

July/August 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)
- 17 New Members' Reception
- 18 NCC/German Marque Corral

- 24 NCC Autocross #2 (A. Dolenc)
- 25 Summer Tour (S. Schlossman)

JULY

- 15-16 18th Annual Pittsburg Vintage Grand Prix
- 23 NCC Autocross Series: Event #3/MWCSCC Championship Auto-X

AUGUST

- 5 Summer Seafood Feast and People's Choice Concours (M. Early)
- 12 NCC Chapterfest/NCC Autocross Series: Event #4
- 13 NCC Basic Training TSD Rally (Branded Rally Club of MD)
- 26-27 NCC Drivers' School Jefferson Circuit

SEPTEMBER

- 9 4th Annual Shenandoah Vineyards Concours (P. Vessels)
- 10 Summer PicNic Social and RC Autocross
- 24 NCC Autocross Series: Event #5/MADD (A. Dolenc) Benefit Charity

OCTOBER

- 15 NCC Autocross #6
- 21-22 NCC 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.)

der Bayerische

National Capital Chapter BMW Car Club of America

July/August 2000



VOLUME 30 NUMBER 4

4
SHORTSTROKES

5
COMING EVENTS

7
DRIVERS' SCHOOL
APPLICATION

24
WOODY'S
COMPETITION CORNER

26
CAR OF THE MONTH

27
TECHNOID

29
NEW MEMBERS

30
MINUTES

31
CLASSIFIEDS

32
ADVERTISERS INDEX



9 *2nd Annual Autocross*

BY ANDREJ DOLENC



11 *Deutsche Marque Concours*

BY PAUL VESSELS



12 *Carlisle Import Car Nationals*

BY PAUL VESSELS



13 *Jefferson 500 Corral*

PHOTOS BY DWIGHT DERR



14 *Mid-Atlantik '02 Fest 2000*

BY DAVE ROACH

15 *One Lap Decided on Last Lap*

BY WOODY HAIR

Cover photo: Dwight Derr

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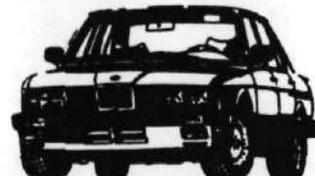
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NCC E-Mail Database

Don't Miss Out! Include yourself in the Club's e-mail database.

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.

Application for Customized Club License Plates



Interested in having personalized National Capital Chapter license plates? If you live in Maryland, you can now have them. The four digit number on the plates will be given in sequential order as applications are received. To apply, fill out this

application form and send it, along with a photocopy of your BMW CCA membership card, to Rich Beebe at the address listed below. You will receive an MVA form from Rich that you can take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you can return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application.). Allow 1-2 weeks for your MVA form to arrive.

Mail to: Rich Beebe
2105 Northland Road
Baltimore, MD 21207

Name _____

Address _____

City _____ State _____ Zip _____

Phone (W) _____ (H) _____

Present plate number _____

• The Alchemy just wasn't there after all, it appears, after the May collapse of BMW AG's deal to sell its money-hemorrhaging – currently \$3 million a day – Rover Group to the British venture capitalist firm Alchemy Partners Ltd. Instead, and after only 11 days of intense negotiations, BMW announced its intent to sell the beleaguered car maker to the Phoenix Consortium – a motley group comprised of trade unions, Rover dealers and the British government—for the sum of £10, a little more than \$15, and the promise to loan to Phoenix the \$767 million it needed to buy the company. The new announcement helped quell the uproar created after the

initial sale announcement, in which Alchemy revealed its intent to phase out the Rover marque – thereby shuttering Rover's

ShortStrokes

Longbridge plant – and operating as the MG Car Company, with the result the elimination of thousands of jobs, 9,000 alone at Longbridge and about 20,000 supply jobs associated with Rover production. Instead, according to John Towers, the head of the Phoenix Consortium and a former Rover chief executive, the new owners plan to produce about 203,000 cars a year – just slightly below the current output of 220,000 cars – with fewer than 1,000 layoffs, and have hopes of a collaboration with another major car producer, Honda being a distinct possibility. While labor unions were "absolutely over the moon" (ecstatic), financial analysts remained skeptical of Phoenix's outlook, citing the British pound's strength against the euro – making British cars shipped to the continent prohibitively expensive compared to other imported rivals – and pointing out that Rover lacks the necessary size to compete with the likes of Volkswagen, General Motors, and Ford, all of whom having a stronghold in Continental Europe. BMW, meanwhile, intends to go forward with its \$2.9 billion sale of the Land Rover division to Ford and will continue to supply engines to Rover.

• Meanwhile, back in Munich, BMW A.G.'s recent actions have drawn the ire of its own stockholders. At its recent annual shareholder meeting, investors lashed out at BMW management – accusing it of arrogance, amateurism, ignorance, and deception throughout its six year stewardship of Rover Group – as well as at members of the Quant family. BMW Chief Executive Joachim Milberg acknowledged that BMW made a number of mistakes, but was quick to point the blame to his predecessor, Bernd Pischetsrieder, who was ousted as a result of the Rover headache. Milberg also expressed regret for making statements open to interpretation, to wit, insisting that BMW was fully committed to Rover and the production of its mid-priced sedans while in actuality trying either to unload the car maker or shut it down. Milberg also admitted a reversal of BMW strategy: for years he and other management were adamantly opposed to the production of a mid-priced BMW claiming that that would cheapen BMW's image as luxury car company. But when BMW announced its ill-fated sale to Alchemy Partners, it said the time was ripe for BMW to develop a mid-priced line of its own—a statement reiterated by Milberg at the meeting.

• Scientists have discovered yet more evidence that there exists a difference between the minds of men and women, this time revealing the difference in brain usage between the sexes when faced with the task of navigating in new territory. Using brain scans, researcher Mattias Riepe and colleagues at Germany's University of Ulm, mapped brain activity in 12 men and 12 women as they maneuvered their way through a computerized three-dimensional virtual reality maze. What the scientists discovered was that while some parts of the brain were used by both sexes, men used a portion of the right hippocampus – a structure deep inside the brain known to be critical for navigation – while women, in contrast, utilize the right parietal cortex as well as the right prefrontal cortex. This data was consistent with previous published reports showing that women rely on landmarks to guide them while men use geometry, yet provides only a partial explanation as to why women readily insist on asking strangers for directions when navigating. Incidentally, the men averaged 2 minutes 22 seconds to escape the maze and the women needed about 3 minutes and 16 seconds. The study can be found in the April 2000 issue of *Nature Neuroscience*.

• Scientists (perhaps mothers and wives) at Leeds University in Britain have developed the "intelligent speed adaptor", a speed-control device that restricts fuel delivery to a vehicle's engine when the speed limit is exceeded. The unit relies on Global Positioning System signals to monitor the car's position, comparing its location and current speed with a map of local roads and their associated speed limits stored in memory. If the unit determines the driver is overcooking it, it first beeps or flashes a warning. If those are ignored, the unit restricts fuel flow until the car slows to the proper speed. Dr. Oliver Carsten, a researcher in the study, claims the device will save 2000 lives yearly in Britain alone at a cost of only \$330 a car. But don't hold your breath waiting for the device to appear on any BMW options list. "*Harcourt, slow down-- you're speeding.*"

• And French scientists have reported that long stints behind the wheel can have an adverse affect on the health of male drivers, namely, male fertility. (Those squeamish in the face of scientific nomenclature should page forward to the autocross result. ed.) Monitoring the scrotal temperatures of nine male volunteers as they drove about 160 miles without air conditioning, Roger Mieusset and colleagues at the CECOS Midi-Pyrenees in Toulouse, France, found that after only 20 minutes, scrotal temperatures rose quickly and were higher than those of men who walked the same route. Previous research has shown that sperm production drops off at higher scrotal temperatures. The researchers conclude that "the present study could be one of the strongest pieces of evidence to explain the longer time required to achieve conception in men who are occupational car drivers." The study was published in the 31 May 2000 issue of *Human Reproduction*. Men, you now know where to place that Super Big Gulp.

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**18th Annual Pittsburgh
Vintage Grand Prix**
Saturday - Sunday, 15 -16 July 2000
Shenley Park
Pittsburg, PA
Time: 10AM - 5PM

The Allegheny Chapter of the BMW CCA invites all NCC members to join them at the 18th Annual Pittsburgh Vintage Grand Prix in Shenley Park. On Saturday, 15 July, they'll host a Concours at German hill (near Turn 7) with a catered pig roast luncheon for Club members. On Sunday, 16 July, join them for another trackside luncheon and watch the 3rd Annual Vintage Grand Prix BMW CCA Club Race. For Club Race registration, Concours registration, or general information, contact the Allegheny Chapter's Jeff Taylor at (412) 741-6196 or email Jeff at <jjtaylor4@home.com>

**NCC Autocross Series: Event #3/MWCSCC
Championship Auto-X**
Sunday, 23 July 2000
Tipton Airport (**Note location change**)
Ft. Meade, MD
Time: 8:00 am

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://autocrossers.org> or call (240)305-5167. Pre-registration will open at 8pm on Sunday, July 2nd.

Directions: Take either the BW Parkway or I-95 to MD Rte. 32 East. Pass MD Rte. 198. Next LEFT (light) at Mapes Road (main entrance into Fort Meade). First RIGHT (bear right) onto O'Brien Rd right after the gate. First RIGHT onto Airfield Rd. Go to end and turn RIGHT onto General Aviation Drive. Go to end, lot is in front of you. Please respect all traffic laws on Fort Meade and on Airport grounds. This is a new lot and we need to show everyone our best behavior. Please do not jeopardize our access to this lot by speeding into and out of the lot.

**Summer Seafood Feast and
People's Choice Concours**
Sponsored by Tischer BMW
Saturday, 5 August 2000
Patapsco State Park - Avalon Branch #105
Elkridge, MD
Time: 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 serv-

ing 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.

**National Capital Chapter's Chapterfest
NCC Autocross Series: Event #4**
Saturday, 12 August, 2000
Lincoln Technical Institute*
9325 Snowden River Pkwy.
Columbia, MD
Time: 9:00am - 5:00pm

It may be the heat of summer, but the National Capital Chapter is in full swing, bringing an event-filled Chapterfest that will have something for everybody. Again, we will have a wonderful catered lunch from Santonis of Owings Mills, the same caterer that brought such great food last year.

9:00am - 5:00pm - Swap Meet

Is your garage bulging at the seams with parts and knick-knacks? The Chapterfest will feature a swap meet that is a perfect opportunity to sell some of these car parts (to free room for new projects!). Spaces for the swap meet measure approximately 9 feet wide by 19 feet deep. Spaces are free to club members, and \$25 per spot for commercial vendors. To reserve your space, contact Andrej Dolenc by e-mail (preferred) at: <ncc_autox@yahoo.com> or by phone at (240) 305-5167.

9:00am - 12:00pm - Concours

Do you religiously wash your car every weekend, keeping it so clean it's the envy of your block? Why not enter it in the Concours, where it will be compared to other cars maintained just as fastidiously. All cars will be judged for exterior and interior cleanliness, with the engine compartment optional. Trophies will be awarded to the 1st, 2nd, and 3rd place cars in both the clean car concours and people's choice categories. A \$10 fee is required for entry. To enter the concours, contact Paul Vessels at (202) 726-7971.

9:00am - 5:00pm - Autocross

The National Capital Chapter's Autocross Series continues with this, our fourth points event. For those not familiar with autocrossing, it is a low-speed precision driving event, where drivers compete against each other by driving the fastest time on a well-defined course. Instructors will be available to provide help to beginners. A Snell-rated helmet and a brief tech inspection will be required. An entry fee of \$15 will be charged. Trophies will be awarded to top finishers in all autocross classes. If anyone is interested in participating in the concours and the autocross, you should try to register early for the autocross so you may secure an afternoon slot. You may pre-register for the Autocross starting July 12th by contacting Andrej Dolenc by e-mail (preferred) at: <ncc_autox@yahoo.com> or by phone at (240) 305-5167.

11:00am - 3:00pm - RC Autocross
Introducing a brand new event for our Chapterfest, a Radio-Controlled car autocross. Perfect for drivers of all ages, including those too young to possess a drivers license! Bring out the kids and watch them race, or even compete against them, you never know who'll win! A limited amount of cars will be on hand, if you have an RC car, please bring it (including batteries and chargers). For more information, please contact Andrej Dolenc by e-mail (preferred) at: <ncc_autox@yahoo.com> or by phone at (240) 305-5167

This years Chapterfest promises to be a day packed with BMW camaraderie and events. Please come and join us! Questions? Contact Andrej Dolenc by e-mail at: <ncc_autox@yahoo.com> or phone at: (240) 305-5167. Please indicate which events you will be participating in, and how many persons will be attending. See you then!

* The Autocross is tentatively set to be run at Lincoln Technical Institute, though there is a possibility that this event may be held at a different lot. Please check the NCC's web site: <http://www.bcpl.net/~ncc> or with Andrej Dolenc at 240-305-5167 for the latest information on the location of the Chapterfest.

Directions. From DC: Take I-95 North to Md Rte. 32 West towards Columbia. Exit at Broken Land Pkwy and bear right at the end of the ramp. Immediately bear right onto Snowden River Pkwy. Lincoln Tech is on your right. From Baltimore: Take I-95 South to Exit 41 West (MD Rte. 175) towards Columbia (bear right on ramp). After 1.2 mi, turn left on Snowden River Pkwy. Lincoln Tech is about 2 miles on the left

**NCC Basic Training TSD Rally
In association with
the Branded Rally Club of MD**
Sunday, 13 August 2000
Start: Centreville, VA
Registration opens at 9:00am
First car off: 10:30am
Cost: \$20 per person (German buffet included)

Please pre-register no later than 31 July 2000 by sending an email to the rallymaster, Steven Schlossman at <steven@happytogether.com> or leave a message at (202)478-0768 anytime. Registration forms will be available at the start. The course will take you through scenic Fairfax, Prince William and Fauquier counties. Suggestions to bring to the event are, snacks and plenty of liquids. A clipboard, a basic calculator and pens. The finish will bring you to the 1763 Inn in Upperville, VA where a German buffet will be waiting for you, included in the entry fee. Enjoy your buffet while we tally up the scores. For 1763 Inn information, go to <http://www.1763inn.com/>.

- Classes: (tentative)
- AA: Advanced, Unequipped
(For all teams running unequipped with at least 3 first place finishes in any TSD Rally)
 - A: For all teams with a laptop or rally computer.

BB: Intermediate
(For all teams unequipped with prior TSD rally experience.)

CC: Novice (For all teams unequipped and NO prior TSD rally experience)

Directions to the start. From Baltimore: Take Interstate 95 South, to I-495 West. Follow directions below. From Virginia and the Capital Beltway: Take the Capital Beltway (I 495) in Virginia and exit onto I-66 West. Go to Exit 52 (U.S. Rte 29). Turn left at traffic light onto U.S. Rte. 29 North. Turn Right at Centrewood. Turn left at St. Germain Drive. We will meet in front of HAO HAO Buffet. (There is a Bagel Bakery, Jaimie's Coffeeshop, and a Mobil gas station near the start.)

NCC Drivers' School
Saturday-Sunday, 26 - 27 August, 2000
Jefferson Circuit
Summit Point Raceway, WV

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 contact registrar Gary Ketner at 410-715-9317 evenings before 10pm.

Directions: 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 I70 West 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.

4th Annual Shenandoah Vineyards Concours
Saturday, 9 September 2000
Shenandoah Vineyards
Edinburg, VA
Tour/Caravan leaves parking lot of Cracker Barrel restaurant promptly at 9:30AM.
Drive time will be approximately 1.5 hr.

Once again Shenandoah Vineyards and E&E Auto Sales will host the 4th annual Shenandoah Vineyards Concours in Edinburg, VA. For the past 3 years this event has been hosted by the vineyard in conjunction with their annual wine festival, and by E&E Auto Sales in Harrisonburg, VA owners

John and Vickie Estep. The wine festival, and the vineyards itself, make an excellent venue for an all BMW concours. This event has steadily grown since its inception four years ago. The competition is keen but friendly with cars coming in from as close as DC and MD and from as far away as NC. This event is a low key "top only" concours and the last "judged" event of the season. If you're thinking of O'fest concours this would be an excellent "tune up". Again, it's a "low key" fun event and engine compartments etc.. will be optional. All classes will trophy three deep and will be broken out as follows:

- Display
- Special Interest/racing
 - 02
 - 3 series/early
 - 3series/late
 - Coupe/early
 - Coupe/late
 - Sedan

Please remember this is a family event so bring the kids, the dog, the neighbors and grand-ma too, because in addition to our car show the wine festival will be in full swing! The festival combines live music, good food, arts and crafts, wine tasting and winery tours. The entry fee is \$20.00 per car--includes admission to wine festival, car show and wine and cheese awards reception--and will be collected at the gate.

Vineyard/show grounds open..... 10:00am
 Judging begins 1:00pm
 Awards presentation
 & Wine and Cheese reception..... 3:30pm
 Wine Festival ongoing..... 10:00am----6:00pm
 If additional information is needed, please contact Paul Vessels at <onboost@bellatlantic.net> or John Estep at <eandebmw@gte.net>

Directions to start: Cracker Barrel is located on VA Rte. 234 (Manassas exit) off I-66 West.

Summer Picnic Social and RC Autocross
Sunday, 10 September 2000
Bull Run Regional Park,
Centreville, VA
Time: 10:30 am til 4:00 pm

Planning has begun on a summer picnic and RC Car Autocross for the kids, and those of you who refuse to admit you are adults. So come on out and bring your Remote Control cars and trucks. Gather your family, outdoor fun gear to meet other BMW enthusiast(s), see the cars and play all day. The location will be the Bull Run Regional Park in Centreville, Virginia. The picnic will include lots of food, soda, water, chips and other munchies, volleyball, games, and of course the RC Autocross! Entry fee is waved for NCC members and children. The site has been selected, and logistics are being worked out at this time. Please keep an eye out for future information on this picnic in the next *dB*! **Call to leave your R.S.V.P. message (410) 944-9037 in Baltimore or (703) 812-8375 in Virginia,**

e-mail to <nccautox@visto.com> or mail to: NCC Summer Picnic, P.O. Box 685, Arlington, VA 22216 or fax (410) 944-3920 between June 30 and September 4. For the most updated information check out our website at <<http://www.bcpl.net/~ncc/calendar-of-events.html>>

Directions: Take the Capital Beltway (I-495) to I-66 West. Take the I-66 WEST exit for 12.6 miles to the US Rte. 29 exit, turn right onto Lee Highway (US Rte. 29 South) for 2.6 miles. Turn left onto Bull Run Post Office Rd. (VA Rte. 621) for 1.1 miles. Turn Left onto Bull Run Drive.

NCC Autocross Series: Event #5
Charity Autocross for the Benefit of Mothers Against Drunk Driving
Sunday, 24 September 2000
Time: 8:00 am
Location: TBD

Our Autocross series continues in September with what we hope to turn into an annual tradition, our Charity Autocross. All the proceeds from this autocross will go to benefit the local MADD VA State Chapter, just as they did last year. Likewise, the National Office will match whatever funds we raise, so we hope to see as many of you out there as possible! The autocross will feature three heats, with 30 cars per heat. We don't want to see any empty slots, so please pre-register starting August 24th by e-mail (preferred) to: <ncc_autox@yahoo.com> or by contacting Andrej Dolenc @ (240) 305-5167. As always, plenty of experienced autocrossers will be on hand to help out those just starting out autocrossing. Don't hesitate, just sign up! You'll have fun, and you'll be helping a charity!

NCC Fall 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 contact registrar Gary Ketner at 410-715-9317 evenings before 10pm.

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. It could be a long drive up through Pennsylvania or maybe a trek into West Virginia. Wherever it is, there will surely be good friends at either destination. Further details to follow in the next *dB*.



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)

Registration closed

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@hotmail.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."

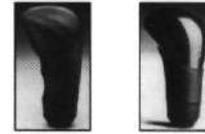
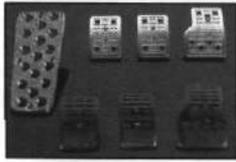
Days at Summit Point Main Circuit: _____ Days at Summit Point Jefferson Circuit: _____

Days at other tracks (please list individually): _____

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The 2nd Annual NCC Autocross School

By Andrej Dolenc

On a sunny Saturday, 45 students gathered to find that the 2nd Annual Autocross School was not a giant April 1st hoax. It was a real event, complete with a challenging and instructional autocross course, knowledgeable instructors, and lunch provided by the Club.

The autocross school strives to teach the basics of autocrossing to those who have never done it before, and help those who have autocrossed get quicker. To that end, the course designed for the autocross school contained just about all elements found on autocross courses--- tight turns, larger sweepers, slaloms, a skidpad, stop turns, decision gates. It was comprised of two separate halves, each emphasizing slightly different aspects. The morning started with a tech inspection of the students' cars. Next came possibly the most important part of an autocross--- the walkthrough. Here, small groups of students were led through the course by some of our most experienced autocrossers. The walkthrough was where the instructors broke down each section of the course, telling students how they should approach each individual section of the course. More than just analyzing each separate turn in the course, the walkthrough is where the students learn how the course goes, memorizing which set of cones come next after the turn they just negotiated. To help the students see how the course looks from a car at speed, the walkthroughs were followed by instructor drive-thrus. Instructors drove through the course with students as passengers. First drive-thrus were at a slow speed, but after that the instructors were free to drive at speed!

After the walkthroughs came what the students had been most eagerly awaiting --- their turn! Students lined up their cars, and drove each section of the course. An instructor was in the passenger seat with each student, to guide them through the course, and provide helpful comments at the end of their run. From the sidelines, we could see how students were getting progressively faster with each run. The instructors certainly did a great job! Not only were they getting faster, but everybody was staying safe --- the students kept their cars under control.

After everybody had ample time to run both halves of the course, everybody took a break for a pizza lunch, provided by the Club. The break was needed for everybody, since the most exciting part of the autocross school was coming next --- the timed full course autocross! The two halves of the autocross school were combined into one autocross, and the timing equipment was set up. Now everybody would get a chance to put everything they learned in the morning to use! Combining the two halves of the course doubled the length and the challenge of the course. Nobody was deterred by this though, some very fast times were put up by students!

By the end of the day, the students had autocrossed their fill, and the instructors were tired from instructing all day (some were seen napping under the tents). Nonetheless, the whole event was a tremendous success. Everybody participating in the 2nd Annual Autocross school had a great time. The ultimate goal of the autocross school is to get more chapter members involved with the autocross program. Looks like we achieved that too, many students said they were hooked on autocrossing at the end of the day!

Big thanks go out to all the instructors and the course workers who were on hand. Without you, these events don't happen. We appreciate tremendously your help, without it the 2nd Annual Autocross School would not have happened.

And now, a question for those of you still reading. The demand for the autocross school was tremendous, and unfortunately we were not able to accommodate everybody who inquired. Would you be interested in another autocross school later in the year? Please drop me a note at <ncc_autox@yahoo.com> or give me a buzz at (240)305-5167. We would be willing to host another one if there is enough demand for one.

The Highway Safety School

An Open letter to the National Capital Chapter

Ladies and Gentlemen,

Having just returned from working the National Capital Chapter's Highway Safety School, I felt it important to let you know just how great this instructional day was. I took the course a few years ago and this year my wife enrolled so I worked the course. The event was very well run, professionally organized, highly educational, and great fun.

For those unfamiliar with such an event, it's a one-on-one driving experience in your own vehicle with an instructor in the passenger seat for most of the day. Featuring classroom instruction, skidpad exercises and assorted handling and braking techniques, it's a well-spent day at the track. The goal is to improve your driving skills, to learn your limits and those of your car and to become a more knowledgeable driver, not necessarily a faster driver. Although it's held at a race track, no racing is involved, but the track presents a very safe venue for safety exercises—there are wide grassy shoulders for the occasional off-road excursion, the pavement is in good condition, etc. Safety is stressed and helmets required, but this is not a high-speed, dangerous event. It's much more dangerous to go out on the road not having this knowledge.

A big plus to this particular school is that our local track has a skidpad. Imagine a huge donut of asphalt that is constantly being wetted down with water. Now drive in a circle around this donut, increasing your speed constantly. Eventually, you'll lose control! Wheeee! You're in the grass! But then your instructor will urge you to try a different wheel input or other technique and the next time you

lose control, you gain it back and continue around the course . . . or not, but eventually you learn what's happening and will be able to apply this knowledge the next time you're on a rain-soaked highway.

Other exercises include a slalom course where you go through staggered pylons at ever-increasing speeds, emergency lane-change maneuvers and a braking course where you learn that you can make your car stop faster using threshold braking than relying on the ABS. For many people, it's the first time they've even felt the effects of ABS in the brake pedal, which can be frightening if you don't know what to expect.

Those who believe that a Highway Safety School is just a prelude to go-fast drivers' schools should reconsider their position. Those who feel they are already a good driver ought to enroll to see just how good they really are—I'm guessing a surprise is in store. Thanks to ABS, ASC and other improvements, our cars are increasingly proficient at keeping the shiny side up. But the handling techniques learned here can only increase your odds of accident avoidance, thus vastly increasing your odds of accident survival.

My only suggestion would be that the Safety School be offered more than once a year. Is there just not enough interest to hold it more often?

Sincerely,

Brian Hollen

Member, on and off, mostly on, since 1972



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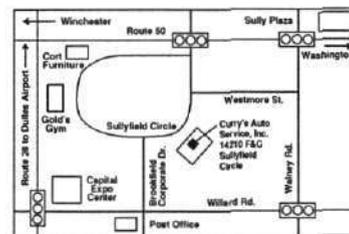
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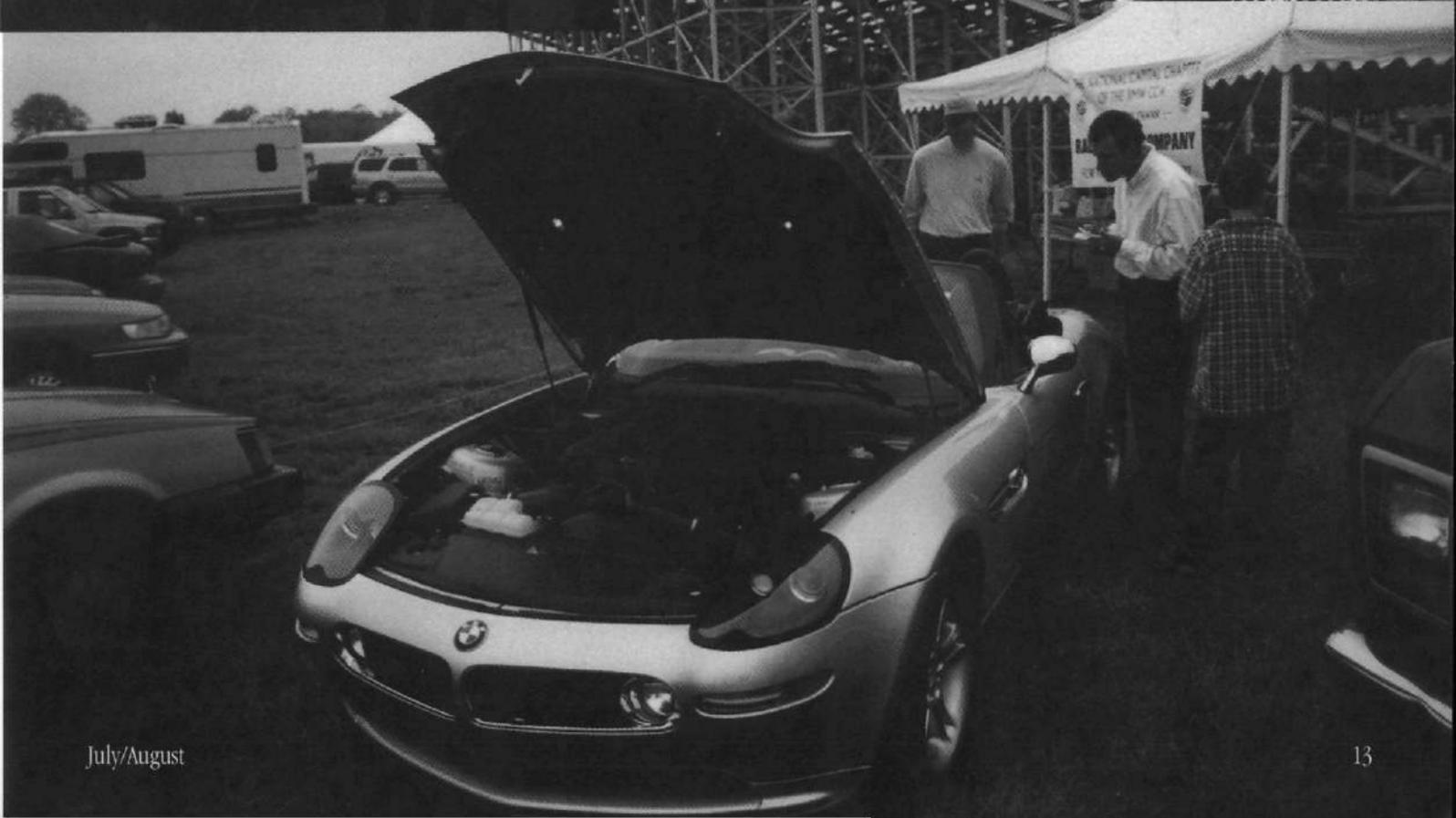
| | | |
|--------------------------------|----------------------------|----------------------|
| Best of Marque: | Juan Cordona | 74 2002tii |
| 02 Class: | | |
| 1st Place: | Juan Cordona | 74 2002tii * |
| 2nd Place: | Bob & Julie Sadler | 72 2002tii |
| 3rd Place: | John McWilliams | 76 2002 |
| Early 3 Series Class: | | |
| 1st Place: | Richard Pineda | 91 M3 * |
| 2nd Place: | Greg Wise | 90 M3 |
| 3rd Place: | Scott Beckman | 90 M3 |
| Late 3 Series Class: | | |
| 1st Place: | Jeff Pugh | 98 M3 |
| 2nd Place: | Greg Wager | 98 M3 |
| 3rd Place: | Jerome Berger | 96 318ti |
| Sedan Class: | | |
| 1st Place: | John Estep Sr. | 73 3.0S |
| 2nd Place: | Paul Vessels | 85 735i |
| 3rd Place: | Kieth Frech | 85 735i (Hartge H7s) |
| Early Coupe Class: | | |
| 1st Place: | Ed Rissing | 74 3.0CS |
| 2nd Place: | John Bragale | 72 3.0CS |
| 3rd Place: | Doug Dowling | 71 2800CS |
| Late Coupe Class: | | |
| 1st Place: | Virginia Miller | 89 635CSi * |
| 2nd Place: | Karl & Loisirene Bernhardt | 86 635CSi |
| Special Interest Class: | | |
| 1st Place: | Lothar Schuettler | 56 502 |
| 2nd Place: | Ken Bell | 91 850i |
| 3rd Place: | Lothar Schuettler | 72 2002 Baur Cabrio |
| Display Class: | | |
| 1st Place: | John Bragle | 99 M Roadster |
| 2nd Place: | Larry Grube | 99 M3 Convertible |
| 3rd Place: | Dave & Jan Gurnter | 99 318 ti |

* indicates Best of Marque contender.



The Jefferson 500 Corral

*Thanks Paul Moorcones
and Radial Tire Company*



NCC Autocross #1

By Andrej Dolenc

Memorial Day weekend brought many things — a day off work, a holiday to remember fallen war heroes, and most importantly to us, the first autocross in our autocross series! While the weather was not perfect, the event was not a washout by any means! Most of the day was dry, allowing us to enjoy a challenging course designed by Brian Shipman. It was more complex than the autocross school's course, allowing experienced autocrossers to sink their teeth into a fun course, but not so complex as to stymie the less experienced. FTD was set by Ron Katona, a blistering run that left us wondering 'Where's the cones he hit?'. We also saw several members from the autocross school come out to try their hand against the rest of the club, glad to see y'all came out! Woody Hair, recently returned from the One Lap of America, was on hand with his One Lap M3 (Tammi Hull's, Woody's co-driver) and stories from the road, looking forward to more of these!



Thanks to everybody who pitched in and worked, the event went very smoothly with everybody's help.

Repeating a question from last time, would you be interested in another autocross school later in the year? Please drop me a note at <ncc_autox@yahoo.com> or give me a buzz at (240)305-5167. We would be willing to host another one if there is enough demand for one.

See ya at the next autocross!



What is a Road Rally?

(Printed with permission from the SCCA)

Two people, in ordinary cars, on regular roads, within the legal speed limit, make up a rally team. The challenge is to drive on time - not early or late (it's not a race). Each team needs a watch, which can be set to match rally time; something to write on and write with. Cars start at one-minute intervals. The first section of the rally is called the odometer check leg and allows you to compare your mileage to the rallymasters'. If you have a trip odometer in your car you can zero it at the start. You will have a specified amount of time to reach the end of the odometer check leg which is called the Official Mileage Point. Wait there until the given time has elapsed, then leave, following the directions given and travel at the specified speed. Timing controls, or checkpoints, will be found at various locations along the route. Since the Rallymaster knows how fast you were supposed to travel, and how far you went, it is possible to calculate an exact time when you should arrive at the control. The control crew times you with a very accurate clock when you arrive. Your score is the difference between when you should have arrived and when you actually did arrive. Points are given for being early or late. This is a contest of precision, not a race. If you are late at one control, you can not make up for it by being early at the next. The score for each leg is separate.

Scores for all legs are totaled and the lowest score wins (just like golf). And, just as in golf, it takes practice to get very good scores. Regardless of whether you get very good scores, or just scores, rallying is a lot of fun if you like to spend time in your car, see some scenery and spend time with congenial people. Rallies usually end at a location where munchies and beverages are available. You can join the rest of the crowd in discussing how the event went and how you did, while waiting for the final scores to be calculated and trophies to be awarded. The best part about rallying... No Experience Required A Tour rally is a time-speed-distance contest with straightforward course following. There is never an attempt to lead the contestant off course, and typically redundant/confirming instructions are provided if there is an apparent opportunity to get lost. Since there is little challenge in following the course, the competition is either in a "driver's" style event, with challenging roads; or in a navigator's contest of very precise calculations. A typical national tour rally with a minimum of 24 controls is won with less than one point per control average. A "navigator's" contest event may be won with as few as 6-9 points for the entire event.

Performance Rally Orientation Day

R. L. "Skip" Morgridge is the SCCA Washington DC Region's new Performance Rally Chairman and has announced that they're holding a Metro area Performance Rally orientation day in Burke, VA on 15 July. All NCC members, especially the AUTOCROSS folks, are invited to attend this event. Check out their new web site at <<http://perfrally.wdcr-scca.org>> for more information.



AutoX Results – May 28, 2000

| S1 | MAKE | MODEL | BMW | SCCA | RUN #1 | RUN #2 | RUN #3 | RUN #4 | BEST RUN | PAX | PAX Points |
|----------------------|---------|----------------|-----|------|-----------|-----------|-----------|-----------|----------|--------|------------|
| Clairmonte, Amanda | BMW | 95 325iC | S1 | GS | 67.117 +1 | 61.684 | 61.461 +1 | 61.119 | 61.119 | 55.802 | 31 |
| Kim, Steve | BMW | 87 535is | S1 | GS | 65.797 | 63.126 | 61.911 | 61.960 | 61.911 | 56.525 | 30 |
| Harley, Eric | BMW | 00 328i | S1 | GS | 68.178 | 63.161 | 61.991 | 64.221 | 61.991 | 56.598 | 29 |
| Frankiewicz, Jim | BMW | 94 325iC | S1 | GS | 65.359 | 65.508 | 63.007 | 62.642 | 62.642 | 57.192 | 25 |
| Shay, Martin | BMW | 89 325i | S1 | GS | OC | 71.223 | 68.711 | 66.641 | 68.711 | 62.733 | 9 |
| Frankiewicz, Lia | BMW | 94 325ic | S1 | GS | 76.299 | 72.688 | 68.951 | 67.567 +1 | 68.951 | 62.952 | 7 |
| S1M | | | | | | | | | | | |
| Henry, Kevin | BMW | 90 325i | S1M | DSP | 58.550 | 57.086 | 58.291 +2 | 55.964 | 55.964 | 53.725 | 46 |
| Garces, Rafael | BMW | 96 328i | S1M | GS | 57.971 | 59.494 | 56.836 | 56.522 | 56.522 | 54.261 | 44 |
| Linn, Gary | BMW | 85 325is | S1M | EM | OC | 59.186 | 65.597 +1 | 59.556 | 59.186 | 56.819 | 27 |
| Simpkins, Darrell | BMW | 00 328i | S1M | GS | OC | OC | 66.648 +1 | OC | 68.648 | 65.902 | 2 |
| Bacon, Kyle | BMW | 87 325is | S1M | DSP | OC | OC | 68.635 +1 | OC | 70.635 | 67.810 | 1 |
| S2 | | | | | | | | | | | |
| Schofield, Bill | BMW | 96 318ti | S2 | DS | 64.869 | 63.609 | 63.328 | 61.641 | 61.641 | 56.648 | 28 |
| Etherington, Crispin | BMW | 98 528i | S2 | GS | OC | 74.526 | 64.281 | 64.310 | 64.281 | 59.074 | 16 |
| S2M | | | | | | | | | | | |
| Brochu, Bill | BMW | 85 535i | S2M | ESP | 55.979 | 55.837 | 54.304 | 54.660 | 54.304 | 52.675 | 50 |
| Brochu, Steven | BMW | 85 535i | S2M | ESP | 56.421 | 56.733 +1 | 55.950 | 55.144 +1 | 55.950 | 54.272 | 43 |
| Brochu, Angie | BMW | 85 535i | S2M | ESP | 59.466 | 59.109 | 57.676 | 57.473 | 57.473 | 55.749 | 32 |
| Schlossman, Steven | BMW | 328ti | S2M | DS | 67.405 | 68.476 | 65.268 | 65.530 | 65.268 | 63.310 | 4 |
| SS | | | | | | | | | | | |
| Shipman, Brian | BMW | 97 M3 | SS | ESP | 57.849 | 56.882 +1 | 55.469 | 54.952 | 54.952 | 52.699 | 49 |
| Hopkins, Bob | BMW | 97 M3 | SS | AS | 57.526 | 56.558 | 55.710 | 68.998 | 55.710 | 53.426 | 47 |
| Pettis, Ben | BMW | 99 M Coupe | SS | SS | 59.788 | 58.240 | 56.580 | 55.916 +1 | 56.580 | 54.260 | 45 |
| James, David | BMW | 99 M Coupe | SS | SS | 58.795 | 58.075 | 56.931 | 57.753 | 56.931 | 54.597 | 42 |
| Emad, Rani | BMW | 98 M3 | SS | AS | 60.052 | 60.540 | 58.515 | 57.025 | 57.025 | 54.687 | 41 |
| Dolenc, Andrej | BMW | 97 M3 | SS | ESP | OC | 57.601 | 57.505 | 57.167 | 57.167 | 54.823 | 40 |
| Moraski, Rich | BMW | 97 M3 | SS | AS | 59.288 | 58.563 | 58.016 | 57.531 | 57.531 | 55.172 | 36 |
| McGill, Duncan | BMW | M Roadster | SS | SS | 57.431 +1 | 59.428 | 57.627 | 56.856 +1 | 57.627 | 55.264 | 34 |
| Clairmonte, Gary | BMW | 98 M3 | SS | AS | 60.191 | 58.169 | 58.522 | 57.650 | 57.650 | 55.286 | 33 |
| Rueda, Luis | BMW | 95 M3 | SS | AS | OC | 63.762 +1 | 61.392 +1 | 60.833 | 60.833 | 58.339 | 18 |
| Freir, Jeff | BMW | 98 M3 | SS | AS | 70.707 | OC | OC | 61.815 | 61.815 | 59.281 | 15 |
| Rueda, Luis | BMW | 95 M3 | SS | AS | 60.781 | 60.356 | 61.278 | 59.916 | FUN | FUN | |
| Clairmont, Gary | BMW | 98 M3 | SS | AS | 58.393 | 58.881 | 59.161 | 62.127 | FUN | FUN | |
| Moraski, Rich | BMW | 97 M3 | SS | AS | 56.806 | 56.952 | 56.438 | 57.051 | FUN | FUN | |
| SSM | | | | | | | | | | | |
| Katona, Ron | BMW | 95 M3 | SSM | ESP | 64.999 | 56.025 | 53.999 | 53.240 | 53.240 | 53.240 | 48 |
| Miles, Scott | BMW | 88 M3 | SSM | CSP | 60.460 | 57.559 | 56.455 | 54.894 | 54.894 | 54.894 | 39 |
| Woodcock, John | BMW | 98 M3 | SSM | AS | OC | DNF | 55.737 | 55.247 | 55.247 | 55.247 | 35 |
| Nash, Steve | BMW | 89 M3 | SSM | CSP | 61.896 | 58.989 | 57.509 | 57.579 | 57.509 | 57.509 | 24 |
| Hair, Woody | BMW | 88 M3 | SSM | CSP | OC | DNF | 57.618 | 57.543 +1 | 57.618 | 57.618 | 22 |
| Ngo, Gary | BMW | 95 M3 | SSM | AS | 59.240 | 57.623 | 59.154 +2 | 58.476 | 57.623 | 57.623 | 21 |
| Grafton, Chuck | BMW | 90 M3 | SSM | CSP | 60.826 | 60.726 | 58.108 +1 | 58.221 | 58.221 | 58.221 | 19 |
| Hudnall, John | BMW | 95 M3 | SSM | ESP | 62.744 | 60.954 | 60.824 | 60.099 | 60.099 | 60.099 | 13 |
| Han, David | BMW | 91 M3 | SSM | CSP | 61.924 | 62.540 | 61.489 | 61.024 +1 | 61.489 | 61.489 | 11 |
| Fox, Michael | BMW | E30 M3 | SSM | ESP | 66.615 | 63.031 | OC | 65.899 | 63.031 | 63.031 | 6 |
| Jackson, Eli | BMW | 97 M3 | SSM | ESP | OC | 63.558 | 64.498 | 63.280 | 63.280 | 63.280 | 5 |
| Bennett, Richard | BMW | 88 M3 | SSM | CSP | 59.913 | 58.348 | 57.560 | 61.549 +1 | FUN | FUN | |
| T | | | | | | | | | | | |
| Donahue, Mike | BMW | 93 740iL | T | HS | OC | 62.976 | 60.332 | 60.723 | 60.332 | 54.962 | 38 |
| TM | | | | | | | | | | | |
| Martino, Paul | BMW | 76 2002 | TM | EP | 58.555 | 57.753 | 59.035 | OC | 57.753 | 55.039 | 37 |
| Bennett, Richard | BMW | 74 2002 | TM | FSP | 65.363 | 60.392 | 61.179 | OC | 60.392 | 57.554 | 23 |
| X | | | | | | | | | | | |
| Cummins, Harvey | Porsche | Boxter S | X | SS | 59.120 | 59.105 | 58.205 | 56.823 | 56.823 | 56.823 | 26 |
| Schlichter, Rich | Nissan | 93 300ZX Turbo | X | BSP | OC | OC | 58.448 | 57.755 | 57.755 | 57.755 | 20 |
| Clairmont, Daniel | Mitsu | 99 Eclipse | X | ES | 65.717 | 61.912 +2 | 65.288 +4 | 58.824 | 58.824 | 58.824 | 17 |
| Cunningham, Jim | Porsche | 79 911 | X | AS | 61.852 | 60.165 | 59.354 | 59.457 | 59.354 | 59.354 | 14 |
| Winston, Greg | Mazda | 92 Miata | X | BS | 62.657 +1 | 61.015 | 60.297 | 63.076 | 60.297 | 60.297 | 12 |
| Howe, Michael | VW | 98 GTI | X | DSP | OC | 64.871 | 62.336 | 61.819 | 61.819 | 61.819 | 10 |
| Hsu, Richard | Acura | 98 Integra R | X | GS | OC | 64.365 | 62.908 | OC | 62.908 | 62.908 | 8 |
| Winston, Wendy | Mazda | 92 Miata | X | BS | 65.296 | 64.509 +1 | OC | 64.589 | 64.589 | 64.589 | 3 |
| Clairmont, Daniel | Mitsu | 99 Eclipse | X | ES | 60.088 | 75.941 | 60.719 | 63.383 | FUN | FUN | |
| Schlichter, Rich | Nissan | 93 300ZX Turbo | X | BSP | 62.747 | 59.752 | XXX | XXX | FUN | FUN | |

Mid-Atlantik '02 Fest 2000

John Kohan should have been there. Remember him? The guy who wrote to the *Roundel* and suggested that all of us '02 owners should get a life, sell, our old junk, and buy new cars?

By David Roach

Anyway, ol' John would have had a perfect audience for his ministry, as there were 33 '02s and their owners at the first Mid-Atlantik '02 Fest, held on April 29 at the Shenandoah River State Park near Front Royal. And, I suspect, John would have made exactly zero converts. Not Juan Cardona, owner of what appeared to be a brand-new '74 tii (it was fresh out of the restoration shop), not the owner of the ragged-out, rusty, Inka-fading-to-Colorado-orange 2002, and not any of us in between.

The Mid-Atlantik '02 Fest is the creation of John Weese of Landisville, Pennsylvania. John thought it would be good fun to have a get-together for all of us '02 owners somewhere in the mid-

Atlantic states and in a season when those of us with little (best case) or no air conditioning could enjoy the drive and a day in the great outdoors. So, with the help of his wife Judy and his friends John Love and Steve Good, he organized the event. It was publicized only on the web (2002list@ids.net), without any help from any BMW CCA chapter. Despite the poor publicity, Weese managed to attract the aforementioned 33 '02s, covering every year of production (1967-1976) except 1968.

The weather was perfect, adding proof to the argument that The Big Guy Himself drives a 2002-sunny, 75 degrees. Molly (my 2002) and I arrived at about 9:30 to find 14 '02s already there, and they just kept on coming, well into

the afternoon—all conditions, all years, some highly modified, some bone stock. We admired each others' cars, talked about the repairs and modifications we'd made, ate picnic lunches, and voted for our favorite cars, which were:

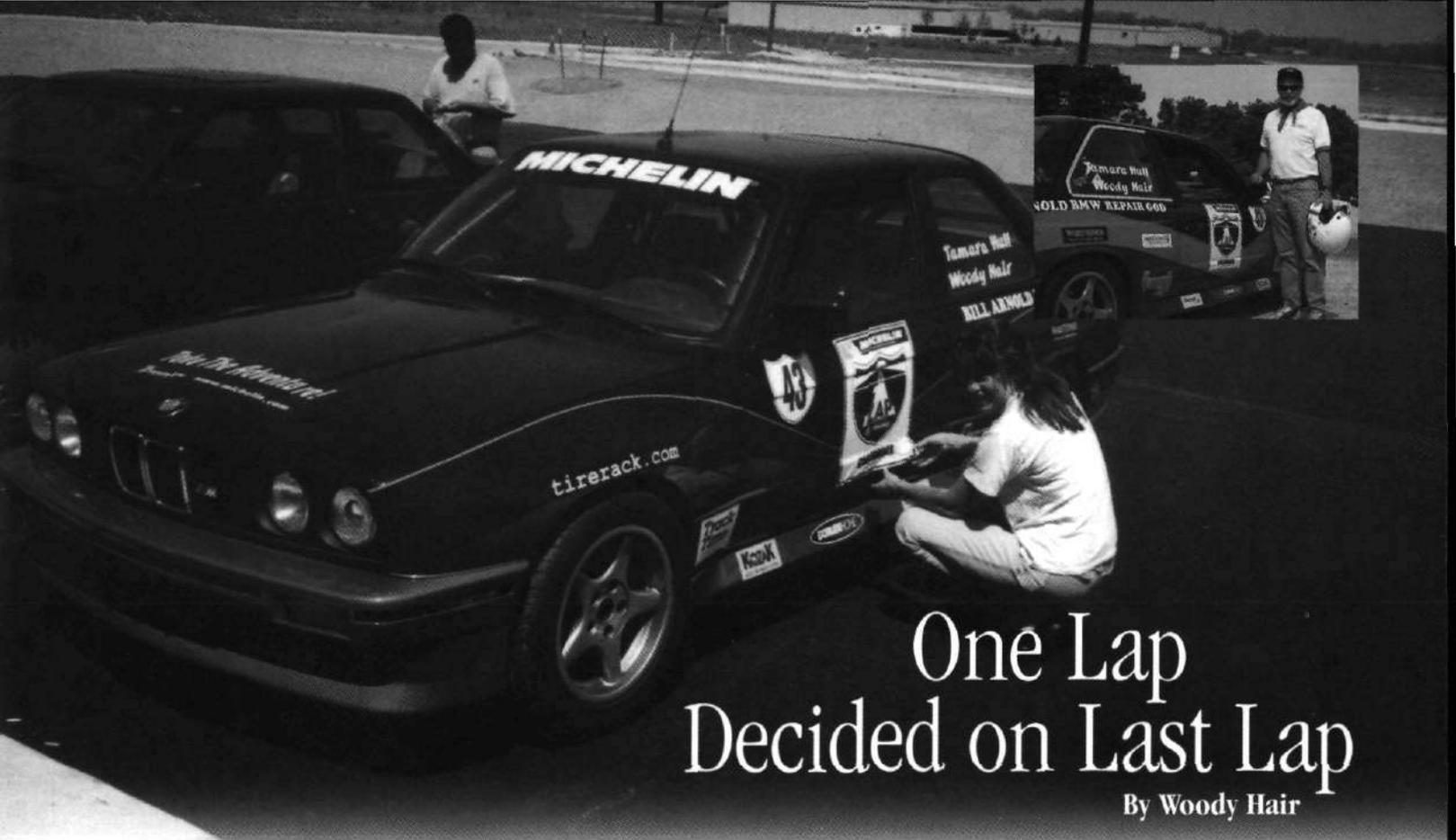
- Favorite round-taillight (1967-1973) - John Weese, 1973 2002tii
- Favorite square taillight (1974-1976) - Juan Cardona, 1974 2002tii
- Favorite tii - Juan Cardona, 1974 2002tii
- Favorite engine compartment - Juan Cardona, 1974 2002tii
- Favorite paint job - Juan Cardona, 1974 2002tii
- Most highly modified - Steven Garstang, 1973 2002
- Most original - John Weese, 1973 2002tii
- Drivers' choice - Bob Payne, 1974 2002 turbo
- Farthest distance traveled to the event - Bob Payne (from near Greenville, South Carolina)

In addition to these awards, Paul Wegweiser awarded a Maximilian Imports "Essense of the '02" award to the daily driver that best represents the spirit of '02 ownership to Alan Tober and his Agave (green) 1973 2002tii.

Then there were door prizes, so many (and from too many sponsors to list here) that everyone got a door prize. As the sun began making its way toward the Appalachian Mountains to our west, everyone packed up and said goodbye, vowing to meet again next year, and headed home in the afternoon sun.

And then came the best part—caravanning up the road in a line of '02s. It was just like the good old days, when BMW owners flashed their headlights at each other, when BMWs were strange, boxy little furrin' cars that could flat-out git it instead of status symbols, when John Kohan wasn't around, disparaging the marque. It was perfect.





One Lap Decided on Last Lap

By Woody Hair

The 2000 Michelin One Lap of America may be considered a misnomer since it never left the Eastern time zone. But veteran competitors declared it was one of the most grueling with at least two time trials every day and an average 650 mile overnight transit between each of the tracks used in this week long event. As you may know, the One Lap replaced the highly illegal and politically incorrect Cannonball Run. Since 1984 it has evolved from a 8,800-mile rally—a succession of scored TSD events with intervening long transit stages—to this year's 4,400-mile trek, with all scoring based on 15 time trials on eight different road courses. Five to eight cars at a time, separated by 10 second intervals, roar out of pit lane on a recognizance lap, stopping when they return to the start-finish line. Then, again at 10 second intervals, the cars are waved off on a 1, 2, 3, or 4 lap trial with the timing beginning from a standing start—why the average lap time will look pretty slow. Also, due to some tracks' pit-out configuration, the competitors are seeing turn 1 for the first time at the end of their first timed lap. For the overall scoring the winner of a time trial event gets five points for each car entered (5 x 113 = 565 points). Each succeeding car gets five less points. Not starting or not finishing an event is worth zero points. Class standings are scored separately using the same system.

The eight classes are based on the year and original base price of the body as well as body-type. There were 22 entries in the Sports/GT-1 class (over \$35,000 list) which includes E36 M3s. Sports/GT-2 (under \$35,000) was the largest class with 31 entries, ranging from Ruf Porsche 911 Turbos to E30 M3s. Luxury Sedan (over \$35,000) had 10 entries while Mid-Price Sedan/Wagons had 21. The Vintage (pre-1980) Foreign class had eight competitors ranging from a Beck-built replica Lister Corvette to a (non-Cooper) Austin Mini. The Lister, with no provision for a top or windshield wipers, was surely the wildest entry and the two drivers won the admiration of all the other competitors for their fortitude. Despite being built in California in 1999, I guess the 1958 technology justified considering the Lister a vintage foreign car. The Vintage American class had eight entries,

three of which were Superformance Cobra replicas. One of these had the Daytona coupe body and was driven by Dennis Olthoff, the son of South African Bob Olthoff who drove Cobras at Le Mans during the mid-sixties. The Economy Car class (less than \$15,000 list) had eight entries and some pretty hot engines. Finally there was a Truck/SUV class with five entries ranging from a chopped Dodge Ram with NASCAR Craftsman Truck technology to a one-day old Ford SVT Lightning. I was driving with Tammi Hull, a friend from California, in her 1988 BMW M3.

Several people have asked me what modifications are allowed and if there is a "stock" class. Folks, when it comes to modifications, there is only one rule: There are no rules! This has made for an on-going horsepower race over the last few years. As one Lap Dog (a veteran) told me, if you show up in 2000 with a car that was 3rd in class in 1999, expect to finish no better than 10th. Street compound Michelin tires are mandatory and the track events must be done without a tire change. A maximum of two spares could be carried. Each car can have two or three drivers. The track events can all be done by one driver, or a team can split the time-trials among the drivers. No one in recent memory had won the One Lap by splitting the track events. Everyone was reminded at the Saturday drivers meeting that all team members must travel the entire route in their entered car. No support vehicles of any kind are allowed, but a disabled car can be transported wherever for necessary repairs and re-join the event whenever possible. Three or four cars had engines replaced in the course of this year's One Lap.

Many drivers make an effort to attend schools or lapping days at the tracks. When Virginia International Raceway's north and south courses were announced as part of this year's schedule many competitors signed up for the NASA-Virginia Region's March school on the North course. A handful actually paid big bucks to attend a Bertil Roos or Skip Barber professional school on the South course. Track Time scheduled a school at Gingerman Raceway in western Michigan the day before the start of the One Lap. As this

track was to be used for the first two and last two trials, about seventy competitors participated in this school on May 5. Registration for the 113 One Lap entries commenced that afternoon. Several cars had to spend the evening in local shops having their mechanical ills cured.

Saturday, May 6 was devoted to affixing the many required One Lap and sponsor stickers, a tech inspection, drivers meeting, and, new this year, a one lap time trial to establish a semblance of a fastest-to-slowest running order. The purpose was to keep on-track passing at a minimum. The qualifying results made for some interesting conversations during the welcome party that followed. A barbecue dinner was provided by DriverFX.com and beverages by Warsteiner Beer and Sobe. I was disappointed and somewhat surprised that my qualifying effort was only good for 66th place. Even though there were no points to be earned, I realized the competition was stiffer than I expected.

Sunday, May 7 started as a warm and sunny day in South Haven, Michigan. We loaded all of our gear in the car for the first time and checked out of the hotel not knowing when we would next see a real bed. The first Gingerman time trial had already started when we arrived at 7:30 AM. Gingerman #1 was won by Sean Roe, a professional racer paired with John Hennessey in a 650 horsepower Venom 650 Viper. Roe was followed by a relatively stock ACR Viper owned by Michelin and co-driven on both the tracks and highways by two "Michelin Test Drivers", Brian Smith and Spencer Geswein. (Note that throughout the week it is impossible to tell from the results whether Smith or Geswein was driving the car.) Third was yet another Viper, the 777 horsepower TNT King Snake that was featured in the May issue of Car & Driver and driven by another racer, Kim Crumb. The Lister, driven by California's Ed Dellis, had not taken a qualifying run Saturday due to fuel pump ills. With only a bicycle tour Saturday evening, and starting at the end of the field, Dellis drove to 12th place. A favored Ruf Porsche suffered a broken transmission and this was to be its first and last event. Tammi improved on my qualifying place to finish 65th in her blue, red and green M3 that she had bought at salvage three weeks prior. Not knowing the real state of the engine, her mechanic insisted she carry a case of motor oil.

Brock Yates and the other organizers had decided that the two scheduled 3-lap trials for 113 cars would not allow sufficient time for the show to travel the 130 miles east for a 4:30 PM event scheduled at Michigan International Speedway. Thus, the second Gingerman trial was canceled. This left us plenty of time to get to MIS and Tammi and I stopped at a Cracker Barrel for a good lunch. Little did I realize it would be the last restaurant meal we would have for the next week. Our arrival at the immense Michigan Speedway coincided with a brief but hard rain shower. Some competitors were already grabbing cat naps. The course used at MIS included an infield road course and one-half of the 2-mile steeply banked oval. Our time trial would be 4 laps. The front runners drove on a still drying track and the

final results showed Ed Dellis in the Lister led Gary Griffiths in a Vintage class Porsche 911 Turbo. Third was Ron Kline in the 650 hp yellow Lingenfelter Corvette (that was also featured in the May Car and Driver), and fourth a Mazda RX7 driven by Ontario's Rick Potter. Several times a year Rick drives the Mazda to Peter Farrell's shop in Manassas for service and upgrades. With a measley 190 hp the Michigan oval felt like a broad highway, and I was 73rd.

By 7:30 PM our car was packed and we left for a 10 AM appointment at Road Atlanta armed with a CB radio and a Valentine One. Each team had received a 23-page set of rally-style route instructions, but there was no requirement to follow them. The suggested route had us taking a series of two-lane roads through the Great Smoky Mountains of Tennessee and North Carolina. Traffic would be light during the early morning hours, but darkness would obscure any pretty scenery. So we decided to drive I-75 all the way to the Atlanta beltway and then head northeast to Road Atlanta. All the way through Ohio we traveled with another team in the Ford SVT Lightning. They told us they were entered in a supercharged-Chevy powered 1954 Chevrolet truck. The radiator had blown up as they were loading it on the trailer in Texas. They had flown to Michigan and when the Texas shop determined they could not get the truck repaired and delivered to Michigan in time, they went to the local Ford dealer and purchased the Lightning. The dealer was real helpful in locating some Michelin tires and a racing harness. These guys said they would probably sell the truck the week after the One Lap.

At one time or another we passed, or were passed by a number of other One Lap cars on the way to Atlanta. We weren't the only ones to shun the twisties through the Smokies. Driving past Road Atlanta at 5:50 AM we noticed several One Lap cars sitting at the entrance. At 6:00 AM we found a motel just 10 miles from the track. The hot-rod Dodge Ram had pulled in just in front of us. Tammi and I had each driven two stints and gotten several hours of sleep in the car. The M3 had a Sparco racing seat for the driver, but the standard sport seat on the passenger side had been replaced with a less restrictive seat from a 325i. The roll cage prevented any reclining though. A real bed and shower sure felt good.

Monday, May 8 came much too soon. The alarm woke me at 8:00 am and we were at the track by 9:30. By the time we had unloaded the car it was hot and humid. At 2.5 miles, the two Road Atlanta events would only be two laps each. Tammi suggested that from here on out, I would drive the morning trial and she would do the afternoon one. Road Atlanta #1 was won by Roe in the Hennessey Viper. In second was a Mercedes 600SL as modified by RennTech. The V12 engine had been punch out to 7.4 liters and professional driver Paul Gerrard was doing the track events for owner/co-driver Dr. Dan Kary. Dellis's Lister was third and fourth was the surprising Toyota Supra Turbo driven by 19-year old Emmanuel Crouvisier from Illinois. The



owner/co-driver, Reg Riemer from Calgary claimed 600 hp from this highly modified car. Unfortunately, the stock Toyota brakes were not equal the rest of the car. I felt better with a 54th place finish. I had not been to Road Atlanta for six years and I'd forgotten how much I like that place. A new Saab 9-3 Viggen lost its engine. Fortunately for that team, Saab's U.S. headquarters is thirty miles from Road Atlanta. They would be back in the competition the next day.

Road Atlanta #2 was also won by Roe, but the Smith/Geswein Viper was second, followed by Gerrard in the RennTech and Jim Minneker in a super-charged Mallet C5 Corvette. The Lister and Toyota were fifth and sixth. Tammi was held up by a poorly driven Corvette that had spun and re-entered right in front of her. Rather than offer a pass, the Vette driver would pull away on the straights and creep through the turns. She was 79th and not happy.

Packing the car and installing the CB antenna was now a 10 minute routine. We were hot, sweaty, but on the road with air-conditioning. Our next track was Sebring in south-central Florida, but we were headed northeast on I-85 for the first of our four "sticker stops". Ninety miles up I-85 in Greenville, SC is the Carolina Rod Shop. It is run by some friends of Brock Yates (and One Lap competitors). They had the shop open with cold beverages and fruit for all. A local TV news crew was on hand, and more than one One Lap car was receiving some service. The shop had some interesting works in process, including the restoration of a 1954 Austin-Healey Le Mans. Failure to have the proper sticker from the Rod Shop affixed to your route book was a fifty point penalty - equivalent to finishing 10 places lower in one event. There would be three more sticker stops during the week. From Greenville we backtracked to Kissimmee, Florida.

Sebring is a straight shot south on US 27 from Kissimmee. At 3AM this divided highway is pretty dark and deserted. Tammi was driving when we saw two sheriff cars sitting on a side road. They pulled out behind us, but we didn't think our speed was excessive. The car behind us put on his flashing light bar. Tammi slowed to 40 and put on her blinker, but kept going as the shoulder looked like soft sand. Apparently these local police did not want to wait for a better location to pull over. The second car got in front of us and gradually slowed to a stop. The officer got out of his car with his pistol drawn and pointed straight at us. After explaining why we were reluctant to pull over, the officer said there was no better place between there and Miami (200 miles). It turns out we were stopped so they could tell us a tail light was out. When he saw the name on Tammi's license matched the name on the rear side window of the car, he said he figured we weren't out-laws. Before he could wrap up the discussion they got a call about another incident, jumped in their cars, and sped away with lights flashing. That was the only time we were stopped the entire trip. Parking next to the Hennessey/Roe Viper, we checked into a motel near Sebring around 4 AM.

Tuesday, May 9 was bright and clear when I looked out the window at 7:30 AM. Unlike the 10 o'clock start time for event 1 at Road Atlanta, Sebring started at 8:00. Cars around our qualifying time typically ran about one and a half hours after the fastest cars. So we figured a 9:00 arrival at the track would be sufficient. The significance of the fact that the Hennessey Viper was still parked next to our M3 didn't strike me until later in the day. For some reason that was never clear to me, we used the 1.8 mile Sebring "Club" course rather than the full 3.7 mile track. As this eliminated the two long straights in the area of the pits, I was only mildly disappointed. We were paddocked under a grove of tall pines and a good spectator area near turn 4 was a short walk. The only unpleasant aspect was the swarm of love

BMW's on The One Lap



This year there were fifteen BMW's participating in the One Lap of America. That is more than any other year and more than any other mark except 21 various Chevs. And despite several major problems, all of them finished. There were four E30 M3s participating, again more than ever before. And for the first time as far as anyone can remember, a 2002 participated.

Steve Dinan entered his wife's white E36 M3 with turbocharger. It was co-driven on the highways by Roundel staff members Dan Erwin and Jon Van Woerden. This was the first One Lap for all three. They finished 9th overall and 8th in SGT1.

Roy Hopkins and Nancy Becker from the Rochester, NY area were in a '92 325i with a 3.0 liter M3 engine - well two after the replacement. Roy and Nancy are One Lap veterans and he is a super driver with prior experience in races, rallies, autocrosses, and the Mount Washington Hill Climb. They easily won the Mid-Price Sedan class and were 15th overall.

BMW NA gave a new M5 to *Car and Driver* magazine for the One Lap. It was on the track be Senior Editor Tony Swan and was quite impressive. It easily won the Luxury Sedan class and was 18th overall. More than one competitor said, "that's the car I want to enter next year".

Women's Global GT racer Terri Hundertmark was entered in a red M Coupe. Apparently this was another NA car that was lent to Michelin Tires and they had Terri drive for her publicity value. Every time I saw a TV crew, she was being interviewed. Terri was 14th in SGT1 and 27th overall.

New Englanders Don Kahn and Kevin Clarke were in a well-prepared 2.5 liter Henna red '88 M3. The car is owned by Rick Stormer. Both drivers have racing experience and were super nice guys. As an added benefit, Kevin was the Warsteiner beer rep for the One Lap sponsorship deal. They shared the track events and finished 9th in SGT2 and 28th overall.

A yellow E36 M3 was fitted with a supercharger just prior to the One Lap by owner Larry Leff and Ryan Catucci, his co-driver on both the roads and track. The car blew a head gasket on the third lap of the first session in the Friday Track Time school. A number of people including a competitor worked until ten o'clock that night and most of the next day to get the car ready five minutes before the end of qualifying. These fun guys were 16th in SGT1 and 43rd overall.

Two Missourians, Scott Blazey and Stu Raikie shared the road and tracks in Scott's white E36 M3. While it looks like a Lightweight model with the wing and flag decals, it's not. Stu club races an E30 M3. They were 17th in SGTR1 and 46th overall.

bugs. So named because they tend to fly or walk while embracing another member of their species, they got in coolers, tool boxes, luggage. Some committed dual suicide against windshields and headlights.

The most shocking news floating around the Sebring paddock concerned the Kim Crumb/David Muires TNT King Snake Viper. As we were formally told during a lunch break drivers meeting, the \$161,000 special had run into the back of a truck that suddenly pulled onto I-95 during the night. The Viper was totaled. Probably thanks to the roll cage, Crumb and Muires were able to decline a trip to the hospital. Another one of the favorites was out, but the Daytona Cobra returned to action after skipping Road Atlanta to have its engine replaced in North Carolina.

Sebring #1 had a new winner - Paul Gerrard in the RennTech Mercedes. Ed Dellis in the Lister was next followed by the Smith/Geswein Viper and Crouvisier in the Toyota. The Roe/Hennessey Viper received a 10-second penalty for arriving too late to run with their group. This moved them from 2nd to 13th place. I was 59th. Sean Roe got revenge in Sebring #2, winning by over 5-seconds. The Mercedes was second, then Minneker (Mallett Vette), Smith/Geswein, and Crouvisier. The Sebring club course was all new to Tammi and she was 82nd.

Our second sticker stop was the Race Rock Cafe in Orlando. Thankfully it was only a couple of miles out of our way. We hoped the thunderstorm and traffic jam on I-4 through Orlando would dissipate. They didn't. As the rain was letting up, the M3's wiper motor gave up the ghost. We relied on Rain-X the rest of the trip. Retracing our route to Columbia, SC, we then headed north on I-77 and US 29 to Danville, Virginia. A cell phone call to MARRS racer Pat Donahue had us asleep in his motel room by 5:00 AM.

Wednesday, May 10 was another hot, sunny day. Only a handful of One Lap competitors had driven the South course at Virginia International Raceway prior to this day. I was not one of them. Paul Gerrard really seemed to be coming to terms with the powerful, but heavy RennTech Mercedes. He was first, followed by Smith/Geswein, Roe, and Ron Adee in the hot-rod Dodge Ram. Adee was one that been there before. Minneker in the Mallett was fifth followed by Olthoff in the Daytona Cobra. Ed Dellis and Greg Martin had been seen wearing shower caps in the Lister during the previous night's rain storms, and someone reported seeing them seeking shelter in a Florida gas station after a borrowed tarp had failed to the job. They were no-shows this morning.

We moved over to the VIR North course paddock for event #2. During the lunch break Dellis and Martin drove into the paddock to a standing ovation. Dellis said he had feared for his life during he previous evening's torrential rains. They got lost on their approach to Danville too. VIR #2 was

won by Smith/Geswein in the silver Viper, but Dellis was less than a second back. Gerrard, Crouvisier and Roe rounded out the top five. Tammi was 64th. Roy Hopkins ('92 BMW 325i with an M3 engine) had a substantial lead in the Mid-Priced Sedan class, winning each event so far. He was fastest in class this afternoon too, but suddenly lost oil pressure in doing so. When everyone else packed up and headed north to Connecticut, Hopkins and Nancy Becker drove south to a Raleigh BMW repair shop in search of an oil pump. Our route took us north on US 29 to Lynchburg, then winding Route 501 across the Blue Ridge Parkway to I-81 at Buena Vista. This avoided the DC-New York corridor. Using I-84 too, we stopped at an Econolodge in Poughkeepsie, New York at 3 AM. The streets were soaked from a rain storm, and temperature had dropped from 88 to 51 F during our trip from VIR.

Thursday, May 11 saw the front runners faced with a partially wet track at Lime Rock Park. Trial #1 had Roe, Gerrard, and Smith/Geswein 1-2-3. But there were two newcomers to the top five. Steve Dinan, the California BMW tuner, was fourth in his wife's street car - a turbocharged '95 M3. Fifth was previous winner Rick Lee in a 4-cylinder Dodge-powered Consulier GTP. The Lister drivers Dellis and Martin had been ordered by Brock Yates to skip this day and stay in Danville when he found out how long they had gone without any sleep. They reluctantly agreed that their lives were more important than this event. The Hopkins BMW 325 had made it with a new oil pump, but sounded like it had some more serious engine problems. Some of the louder cars had to run at reduced speeds to avoid total disqualification by the Lime Rock noise police. Having only driven Lime Rock one day ten years ago, I surprised myself with a 41st



place. In the afternoon trial everyone had a dry track. The order was Smith/Geswein, Roe, Gerrard, Crouvisier and Minneker. Rather than conserve his engine, Hopkins went all out and was 15th overall, beating the next Mid-Price sedan by thirteen spots. He had a plan. As Tammi was sitting in the grid line for her 3-lap trial the engine suddenly wouldn't start. The problem was diagnosed as a bad starter motor. Until we could get another, push-starts would have to do. She finished 66th. Without shutting off the engine, we packed and were on our way to that evening's sticker stop at Brock Yates Cannonball Run Pub in western New York state.

Halfway across New York on I-90 we passed the Hopkins/Becker BMW being carried on a flat bed. Roy lives in Rochester and happened to have a spare M3 engine in his garage. Meanwhile we made some phone calls in search of a starter motor and our plight was posted on an M3 email list. We made our fuel stops without shutting down the engine and found a parking spot on a hill near the Cannonball Run Pub stop. Somewhere on Route 20 near Buffalo was saw the One Lap Honda S2000 being inspected by the drivers in a lighted, but closed, car dealership lot. They had hit a cat and it had put a major dent in the front air-dam. Upon their recommendation we stopped at a Best Western just inside Ohio at midnight. We figured it was just a little over an hour to tomor-

row's track, Nelson Ledges, and we would get the most sleep yet.

Friday, May 12 started early. I wanted to be sure we got a push start before all the other One Lappers checked out. Arriving at the gate at Nelson Ledges, the security guard said there was a package for us. A friend/BMW technician from Cleveland had taken the starter motor off of his M3 (it is a unique item) and driven it to the track along with the necessary tools, some spare bolts, and a handwritten set of instructions. He said he would have done the work, but had to catch a flight that morning to visit DC with in mother who was visiting from Australia. No problem, someone else had read about our problem and "Care" package on the Internet. He came out to help us with the installation. The first five in Nelson Ledges #1 were Smith/Geswein, Roe, Gerrard, Minneker and Ron Adee in the Dodge "truck". Roy Hopkins arrived on time with another engine installed. After again winning his class he said, "I should have used this engine all along. It's stronger."

After my good day at Lime Rock the day before, I was ready for an even better finish. After all, Nelson Ledges is another fast "momentum" track and I have had more track time there than any of the other One Lap venues. It started raining just as we completed installing the starter. I was able to join my normal run group by driving to the head of the line and figured that was better than getting at the end of the line which was sure to run when the rain was even harder. Not only was the track wet, someone had thrown mud and grass on the line at the fast turn 1-2 complex. And Rain-X didn't work well on the dirty windshield we had forgot to clean. I felt like I had done a good job just to stay on the pavement. Right after I ran a car rolled after going off at turn 3. The driver only suffered a sore neck, but by the time they got that wreck cleaned up, it had stopped raining. My time was good for 85th place.

The order in Nelson #2 was Smith/Geswein, Roe, Dellis (arriving from Virginia mid-day), Adee, and Gerrard. Tammi was 79th. The day had started cool and cloudy. When we left Nelson that evening it was sunny, hot and humid. Our next events would be back at Gingerman - only one state away. Unfortunately we had another sticker stop - this time in western Indiana. It seems the good folks at the Walden Inn in Greencastle love to see the One



Lap cars and people. We left Greencastle just as a major front swept the upper Mid-west. We were pelted with wind, rain and some One Lappers had hail. Tornadoes were reported in our area. At 2:30 AM we checked in to a hotel back in South Haven, Michigan. I figured if anyone said they weren't tired at that point, they were lying.

A beautiful red '85 318i was entered by Julius Carozza of New York and his son Andrew from San Francisco in the Mid-priced sedan class. The car had a proper suspension, roll bar, and a 2.7 liter 6-cylinder built and installed by Mike Robinson from Virginia Beach. They shared all the driving and were 6th in class and 51st overall.

Three members of the Allegheny chapter around Pittsburgh---Tim Silbaugh, Tom Wettach, and Greg Farrell--- shared the track events and highways in Tim's blue E36 325is. It was 8th in Mid-priced sedan and 57th overall.

Looking for all the world like a Gruppe A car, Travis Mjolsnes built and entered a white E30 M3 with the proper Motorsports stripes. It had a 2.5 liter engine with a Split Second hot wire sensor and a claimed 300+ hp. Sharing the highway driving were fellow Minnesotians Will Lavigne and John Schneider. They were 18th in SGT2 and 61st overall.

Tammi Hull and myself shared her multi-colored E30 M3 as mentioned in the big article. The car is stock except for cut E30 convertible springs and a JC chip. It will be at this year's Oktoberfest in all its One Lap glory. Tammi drove the One Lap last year in her silver street E30 M3 and has club raced her E12 530i. Nineteenth in SGT2 and 64th overall.

Jeff Martini of Gettysburg bought his bone-stock black E30 M3 several weeks before the One Lap. His father Ron from Tennessee shared the highway driving. They first did the One Lap last year in a Volvo. Jeff will have moved to Houston by the time this reaches print. They were 20th in class and 65th overall. How close is that?

The most radical BMW in this year's One Lap was the white 323i co-owned by Troy Chamberlin and master BMW technician Don Lynch from Minnesota. They shared the track driving and BMW NA Technical Service Rep Bruce Abrahamzon helped with the highway miles. This car had a stripped interior, roll cage, massive brakes and wheels, coil-overs, a trunk mounted wing, and a nitrous oxide systems that could be activated by flooring the gas pedal. Unfortunately a missed shift during Sunday's Gingerman #1 bent some valves. They trailered the car from Michigan to Road Atlanta and arranged the use of the Bobby Thrash's shop. Bobby is president of the Peachtree Chapter. New valves were flown in on a commercial airliner and the head work had been completed by 10:00 AM Monday morning. The result, they only missed Michigan Speedway. Don had done much of the work on the Larry Leff head gasket replacement so after two days he had had no sleep. This team was slowed by mechanical ills later in the week too, but it was a very fast car when running right. They managed 11th in Mid-price sedan and 73rd overall.

Justin and Garrett Kababik from Meriden, Connecticut had a red '89 535i. The car was well-prepared, including a roll cage and finished 7th in Luxury Sedan and 77th overall.

Finally, there is the red 2002 of Gary Wills out of San Diego. The car had been a garage project for several years. Entering the One Lap caused the project to get completed. Gary advertised for a co-driver on the Internet. Jamin Cummings from Rochester and Doug McCabe from Dayton applied, but before Gary could chose one it was time to leave for Michigan. Both Jamin and Doug showed up, so the three of them squeezed into the roll-bar equipped '02 for the 4,400 mile journey. The car had dual Webers and was fast. Gary, being the nice guy that he is, let Jamin drive the car in the second Sebring event. A tank-slapper, followed by a long slide into the tire wall resulted in a badly crumpled left rear fender. Gary was ready to throw in the towel, but some One Lap officials and other competitors, with the use of a large tree, were able to get the fender pulled off the wheel and truck to where the lid could be raised. They continued on and were one of the first cars to arrive at VIR the next morning. They were 7th in the Vintage Foreign class against some stiff competition and 100th overall, but their

Saturday, May 13 was sunny, but very cold and a strong wind was blowing off Lake Michigan. At least we could leave our luggage in the hotel this day. They announced we would have the two scheduled 3-lap trials and then a third event of one lap would be added to make up for the canceled Gingerman event from the first day. By this time all of the top runners were well aware of where they stood in the points race. The top runners in S/GT1 were very close. Gingerman #2 had Roe in first, followed by Smith/Geswein, Adee in the truck, Dellis and Crouvisier. The Gerrard/Kary Mercedes spun in the tricky turn 5-6 complex and finished 35th. It was a fatal blow to their chance for the overall win. I was 66th, the same position I had qualified in one week earlier. The top five in Gingerman #3 were Roe, Smith/Geswein, Minneker, Gerrard, and Crouvisier. Ed Dellis, while not in the running for the overall win, certainly had the speed to be a spoiler. This time he spun in turn 6 and finished 41st. Tammi was 79th.

This left Sean Roe in the Hennessey Viper only 10 points behind the Smith/Geswein Viper. Remember the morning they overslept cost 55 points. It would all be decided in Gingerman #4, a one-lap trial from a standing start. The suspense did not last very long. Roe, in a bonzai run, spun in turn 6 and took forever to regain the track. His time was good for 91st spot. When the winning Viper returned to the paddock, the co-driver hopped on the long hood and they celebrated with a burnout of 100 feet, avoiding a parked car in the process. Dellis won this final event - a fitting end to a valiant effort. Minneker was second, Smith/Geswein third (after seeing Roe had spun), Gerrard fourth and Olthoff fifth. Roe's spin placed him 6th overall in the final final standings but he still finished 2nd the in separate class points. Tammi, concerned about an overheating engine, was 86th.

We finished 64th overall for the event and 19th of 31 in the Sports/GT2 class. In 4,400 miles the 13-year old M3 used 1 1/2 quarts of oil. Pictures and full results of the 2000 One Lap, as well as previous years, can be found at www.onelapofamerica.com.

Warsteiner beer and a buffet dinner were consumed at the track while the final scores were calculated. This was followed by the awards ceremony. Yes, this is a strange and unique event. It's something that's impossible to explain to neighbors, co-workers, (and girlfriends). There are large sums of money being spent by some teams. The Cadillac and some Saturns had full factory support. Most conversations that last night revolved around determination to be back next year with a faster car. I sure want to.



big moment of glory came when Gary managed to pass the 300 hp white "Gruppe A" M3 on the front straight at Lime Rock. There was quite a cheer from the crowd.

In know you are wondering about Catesby Jones' wild 318ti that he and Peter Klein drove to 3rd overall last year. Yeah, the one that was on the cover of the *Roundel* recently. Well it's been retired to street use and I understand it is now for sale. Catesby and Peter came back this year in Catesby's 1986 Ruf Porsche 911. Luckily they had trailered it to the start in Michigan because the transmission broke during the first time trial. They trailered it back to Florida with hope of getting it fixed in time to join the show at Sebring. Well they were at Sebring, but the car just wasn't ready. Oh, and Catesby's wife had the 318 there too.

There was one other incident that caused harm to three of the BMWs at once. It was on I-84 through northeast Pennsylvania about 2:00 in the morning. The Lynch/Chamberlin 323, Left/Catucci M3, and Wills' 2002 had all gone off and left us at speeds beyond our 90 mph speed limit. Shortly thereafter we flew by as they appeared to be making driver changes on the side of the road. The next day we found out they had all struck a pipe or something in the road. It resulted in some bent rims, blown tires, and broken air dams. Somehow Tammi and I had missed it. With the help of a sledge hammer carried by a One Lapper in a Ferrari 512 Boxer (why?) and an early-opening tire store, they were all able to make it to Lime Rock in time. They didn't get four hours sleep and a shower in a motel as we did though.

Woody Hair

One Lap Results

SGT1:

| | | | |
|-------------------|---------------------|----------|-------------|
| Smith/Geswein | Dodge Viper | 1545 pts | 1st Overall |
| Roe/Hennessey | Viper Venom 650 | 1460 pts | 6th OA |
| Gerrard/Kary | RennTech 600SL 7.4 | 1460 pts | 2nd OA |
| Minneker/Mallett | Mallett C5 Corvette | 1340 pts | 3rd OA |
| Crouvisier/Reimer | Toyota Supra Turbo | 1320 pts | 4th OA |

SGT2:

| | | | |
|--------------------|------------------|----------|---------|
| Potter/Samuels | Mazda RX7 TT | 2200 pts | 8th OA |
| Corcoran/White | Pontiac Firebird | 2175 pts | 10th OA |
| Stasiowski/Black | Mazda RX7 TT | 2065 pts | 13th OA |
| The Schlickemeyers | Mustang | 2055 pts | 14th OA |

LUXURY SEDAN:

| | | | |
|--------------------|---------|---------|---------|
| Swan/McCraw/ursone | BMW M5 | 750 pts | 18th OA |
| Adis/Adis | Audi S4 | 635 pts | 29th OA |

MID-PRICE SEDAN:

| | | | |
|----------------|------------|----------|---------|
| Hopkins/Becker | BMW 325i | 1575 pts | 15th OA |
| Potter/Ramirez | VW GTI-VR6 | 1355 pts | 41st OA |

VINTAGE FOREIGN:

| | | | |
|---------------------|------------------|---------|---------|
| Griffiths/Griffiths | Porsche 911 | 550 pts | 9th OA |
| Dellis/Martin | Beck Lister-Chev | 456 pts | 25th OA |

VINTAGE AMERICAN:

| | | | |
|-------------|---------------------|---------|---------|
| Reed/Sugg | Superformance Cobra | 550 pts | 11th OA |
| Olthoff/Ray | Superformance Cobra | 417 pts | 36th OA |

ECONOMY:

| | | | |
|-----------------|------------------|---------|---------|
| Stimac/Denuzzio | Dodge Daytona CS | 515 pts | 32nd OA |
| Berube/Kramer | Saturn SC2 | 495 pts | 33rd OA |

TRUCK-SUV:

| | | | |
|-------------|----------------|---------|---------|
| Adee/Reuter | Dodge Ram | 266 pts | 34th OA |
| Bond/Wigert | Ford Ranger V8 | 243 pts | 55th OA |

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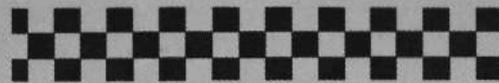
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Woody's Competition



C O R N E R

BY WOODY HAIR

Check the Coming Events section real quick! We have a TSD rally coming up soon --- like Sunday the 13th. If you have done one of our tours you have done a rally, just without the TSD part. Yes, you know how to follow written route instructions. The Time-Speed-Distance factor only involves trying to maintain the pre-assigned speed. If someone tells you to average 37 mph from the next stop sign until the railroad crossing 4.2 miles later, you can come close right? That's all there is to it. Well, for your first event anyway.

If you are planning to go to Oktoberfest in South Carolina, the TSD rally is a must-do event. Our Basic Training rally will give you important experience. There is a link in the Coming Events article to a website that has detailed how-to articles. If you are web impaired give Steve or me a call and we'll send you some material. This is about the best thing to do in a car with your family or friends. And our rallymaster, Steve Schlossmann has a great meal planned for the finish.

The American LeMans Series actually moved to Europe for three events. The first was an evening race on May 14 at Silverstone in England. The BMW V12 LMR of JJ Lehto and Jorg Mueller took the lead late in the race and won going away from a Panoz LMP and Audi R8. The Prototype Technology Group BMW M3s did not fare as well. Boris Said, Hans Stuck, and Johannes van Overbeek were 6th in the GT class and 21st overall. Many of the ALMS cars will have participated in the Le Mans 24-Hour race that had not taken place when this was written. The next round will be July 9 on the Nurburgring Grand Prix circuit.

In early April the Cadillac Northstar LMP team did some testing at VIR in preparation for the Le Mans 24-Hour. Driver Andy Wallace had some very complimentary comments to make about this new facility four hours south of DC. "All in all, it was a good test and I can't wait to go back to Virginia. It's now right up there with Spa-Francorchamps and Le Mans in my list of favorite circuits. Unbelievable is the only word I can use to explain it. There are three long straights and lots of fast corners. . . . Safety is not too bad for an American track and the facilities are good."

Speed Shifts: Automotive writer Brock Yates also had some comments about VIR after the One Lap of America: "The palatial new VIR appears more like a national park than a race track. It is truly a mind-numbing effort." Improved Touring S is still shaping up as the most interesting class in the SCCA MARRS series. Four different makes took the top four spots on April 30 at Summit Point. Ed York in a 325i led a Datsun 240Z, a Porsche 944, and an RX7 across the line. There were seven 325s in the race altogether. Ron Willis took second in the competitive IT-B class with a 2002. I have not been able to get ahold of the results from the May 14 MARRS event at VIR. I understand Brian Shipman (325i) took third in IT-S, ahead

of Ed York. Our Chapter lost a great racer and a great guy when Mike Richards succumbed to cancer on April 24. In addition to just getting married, he had moved from an IT-B 2002 in the MARRS series to a Mercedes in the Speedvision Cup professional series. Former Chapter member Jason Briedis, who moved to Arizona with Kim last year, is racing an E30 M3 in west coast Club Races. He built the car himself and has a couple of second place finishes. Nick Craw, who used to race a 2002 for Miller & Norburn in the IMSA RS series, has just resigned as president and CEO of the 55,000 member Sports Car Club of America after 17 years at the helm. Nick celebrated his retirement by co-driving the Spirit of DC Datsun 240Z to 6th overall and 2nd in IT-S in the June 3 12-Hours of Summit Point race. The race was won by Radial Tire Company's Paul Moorcones with Tim Rooney and Bill Ball in an IT-E Mazda Miata. This highest finishing BMW was Chuck Allard and Ian Fosler in an IT-B 2002. They were first in class and 14th overall. Formula One, with the season about one-third over, has entered the "silly season" already. The biggest rumor has BMW Team Williams letting Jenson Button go to Jordan or Jaguar so they can bring in Juan Montoya from the Ganassi CART team. Montoya's stock went even higher after he easily won the rival IRL's Indy

COMPETITION CORNER CALENDAR

| |
|--|
| July 8-9 SCCA MARRS Races, Summit Point, WV |
| July 9 ALTD Champ Autocross, Fort Meade, MD |
| July 15-16 HSR Vintage Races, VIR, Danville, VA |
| July 23 BMW Champ Autocross, Fort Meade, MD |
| July 23 NASCAR Winston Cup, Pocono, PA |
| July 29-30 SCCA MARRS Races, Summit Point, WV |
| Aug 12-13 SCCA National Races, VIR, Danville, VA |
| Aug 12 Chapterfest Autocross, Lincoln Tech, Columbia, MD |
| Aug 13 BMW TSD Rally, Northern Virginia |
| Aug 13 SCCA Champ Autocross, Frederick, MD |
| Aug 13 CART, Mid-Ohio |
| Aug 13 NASCAR Winston Cup, Watkins Glen, NY |
| Aug 19-20 SCCA MARRS Races, Nelson Ledges, OH |
| Aug 21-22 BMWCCA Club Races, Summit Point, WV |
| Aug 27 Grand-Am/Formula 2000 Races, Watkins Glen, NY |
| Sept 2-4 SCCA MARRS Races, Summit Point, WV |
| Sept 4 SCCA Autocross, Jefferson Circuit, Summit Point, WV |
| Sept 9 NASCAR Winston Cup, Richmond, VA |
| Sept 10 SESCOA Champ Autocross, Location TBD |
| Sept 17 Saab Club Champ Autocross, Location TBD |
| Sept 23-24 SCCA MARRS Races, Summit Point, WV |
| Sept 24 FIA Formula One, Indianapolis, IN |
| Sept 24 NASCAR Winston Cup, Dover, DE |
| Sept 30 Petit LeMans, Road Atlanta, GA |

500. Local autocrosser Neal Sapp is leading the Speedvision Cup's Touring class after the first three races. He has driven TC Kline's 328Ci to 2nd place at the Lime Rock and Mosport races. There were seventeen 328s in the Lime Rock race. National level Camaro and Firebird autocrossers in the SCCA's E-Street Prepared class are screaming bloody murder about the E36 M3 being moved to "their" class. It's mostly because of one driver, Bob Tunnell who has won a couple of Pro-Solos with his M3. Ron Katona has been giving the pony cars a rough time locally too. Bill Auberlin and Rick Fairbanks drove a BMW M3 to first in GTU at the Phoenix Grand-Am race April 22. On May 29 at Lime Rock the same team finished 2nd overall to a GTO Saleen Mustang. Crunch

BMW AUTOCROSS RESULTS

April 30 SCCA, Jefferson Circuit

| | | | | |
|---------------|------------|------|-------------------|--------|
| Ron Katona | 95 M3 | 2nd | E Street Prepared | 66.312 |
| Woody Hair | 88 M3 | 1st | CSP | 66.550 |
| Bill Brochu | 85 535i | 2nd | G Prepared | 67.455 |
| Joe Murphy | 99 M3 | 1st | A Stock | 67.484 |
| Bob Hopkins | 97 M3 | 2nd | AS | 67.821 |
| Bob Burhenn | 95 M3 | 3rd | AS | 68.957 |
| Klaus Hirtes | 88 535is | 1st | GS | 69.889 |
| John Woodcock | 98 M3 | 4th | AS | 69.957 |
| Andrej Dolenc | 97 M3 | 7th | ESP | 71.252 |
| David James | 99 M Coupe | 9th | SuperStock | 71.834 |
| Angie Brochu | 85 535i | 1st | Ladies | 73.258 |
| Lee Hassig | 95 M3 | 6th | AS | 75.090 |
| Tom Philip | 94 325is | 12th | CSP | 76.556 |
| Jeff Williams | 00 323i | 12th | GS | 87.364 |

May 7 SESCO Championship, Rosecroft Raceway

| | | | | |
|---------------|------------|-----|------------|----------|
| Bill Brochu | 85 535i | 1st | CP | 63.155 |
| Ron Katona | 95 M3 | 1st | ESP | 64.895 |
| Joe Murphy | 99 M3 | 1st | AS | 64.980 |
| Bob Hausmann | 94 325is | 3rd | DSP | 65.722 |
| Angie Brochu | 85 535i | 2nd | Ladies | 65.879 |
| Bob Burhenn | 95 M3 | 2nd | AS | 66.432 |
| Bob Hopkins | 97 M3 | 3rd | AS | 66.506 |
| Tom Baruch | 87 535is | 3rd | ESP | 66.717 |
| David James | 99 M Coupe | 6th | SS | 67.377 |
| Gary Lin | 85 325i | 1st | E Modified | 67.379 |
| Chuck Grafton | 90 M3 | 8th | CSP | 67.391 |
| Lee Hassig | 95 M3 | 4th | AS | 67.883 |
| John Woodcock | 98 M3 | 5th | AS | 67.939 |
| Jeff Kohler | 97 Z3 2.8 | 3rd | ASP | 69.105 |
| Andrej Dolenc | 97 M3 | 4th | ESP | 69.165 |
| Bill Van Zelm | 76 2002 | 2nd | EP | 70.734 |
| Mark Padovan | 97 M3 | 8th | AS 7 | 6.719(1) |

June 4 ALTD Championship, Fort Meade, MD

| | | | | |
|------------------|------------|-----|--------|--------|
| Bill Brochu | 85 535i | 1st | CP | 53.163 |
| Ron Katona | 95 M3 | 4th | ESP | 54.069 |
| Joe Murphy | 99 M3 | 1st | AS | 54.682 |
| John Woodcock | 98 M3 | 2nd | AS | 55.875 |
| Andrej Dolenc | 97 M3 | 5th | ESP | 56.603 |
| Angie Brochu | 85 535i | 1st | Ladies | 56.779 |
| Bob Burhenn | 95 M3 | 3rd | AS | 56.926 |
| Chuck Grafton | 90 M3 | 6th | CSP | 57.473 |
| Gary Lin 85 | 325i | 4th | EM | 58.663 |
| Ben Pettis | 99 M Coupe | 7th | SS | 58.927 |
| Bill Elliott (!) | 75 2002 | | ES | 59.000 |
| Jason Mitchell | 98 M Coupe | 8th | SS | 59.035 |
| Joel Smerhoff | 88 M3 | 9th | CSP | 59.471 |

(1) = number of 2 second pylon penalties included in time.



Michael C. Richards

February 3, 1948 – April 24, 2000

On April 24, the National Capital Chapter lost a good friend and member. Mike Richards succumbed to cancer at the age of 51. He is survived by his grandmother, Rheta, his mother, Ruth, his sister, Karen, and his wife, Jasmin, and to them we offer our deepest sympathy.

By vocation, Mike was a program manager for OAO Corporation in Greenbelt. By avocation, Mike was a racer. Born and raised in Pittsburgh, Mike raced formula cars for a number of years before he moved to Gaithersburg. Here, he cofounded of the infamous Olympic Quality Racing Team, which is famous for its endurance racing at Moroso (Florida), Nelson Ledges (Ohio), and Summit Point. For many years, Mike campaigned a BMW 2002 in SCCA racing. In 1999, Mike raced a Mercedes in the SCCA Speedvision Pro series as part of the RC Imports team.

But what made Mike special was his enthusiasm, his kindness, his intelligence, and his wonderful sense of humor. When he wasn't racing, Mike would often be found "bench racing" with the gang at Quality Car Services, discussing the latest in racing technology and entertaining us with tall tales of his racing feats and foibles. It was truly a joy to be in his company. We miss him.

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

July



Our July car of the month belongs to Wayne Watkins of Clinton, MD. Wayne's 1976 2002 is finished in Agave green with tan interior. The car is primarily stock with the exception of a Zender front spoiler, Suspension Techniques springs wrapped around Bilstein HD shocks and polished alloy wheels from a late 80s 325is. Future upgrades may include 320is Recaro seating along with a few small engine mods. And speaking of polish, Wayne and this 02 can always be found at some of our local concours events. Wayne is also quite a die-hard BMW fan with a stable that consists of an E12 5-series, 2 6-series and another 02 restoration almost completed! Hey, keep up the good work.

August

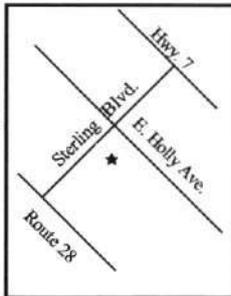


August's car of the month is a 1999 M3 convertible done in Estoril Blue w/light gray interior and dark blue top, it also features power heated front seats, keyless entry alarm, and CD changer. This beauty belongs to Larry and Ellen Grube of Clifton, VA, who joined BMWCCA in the summer of 1999. The Grubes took delivery of their M3 through the "European Delivery Program" offered by BMW, therefore the car was picked up in Munich and enjoyed on the autobahn throughout Germany and Austria. Larry and Ellen say that they are looking forward to attending many Club events this year. They recently enjoyed a "class win" the 1st time out with their new M3 conv at this year's Deutsche Marque Concours. Keep up the good work!

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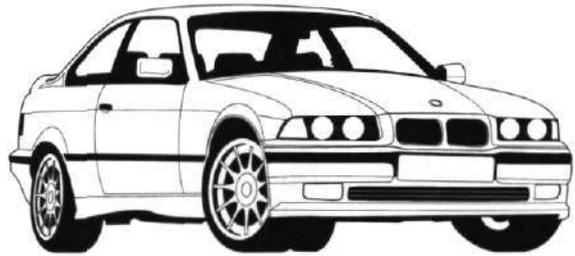
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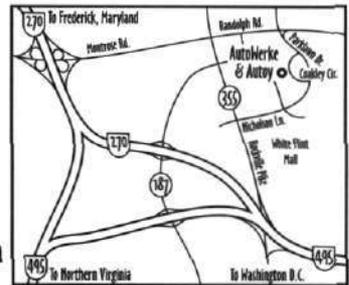


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T E C H N O I D

Escaping a Serpentine Belt Disaster

By Marc Plante

While travelling across country this past Memorial Day weekend in my aging (1993) E36 325i (151k miles), I had the bad fortune of losing the serpentine belt. This belt drives the alternator, water pump, and power steering pump. Its failure will not only keep the battery from recharging (no alternator), but it will also cause the car to overheat to dangerous levels within several minutes of driving without the water pump in operation. Without the power steering pump, your steering effort will be reasonable at highway speeds, though steering effort at low speeds is very high, though manageable.

The belt failed because the bearings on the tensioner pulley for the serpentine belt seized, causing that pulley to overheat and disintegrate, taking the belt with it.

BMW tensioner pulleys are a rare commodity in rural Ohio on Memorial Day weekend, but a quick call to a mechanic friend helped me by pointing out that the tensioner pulley for the Air Conditioner belt is identical to the pulley for the main serpentine belt. I was able to move the Air Conditioner pulley across the engine to mount a new serpentine belt to get myself home. This parts interchangeability should be the case for all 6 cylinder BMWs running the M50 engine from 1992-1998, including the 3 and 5 series.

Another lesson I learned in the course of this event was that if your battery warning comes on, stop *as soon as possible* to check the car. I did not hear the belt break because of a loud stereo, and could have done irreparable damage to the car driving it without a running water pump to keep it cool.

Getting Discounts on Equipment and Repairs

Remember that a valuable element of your membership in the BMWCCA is the discounts that you receive from many parts suppliers and repair shops. Many organizations, including the advertisers in der Bayerische, offer significant discounts to BMWCCA members. Please be sure to mention your membership in the BMW Car Club as well as any der Bayerische advertising that you have

seen when doing business with these companies. Doing so will assure that you receive the preferred pricing that these vendors offer to our members.

Marc Plante
Advertising Manager, der Bayerische
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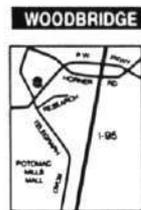
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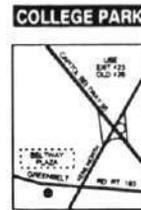
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Left on Gaither Road



301 474-1030
6105 GREENBELT ROAD
1/2 Mile From Beltway
Exit 23



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N E W M E M B E R S W E L C O M E !

Ladies and Gents... can you believe the year is nearly half over? The inaugural Formula One race at Indy is fast approaching, Oktoberfest is around the corner, you just missed the New Members' Party at Curry's Auto Service in Chantilly and Steve Schlossman had a great tour on June 25th. Check out the website at <http://www.bcpl.net/~ncc/> for details of upcoming events. Don't miss out!! But, I would like to talk a little about membership. In the past two months we have welcomed 164 new members to the ranks of the National Capital Chapter. Yet, what is so surprising, is that only 12 current members "referred" or sponsored people in the new group. Though we are the second largest Chapter in the nation at just over 3500 strong, recruiting efforts need to be considered to keep the NCC from getting stale. I sound like an Army recruiter, eh? All you wonderful members are what make this Club so fun. You are the "ambassadors" of the BMW-space-CCA. Remember, more members will simply make all of our experiences with the Club even better. Tell a friend about the Club, our activities and benefits. BMW ownership is not a requirement, all you need to have is a BMW attitude. Happiness is not around the corner. Happiness IS THE CORNER!!! You gotta believe!!!!

Mike Gayle

Membership Chairman

| Name | Car | Referred by | Name | Car | Referred by | Name | Car | Referred by |
|-------------------------|------------|----------------------|--------------------|---------------|-----------------------|--------------------------|---------------|------------------|
| Donimique Alexis | 97 328is | | Margaret Hartka | 00 323i | | Steve Randolph | 94 540iT | |
| Glen E. Alonso Jr | 96 M3 | | Woody Hartnett | 87 325i | Klaus Hirtes | Armin Raoufinia | 93 325i | |
| Christian Apostolou | 00 328ci | | Bryan Haynes | 99 328i | | Mark Rebano | 87 325 | |
| George Aquino | 92 318i | | Gordon Herrel | 00 328i | | Patrick Reidy | 99 323i | |
| Steven Banowit | 00 323ci | | Chris Herrera | 94 318ic | John Tis | Brian Renzi | 97 M3 | |
| Michael Bartlett | 85 325e | | Jarmoe Himes | 86 635CSi | | David Ripton | 98 M3 | |
| Ralph Bates | 00 M Coupe | | Doug Hirt | 5-series | | Francisco Rodriguez | 00 323i | |
| Peggy Becker | 00 540i | | Fred Horner | 85 325e | | Edward H Rogers | 88 325i | |
| Bob Beverage | 97 Z3 | | jen Hsu | 96 328ic | | Edgardo Rosa | 00 323i | |
| Allison Birney | 00 328i | | Amr Hussein | 00 328i | | Merle Russ | | |
| Joseph Bisesi | | | Joshua Icore | 00 M Roadster | | Gregory Sakes | 93 325is | |
| Thomas Bland | 732i | | Claude Imbt | 00 323i | | Horace Salmon | 79 528i | |
| B. J. Bluth | 99 740iL | Richard Bluth | James Ingram | 01740ia | | Rarnzy Sayegh | 00 M Roadster | |
| Scott Bobowick | 98 M3 | | Steve Jack | 99 323i | Jack Peterson | Scott Scheurich | 95 M3 | |
| Jesse Booker | 91 325i | | Herbert W. Johnson | 77 635CSi | | Harrison Schultz | | |
| Donald Brooks | | | Josh Jones | | | Loren Scuirba | 80 528i | |
| A. Kyra Castillo | 99 323i | | Jill Jones | | | George Seymour | 96 Z3 | |
| Rogers Arthur Catherine | 87 325ic | | Ti-Jeun Kao | 92 325i | | Richard Shea | 00 528i | |
| Nelly Cavalcanti | 00 328i | Alberto Zamoriano | Kristopher Kapenck | 00 540i | | Raphael Silvestro | 00 328i | |
| Donald Chapman | 95 M3 | | Seth Kaplan | | | Darryl Simpkins | 00 328i | Dean Simpkins |
| Dick Chichester | 88 528e | | Walter C. Kelly Jr | 95 740i | | Linda Singletary | 98 323is | |
| Sanjay Christo | 00 323ci | | Richard Kennedy | 87 325 | | Joshua Skillington | 86 325es | |
| Janice Clark | 99 328i | Kenneth N. Hollander | Lincoln Khan | | | Robert Slevin | 97 328ic | |
| Melvin Cloud | 00 328i | | Peter Kicza Jr | 525i | | Stacia Smith | 96 328i | |
| Andrei Cogan | | | Clyde Knust | 97 328ic | | Scott Snider | 95 M3 | |
| Linda Collyer | 00 X5 | | Don Kraper | | | Peter Stapleton | 94 325ic | |
| Robert Combs | 00 528i | | Bill Laveck | 00 540i | | Joshua Stewart | 90 735i | |
| Edmond Conceicao | 00 323i | | Oscar Lawson | 95 740i | | John Stewart | 97 528i | |
| George Daniloff | | | Gaelle Lede | 97 528i | | Chris Stover | 98 328i | |
| Stephen Davison | | | Ed Lee | 84 318i | | Monchai Suesatayasilp | 95 M3 | |
| Christian Dean | 96 318ti | | Jeffrey Lees | 94 325i | | Doug Tabbot | 88 325ic | |
| Richard Denise | 95 325i | | Gary Lidard | 92 525i | | Mohammad Tajaddini | 95 325i | |
| Bill Diamond | 00 323i | | Jonathan Linde | 88 M3 | | Gabriele Thompson-Alexan | 94 740i | |
| Ernest Dobson | 84 633CSi | | M.L. Luke | | | Frank Tomko | 323ci | |
| Marc Dorfman | 00 323i | | Toni Lumley | 97 Z3 | | Glenn Tonnesen | 00 M5 | |
| Delroy A Elleston | 94 525i | | George Maria | 98 528i | | Ronald Trees | | |
| Arthur Estopinan | | | Jorge Martin | | | Cheng Shyong Tsai | 00 323i | |
| Crispin Etherington | 98 528i | | William Martin | 98 M3 | | Stanley Tso | | |
| John Fanguy | 00 M3 | | Stephen Matherne | 95 325i | | Sean Tyler | 00 540ia | |
| Mafia Fischer | 89 325i | Kip Fischer | Jim McCready | 99 528i | | Aman Vij | 00 323ci | Rajat Goel |
| Tracy Fleming | 96 328i | | Gary Moller | 00 323i | | Reginald Waters | 91 750iL | |
| Marjorie Forbes | 99 323i | | Edward Montgomery | 00 M Coupe | | Sonia Webb | 95 325i | |
| Terry Fowler | 90 525i | | Keith Myers | 95 325is | | John E. Weininger | 00 328ci | |
| Olive Fox | 96 740i | | Sandra Naing | 00 323ci | | Richard Wheeler | 97 328is | |
| Sharon Fuina | 00 328i | | Walid Nazari | | | Stephen White | 00 323i | |
| John Gerhardt | | | Van Nguyen | | | Steven Willer | 96 328i | |
| Stephan Gerhardt | 00 323i | | Angela Novas | | | John L. Williams | 99 M3 | Casey Auto Group |
| Martin J. Golden | 95 M3 | | Robert Patrick Jr | 98 323is | | Griselda J. Williams | 98 540i | |
| Keith Goodman | 97 528i | | Dave Pemberton | 77 320i | Cpt(Ret) H.C.L. Smith | Lawrence Wolfarth | 89 735iL | |
| Bradley Gordon | 89 325i | | Jack Peterson | 84 633CSi | | Ted Wolfgang | 00 M Roadster | |
| Frank Govern | 97 328i | | Steve Pincoffs | 00 328ci | | Donald Wood | | |
| Dennis Grabulis | 95 740i | | Warren Poland | 00 528i | | William Wright | 00 M Coupe | |
| Benjamin Halpern | 97 Z3 | | Audrey Polansky | | | John Wrigley | 75 2002 | Steve Lowery |
| William Harris | 00 528ia | | Gonzalo Puig | 74 2002 | | Brook Yoder | 86 535i | |

BMW CCA NCC Board Meeting, April 2000

Officers' Reports:

Minutes from last meeting: reviewed via e-mail.

President's Report:

Reported about the upcoming corral at SOCA events. Reported that Car Guys requested to Advertise within the dB.

Vice President's Report: Nothing to Report.

Treasurer's Report:

Ronnie will be providing a bad check list for event coordinators. Direct deposit has now been activated for various items that are frequently purchased.

Secretary's Report: Nothing to report.

Membership:

Finalized the New location to be at Curry's Automotive Service and date to be June 17th. 3,475 are now NCC members.

Autocross:

Requested brooms to help sweep up and will need another 3 way split adapter. Also needs to purchase yellow rope and orange tape dangling. We will need to purchase 50 more cones and fill up the chalk bag for marking cones. Reviewed the AutoX school and thought to add another school during the year or also limit the students to 40 to give better quality instruction through having more time to devote to students. We have now determined the next 3 events locations.

Tech Chairman: Writeup for Dyno day was submitted

Tours/Rallies:

April 2nd event was very well received. We had 81 people, 2 dogs, 39 cars. Lot's of new NCC members. June 25 - Summer Tour, The Plains - The Planes, Flying Circus Air Show and Women in Aviation Day, Realeton, VA, August 13 - TSD Rally, Feature a German buffet, route yet to be determined. October 29 - Fall Tour, Orisbona, PA or West Virginia. Start: Time TBA.

Advertising Manager: No report given.

Concours: Going as planned. Some already signed up for Deucharmach. Chapterfest is upcoming and all details worked out for trophies.

Social Chairperson: Crab fest is in the works and Jefferson 500

Drivers Schools: No report given.

dB:

Needs new member party write up, past events writeup. AutoX school will be written up for next issue. White post writeup. Dyno Day writeup to be posted.

Advertising:

Collected monies for current advertisers more committed verbally. Confirm that an advertiser did send the new ad. He also provided a detailed report for all advertisers.

Webmeister:

Reviewed the request from David Roach about adding a particular event to be held in Virginia. Discussed the domain name being now hosted and offered by bcp.

Old Business:

We will be posting a petition for Crab license plates for Virginia and will begin the process to hopefully offer this soon to members.

New Business: Nothing new.

Calendar of events: Per the dB.

Next Meeting: At Ron's

Adjournment: Motion made and seconded.

BMW CCA NCC Board Meeting, May 2000

Officers' Reports:

Minutes from last meeting: reviewed via e-mail.

President's Report:

Jefferson 500 is coming up this weekend. Registration is increasing. The SOCA corral for German Marque will be coming up in June at Summit point. Handed out the News from National and the P&L.

Vice President's Report:

Writeup for brake fest will be newly published in dB of this issue. Photos will hopefully be in this issue.

Treasurer's Report:

Ronnie provided his report via E-mail. Checks were submitted for AutoX insurance and Driver School. Reviewed the P&L dated May 2nd.

Secretary's Report: Reviewed the holiday party prospective location and chair to handle event.

Membership: No report provided

Autocross:

Upcoming autoX is filling nicely. There are some other conflicting events, but should be no problem. Need to plan the course. Reviewed some new equipment purchases. Will purchase the brooms and booster. The championship event next should be located at tipton. Will look to provide instruction at other events and not just at the autoX school.

Tech Chairman: No separate report. See vice president's report.

Tours: The planes the planes - will be at the flying circus June 25th. We will encourage picnics and have a roped off area for BMW's.

Advertising Manager: No report given.

Concours:

The woodlawn event went well. Paul has some expenses and monies to coordinate with our treasurer. Mike Miller showed up to report the event for *Bimmer and Roundel*. Took many photos, so look for your photo in those publications.

Social Chairperson: No report provided.

Drivers Schools:

Proposed to obtain double day credit for the last driver school workers who were in the cold rain and poor conditions. Board approved this. Brought up the discussion about the radio conditions needing to be taken to a shop and serviced. Reviewed the obtaining of SOCA/BSR workers for all the drivers schools. Now have a list and working on getting sufficient numbers and the board has already approved the expenses.

dB: No report provided.

Advertising: No report provided.

Webmeister:

The log hits have dropped off a little. photos are now being posted on the various sections. Discussed securing the domain name.

Old Business:

Reviewed having light social events for a weekend. Lucy and Kristine will look at the schedule to see what is available for dates and possible locations.

New Business: Nothing new.

Calendar of events: Per the dB.

Next Meeting: At Ron's

Adjournment: Motion made and seconded.

NATIONAL CAPITAL CHAPTER—FINANCIAL STATEMENT

Prepared by: Al Zavala

| BALANCE SHEET | Current Year Ending 12/31/99 | Prior Year Ending 12/31/98 |
|---------------------------------------|---------------------------------|-------------------------------|
| ASSETS | | |
| Cash and Bank Accounts | 38,613.91 | 23,547.50 |
| Inventory | - | - |
| Equipment | - | - |
| Accounts Receivable | - | 5,500.00 |
| Prepaid Expenses | - | - |
| TOTAL ASSETS | 38,613.91 | 29,047.50 |
| LIABILITIES & EQUITY | | |
| Other | - | - |
| Equity/Retained Earnings | 47,415.90 | 40,632.27 |
| TOTAL LIABILITIES & EQUITY | 47,415.90 | 40,632.27 |
| INCOME STATEMENT | | |
| INCOME | | |
| Advertising Revenue | 8,820.00 | 8,559.00 |
| Autocross Income | 8,405.14 | 8,463.23 |
| Charity Event Income | 921.00 | - |
| Concours & Chapterfest Income | 1,570.12 | 1,950.35 |
| Driver's School Income | 52,995.00 | 41,716.24 |
| Insurance Rebates | 2,212.50 | 3,493.00 |
| Membership Dues Income | 40,646.32 | 40,594.84 |
| Merchandise Sales | - | 65.00 |
| Miscellaneous Income | 2470.00 | 1,305.00 |
| Rally & Tour Income/ChapterFest | - | 715.00 |
| Rebates from National | 3259.00 | 3,381.60 |
| TOTAL INCOME | 121,299.08 | 110,243.26 |
| EXPENSES | | |
| Autocross Expense | 7,526.37 | 5,470.49 |
| Awards/Plaques/Nametags | 614.89 | - |
| Bad Check Expenses/Bank Fees | 667.75 | 58.00 |
| Club Race/Oktoberfest Expense | - | - |
| Computer Supplies Expense | 144.64 | - |
| Concours & Chapterfest Expense | 4,426.88 | 2,482.48 |
| Driver's School Expense/VIR Fee | 46,191.64 | 46,630.62 |
| Holiday Party | 10,912.00 | 750.00 |
| Insurance | - | inc in DS and AX |
| Internet & e-mail Expense | 200.00 | 250.00 |
| Meeting Expense | 813.53 | 970.68 |
| Member Party/Picnic | 368.42 | 1,982.48 |
| Miscellaneous Expense | 171.28 | 2,482.57 |
| Newsletter Expense (dB) | 3,2619.66 | 30,247.99 |
| Postage | 252.85 | 200.70 |
| Rally & Tour Expense | 283.48 | 275.23 |
| T-Shirts-Driver's School | 3,611.09 | - |
| Telephone Expenses | 635.55 | 2,381.98 |
| Track Dinner | 2052.50 | 2,329.39 |
| Travel - Meeting/Chief Instructor | 1,257.92 | - |
| Vintage Races Corral | 1,765.00 | 1,765.00 |
| TOTAL EXPENSES | 114,515.45 | 98,277.61 |
| NET INCOME (LOSS) | 6,783.63 | 11,965.65 |

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

- 1972 Bavaria** VIN 3102025. Green. 198 K miles. Drivetrain in excellent condition. Factory rebuilt engine with new head, radiator, clutch, and starter 70 K miles ago. 5 speed overdrive, Bilsteins, alloy wheels, good interior, new battery. Needs some body work and power steering pump. \$875 obo.
- Ricardo** (301) 947 2812 (MD) or email to: <rcjuig@erols.com>
- 1973 2002** VIN 2589591. Colorado/black. Many upgrades: 5 sp, ltd slip, two 45 SK side-drafts. Call for details. Better than new in all respects. Original owner. Full records. Original paint. Garaged since new. No rain/snow last 10 years. Asking \$5,900. Located Northern VA.
- Alan** (703)532-5440 8 am - 5 pm weekdays (VA)
- 1981 320i** VIN WBAAG330XB8019668. Pearl white/gray cloth Recaro interior. Runs well, new shocks, brakes, control arms, wheel bearings. Daily driver or budget track car. 190k miles. 1st \$1000 takes it.
- Steve** (301) 390-1666 (MD) or email to: <pitout@dclink.com>
- 1984 633CsiA** VIN WBAEB8405E5667135. Bronzit (silver) and gray leather. 130,000 mi. 4-spd auto, power seats, Looks OK--runs great! Fun car to drive. First \$4995 takes it.
- Dug** (703) 356-1237 (VA) or (703) 725-6357 (VA) or email to: <dugh99@aol.com>
- 1987 325is** VIN WBAAA1302H2321442. Bronzit/tan leather. 5 speed. All original. Kenwood CD changer. 120k. \$7,000.
- Geoff** (202) 667-3173 (DC) or email to: <barrow-geoff@msn.com>
- 1987 325is Race Car** VIN WBAAA1301H2321934. Cinnabar, SCCA ITS/KP Club Racing car. Ground Control, Koni, Eibach, B&B engine, Supersprint, 8 Panasports, 12 Hoosiers, 8 stock rims, 4 mounted Dirt Stockers, 4.45 & 4.27 diffs, spare trans., Jacobs, custom 8 point cage, Halon 10 lb. fire system, Accusump, Hawk Blues. Fast legal car. No expense spared. See details @ <www.beebecomm.com/bmw/racecar/>. Price Negotiable.
- Rich Beebe** (410) 944 - 3449 (MD) or email to: <rich@beebecomm.com>
- 1988 M3** VIN WBSAK0308J2195421. Henna/black. Test car for AutoThorty chip and air intake. Many upgrades - call for details. Better than new in all respects. 120K miles. Second owner, records since 92. Asking \$14,900.
- Ken** (703) 471-7629 8 pm - 10 pm weeknights (VA)
- 1988 M6** VIN WBAEE1419J2561297 Red w/tan and black interior. Absolutely showroom flawless cond. Won 3rd place at NCC concours beat only by two strictly show cars. Regular Mobile One oil treatments, garaged, Zymol ext. cond. No dings, dents, scratches or paint work. Completely original except for wheels. The 17" BBS look much nicer anyway though. Also professionally installed high fidelity stereo and H&R springs w/Bilstein sport shocks. I want a track car for a while.
- Jason** (410) 370-6727 (MD) or e-mail to <crashm3@hotmail.com>

CARS FOR SALE

- 1995 M3** VIN WBSBF9326SEH08408. White/black leather, 5 speed, sunroof, cruise, computer, alarm, CD, woodtrim, armrest, mudguards, sunshield, wheel locks, cargo net, trunk mat, chip, RD exhaust, K&N, Euro lenses, tinted windows, Whistler radar, phone prewire, new Toyos, Mobil 1/4500 miles, 50K miles/garaged, service records, Pristine! \$29,000.
- Chris** (703) 729-2656 (VA) or email to: <osbcso@aol.com>
- 1997 M3 Sedan** VIN WBSGD9324VEE05996. Arctic silver / black leather. 5sp, Luxury package (contour wheels, wood trim, computer), CD changer, alarm, heated seats, s/r, M3 mats, new Pilots. 26K miles. Non-smoker, garaged, mint. One year full warranty remains. \$35,000 obo.
- Mike** (703) 354-0953 (VA) or email to: <mpfellenz@alx.uspa-ira.com>

PARTS FOR SALE

- Tires** Four Toyo Proxes, 225.50ZR16, 5K, used last summer for street and auto-x. \$225.
- Harvey** (301) 497-8976 (MD) or email to: <Hjcummins@aol.com>
- Wheels/Tires** Four brand new Goodyear Eagle Ultra HP Plus Z-rated tires w/ oem 2000 328i BBS 16"x7" alloys. BMW price for wheels are \$400 plus apiece. Tires are 205. 55. 16. They cost me \$600 for all four. The tires and wheels are virtually brand new, they have 1500 miles on them. The package price for both the tires and wheels new would be around \$2,000. Asking \$900.
- Darryl** (410) 602-9041(MD)
- E36 M3 Parts** Set of springs and shocks (\$100), set of new brake rotors (\$200), pair of used front brake rotors w/ 60-70% left \$50, set of brake lines \$25. All parts in good working condition (Take all for \$350).
- Howard** (301)854-9786 eves. (MD) or email to: <mnhd@erols.com>
- E36 Wheels** Four original factory alloy wheels (Style H: 7J x 15) with tires (Michelin MXV4 205/60 R 15) from 1995 E36 sedan. Wheels are in excellent condition and tires have approximately 35,000 miles. First offer of \$300 with buyer paying shipping.
- Paul** (301) 725-8083 eves / weekends (MD) or email to: <PTGentile@aol.com>
- Wheels** 3-piece BBS wheels from 320i: (2) 15 x 6 and (2) 15 x 7, gold magnesium centers with polished aluminum rim halves. Very lightweight. Pirelli P7 tires, one new never used. \$1000.
- Sue** (410) 825-6932 (MD) or email to: <sbryan@bcpl.net>
- M3 Lightweight Parts** Front Lower Splitter (horizontal, adjustable/retractable spoiler that creates down-force). Missing some mounting hardware. Complete set is about \$1200-\$1300. Best offer.
- Howard** (301) 854-9786 (MD) or email to: <mnhd@erols.com>
- 318ti Engine** Complete 1996 engine. Under 70k miles. Everything is included. Was bought for my brother's 2002, abandoned due to illness. \$1800 FOB.
- Mark** (410) 781- 0034 (MD) or email to: <mconley3@yahoo.com>
- E30 M3 Wheels** 4 stock powdercoat re-finished BBS wheels with Pirelli snows. Make reasonable offer.
- Dave** (703) 375-2161 (VA) or email to: <bookmandc@erols.com>
- Wheels/Tires** Very good/excellent original BMW basketweave style wheels from 1981 320iS with 205x13 Yokohamas (at least 15,000 miles left). Asking \$250 for the set.
- Wylie** (301)588-6675 (MD) or email to: <wwdesign@erols.com>

PARTS FOR SALE

Z3 Parts

Complete Leather interior for '98 Z3; set of full power black leather seats w/heat (new), \$1200 neg.; Complete door panels for same with spkrs \$200; Side airbags for door panels \$200; Four spoke steering wheel with airbag \$200; Arm rest w/cup holder new, \$30; Complete rear deck console for Z w/o roll-hoop, new, \$150; Leather shift knob & e-break handles w/boots, \$80 for all; Flex metal interior upgrade kit (new-removed) for center console, vents, doors etc, paid \$450 ask \$250; 4 Z-star wheels/tires w/<3500 miles, excellent condition, \$450. Receipts for all, reason for sales-- upgrade to '00 sport interior. If you have something I may be interested, let me know/may consider trade?

Sam (301) 977-2282 H (MD)(301) 421-5437 W (MD)
or email to: <hsus@wans.net>

Snow Tires/ Wheels

4 Dunlop Graspic snow tires (205-60/15) mounted on new steel wheels for E36/E46. Includes 4 factory wheel covers. 80% (8/32") tread left.

Fred (703) 823-5386 (VA) or email to
<buckmills@home.com>

E36 Wheels

Set of 17" x 8" Forgelines with 245/45-17 Kumhos for E36 M3. Rims are straight and in very good condition. Kumhos have 3 autox runs on them. Everything is in great shape and ready for the track or autox. See the following page for more info and detailed pictures: <http://www.beebecomm.com/bmw/forgeline/>. Asking \$1600.

Rich Beebe (410) 944-3449 (MD) or email to:
<rich@beebecomm.com>

1982 733i Parts Car

VIN WBAFF3404C7355749. Dk Metallic Grey - LAST CHANCE FOR THIS PARTS CAR. On it's way to the crusher June 30. Many good parts left! 1st \$200 takes all.

Steve (301) 390-1666 (MD) or email to:
<pitout@dclink.com>

E34 M5 Wheels/Tires

Pirelli 700SS tires (13k miles) on original "turbine" wheels from 1991 M5. Wheels straight, cosmetically ok; wheel covers excellent, tires have 10% in front and 30% in rear. Perfectly balanced. Located at Radial tire in Silver Spring. \$700 for all or make offer

Charles (703) 276-1932 (h) (VA) (408) 742-8978 (w)
or email to: <henkinc@erols.com>
or <charles.j.henkin@lmco.com>

2002/320i Wheels

2002/320i Wheels. A set of original BBS for 2002/320i in excellent condition and were on my 2002 for 1.5 years. They are 13 x 6 with 20mm offset which will accomodate 205/60/13 tires with no rubbing problem what so ever. They are very light, strong and have been painted "Arctic Silver" and have nice polished outer lip. Asking \$275/obo. I can e-mail pic., located in N. Bethesda.

Mohammed (301)984-6146 (h) (MD)
(301)840-0890 (w) (MD) or email
to: <mofares@hotmail.com>

CD Changer

New, never used factory 6-disc changer for E36 3-series w/ factory pre-wiring and side brackets.

Wendell (240)401-6595 (MD) or email to:
<wljii@hotmail.com>

Tires

Yokohama A540 2 225/50-16 w/12K miles, 2 245/45-16 w/4.5K miles. \$250.

Raine (301) 933-1880 (MD) or email
to: <mantysalo@aol.com>

Differential

2.93 limited slip differential for E30/E28 w/80K miles. \$250/OBO.

Raine (301) 933-1880 (MD) or email
to: <mantysalo@aol.com>

WANTED

Wheels

4 wheels w/tires to fit 80-84 5,6,7 series. Quality not important. Are you cleaning out you garage? I need these wheels to be able to take a '82 733i to the crusher.(car is currently on blocks). Will trade for parts or return after dropping off car.

Steve (301) 390-1666 (MD) or email
to: <pitout@dclink.com>

A D V E R T I S E R S

| | |
|---|----|
| Alexandria Bavarian Service | 8 |
| Autodynamics | 2 |
| Autoy & AutoWerke | 27 |
| Bavarian Autosport | 23 |
| Blue Ridge Sports Cars. | 8 |
| BMW of Fairfax | 23 |
| Curry's Automotive. | 10 |
| Dr. John's Motor Sports | 27 |
| Dulles International Motorsport | 8 |
| Heishman BMW. | 2 |
| J&F Motors | 2 |
| OG Racing. | 12 |
| Olympic Imported Parts | 28 |
| Radial Tire | 12 |
| Tischer BMW | 28 |
| Track Time | 23 |

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*



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.

NAME: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

HOME PHONE: _____ **BUS. PHONE:** _____

BMW MODEL/YEAR: _____

RECOMMENDED BY CLUB MEMBER: _____

MEMBER'S NUMBER: _____

MY SPECIAL INTERESTS ARE:

- | | | | |
|-----------------------------------|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> RALLIES | <input type="checkbox"/> AUTOCROSS | <input type="checkbox"/> MAINTENANCE | <input type="checkbox"/> DRIVER SCHOOLS |
| <input type="checkbox"/> CONCOURS | <input type="checkbox"/> SOCIAL | <input type="checkbox"/> MODEL CARS | <input type="checkbox"/> OTHER |

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YES, I WANT TO BECOME A BMW CCA MEMBER. Membership is **\$35** for one year.

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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.

(Please allow three weeks advance notice)
Address changes will NOT be accepted by phone

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