, Concours, Tours, Tech Sessions, Charity Events and more.

I also hope to see many members come to events for the first time. I met a great number of people last year who were attending their very first event. Every one I talked to, mentioned how much they had enjoyed themselves at that particular event and that they were definitely going to attend another one very soon. Not surprisingly, I saw many of those people at the very next event. So, if you receive this newsletter, but you've never attended an NCC event, come out this year and join us.

This is the first opportunity I have had to write a President's Message and I would like to mention how much I am looking forward to this coming year. I'd also like to introduce you to the rest of the board for 2000. Our new Vice President is Mike Wendell. Mike spent this past year as our Tech Chairman and I know he is very excited about the possibilities for this year. We are very lucky that Lucy Beebe will once again be our Secretary. She did a terrific job and put much effort towards many of our events. Ronnie Lewis will be filling the Treasurer position last held by Al Zavala. Knowing Ronnie, I'm certain he will do a great job as Treasurer. Ronnie will also be quite involved with our drivers' school program. I'm looking forward to working closely with everyone on the board.

I'd also like to mention a few other people who are going to be very active during this year. Andrej Dolenc, Brian Shipman and Kristine Martin will all be part of our new Autocross Committee. It was decided that with all the work necessary to run the program, we should replace Ron Katona with three chairpersons. Ron did an amazing job last year and we are happy that he plans to stay on in an advisory position. Along with our new Autocross Committee, we are also adding a new Tourmeister. Steve Schlossman will be taking that position and he has already put together a number of great tours.

Looking back, there are many Chapter members who volunteer to coordinate and run our Club events every year. I would like to take this time to thank those people who helped to make 1999 a great success. They are Woody Hair, Ron Katona, Walt Selva, Al Zavala, Dave Lassalle, Dwight Derr, Mike Wendell, Lucy Beebe, Sue Bryan, Gary Ketner, Bill Shook, Paul Vessels, Adil Desai, Pete Read, Mike Early, Mike Gayle, Raine Mantysalo, Marc Plante, all of the NCC Drivers' School instructors and every NCC corner worker that helped throughout the year. Our events are successful because of their efforts.

So, with the warm weather quickly approaching, I hope you will all be out washing and waxing those BMWs and preparing for our next event. See you then.

*Rich*

der Bayerische



## EDITORIAL

# Misfirings

A study dealing with the subject of human self-evaluation recently came out of Cornell University. Its conclusion wouldn't surprise you: some people really don't have a clue how incompetent they are. In "Unskilled and Unaware of It", authors Justin Kruger of the University of Illinois and David Dunning of Cornell tested the skill levels of subjects in various areas. These same subjects were also asked to give a self-assessment of their skill levels in the same areas. What the authors found was this: Those who scored the highest on the self-assessments had the lowest scores on the objective skill-level assessments while those scoring the highest on the objective tests greatly underestimated their skills and abilities. And, while subjects initially overrated their abilities, their sense of competence diminished after they received instruction, and hence developed skills, in those areas. If I'd lost you, here's the crux of the biscuit: The guy always spouting off about how great he is, is really an Idiot — a fact that doesn't escape 99.9% of the world's population.

I originally wanted to call attention to (lambast) observed BMW-owner driving habits — coffee-drinking while driving, phone-yakking while driving, coffee-drinking while phone-yakking while driving, drifting in and out of lane while coffee-drinking while phone-yakking while driving, holding up traffic in the left lane while coffee-drinking while yakking on the phone while driving, failure to use a turn signal because one hand is holding the latte and the other hand is holding the phone while coffee-drinking while yakking on the phone while driving, passing traffic waiting for a red light on the right in a parking lane because the driver didn't want to be at the back of the line, running red lights — but those actions can be explained by the aforementioned study's conclusion. Except the last two, which are attributable to plain arrogance and stupidity.

Sad to say, the Cornell study is demonstrated by a lot of people who drive: the SUV-operator who truly believes his vehicle can magically transform ice non-slippery, or the BMW, Porsche, or other performance car owner who immediately becomes a Michael Schumacher clone with just twist of the key. Think of the conversations at your last drivers' school: the beginners and B-groupers with the three schools under their belts are now primed and ready to race whereas the Instructors (at least the ones who don't race) and seasoned A-groupers are discussing the nuances of Turn Three. They know that there's more to learn. Amazing! Think of the brash guy with the M3 who obviously deposited money with all of the right vendors but still couldn't manage how not to be a rolling roadblock all weekend.

Education and experience would've been a better bet. Remember, we've all started out at the bottom, we've all been rank novices (a few of us being particularly rank). But, there's only but one way to go (unless you go the wrong way down the road of self-deception).

*derr*



## NOTICE WEB SURFERS!

Classifieds ads are now on the Web. Any classified ad filed through the Web will be published on the site and in the *dB*. Increase your exposure of possible buyers.

*Sue Bryan*  
Webmaster

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- Fast food is just about to get faster. Santa Ana, CA motorists will soon be able to get their Happy Meals at their local McDonald's drive-through without having to pay for their food. They'll have their meal billed to their Fastrak electronic toll transponders instead, thanks to an agreement between five of the restaurants and the local transportation authority. Use of the system will allow on-the-go motorists to shave 15 seconds from their 131-second average wait after ordering.

- Stuck in traffic, again? Now with a click of a mouse you can get a live, up-to-the-minute preview of your daily commute by dropping into the Virginia Department of Transportation's new Web site, *HighwayNet.com*.

## ShortStrokes

Live video feeds from VDOT's network of traffic cameras around the region are being posted to give commuters a real picture of their travel route. Maryland also posts live traffic footage on its Web site, *www.chart.state.md.us*. Too bad your car isn't Web-capable...

- Unless you wait until later this year and buy a car from General Motors as that automaker announced that it will soon offer factory-installed cell phone service with Internet access in its cars and trucks as a revenue-generating program for the company. The General is currently in talks with Bell Atlantic Corp. to provide the service as an adjunct to its OnStar driver communications system. GM has hopes that the new system could generate around \$40 a month per vehicle and plans on installing OnStar in more than 3 million vehicles in the next few years, up from the current 100,000. Ford Motor Company plans to make Internet access a standard feature on some Lincoln models by next year. No details at this time as to where the mouse goes.

- So there you are, locked in Beltway traffic once more. Rather than waste time you jump on the phone and get some important inane conversations out of the way. Well, now both Maryland and Virginia traffic controllers want to utilize your yak energy to track

traffic flow and congestion. U.S. Wireless Corporation was recently awarded a \$750,000 contract with which it hopes to track commuters' cell phone usage to generate speed and congestion data for Capital Beltway traffic. This will be done initially by installing computerized tracking equipment on existing cellular towers covering the stretch of roadway between Route 5 and the Springfield interchange. "Fingerprints" of commuters' calls, rather than the actual calls themselves, will be monitored to generate speed (or congestion) data in order to determine traffic flow patterns. Traffic engineers believe that this method will provide a more accurate traffic flow picture rather than the current system of pavement-embedded sensors, which they feel are too expensive and too unreliable. Traffic engineers stress that they are not encouraging motorists to use their phones while driving.

- Believe it or not, according to the AAA, no state or province currently outlaws the use of cell phones while the driver's foot is on the accelerator. With the government estimating that, by next year, there will be over 80 million cell phone users in the U.S. (most will be found behind the wheel on the Capital Beltway) that situation might soon change. The town of Brooklyn, Ohio, near Cleveland, is on record as the only place having enacted an ordinance outlawing the non-emergency use of a hand-held cell phone by a driver while the car is in motion. Hands-free units are exempted as is phone use while the car is parked. The ordinance took effect in March 1999 and as of 1 Sept., 150 warnings were issued. Since that time 70 summonses were issued, and while a fine up to \$100 and court costs of \$45 are called for, only fines of \$2 are currently being issued. The Brooklyn council acted only after the police chief "saw a guy using a cell phone strike a senior citizen." A similar ordinance has been proposed by an alderman in Chicago as well as in Pennsylvania by Bucks County State Senator Joe Conti, in response to a 3 Nov. accident in which a 2-year-old died of injuries after her mother's car was struck by another whose driver failed to see a stop sign while dialing.

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## NCC Event Notification Directory

### Email Address Request

The NCC is currently compiling a mailing list for event notification purposes. Initially, this directory will be used for notifying chapter members of an event that has been planned too close to a newsletter deadline or that has had last minute changes to its schedule. We're hoping everyone with an email address will provide it to the Chapter so we may have a way to let the members know about late breaking events. This list will be for the purpose of NCC events only and will not be distributed freely or sold.

Please send your email address to Sue Bryan at <ncc@bcpl.net> with the subject and body of the message reading "subscribe" along with your name (an alternate e-mail address should be included, if different from the one you're using to send the request). If you have any questions, please contact Sue at the above email address. Thanks in advance for your participation.



**SCCA Crash/Burn School****Mid-March****Date: TBA**

If you have ever volunteered to flag at a drivers' school, or if you are thinking about volunteering in the future, this is the school for you. The Sports Car Club of America (SCCA) puts on a school once a year to teach people how to extinguish a fire. Not a brush fire, but a burning car! Learn how the professionals spot the danger signs. Learn how to safely approach a burning vehicle. God forbid you ever need to use this knowledge, but it would be nice to know what to do in an emergency, wouldn't it? Contact Adil Desai at (410) 727-5259 prior to 10pm, or via e-mail at: <adil.desai@cexpc.com>

**White Post Restorations Tour****Saturday, 18 March 2000****Starts 10am from parking lot of****Cooper Intermediate School****McLean, VA****RSVP: Paul Vessels (202) 726-7971**

Come out to join your fellow NCC members as we tour to White Post Restorations, one of the premier automotive restoration facilities in the country. White Post Restorations was founded in 1940 as a two-man repair shop for farm machinery and local cars, now in its third generation of family ownership the facility is run like the finely tuned machines that it turns out. Billy Thompson, the president of White Post Restorations promises both a fun and interesting tour of the facility. We will be treated to the sight of classic and antique automobiles in various stages of the restoration process, I'm sure you've heard the term "frame off" as it relates to a restoration...well you'll probably find some unique auto at that stage of the game at White Post. The last time I was there was in 92 and my favorite "in process" auto was a 1930-something Mercedes 540K of which very few exist...this one belonging to Bill Marriott..., yes of the Marriott Hotels fame! Drive time for this event is expected to be one and a half to two hours. Our tour of the facility doesn't start until 1:00pm, this should give anyone who wants lunch etc...about 30 minutes to an hour to do so. I can definitely recommend Mr B's BarBQ just down the road from our destination. If you RSVP in time I may be able to have Mr B all ready for us. Keep in mind though there is only one picnic table on the grounds so bring a blanket. Note: whatever you choose to do about food you need to be finished and back at White Post Restorations promptly at 1pm as the tour will start without you! Our tour will use easy to follow rally type instructions. The route will take us over all paved back-roads through Great Falls, Leesburg, and Middleburg. Again, drive time is expected to be one and a half to two hours.

*DIRECTIONS: Tour leaves from Parking lot of the Cooper Intermediate School on Balls Hill rd in McLean, VA. Take I-495 Beltway Exit 13 (Rt 193/ Georgetown Pike) go east to 1st traffic light. The school is on your right. There are no restrooms, or food facilities anywhere near the school, so please come prepared and on time.*

**2nd Annual NCC Autocross School****Saturday, 1 April 2000****Rosecroft Raceway****Ft. Washington, MD****Time: 9:30 am**

New to autocrossing? Attended a few events, but feel there is still room to improve? Why not sign up for your Chapter's 2nd annual autocross school on March 26th? The school will supply the beginner through intermediate driver with car control skills and basic autocross technique. No prior autocross experience is necessary to attend. This will be a great way for the first-timer to begin autocrossing and for the intermediate driver to gain a few valuable pointers from some of the NCC's top autocrossers. Loaner helmets will be made available. Pre-registration is strongly encouraged for this event, as we will limit this school to 50 students. The format will begin with instructor drive-arounds, followed by a number of in-car instruction sessions and ending with an afternoon student & instructor autocross event. Cost will be \$15. For more information or to pre-register contact Andrej Dolenc at 301-229-5167 or <adolenc@erols.com>.

*Directions to Rosecroft Raceway: Take the I-495 Beltway to Exit 4A in Ft. Washington, MD. Follow the signs for Rosecroft Raceway once you turn off Exit 4A.*

**Spring Tour: Rain or Shine, We Drive and Dine!****Sunday, 2 April 2000****Time: 9am****Tour start: Frederick, MD Park and Ride**

Winter is over. Time to wash the salt off the bimmer, shine it up, and join your fellow NCC members for the first tour of 2000. We'll cruise through the covered bridges of Frederick County, find some twistys into Pennsylvania, and enjoy some scenic stretches through Washington County, where afterwards we will meet for brunch at the South Mountain Inn in Boonsboro at about 12:30 p.m. The tour will be self-guided using basic rally instructions. We start our trek at 10a.m. Please be at the start no later than 9:30 a.m. for a brief drivers' meeting. Start location is at the Park and Ride off of I-270, Exit 26 (Route 80), south of Frederick, Maryland. An Exxon gas station with restrooms and snacks is located at the start. Please RSVP (include home phone number), by March 26,

2000, by contacting Steven Schlossman at (301) 515-4310 or, preferably, by e-mail at <steven@happy-together.com>. Visit the NCC website at <http://www.bcpl.net/~ncc> or call the Club Hotline at (301) 230-9BMW for the latest details.

*Directions: From Virginia take I-495 to I-270 (towards Frederick) to Exit 26 (MD Rte. 80). Turn left at the end of the ramp to the Park and Ride lot. From Baltimore, take I-70 west to Exit 62 (MD Rte. 75). Turn left at Stop to follow Route 75 South. After 3.4 miles, right at Stop onto MD Route 80 West. Continue 5.2 miles to Park & Ride on right, past Exxon.*

**Highway Safety School****Saturday, 8 April, 2000****Jefferson Circuit**

Have you ever wondered how your BMW would perform in an emergency? If you had to make a sudden lane change to avoid an accident or debris on the road, how would you react? Has your daughter or son just gotten their license? Have you ever hydroplaned in the wet, or skidded in the snow? Then this is the place to extend your knowledge of driving. We teach accident avoidance, advanced car handling, and driving in the wet. This is the school where you will learn how to be a better driver. It doesn't matter if you are new to driving, or have been driving for years. It doesn't even matter if you have a BMW. Please learn how to be a better driver. What you learn here may allow you to drive another day.

*Directions to Summit Point Raceway. From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charles Town. At about 1/2 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock. From Baltimore, take I70West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.*

**Drivers' School****Sunday, 9 April, 2000****Jefferson Circuit**

This is our first drivers' school of the year. Replacing the always cold and often wet March school at Summit Point, we invite you to dust off the cobwebs

on your car and join us at the Jefferson Circuit. If you attended the Highway Safety School the day before, then this is your opportunity to be introduced to high speed driving. If you have never driven the Jefferson Circuit, then you're in for a treat. This small, low speed track offers challenges in every turn. Come on out. I guarantee you will leave smiling. To register, call Gary Ketner.

### Deutsche Marque Concours 2000

Sunday, 7 May 2000

Woodlawn Plantation

Alexandria, VA

Time: 9:00am-3:00pm

Spring will be here soon and that means so will the 17th annual Deutsche Marque Concours! This magnificent event will once again be held on the lawn of the historic and scenic Woodlawn Plantation. If you've missed this event in the past, then you owe it to yourself to make this one. Where else can you see old and new machinery from the three premier German marques mixing and mingling together as spectators admire the level of preparation and care of each vehicle. Last year featured not one but two 1938 327 cabriolets, a 56 502 cab and a 507. Most BMW enthusiast only see these cars in magazines, we are fortunate enough to get them on the field with many other rare and exotic Porsches and Mercedes and then mix them in with some very nice later model machinery! Have I got your attention yet? Now we need you, the members of NCC, to clean-up your cars and get them out there on the field. Both the Mercedes and Porsche Clubs promise to put a whipping on us this year in terms of cars shown...with over 3500 members in our chapter we can't let this happen. So clean 'em up, old and new and bring them out and show them. I even heard a rumor that the concours chairman may even show a car this year!

As usual, this will be a top only concours and we will also have a display class. There will also be a race car class if there is enough advanced registration from the racer boys & girls. The entry fee is \$25.00 (if pre-registered by April 28th) and \$30.00 thereafter including registration on the field the day of the show. Entry fee includes 1 ticket to the wine and cheese reception which immediately follows the awards presentation. Additional tickets are available at \$10.00 per person. There is no charge for admission to the event as a club member, although you MUST present your membership card at the gate to obtain free entry. Non-club members and general spectators must pay a \$5 admission.

8:00am Grounds open to show participants for placement onto the field.  
9:00am General admission to the public begins

10:30am Judging begins  
3:00pm Scores tallied/awards presentation

As the morning progresses, coffee, Mimosas, Bloody Marys, and danish will be available for a nominal charge. As we move into early afternoon barbeque sandwiches, select beer and wines and premium cigars will also be offered by the staff of Woodlawn and their vendors. Also warm sunny weather has been requested! Volunteers are needed to help with registration, judging, scoring etc..questions/concerns? Contact the Concours Chairman: Paul Vessels at (202) 726-7971. Also, look for the registration form in this issue.

*Directions: from the Capital Beltway take I395 south to exit 166 (Ft. Belvoir/Newington), follow signs toward Ft. Belvoir/US Rte 1..follow to end of road and turn left onto US Rte 1, Woodlawn will be approx 1.25 miles up on the left. From DC take 395 south past the Capital Beltway then follow above. Woodlawn is at the intersection of US route 1 & VA Rte 235 south.*

### Carlisle Import, Kit/Replicar Nationals Show/Tour & Club Display

Saturday, 20 May 2000

Carlisle, PA

Time: 9am

On Sunday, May 20 we will tour/caravan to the Carlisle, PA fairgrounds for the Carlisle Import, Kit/Replicar Nationals. This event has been around since 1996 originally known as the Carlisle Import Auto Festival, it has grown to its current status to include both imports and kit/replicars. The event offers all import swap meet, Specialty Car Manufacturer's "midway", Kit/Replicar corral, Import & Specialty car show fields, club gatherings, seminars and much more. You can expect to see anything from Ferraris to Porsches to British makes including Cobras and the awesome Ford GT-40. Car Clubs that display at least 20 vehicles will be given a free 20x20 canopy to use as club headquarters during the event. 1st, 2nd, and 3rd, place trophies will be presented to clubs with the highest participation. I understand that the Nittany Bimmers Chapter usually has an impressive turn out of members each year...what can we at NCC do? The fairgrounds also has a huge concession area or you may pack your own pick-nick, this is a family event so bring the kids if you like... you probably should because if they find-out that you ate all that funnel cake...your done! The entry fee is \$20 or less per car depending on the number of participants. The tour will leave at 9:30am sharp as the travel time is close to 2 hrs (so please don't be late). The tour will proceed up I270N to US 15 north to PA Rte. 94, from this point we will take backroads (all paved) into

Carlisle. Those who wish to travel directly or show up later should continue north on PA Rte. 94 to junction PA Rte. 34 north into Carlisle (approx. 9 mi) make left at Hardees onto Spring Rd, then right at 2nd traffic light. Hope to see you there! For more info contact Paul Vessels @ (202)726-7971 or e-mail to <onboost@bellatlantic.net>.

*Directions. The tour will leave from the Red Lobster parking lot on Shady Grove Rd in Rockville, MD. Take I270N to Exit 8, follow exit around to left to Shady Grove Rd and make right, Red Lobster will be on your left--therefore "U" turn at next light.*

### BMW CCA NCC Corral at the Jefferson 500 Vintage Races

Sponsored by Radial Tire Company

Sunday, 21 May 2000

Summit Point Raceway, WV

Time: 10am til the last race

Do you want to see beautiful vintage race cars hustling through tight turns? How about grabbing some of the best pulled pork or bar-b-que'd chicken this side of the Mississippi? Well then you need to mark your calendar and plan a drive to Summit Point Raceway for a day of vintage racing the Jefferson 500 Vintage Races. If you have never visited Summit Point before this event is a great way to check it out. Wandering through the pits you can see anything from a BMW-powered Elva racecar to a vintage Sunoco Camaro from the thundering 70's. Tiny tires on an old Morgan screaming through a turn is the perfect backdrop for telling your latest car story or just enjoying a beautiful day. Thanks to Paul Moorcones at Radial Tire Company, we will be treated to Mike Brown's famous rolling feast. The cars start rolling around 9:00 am and lunch is served between noon and one o'clock depending on how the race schedule is running. There is no charge for Club members and guests are \$5. Please RSVP to Mike Early, (410)484-4620 or via e-mail <m3early@aol.com>. Hope to see you there!!

*Directions: Under previous Summit Point events.*

### NCC Autocross Series: Event #1

Sunday, 28 May 2000

Time: 9:00 am

Rosecroft Raceway, Ft. Washington, MD

After a long winter, it's time to kick off the NCC's annual autocross series. Time for all you hot-shoes to clean off the sticky tires, and those of you who attended the autocross school to put those new skills to use! If you missed our autocross school, or are new to autocrossing, we'll have plenty of people in attendance who can ride with you or provide advice. The autocross will feature 3 heats of 4 runs for 30 cars, so please pre-register for this event starting April 28th by



contacting the Andrej Dolenc at (240) 305-5167 or by e-mail at <ncc\_autox@yahoo.com>. A \$15 entry fee will get you all the cone dodging fun you can stand for a day!

*Directions: Rosecroft Raceway is located just off the Capital Beltway (I-495) Exit 4A in Ft. Washington, MD. Follow the signs once you turn off Exit 4A.*

### **Drivers' School**

**Sunday-Monday, 4 - 5 June 2000**

**Summit Point Raceway, WV**

The first drivers' school on the "BIG TRACK" and our second annual Sunday/Monday drivers' school at Summit Point Raceway. This is not a "girlyman" track, but a place where high speed and skill come into play. Not as technical as the Jefferson Circuit, but a lot of fun. To register, call Gary Ketner...

*Directions: Under previous Summit Point events.*

### **NCC Autocross Series: Event #2**

**Saturday, 24 June 2000**

**Time: 9:00 am**

**Location: TBD**

The region's motorsports events are in full swing, the NCC's autocross series is no different. This event will be the second in our autocross series. More details to follow, and will be posted to the web page as soon as they become available. You may pre-register starting May 24th by contacting the Andrej Dolenc at (240)305-5167 or by e-mail at <ncc\_autox@yahoo.com>.

### **Summer Tour: Lighthouses of Southern Maryland**

**Sunday, 25 June 2000**

Expect to spend the whole day on this tour as we start from Oxon Hill, Maryland, and travel through Prince George's, St. Mary's and Calvert Counties visiting 3 or 4 of our area's finest lighthouses; some will be open for guided tours. There will be a picnic area available along the way, so pack a basket! And, on the way back, join the group for a relaxing dinner to end the day. Further details to follow in the next *dB*. Visit the NCC website at <http://www.bcpl.net/~ncc> or call the Club Hotline at (301) 230-9BMW for the latest details.

### **BMW CCA NCC/MWCSCC Championship Autocross/NCC Autocross Series: Event #3**

**Sunday, 23 July 2000**

**Time: 8am**

**Location: TBD**

Our third NCC series autocross will be our annual Metro Washington Council of Sport Car Clubs (the "MWCSCC") contribution-- the autocross that the NCC hosts, but where BMWs are in the minority. Many drivers with a wide range of cars will participate, a

great opportunity to test your skills against the rest of the autocross enthusiasts in the area. This event is part of both the NCC's Autocross Series, as well as the MWCSCC's Championship series. As such, the event will be classified both according to the NCC's autocross classification system and SCCA classes. The event will have 120 cars running in four heats. Pre-registration is strongly encouraged, as the MWCSCC autocrosses often fill to capacity. To pre-register, point your browser to <http://members.aol.com/mwcsc/mw-ax.html>. Further details forthcoming, please contact Andrej Dolenc at (240)305-5167 or <ncc\_autox@yahoo.com> with questions.

### **Summer Seafood Feast and Peoples Choice Concours**

**Saturday, 5 August 2000**

**Patapsco State Park - Avalon Branch #105**

**Noon til dusk**

I have had 2 years to rest up for this event and am ready to top my last effort. Nick's Inner Harbor Seafood will be serving up steamed shrimp, crabs, and corn with a few yet to be determined surprises to make up a traditional Baltimore Crab Feast (Hon!). The Avalon Branch of the park is right off of Interstate 95 (about 15 minutes south of Baltimore) providing a beautiful setting for a top up concours. The Club has use of a covered Pavillion big enough to hold 200 people so this is a rain or shine event. Please watch the next issue for further details.

### **NCC/Branded TSD Rally**

**Sunday, 13 August 2000**

TSD Rallying comes back to the NCC. A TSD Rally is NOT a race. It is a contest requiring you to follow a set of written instructions that dictate speeds at or below posted speed limits on a route that passes checkpoints at a precise location and time. Contestants are penalized for being either early or late at checkpoints. Rallying is a family sport, enjoyed by young and old alike. A sports car is not necessary, just a love of cars and driving. Each team consists of a driver and navigator. For more information about local TSD rallying, visit <http://www.branded.org>. Further details to follow in an upcoming *dB*. Visit the NCC website at <http://www.bcpl.net/~ncc> or call the Club Hotline at (301) 230-9BMW for the latest details.

### **Drivers' School**

**Saturday-Sunday, 26 - 27 August, 2000**

**Jefferson Circuit**

What have you been waiting for? Every year we try to convince you to attend our drivers' schools. You've read about them in the *dB* and the *Roundel*. You must be curious? So, what are you waiting for? This is one of the best venues for your first time. Give it a

try. Learn how to drive your BMW at speed. Learn the skills that will make you a better driver year round. Although curiosity killed the cat, you must remember that satisfaction brought him back. Join us. You will be satisfied. And if you're still wavering, we throw an amazing barbecue at the end of the evening that is sure to please you. To register...

*Directions: Under previous Summit Point events.*

### **Drivers' School**

**Saturday-Sunday, 21 - 22 October, 2000**

**Summit Point Raceway, WV**

This is one of the last drivers' schools of the year. This is the time to put everything you learned from the prior three schools together. Summit Point in the autumn is beautiful. Come out for the scenery. Come out to see old friends. Just come out. It will be six months before you drive on the track again; eight months before the next school at Summit. That's a long time. Come on out and drive the Big Track for the last time in 2000. To register...

*Directions: Under previous Summit Point events.*

### **Fall Tour**

**Sunday, 29 October 2000**

Make sure to mark this date on your calendar for the Chapter's last tour of the year. We will be travelling through Pennsylvania, possibly to the East Broad Top Railroad in Orbisonia or taking a driving tour to the D.G. Yuengling and Son Brewery in Pottsville. This is surely going to be an enjoyable drive, taking in the fall foliage with your newfound friends on this all day trip. Drop the top and turn up the heat as we explore some beautiful stretches of roads! Visit the NCC website at <http://www.bcpl.net/~ncc> or call the Club Hotline at (301) 230-9BMW for the latest details.





# NATIONAL CAPITAL CHAPTER BMW CCA

## 2000 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form at least seven days prior to the event. One applicant per form; photocopy as needed. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Postmark date determines admission order. NCC members have admission priority until **four weeks** before the event. Members of other chapters will be admitted to space available at that time.
- **Drivers** must have a full, valid driver's license. If the applicant is under 18, a *notarized* parental permission form (supplied) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but may *not* register for the second day only.
- **Cars** must be insured, street-legal, quiet, and must have a passenger seat. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems (for example, if the driver has a five-point harness available, the passenger must have a five-point harness available as well).
- **Convertibles**, motorcycles, and rental cars are not allowed. Trucks, SUVs, and vans are allowed in the Highway Safety School only.
- **Cars must be inspected** by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy.
- **Helmets** must be rated Snell M90 or later. Full face helmets with Snell SA90 or SA95 ratings are strongly recommended. The Snell Memorial Foundation's rating will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

*The Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.*

Indicate school(s) below:

### 8-9 April (Jefferson Circuit)

\$95 ☐ Saturday Highway Safety School

\$150 ☐ Sunday Drivers' School / \$220 ☐ both days

4-5 June \$275 ☐ both days / \$195 ☐ Sunday or ☐ Monday

### 26-27 August (Jefferson Circuit)

\$225 ☐ both days / \$150 ☐ Saturday or ☐ Sunday

21-22 October \$275 ☐ both days / \$195 ☐ Saturday or ☐ Sunday

**Fees: Non-members** add \$35 per event; the non-member fee is waived for the Highway Safety School. Add \$25 **late fee** if application is mailed within three weeks of the event. Make checks payable to National Capital Chapter BMW CCA.

**Refund Policy:** Refunds less a \$25 cancellation fee will be given for cancellations made three weeks or more before the event. Credit for a later school may be taken in lieu of a refund. For cancellations made within three weeks, a refund or credit will be given **only** if your place is filled from the waiting list. **No refunds or credits** will be given for cancellations within one week of an event.

Mail application, fees, and a **self-addressed business envelope with \$0.99 postage** to: NCC Drivers' School  
C/o Gary Ketner  
10965 Shadow Lane  
Columbia, MD 21044

Questions? Call Gary at 410-715-9317 evenings before 10:00 PM.

Name \_\_\_\_\_ Membership # \_\_\_\_\_ T-shirt size \_\_\_\_\_  
Address \_\_\_\_\_ ☐ Check here if new address (Adult S, M, L, XL, XXL)  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_  
Phone (home) \_\_\_\_\_ (work) \_\_\_\_\_ E-mail \_\_\_\_\_  
Car Color \_\_\_\_\_ Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

**Guests are welcome...however students MAY NOT give rides.**

**And don't forget our three-for-one deal: corner-work any three track days and get a day at the track as a student FREE!!! \***

\* Note: To be eligible for credit for free schools, workers **MUST** pre-register with Steve Lowry (telephone: 301-390-1666 before 10:00 PM; e-mail: [pitout@dcilink.com](mailto:pitout@dcilink.com)). Worker spaces are limited, so contact Steve early.

Experience – List your previous experience as a drivers' school student by number of days and location. If no previous experience, state "None."

Days at Summit Point Main Circuit: \_\_\_\_\_ Days at Summit Point Jefferson Circuit: \_\_\_\_\_

Days at other tracks (please list individually): \_\_\_\_\_

Please photocopy from magazine.

Rev. B

der Bayerische



# A woman's perspective on performance driving.

## By Lucy Beebe

**I**'m relatively new to the Drivers' School scene. So as a novice, with a serious interest in being the best driver I can be, I want to tell a quick story and relay my thoughts and feelings. I hope this gives confidence to all who are interested in attending the NCC drivers' schools.

The weekend began with gathering a few of the items necessary to bring to school. Since my husband, Rich, races a similar car, we had track bins specifically for going to the track. This wasn't my first school, so I wanted to be prepared just in case I needed something. Rich offered to bring our Dodge one-ton truck to haul tires and tools for added support. I welcomed his help, but this isn't necessary for a school. A tire gauge and some fluids

for yourself and your car usually will suffice. Planning and car prep are only one of the things necessary to get yourself to a school. No matter the upgrades, accessories or enhance-

My school day began early with presenting the school shirts to all the students. It's a task I enjoy since so many students are thrilled with the Club's thoughtfulness. It's one of the rewarding ways I give back to the Club for all the benefits I've gained from it. I've noticed all the coordinators, instructors and workers that it takes to put on such a great school as ours, and I'm glad to do my part.

We unload the track tires and Rich helps me by putting my car together as I dash off to the Drivers Meeting. I'm sure I could manage, but it is nice of him to take care of this for me. But I suppose he owes me, since I crew for him all year long during the SCCA MARRS Regional race series.



ments you want to put into your car, you must first learn what your car can do and teach yourself the limits of your car. After all isn't that true performance driving. I can't stress this enough, if you make car mods or jump to 'R' tires too soon, then how will you know if it is you that is driving better, or the car allowing you to drive to the limit?

After 2 years of autocrossing and having completed 7 school days on street tires, I felt confident in sensing those limits to progress to driving on 'R' tires. Now I was entering into another level with drivers who strive for better track performance. One of the challenging things about pressing your car to even further limits is trusting that your hands and feet will know what to do. But as with anything, you're never in total control. I feel the school enables me to have a huge advantage over all other non-schooled drivers on the roads. I am very excited and feel ready to take on this new driving challenge on track.

and the session was over. I talked to my instructor, Woody Hair, about the turns and how I could improve. This discussion, and others I have with drivers, always adds to a base of knowledge I can share and draw upon.

We drove to the paddock and I rushed off to class for further instruction. After class, I followed our group to line up to go to the skidpad. The school was set to have odd numbered cars in the AM and even numbered cars in the PM. I always looked forward to the swishing and sliding at the skidpad. However, in my haste to get to the skidpad I was mistaken on my car number. Well, needless to say, they let me run during that session. I tried a few new techniques for car control. If you've never been on a skidpad, it is wonderful. The circular pavement was covered with water and I drove around and around to produce oversteer and understeer. I received my skid pad goals and instructions that day from Sue Bryan. She instructed me on how to correct and bring my car smoothly back into what little traction there was

on the wet surface. The idea is to practice these skills in an extreme environment, at safe low speeds, and to adjust steering and throttle. What you learn at the skidpad alone is worth the cost of the school.

After feeling the skidpad sensations, we move those same skills we just learned to the track. There is a saying that you can feel what your car is doing in the seat of your pants<sup>1</sup>. I think this is a valuable lesson to understand in order to drive at higher and higher speeds. This session began simply enough, progressing to tighter lines, faster cornering and exiting. We continued with more laps, heel and toe down shifts and increasing straight away speeds. Then I noticed something odd after about 5 laps. My car wasn't responding properly with steady acceleration. There seemed to be some hesitation. My instructor had some idea what it was. Yet, being unfamiliar with the car made me think the worst... transmission!? We had replaced the tranny seals and installed a short shift, but you never really know when you purchase a used car. Woody figured it was the clutch and sure enough, the clutch began slipping exiting turn 10 while accelerating out. I continued once more around taking it a little easier on the car, but it was difficult to let go of the need for speed. I sadly ended my session and drove over to Rich with the news about my clutch. He already had a concerned look, asking why was I in the pit so early? I grimaced while relaying the news, "What was I going to do about my 2nd day of school?" At this point the only thing I was glad about was going to the wrong skid pad session. At least I didn't miss that.

We consider our options together and plan to limp the car home and return with Rich's M3. We autocross this car quite a bit, but with his race car, the M3 sees very little track use anymore. While contemplating the options, we ate lunch and talked to friends. At the encouragement of my instructor and others I felt confident to bring our M3 back on Sunday. We knew we should depart in the daylight to nurse the failing clutch back home over an hour away.

Once we changed the tires and loaded the truck, we left feeling sad for our car and, sad to miss the much talked about evening cookout and post-track festivities. Rich took off in the car to assess the failing machine. To my dismay he quickly pulled over and announced, the car would never make it home. Oh, no... now what to do? We roamed over to our friend Guy Pavageau. He was prepping his car for an instructor track session, but always willing to help any way he can. He simply and succinctly offered the use of his trailer, and it was no problem for our truck since it is set to tow. Guy is always happy to help out. Despite the exhaustion of the early morning wake up and concentrated driving sessions, everything suddenly was looking up. We now have a solution to the car failure. We proceeded home to face the inevitable "car swapping in the one-lane, one-car garage and single-file narrow street. We thought, will this day never end?

We actually arrived back at the track Sunday rested and I was eager for another day at school. But of course another change of tires and car tech inspection awaited us. Again, I have more time to ponder the off track possibilities, but at least I was familiar with our M3. We have the suspension set

up similar to my 325is. The car also has a set of performance seats, which hold you firmly against the g-loads forced on you by Summit Point's challenging turns. So, with helmet on, I begin right where I left off Saturday, smoothly gaining confidence and speed. I think to myself, "wow, this car can handle". The M3 has great brakes and the car is evenly balanced, so I loved it. My day proceeds nicely until we are red flagged on our 2nd session. The red flag, as per the school rules, required me to check my mirrors and stop safely on track with the next flag station in sight. We must wait for safety reasons and wonder, now what? Then, after some time, the corner workers show us the black flag sending us into the pits and stopping the session. We now see what happened. Two cars

ahead of me, under the bridge, a student hit a deer, denting the hood almost back to the windshield on the driverside.

We discuss what happened in class and it seems it was an accident and not driver error. Yet, there were possible ways to avoid the incident. It is common for drivers to focus on the object they will collide with. For example, with road driving, it could be a tree or a car, or in this case, a deer. The instructor reinforces by telling us to always "look where you want your car to go". Thus, the driver should have looked at the space where the deer was leaving, not at the deer, and the driver may have missed the deer. Knowing what to do can help any driver to do the right thing, even under stressed situations that can arise during highway driving. [or during accident avoidance.]

Our next session increases my confidence even more. I continue to pass cars swiftly and safely with everyone doing well, until our next red flag. This time, a serious off track excursion, really makes me think about what I would do if faced with driving off track. These two red flag incidents on the last school day, I understand, were the only red flags (and only car damage) the whole year. Yet, this is another important thing drivers' schools teach students. The importance of knowing when due to excessive speed or the wrong entry line, your car CANNOT be steered through the turn and you MUST give in to drive off safely. This applies to ALL road driving and accident avoidance. Practicing your car's limits in a controlled instructed school is a great help to avoid damaging your car, but most importantly yourself.

I have a classroom session next to review more driving skills and technically discuss various turning techniques. The instructor hands out a ditto called "The Benefits of Driving Slow". It explains that "Entering a corner a bit slower may well mean exiting it faster, and that faster exit translates to big-time speed down the straightaway". With this understanding and a little trepidation, I go out on

.....  
***"I feel the school  
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.....

.....  
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what to do  
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to do the right thing,  
even under stressed  
situations that can  
arise during highway."***  
.....



track knowing in my heart I will slow down. The main reason is because I would like my car and I to come home intact. I tell Woody, my instructor, I will be slowing down this session. He is fine with that, since he knows I will continue to learn by driving the track line at slower speeds. We talk about taking some of the turns off line for added car control practice. This way if I'm ever caught offline, in a pass, I can adjust my speed and braking to compensate.

The first turn I proceed into with more brakes to tighten my apex and gently squeeze on the throttle, unwinding the wheel, using all the track and increasing speed. I feel faster automatically... What happened? I'm surprised, but I look ahead for the next turn and prepare for my braking point. More and more turns go by and Woody and I are conversing about how to nip each apex tighter. I notice I'm passing even more cars. I ask myself "Is this what they mean about slowing down and you'll go faster?" Wow, it feels wonderful. The car seems to have more adhesion through acceleration. Woody explains that this is a very safe way to drive within car physics. For performance driving on the track, each turn begins with hard braking. Then progressive acceleration from the turn-in point, past the apex, to the turn exit will allow me to put the power down without breaking loose the rear end. So with repeated laps, I practice the exact amount of brake and throttle for all the various turns in order to gain the best car control possible for my car and me.

Towards the end of the session I notice a little repeating thump up front as I enter turns. We decide not to press the car further. I take a cool down lap to bring the car into the pits. I am a little disappointed for my last session to end early, but ecstatic over all I've accomplished at this drivers' school. So much car theory to practice and so little time. The checker flag comes out shortly and the track time is over for everyone. School finishes with one-on-one instructor/student discussions on what we've learned and things to work on in the future.

I am very pleased with my school weekend, the car's performance and all that I learned. I couldn't blame the school for my 325is needing a clutch, it was evidently worn long before I took the car on track. It turned out that the clutch disk was worn down to the rivets. As for the thump in the M3, that turned out to be a loose sway bar link. It wasn't a big problem, we tightened it before we drove home.

I hope you enjoyed this review of my school and possibly learned something too. I know I talk about driving every chance I can. Since Rich and I have many friends who race, like Mike Wendell, Pat Donahue, Matt Yip and Rick Ricker, I get to hear and participate in many discussions of driving aspects. There are even some Pro and National level drivers like Grant Carter, Guy Pavageau, Rob Hines and Don Caldwell, who are friends of ours. Each has given me excellent input about driving and car setup. Everyone is always encouraging of me to continue to increase my skills in performance driving. I want BMW club members, and their significant others, to feel they can contact me if you're interested in getting started in our schools or to talk about driving. Feel free to e-mail me <lucy@beebecomm.com>.

# Registration Form

## 2000 Deutsche Marque Concours

BMW year \_\_\_\_\_ Model \_\_\_\_\_

Concours \_\_\_\_\_ \$25 per entry

Display \_\_\_\_\_ \$25 per entry

Reception \_\_\_\_\_ \$10 for each  
additional person

Total Enclosed \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

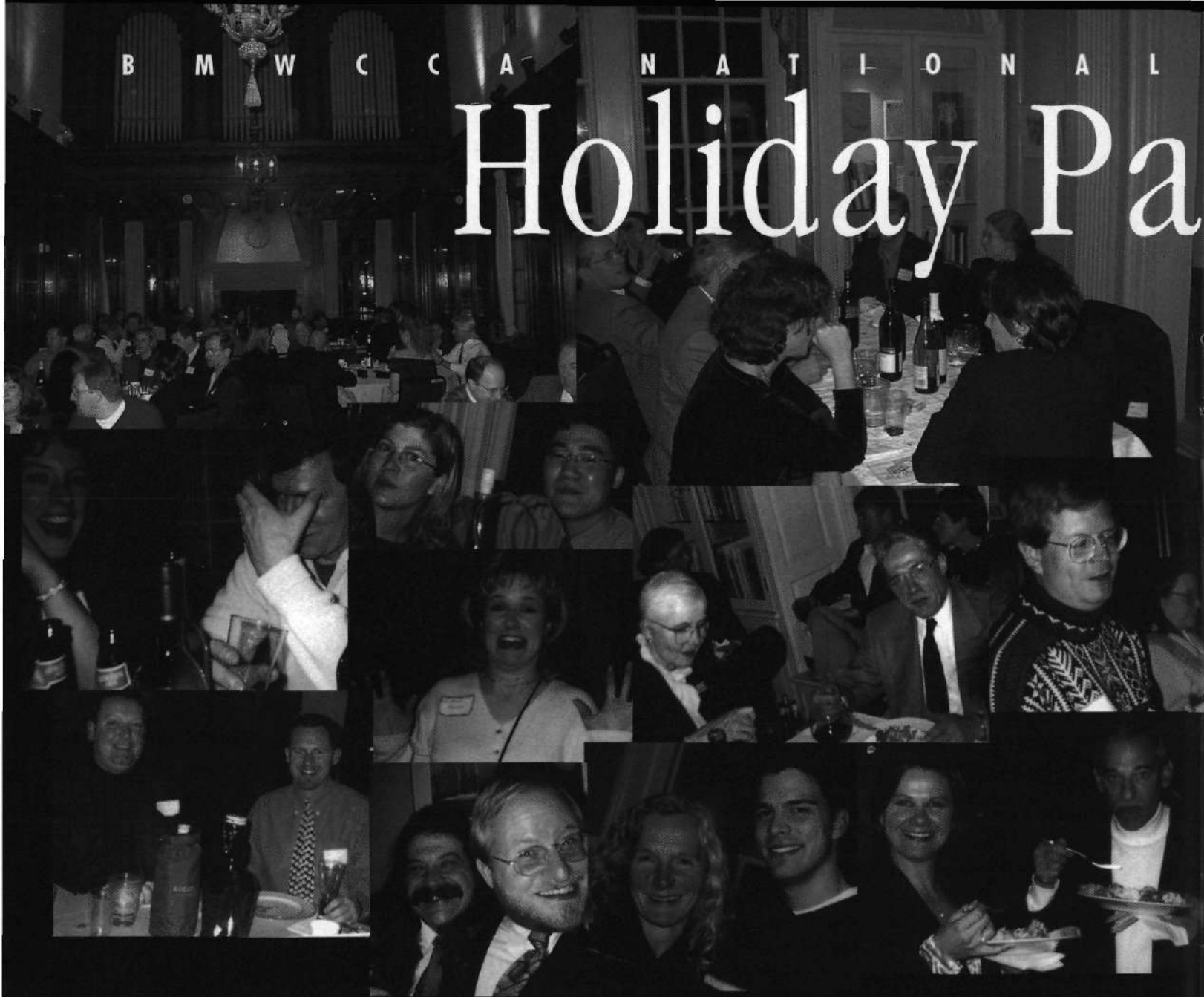
Phone \_\_\_\_\_

Make check payable to "BMW CCA NCC" and  
mail it with your completed form to:

Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

Please photocopy from magazine.

# Holiday Pa



*Dwight Derr photos*

**O**ur Annual Holiday Party was recently held at the elegant Strathmore Hall in Rockville, Maryland. What a great way to start off the new year; a gala party in a perfect setting. The weather was great and the company was even better. We had a considerable turnout, with nearly 225 members and guests attending. The evening began with hors d'ouvres being served as the guests mingled in conversation.

The evening's food was fantastic, with several dinner and dessert selections prepared and served by Rehm's Caterers, Inc. During the early portion of the night, acoustical guitar and beautiful flute music was played from the Hall's Music Room. Ballots were also provided to members upon arrival to elect the new 2000 board. The atmosphere was perfect.

To begin the evening's announcements, we tallied and announced the winners of the Chapter's Annual Elections. Your new board members are myself, Rich Beebe, as President, Mike Wendell as Vice President, Ronnie Lewis as Treasurer and Lucy Beebe as Secretary.

After the elections were announced, it was my turn to hand out the Honorary Awards to show the Club's appreciation to three members for their hard work and dedication. All three received beautifully engraved plaques that were custom made by our trophy shop to have a BMW theme. It was my pleasure to award Dave Lassalle a plaque for the two years he had spent as the Chapter's President. Dave has been a great asset to this Chapter and I hope I can continue his level of success. Al Zavala received a plaque for the years he spent as our Treasurer. Al has done a great job with the Chapter's finances and his scrutiny will be missed. Lastly, Ron Katona was given a plaque for his exceptional efforts as our Autocross Chairman this past year.

After the Honorary Awards, it was then time to draw for all the door prizes. We had a great selection of prizes this year and it was Dave Lassalle's privilege to pick the winners. The drawings were quite spirited as everyone wanted a shot at any one of the many prizes. We had lots of lucky winners and a list of them can be seen in this article. I can't thank enough all the sponsors that helped out this year to give us our biggest selection of prizes ever.

# C A P I T A L C H A P T E R

# Party 2000



Speaking of the party sponsors, I'd like to mention a few of the sponsors who gave a tremendous amount towards our awards. I'd like to thank John Tisch and AutoAdvantage for providing the night's biggest awards. AutoAdvantage is always one of our greatest supporters and I would like to thank John for all their help. Another of our biggest sponsors was Matt Curry from Curry's Auto Service, Inc. Matt was even gracious enough to award an even bigger second door prize at the party. What a great gesture. Thanks Matt. I'd also like to thank Paul Moorcones of Radial Tire. Paul's donation was one of the most anticipated of the evening. Our outgoing Treasurer, Al Zavala, was lucky enough to win that door prize. We had many, many other great door prizes given away and I would like to thank every one of the businesses that helped us put on such a great event. Please see the full list of sponsors, local and national, in this article.

Lucy Beebe deserves the biggest thanks of all for the effort she put into this party. She not only coordinated most of the arrangements with the caterer, the Strathmore Hall and the musicians, but she also

spent a tremendous amount of time with the sponsors gathering all the wonderful door prizes that we had. Thank you Lucy. You did a terrific job and the party reflected your efforts. Most of you have contacted Lucy via email to either RSVP for the party or to ask questions specific to the evening's events. I understand from Lucy that most of you appreciated having that ability and we will try to set things up similarly next year.

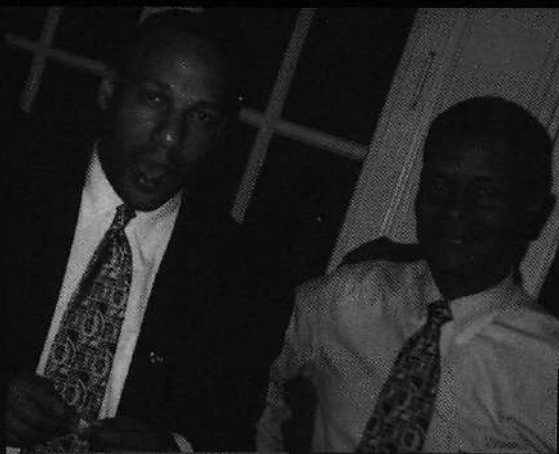
If you didn't get a chance to attend this year's party, I strongly encourage you to join us next year. It was simply a wonderful evening.

Thanks to Andrej Dolenc, Brain Shipman, Kristine Martin, James Sheridan-Peters, and Al Zavala for helping Lucy and I set up for the evening's events.

*Rich Beebe*

*(more Holiday Party photos on the following pages)*









## Holiday Party Door Prize Winners

The winners for the evening's door prizes (in no particular order) are as follows. If I've failed to include someone, I apologize. Hope you are all enjoying your wonderful gifts.

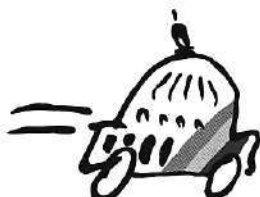
Gary Ketner	Rafael Garces	Paul Martino	Susie Ricker	Fred Fernald
Ed MacVaugh	Diane Verner	Klaus Hirtes	Pat Donahue	Jane Ackley
Rick Ricker	Pam Loeb	Isidor Patapis	James Sheridan-Peters	John Lee
Steve Kapuschensky	Kathy Meyer	Raija Vachan	Mike Wendell	Ron Katona
Vince Tomczak	Mike Leeper	Mervyn Alphonso	Jeffrey Boyer	Gordon Kimpel
Mike Gayle	Gary Lin	Joe Luongo	Mark Bratman	Caitlin Keefe
Spence Witten	Louie Leitao	Pierre Dewey	Christie Reilin	Debbie Hirtes
Ronnie Lewis	Otis Robertson	Harvey Cummins	Al Zavala	Dave Roach
Mike Wheatley	John Woodcock	Donald Veskie	Seymour Slatkin	
Jeanne Phelan	Tom Verba	Debbie Baker	Florence Schlossman	
Janice Clements	Gertie Peskie	Kevin Henry	Will Land	

*"My wife and I would like to congratulate you on an outstanding Holiday Party"*

Ron and Carolyn Smolinski

*"I just wanted to let you know that Stew and I had a great time on Saturday nite! You throw a wonderful party!"*

Pam Loeb



NCC BMW CCA

*"My girlfriend, Kris, really enjoyed meeting you, and you got her pretty fired up about trying out an autox or two in my '88 M3. Thanks again."*

Joel Smernoff

*"My wife and I had a great time. Thanks!!"*

Ryan Keefe

*"I wanted to thank you for all the effort....the number of door prizes was amazing."*

Kevin Henry

*"The party was a HUUUUUGE success..."*

Al Zavala

*"Great job on Saturday! Great food, prizes, and people."*

Gordon Kimpel

## Holiday Party Sponsors

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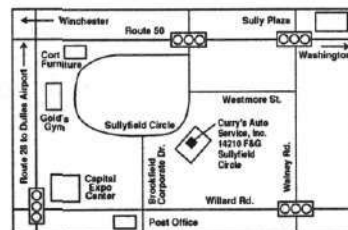
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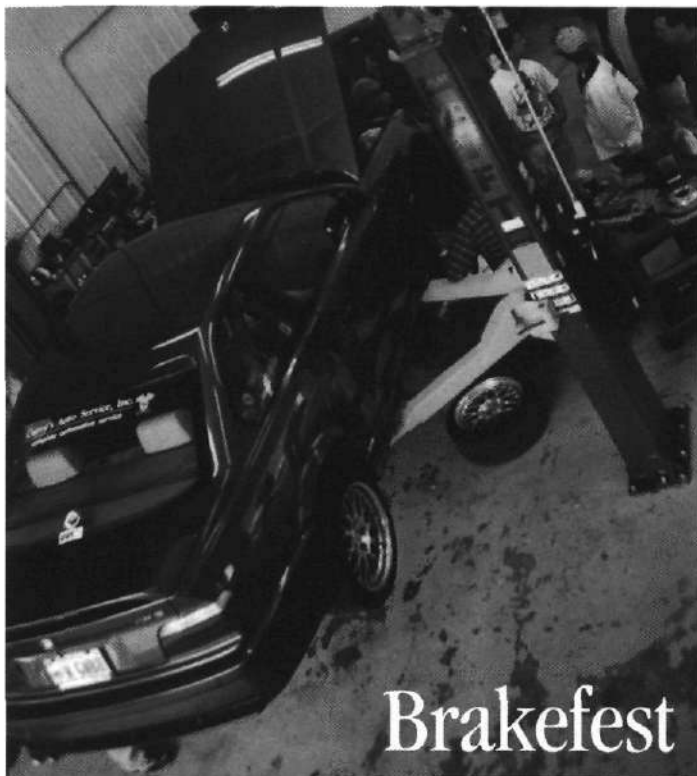
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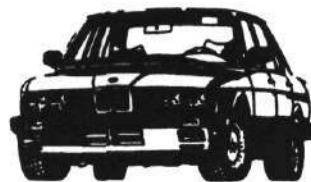


## Brakefest

December saw the Chapter's first-ever Brakefest. This technical event was sponsored by the kind folks at Manassas Motorwerkes, a wonderful new BMW shop in manassas, Virginia. Master Technician Ron Willis showed members the ins and out, and the new and old brake maintenance, first on a 1995 M3, and then on a 2002.

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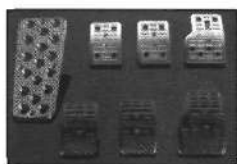
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# Last Chance Autocross 14 November 1999

Name	#	Car	BMW	SCCA	#1	#2	#3	#4	Best
James Sheridan-Peters	303	98 323is	S1	BS	60.815	60.797 +1	59.879	66.838	59.879
Harvey Cummins	204	94 325is	S1	BS	61.973	61.561	61.247	62.488	61.247
Matt Littleton	108	98 323is	S1	BS	OC	61.691	62.272	61.409	61.409
Amanda Clairmonte	312	95 325ic	S1	BS	66.465 +1	OC	64.749 +1	63.283	63.283
Kevin Henry	305	90 325i	S1	BS	OC	62.318 +1	61.870 +1	62.209 +1	63.870
Ronnie Lewis	104	94 325is	S1	BS	66.536	64.813	64.032	63.884 +1	64.032
Dan Pomykala	311	99 323i	S1	BS	OC	OC	OC	65.906	65.906
Brian Shipman	215	94 325i	S1M	CSP	56.210	56.556	57.549	56.970	56.210
Marc Plante	203	93 325i	S1M	CSP	58.580	60.045 +1	58.011	57.805	57.805
Al Zavala	220	89 325i	S1M	BS	OC	57.934	57.839 +1	59.206	57.934
Matt Yip	208	88 M5	S1M	UNK	OC	59.321 +3	64.950	58.074	58.074
Jeff Kohler	217	97 Z3 2.8	S1M	CSP	62.361	DNF	59.758	58.513	58.513
Bob Hausmann	214	94 325i	S1M	CSP	60.679	59.220	59.184	60.073	59.184
Pat Donahue	103	87 325is	S1M	BS	60.977	61.970 +1	60.841	59.608 +1	60.841
John Martino	306	95 525i	S2	UNK	72.412	OC	66.523	62.079	62.079
Stew Loeb	302	97 540i	S2	FS	OC	67.364	63.983	63.889	63.889
Helen Han	213	95 540iA	S2	FS	OC	72.973	71.106	70.367	70.367
Bill Brochu	115	85 535i	S2M	ESP	56.217	55.396	55.540	55.450	55.396
Joel Smernoff	210	96 Z3 1.9	S2M	BS	60.903	59.556	60.240	59.796	59.556
John Woodcock	105	98 M3	SS	AS	57.663	57.587 +1	56.933	56.716	56.716
Bob Hopkins	318	97 M3	SS	AS	59.513	57.580	DNF	56.990	56.990
Gary Clairmonte	309	98 M3	SS	AS	61.201 +1	59.769	59.350	58.676	58.676
Mike Donahue	125	95 M3	SS	AS	OC	60.183	60.475	57.847 +1	59.847
Sylvan Kline	209	99 M Coupe	SS	SS	61.568	OC	62.352	60.053	60.053
Chuck Grafton	205	90 M3	SS	SS	69.354	61.615	60.162	64.315	60.162
Rich Moraski	211	97 M3	SS	AS	63.604	OC	69.405 +1	60.951 +1	62.951
Mohammed Fares	313	95 M3	SS	AS	OC	DNF	59.410 +2	63.465	63.410
Walt Moraski	310	97 M3	SS	AS	79.746	67.333	OC	61.999 +1	63.999
Kristy Wasserott	124	98 M3	SS	AS	71.245	OC	OC	66.635	66.635
Eric Carnell	201	99 M3	SS	AS	61.024	60.401 +2	DNF	57.685	67.685
Rich Beebe	314	88 M3	SSM	CSP	56.632	57.416	OC	55.497	55.497
Woody Hair	216	88 M3	SSM	CSP	57.874	OC	57.385	57.560	57.385
Duane Collie	109	95 M3	SSM	CSP	58.868	60.822	58.356	58.428 +1	58.356
Gary Ngo	111	95 M3	SSM	CSP	DNF	58.866	62.808	58.732 +1	58.866
Lucy Beebe	304	88 M3	SSM	CSP	62.283	60.522	59.703	59.555	59.555
Steve Nash	206	89 M3	SSM	CSP	OC	60.684	59.964	60.192	59.964
Eli Jackson	226	97 M3	SSM	CSP	OC	OC	65.275	62.416	62.416
Derrick Blinken	315	90 M3	SSM	CSP	OC	70.968	63.776	DNF	63.776
Paul Martino	301	76 2002	TM	EP	OC	59.933 +1	59.758	58.772	58.772
Beth Wendell	207	85 318i	TM	DSP	OC	64.675	64.346	74.812	64.346
Chuck Wasserott	225	94 Corvette	X	BP	56.390	55.386	55.275	54.741	54.741
Mike Woods	325	99 Corvette	X	SS	57.472	56.065	OC	56.087	56.065
Mike Geyer	224	90 Corvette	X	BP	57.867	56.825	57.569	55.945 +1	56.825
Rich Roemer	119	89 Vette	X	BSP	OC	57.436	59.750	OC	57.436
Kolin Rathmann	117	73 Vette	X	UNK	60.459	58.507	57.803	60.848	57.803
Greg Benson	222	95 Cobra	X	UNK	60.100	58.525	58.864	58.103	58.103
Rick Poage	121	86 Corvette	X	BSP	DNF	59.656	60.434	58.296	58.296
Brad Snakenberg	323	93 RX7	X	SS	61.111	DNF	61.521	59.795	59.795
Mark Ralston	122	93 Cobra	X	CP	OC	60.366	59.727 +1	59.947	59.947
Matt Benson	102	95 Cobra	X	CP	69.780	62.015	62.867	61.619	61.619
Norbert Sos	326	90 CRX	X	CSP	OC	DNF	63.240	61.853	61.853
Jerry Rathmann	106	98 Vette	X	SS	67.300	65.500	OC	61.913	61.913
Craig Garfield	113	00 Audi S4	X	AS	OC	63.799	OC	62.491	62.491
Greg Winston	219	92 Miata	X	BS	62.774	62.803 +1	62.548	63.239	62.548
Thomas Green	110	99 Corvette	X	SS	75.604	65.484	OC	62.971	62.971
Jimi McGlothlin	112	69 Camaro	X	UNK	OC	63.076	OC	OC	63.076
Damon Rachell	116	92 Stealth Turbo	X	UNK	OC	65.331	64.006	63.261	63.261
Jamie Cole	223	88 RX7	X	BS	OC	64.506	64.676	64.054	64.054
Mark Hughey	221	99 Protege	X	UNK	69.016 +1	65.898	65.079	65.130	65.079
Mike Howe	120	98 VW GTI VR6	X	GS	OC	66.721	65.086	65.150	65.086
Scott Hughey	320	99 Protege	X	UNK	67.004	66.618 +1	65.122	64.843 +1	65.122
Brian Garfield	123	99 Miata	X	BS	OC	69.073 +1	OC	DNF	71.073
James Oksen-Gooden	212	88 RX7	X	BS	79.043	OC	OC	OC	79.043
Andrew Brown	118	88 CRX DX	X	ESP	OC	OC	OC	OC	NO TIME
Tyson Lee	308	90 CRX	X	UNK	OC	OC	OC	OC	NO TIME



BY WOODY HAIR

# Woody's Competition

## C O R N E R

It may be two months after the new year, but it's not too late to make the following motorsports resolutions for a better new year:

**Attend a MARRS race.** A number of Chapter members are racing BMWs and other makes in the Sports Car Club of America's regional series. Most interesting these days is the Improved Touring S class. The BMW E30 325is has been very competitive with the Mazda RX7, Porsche 944, and the classic Datsun 240Z. Some drivers are expected to go to the newly-eligible E36 325is. There are ten or more 2002s running in the IT-B class. IT-E is a run-what-you-brung class for production cars not eligible for the SCCA's regular IT classes. DOT tires are required. You might see highly modified M3s going against Ferrari 348s, Corvettes, Porsche 911s, and Mercedes 190E-16Vs. There are numerous other SCCA classes for sports cars, American muscle cars, and open-wheeled formula cars. Most of the MARRS series is run at nearby Summit Point, West Virginia. There are two "out of region" events — at VIR near Danville in May and Nelson Ledges near Youngstown, Ohio in August. You can read more about the MARRS series including schedule, results, and point standings on the DC Region's website: [www.wdcr-scca.org](http://www.wdcr-scca.org).

**Enter a Rally.** Whether it be a time-speed-distance (TSD) or gimmick event, a local rally is an enjoyable way to drive some good back-country roads with a competitive element to keep the passenger busy. Assigned speeds will be within local traffic laws, but there are always opportunities to step on it. TSD rallies have various classes based on experience and the use of specialized rally equipment. The Chapter is putting on a TSD rally August 13 in conjunction with the Branded Rally Club. If you are going to Oktoberfest, plan to do the TSD rally. It will be easier and more fun than the "fun rally." Expect some how-to-rally articles in future issues of *der Bayerische*.

**Register for Oktoberfest.** And make your room reservation. This year could be the best and biggest yet, and Greenville, SC is only seven hours from DC. The drivers' school is planned to use the awesome Road Atlanta and will fill up very fast. The headquarters hotel may already be booked up. BMW NA is sure to provide lots of support and interesting exhibits with the factory being so close. Registration and other information should be in the current *Roundel* and the event website is: [www.oktoberfest2000.org](http://www.oktoberfest2000.org). As an added incentive, read the next resolution.

**Attend an American Le Mans Series race.** This is the biggest professional road racing series in quite some time. See last year's champion BMW LMR V12 roadsters competing against Ferrari 333SPs, Audi turbo V8 roadsters, and other specialized roadsters by Panoz, Reynard and Riley & Scott that are powered by Ford, Chevrolet, Cadillac, and Judd racing engines.

And that's only the Prototype class. There will be factory teams of Corvettes, Vipers, and turbo Porsches in the GTS class. The GT class will feature Tom Milner's Prototype Technology Group team of E46 M3s trying to regain the drivers and manufacturers titles from the Porsche 996 GT3R teams. Incidentally, the BMWs will not be running V8 engines despite what you read in *Roundel*. Each ALMS weekend will have a variety of support races too. The season is about to start with the Sebring 12-Hour. On April 1 (no fooling), there is an ALMS race at Lowe's Motor Speedway six hours south of DC in Charlotte, North Carolina. If you are going to Oktoberfest, the 3rd annual Petit Le Mans 1,000 mile race at Road Atlanta on September 30 is a great way to start the week. Three of the ALMS events will be on other continents this year. One is at Silverstone, England in May, one at the Nurburgring, Germany (presumably on the modern Grand Prix circuit), and the Millennium-ending December 31 race at Adelaide, Australia. All ALMS races will be televised by NBC or the Fox Sports Network. Speedvision will carry the same events as Fox. For more information check the website: [www.americanlemans.com](http://www.americanlemans.com).

**Become a Formula One fanatic.** If you aren't already, this may be the year to do it. First, there is the Williams team switching to a BMW V10 powerplant. Second, there is the first U.S. Grand Prix in umpteen years (September 24 at Indianapolis Motor Speedway). Third, there is the question of whether Michael Schumacher (Ferrari), or anyone else, can take the World Champion title away from Mika Hakkinen (McLaren). Sub-plots abound. Schumacher's brother Ralf continues as number one driver for BMW-Williams, but Alex Zanardi has been dropped. His replacement is 20 year-old Jenson Button from England. Until two years ago Button's racing experience was limited to go-karts. Will the Stewart-Ford team continue to improve now that they have British racing green cars labeled as Jaguars and Ireland's Eddie Irvine in place of Brazil's Rubens Barrichello (now with Ferrari)? The first event is March 12 at Melbourne, Australia. All of the races will be covered by Speedvision live and Fox Sports (Home Team Sports in the DC area) live or on tape delay. Daily news reports, the schedule, results, etc. are available on the website: [www.formula1.com](http://www.formula1.com). Our website is: [www.bmw.williamsf1.com](http://www.bmw.williamsf1.com).

**Enter an Autocross.** If you've never done one, or it's been many years, you may want to sign up for the Chapter's Autocross School on April 1. It will give you exercises in car control, teach you the rules, and allow runs on a typical autocross course. Last year all 50 spots filled up fast. In addition to our Chapter's six to eight events, some of which are joint with the Porsche and Corvette clubs, there are numerous other events that can be run. The Metropolitan Washington Council of Sports Car Clubs has a "championship" series open to everyone. Don't let the "championship" title intimidate you. It only means that top finishers in each class accumulate points towards a



season title. The beauty of MWCSCC autocrosses is that there may be a first-timer lined up for his run right in front of an SCCA Solo2 National Champ. What is Solo2? That is just the SCCA's name for autocross. Other organizations hosting autocrosses within a reasonable drive include the Mercedes Club in Winchester, Virginia, NASA-VA and VMSC in Petersburg, Virginia and Susquehanna Region, SCCA in Harrisburg, Pennsylvania. If you are going to *Oktoberfest*, the autocross will have more entrants than any other event. All autocrosses will have classes based on your car's potential performance, modifications, and in some cases your experience and sex. Autocrosses are held on empty parking lots and are not harmful to your car. Speeds rarely exceed 60 mph, but I guarantee it will be the most intense one minute drive of your life. The MWCSCC autocross website is: [members.aol.com/mwscsc/aw-ax.html](http://members.aol.com/mwscsc/aw-ax.html). The SCCA Solo2 website is: [www.scca.org/amateur/solo2/index.html](http://www.scca.org/amateur/solo2/index.html).

**Learn to accept, if not love, NASCAR.** What does that have to do with BMWs? Nothing. Well, actually PTG M3 driver Boris Said did win the pole in his first Winston Cup start. Sure it was on the Watkins Glen road course. Boris told me it was the biggest thrill of his career. There is nothing else in racing that can match the constant wheel-to-wheel action and competitiveness through out the entire field. Television coverage is superb. Roof cams, bumper cams, suspension cams, pedal cams all combine to convey the speed and car control that is not apparent in telephoto shot from the grandstand roof. Tickets are hard to come by, but two venues within two hours of DC host two Winston Cup events each year at Dover, Delaware and Richmond, Virginia. The NASCAR website is: [www.nascar.com](http://www.nascar.com).

**Attend a BMW CCA Club Race.** I'm still not aware of any Chapter member taking the plunge into your Club's race series, but the New Jersey Chapter has races planned for August 21 and 22 at Summit Point. That's a Monday and Tuesday, so plan to take off from work. This event draws entries from all over the northeast and southeast, so it is one of the better ones to attend. You will be amazed at the amount of money being spent on this "low-key" form of racing. There are a couple dozen different classes and the cars will range from 2002s to supercharged M3s. At this writing it is not known whether a Club Race will be part of *Oktoberfest* 2000 at Road Atlanta, but one rumor has it as a support race to the Petit Le Mans event. The website is: [www.bmwccaclubracing.com](http://www.bmwccaclubracing.com).

**Subscribe to The Stopwatch.** It's the way to keep up to date on local autocrosses and rallies with registration and results. Road tests, columnists and classified ads are all in this small local weekly that has published continuously since 1965. Subscription is \$20 for one year to: The Stopwatch, 4522 Amherst Lane, Bethesda, MD 20814. Sample copies should be available at our autocrosses and other local events. Other sources of information about local events include the calendar associated with this column and the various clubs' websites.

## COMPETITION CORNER CALENDAR

Mar 18	ALMS 12-Hour Race, Sebring, FL
Mar 25-26	NASA-VA Races, VIR, Danville, VA
Mar 25-26	SCCA Race Drivers School, Summit Point, WV
April 1	BMW-NCC Autocross School
April 1	ALMS Races, Charlotte, NC
April 8	MWCSCC Autocross School, Ft. Meade, MD
April 16	SCCA National Races, Summit Point, WV
April 30	SCCA MARRS Regional Races, Summit Point, WV
May 6	NASCAR Winston Cup, Richmond, VA
May 7	SESCA Champ Autocross, Ft. Meade, MD
May 13-14	SCCA MARRS Regional Races, VIR, Danville, VA
May 21	Jefferson 500 Vintage Races, Summit Point, WV
May 28	BMW, NCC Autocross #1,
May 28-29	NASA-VA Races, Summit Point, WV
May 29	Grand Am Race, Lime Rock, CT
June 3	SCCA 12-Hour Race, Summit Point, WV
June 4	ALTD Championship Autocross, Ft. Meade, MD
June 4	NASCAR Winston Cup, Dover, DE
June 4	Grand-Am races, Mid-Ohio



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## T E C H N O I D

Here are a couple of nifty designed-in BMW features you might not even be aware of:

**First** -- there is a bluish glow emanating from the dashboard of most of the newer BMWs. Right there behind the steering wheel under the instrument pod. It's actually a switch! Push it and you can actually turn off the front fog lights. Really! Go ahead and try it! Notice any difference? I didn't think so...

**Second** -- Now, please do this only in your driveway or in an isolated parking lot. You're sitting behind the wheel with the ignition on. Now move your left hand off of the driver's door (and put down the double *macchiata*) to a position immediately behind and to the left of the steering wheel, where you should encounter a sort of lever device. If you push downward on this lever until it clicks you'll soon notice a green (or yellow) arrow flashing within the instrument cluster. Now, put the handbrake on, take the car out of gear, and step outside of the car -- first going to the front and then to the rear and finally looking at the side on the really new models. Now, get back behind the wheel and push upwards (towards the roof) on that lever. Now step outside, this time to the front right and then to the right rear of the car. That lever is actually a turn signal! You use it before you make a turn -- or even change a lane -- and really savvy drivers coordinate the side that blinks with the direction they want to go!! Really!!! Try it and see!!! And you thought your Club dues were only going to waste on this rag!

*derr*

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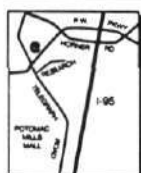
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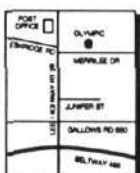
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# C A R O F T H E M O N T H

by Paul Vessels

This is a continuing series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn our membership will see the variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your photos returned. Send your submission to me at the address listed here. But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars

of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

Send your photos and the description of your car to:

Car of The Month  
c/o Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

March's car of the month is James Sheridan-Peters' 1998 E36 323is with Sport and Premium packages, purchased new at a local dealership and currently sitting in the garage with 35k miles on the odometer. The exterior is Titanium Silver and the interior is a hard to keep clean grey. This is James' first BMW and during the course of the last 18 months he's become a dedicated autocross/track junkie and

has begun modifying the car with that in mind. The wheels are 17x8 IFG A5s shod with 235/45-17 Yokohama AVS Intermediates, and he's added an X-brace, UUC Evo Competition short shifter, UUC Barbarian strut brace, JT Designs tranny mount, Conforti intake, UUC clutch stop and a European wiper control module for adjustable intermittent wipers. At track events and autocrosses there's a Schroth 4-point harness to keep him stationary on those slippery leather seats and a JT Designs camera mount to hold the camera still while taking shots of his mistakes. Future enhancements will come further apart now that he has a Spec RX-7 race car to siphon him dry, but planned is a Conforti chip (when available), upgraded suspension, stainless brake lines and possibly an after-market exhaust

March



April



Having recently sold his much-modified E36 M3, NCC member Duane Collie acquired this 1995 740i and was determined to leave it stock. That thought lasted at least two weeks before a set of 18" Alpinas were put on the car with Michelin's new Pilot Sport Ultra Performance tires in the appropriate sizes. Rumor has it further that "The Seven Sled" has been additionally upgraded with Porterfield R4S pads for autocross and potential track duty on the 4,400 lb lux-o-cruiser.



# NEW MEMBERS WELCOME!

*Holy Moly!!* Had our first snow storm and the M3 made it through! I've had an opportunity to really use the ACS and it really works. Well, membership is up, but we have not breached the 3500 threshold. Keep spreading the word. I fully expect to make our goal by the end of the first quarter of 2000. By now the snow may be melting and folks are venturing out on to the highways. Be careful out there. There are seventy-nine new members to welcome to the fold. Don't forget to check out the website (<http://www.bcpl.net/~ncc/>) for the most up to date club activities. The new member party planning is coming along, but won't be firmed up until the end of January. Expect the party in either the 2nd or 4th weekend (Saturday) in June. Well, gotta go coordinate major efforts for the country. See ya real soon.

*Mike Gayle*  
Membership Chairman

Name	Car	Referred by
Walid Achi	00 M Coupe	
Kristin Alberse	00 M Roadster	
Peter Alsberg	00 323i	
Jeff Asner		
Lawrence Baker	00 328ci	
Brent Beson	93 325i	
Alan Bewig	99 Z3	
Matt Bloom	87 M6	
George T. Boggs	97 528i	Charles H. Morin
Mark Bramblett	97 540i	
John Briggs	97 M3	
Justin D. Brown	97 Z3	Booker K. Evans
Shawn Burget	99 M Roadster	
Murray Carter	88 535i	Sergio Vito
Jim Chandler	87 L6	
Kevin Chen	87 325e	David Han
Lawrence Clark II	95 318tiA	
Arthur E. Collins Jr	00 528i	
Jude Decoteau		
Thomas Deyulia	95 325i	
Robert Dooley		
Franklin Eatton	98 540i	
Patrick Edmond	88 528e	
James M. Ferrara	00 328ci	
William Fritton	00 528i	
William Hacker	00 328ci	
Christopher Hanchak	86 535i	
Norman Hess	99 540i	
Tony Johnson	00 328i	
Jack Kalavritinos	95 525i	
James Keenan		Frank E. Werner
Jeannie Kim	91 318is	
John Kite	00 Z3	
Mollie Kleban	99 740iL	
Daniel Laurent	00 740i	
Vincent Lee	00 328i	
Claudio Lilienfeld	91 325ix	
Tim Lowe	99 E46	
Gary Lustig	85 528e	

Name	Car	Referred by
Collins Macdougall		Martha Noyes
Robert Marshall	00 323ci	Louis Denonno
R. K. Mason	99 540i	
Michael P. Mauro	98 M3c	
Pat Meola	89 325i	
Les Miller	98 Z3	
Greg Nolte		
Tracey Norris	97 M3	
J P Pak	98 M3	
Kent Pansiri	97 525i	
Jim Parks	96 328is	
Bruce Perkins	99 540i	
Marea Pandora Petrelles	00 325i	VOB BMW
Dennis C. Pippy	90 M5	
Michael Potts	00 323ci	
Ian Reid	85 M635CSi	
Alan Reynolds	00 323ci	
Donald E. Roberts	86 325	Clarence Hope
Peyman Safavi	99 M3	Terry Miller
Alex Saglimbeni	92 318is	
Vincent Salgado	99 328i	
Bradley Schultz	97 540i	
Ali Shahna	86 325	
Brandon Shaw	99 323i	
Donald Shive III	79 633CSi	
Mark Simione	99 528i	
Jane L. Spamon	00 328i	
Bill Spurlock	84 733i	
F. William Stryker	00 328ciA	Edwin Ullom
Sue Tardiff	00 323is	
Scott Tawney	99 Z3	
Joseph G. Thomas	00 328i	
Elliot Thomas	85 745i	
Larry Tobin	00 740i	
Joshua Turner	00 323ci	
Jeffrey M. Unger	00 Z3	
David A. Vargas	00 328i	
Ryan Wild	00 Z3	
Alan Young	98 328is	

## BMW CCA NCC Board Meeting, January 2000

Minutes from last meeting reviewed via e-mail.

**President's Report:** No report given.

**Vice President's Report:**

- Reviewed the Holiday party donation for door prizes. Announced new procedure for article and event submissions to the *dB* to be emailed to Dwight, (himself) Rich and Sue Bryan (ncc@bcpl.net).

**Treasurer's Report:**

- Supplied a report. Had a good year for expenses and income. Have not disbursed the funds for the MADD benefit autoX.

**Secretary's Report:** No report given.

**Membership:** No report given.

**Autocross:** Reviewed the course setup design, schedule and locations.

**Tech Chairman:**

- February 26th, 40 car limit on the Dyno day. All proceeds will go to a charity of our choice.

**Tours:**

- Woody planned a tour to PFG Sunday morning, January 29th.

**Rallies:**

- Steve reported the TSD rally the 13th. Reviewed the selection of scenic drives requesting help for deciding the destinations.

**Concours:** No report given.

**Drivers Schools:** No report given.

**dB:** Requesting info for announcement for event dates up till June.

**Advertising:**

- Stated that 2000 prices and placement info will be sent out to vendors. Discussed potential companies who we can contact. Stressed to get full page ads.

**Drivers' School Steering Committee:** No report given.

**Webmeister:**

- There were 65,000 \*page\* hits on the site, plus 51,000 graphics files hits, for a total of 116,000 hits on the site. The most popular pages were the site home page and the calendar of events. The most popular \*program\* pages were the autocross and drivers' schools. April was the most favorite with 12,107 hits. The least favorite month with 8,285 hits was August. Leads to site were 18% from National, 46% from bookmarks, 28% from various links, none bigger than 3%. Requested the writeups be sent via email for upcoming events. Reviewed getting AutoX results quicker. General overview for new items on the site. 70% of the browsers are CSS capable and have automatic graphics loading enabled. (I didn't measure Java capabilities.) Discussed the possibility of posting *dB* articles.

**Old Business:** Email directory discussed the compiling.

**New Business:**

- Proposed to donate old computers to organizations who would accept it. Discussed to have an event to help underprivileged youths possibly in conjunction with or at police department. Looking for input about possibilities.

**Calendar of events:** New calendar of events to be reviewed tonight.

**Next Meeting:** Location to be determined via email February 2nd.

**Adjournment:** Motion made and seconded.

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## YOUR CLUB NEEDS *YOU!*

The National Capital Chapter of the BMW CCA is looking for individuals to serve in the roles of Tourmeister and Social Chairperson.

The Tourmeister will run the Chapter's Tours and Rallies program. If you're interested in spending time with your fellow enthusiasts in a great social setting, and driving to interesting and exciting venues, Tours and Road Rallies may be for you!

Our Social Chairperson will work with other Chapter members to coordinate events such as the Fall Crab Feast, Holiday Party or the Vintage Race Corral.

We're always looking for new points of view and people who bring a fresh perspective to how the Club serves the membership!

Interested individuals should contact Chapter President, Rich Beebe at (410) 944-3449, or via e-mail at rich@beebecomm.com. As always, all members should feel free to contact any Board member with questions, we're listed in the front of the *dB* every month.



## CLASSIFIED REQUIREMENTS

**Members:** ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

### Non-members and Commercial Classifieds:

Commercial \$30/issue,  
non-member/non-commercial \$15/issue.

Make checks payable to BMW CCA NCC. Send ad with payment to *der Bayerische*, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218 or e-mail to dderr@bcpl.net. Ads must be received by the first of the even-numbered months for inclusion in the next issue.

## CARS FOR SALE

### 1973 2002

VIN 2590220. White / navy blue. 79K orig miles. Excellent daily driver. 4 spd with LSD. Weber 32/36, K&N intake, VA state inspection and emissions. Up to date on all maintenance incl. replaced brake components. New Ansa resonator and exhaust. Needs nothing but a good new home. Must see to appreciate. Grad school forces sale. \$6502 obo. Serious inquiries only.

**Richard** (703) 569-7851 (VA)  
or email to: <Rpineda@soza.com>

### 1984 M635CSI (Euro)

VIN WBAFE310101050470. Schwarz (blk)/anthracite lthr. Superb cond., 80k miles. Imported from Germany by golfer Sam Snead. DOT/EPA cert. 286hp, 5-spd, A/C, ABS, Ltd slip, Nakamichi/ADS stereo. \$22,000, neg.

**Alex Berger** (703) 276-7557 (VA)  
or email to: <bergera@howrey.com>

### 1987 325is

VIN WBAAA1308H2326872. Black / pearl beige. Only 94K miles. BMWCCA Concours winner, perfect condition inside and out, up to date on all records with documentation to prove it. Bilstein Sport, Eibachs, RD sway and stress bar. TSW 16X7.5 Hockenheim R, 225/45/16, Metric Mechanic shift kit, AutoThorty Flow-tech, Alpine 7392S with 6-disc changer professionally installed in glovebox, Boston Acoustics, ADS PQ10 amp and 642csi crossover. Mobil 1, Ate Super Blue, and Redline fluids. Grad school forces sale. \$10,325 obo. Serious inquiries only.

**Richard** (703) 569-7851 (VA)  
or email to: <Rpineda@soza.com>

### 1988 M3

VIN#WBSAK0303J2197917. Silver/crimson. Many upgrades for the track (ex: engine, 4.45 LS differential w/70% lock, brake cooling, suspension, exhaust, 2 Momo Nascar racing seats with 6-point harnesses, Korman Evo 2 airdam, 2 sets of Revolution 15x8 wheels with BFG R1s and 1 set of Momo 5-spoke 15x7 wheels with Pirelli PZeros. Interior stripped to reduce weight (ready for cage). Strong well-maintained (Bavarian Specialties) car and motor (new filter and synthetic oil after each event), low mileage (70,000). Ideal drivers school car. Very reliable. All records and all parts for restoration included. \$15,500 for all.

**Tony** (215) 345-5480 (weekends) (PA)  
(301) 721-1715 (eves) (MD)  
or email to: <ablancha@netstorm.net>  
or <blanchards@tradenet.net>

### 1988 M5

VIN WBSDC9306J2875123. Schwarz/natural. 176,000 miles, runs & looks great. Dinan chip, Alpine alarm & custom stereo. Recent replacements: transmission, clutch, rear rotors & pads, front suspension components, motor mounts, & more. Amsoil since 1994. All service performed by Blue Ridge Sports Cars. Wife says sell! \$7400obo.

**Scott** (301) 604-7256 (MD)  
or email to: <s2scott@maryland.net>

### 1989 325i

VIN WBAAA1305KAE57838. Lachsilber/black. 107,000 miles, excellent condition! Recently upgraded suspension to include E-30 M3 springs, new Bilsteins, control arms, bushings, and stainless steel brake lines. Very well maintained (recent timing belt & muffler, oil pan gasket.) Engine is stock but very strong. Standard items sunroof, power windows/locks, air conditioning, AM/FM Cassette, sport steering wheel. Needs absolutely nothing done to it. This is a great car at a great price. Call or e-mail with questions. \$7,250 OBO.

**Al** (703) 506-9159 (VA) or e-mail to <agzavala@att.net>

## CARS FOR SALE

### 1992 525i Touring

VIN WBAHJ6313NGD20774. Green/parchment leather. A/T, dual sunroof, heated seats, computer, new Michelin VX4plus/dust shields. Pampered/Mint Zymoiled condition, garaged 69K miles. \$17,000.

**Tom** (301) 365-7882 (MD)

### 1995 325i

VIN WBACB3320SFE20671. Montreal blue/silver gray leather. 2nd owner, OBC, heated power seats, sunroof, traction control, 5 speed Sport package, split rear seats, CD changer, BMW roof system, keyless entry/alarm, new Dunlop's, extended warranty. Excellent shape, just serviced. 80K miles. \$20K obo

**Charles** (410) 421-5225 (MD)

### 1997 Z3/1.9

VIN 4USCH7320VLB84001. Dark green/tan top/tan leather interior. 5 speed, heated power seats, cruise, traction control, fog lights, computer, black BMW luggage rack, BMW lockable luggage case, garaged AND covered, only Mobil 1, waxed monthly, non-smoker, BMWCCA car cover included. Mint. 17,500 miles. Still under factory service and bumper-to-bumper warranty. \$25,000 firm.

**Michael** (301) 869-2664 (MD)  
or email to: <MKrauss323@aol.com>

### 1999 M3 Convertible

VIN WBSBK9336XEC43494. Cosmos black/light gray interior. 5 speed, heated seats, Harmon Kardon sound system with CD player, M Contour Wheels, M3 floor mats. 7k miles. Absolutely perfect, garaged, no smoke, no snow. \$46,000.

**Joe** (703) 404-8825 (VA)

## PARTS FOR SALE

### Trailer

All aluminum Featherlite open car trailer model 3100. Solid aluminum floor. 2 axle, electric brakes, spare, custom box for wheels and tools, lightweight ramps and auxiliary ramps (for low cars), removable fenders, back-up lights, good rubber all around, spare set of wheel bearings. Also available: 2 sets of tie-down straps and a load-leveler hitch. \$3,800 for all. \$3,500 for the trailer.

**Tony** (215) 345-5480 (weekends) (PA)  
(301) 721-1715 (eves) (MD)  
or email to: <ablancha@netstorm.net>  
or <blanchards@tradenet.net>

### E30 Wheels

Four (4) stock E30 14 inch wheels with decent tires. Asking \$500.

**Josh** (301) 739-7611  
or email to: <vento16@aol.com>

### E30 (325e) Exhaust

Brand new Bosal cat-back exhaust system. Painted with black high-temp paint for extra corrosion protection. Purchased for Dad's car but did not need it. Fits '85-'87 325e, yours for \$130.00.

**Rick** (703) 695-3806 day (VA)  
(703) 242-9461 eves (VA)  
or email to: <RSadsad@aol.com>

### E36 M3 Wheels

Four 17" Motorsport 10 Spoke Wheels, 22.25 lbs/ea. Very good condition. Best offer takes it, located in Rockville.

**Mohammed** (301) 984-6146  
or email to: <mofares@hotmail.com>

### Tires

4 Dunlop SP Sport 2000E tires, 225/50ZR-16, 8K miles, clean/no track, from 99 E36 328is sport pkg, new \$640+, \$250 obo.

**Dave** (703) 704-2391 (VA)

### Misc. E30 Parts

Limited slip differential 4:10 very low miles excellent condition \$495, stock E-30 325is springs/shocks (about 50k miles on them) \$100 takes all. Stock BBS track/autocross wheels with tires (Toyo RAI's, quite usable) \$400 takes all 4. Call or e-mail with questions.

**Al** (703) 506-9159 (VA) or e-mail to <agzavala@att.net>

## WANTED

### 325

Wrecked, blown, or inexpensive project car ready to be towed. Photos will be returned if mailed to: P.O. Box 356, McLean, VA 22101.

**Michael** (703) 356-8590 (VA)  
or email to: <mike772399@msn.com>



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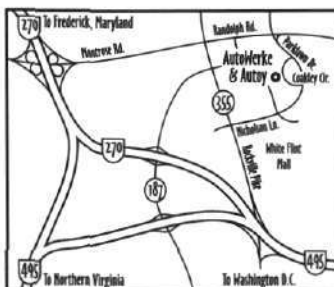
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## MEMBERSHIP APPLICATION

**IF YOU ARE INTERESTED IN BECOMING A MEMBER**, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 2130 Massachusetts Avenue, Cambridge, MA 02140.

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**ADDRESS:** \_\_\_\_\_

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**MAIL TO BMW CCA, INC.**, 2130 Massachusetts Avenue, Cambridge, MA 02140 or **FAX** to 617.876.3424 or **EMAIL** to 102514.2477@compuserve.com or bmwclub@aol.com.

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