

March/April 2004

# der Bayerische

National Capital Chapter

BMW Car Club of America



# 2004 CALENDAR OF EVENTS

## January

18 Holiday Party and Elections (Baltimore, MD)

## February

1 Annual Superbowl Gokarting (Allsports, Sterling, VA)

## March

20-21 Autocross School (Manassas, VA)

## April

3 Spring Tour to Winterthur (Winterthur, DE)  
Details on the NCC website.

10 Autocross #1

18 Gokarting (Allsports, Sterling, VA)

## May

1 Autocross #2

2 21st Annual Deutsche Marque Concours

13-16 TechFest East (Hyatt Regency Reston, Reston, VA)

16 Jefferson 500 (Summit Point Racetrack, WV)

22 Highway Safety School @ Jefferson Circuit (Summit Point, WV)

23 Driving School @ Jefferson Circuit (Summit Point, WV)

## June

6 Autocross #3 (MWCSCC event)

12 New Members' Party

19-20 Driving School @ Summit Point Racetrack (Summit Point, WV)

## July

4 - 9 Oktoberfest (Pasadena, CA)

18 Autocross #4

25 Summer Tour

## August

14-15 Driving School @ Jefferson Circuit (Summit Point, WV)

14 Annual BBQ (Summit Point, WV)  
What's the Point? Fun Rally (Summit Point, WV)

21 Autocross #5

## September

11 8th Annual Shenandoah Vineyards Concours (Edinburg, VA)

12 Autocross #6

18 Scenic Drive (Solomon's Island, MD)

## October

16 Autocross #7

23-24 Driving School @ Shenandoah Circuit (Summit Point, WV)

## November

6-7 Fall Tour to Fallingwater (Mill Run, PA)

## December

(1) <http://www.bmwcca.org/Oktobefest2004/>



For the latest info check out  
the Chapter website: [www.nccbmwcca.org](http://www.nccbmwcca.org)



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

# der Bayerische

National Capital Chapter      BMW Car Club of America



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(Please call between 7:30-10:00 p.m.)

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### **National Membership Toll Free Number**

800.878.9292

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

# **Message**

### **It's Over and the Votes are In –**

We held our annual holiday party and elections in Baltimore this year. Andy Grigor (your Chapter Secretary) selected the hotel and coordinated this event. Thank You, Andy. I heard nothing but great comments from those who attended. We received compliments on every aspect of the event – from the facility itself, to the food selections, and even to the agenda. We were also very fortunate to receive door prizes from many of our local vendors and I'd like to thank them for their generosity. Oh yeah, the hotly contested elections. Everyone ran unopposed and everyone won! Your officers for 2004 are the same people that were your officers for 2003 – President, me; Vice President, Steven Schlossman; Treasurer, Roy Morris; and, Secretary, Andy Grigor.

### **Look At The Calendar –**

It's Spring-time and the long cold winter (hopefully) is finally over. We've had snow, ice, freezing rain and generally miserable weather in our area for several months. Those of us who enjoy getting out and playing with our "toys" have been forced to watch racing on TV, play video games and to occasionally get out and practice our skills at the go-kart track. Our one opportunity to actually drive our cars (for fun, not just for commuting) occurred in January. We were very fortunate to return to PTG for an open house hosted by Tom Milner. Due to incredible planning and foresight on behalf of Steven Schlossman (okay, maybe it was just plain good luck), we had cold but clear weather during this particular event. We had several large caravans that drove out to Winchester, VA, with the largest single group consisting of at least 75 cars. Imagine seeing 75+ BMWs (with the occasional "other" car in the mix) in a caravan driving along Route 50. It must have been an impressive sight. In all, over 200 people joined us at PTG where Tom opened his shop and gave us a talk on BMW's racing plans for this coming race season. Elsewhere in this issue is a full write-up.

Now that the weather is improving, our thoughts return to how we can get back "on the road". One suggestion – take a look at our calendar of events. We have several events planned for the early part of the year. I'd like to draw your attention to several of them in particular. First, we have an Autocross School in March. If space is still available, I strongly recommend that you register for this event. It's a great way to learn the limits of your car in a safe and controlled environment. Second, we will have another go-kart event at AllSport Grand Prix in April. This is a great way to hone your driving skills and is a blast. Thanks to Matt Reinhart for coordinating these events. Third, is TechFest East '04. This is the continuation of Gateway Tech and we will be hosting this event in May at the Hyatt Regency Reston Town Center. We will be having training sessions on a wide variety of topics. Details and registration materials are available at our NCC website. Fourth, is our annual Deutsche Marque Concours. Come out and show your car (we know that you've been spending hours in the garage cleaning all Winter, now show us the results). Finally, it's time to register for the Highway Safety School and the first of our Drivers' Schools. I can't say enough about the benefits of the Highway Safety School. This is simply the best way you can learn how to drive your car. See the registration materials in this issue (and please note the date change from our previous issue).

### **M&Ms and 5s & 6s –**

Start saving your pennies, BMW is cooking up some fun cars for us. While I'm not sure of the exact release dates most of these new cars are supposed to be available later this year as 2005 models. What I am talking about? Let's begin with the M3 Compact. This is the triumphant return of the ti – but in M3 trim. This promises to be a screamer since it has the E46 M3 drivetrain in a smaller and lighter car. Another "M" is the Z4M. The rumors on this car are the possibility of a V-8 M motor rather than the I-6 motor. We are going to see a return of the 5 Series Sportwagon, complete with either I-6 or V-8 engines. There's the 6 Series, coming in a convertible version. Finally, and very likely as a 2006 model, there's the King-of-the-Hill, V-10 (no typo, that's 10 cylinders), 500 horsepower (again, no typo, that's five hundred horsepower) next generation M5.

### **Get out and Drive**

Rafael Garces

*der Bayerische*

# From the Editor

## *The Car Enthusiast's Best Friend*

Several weeks ago our clothes dryer started making an awful rumbling sound. Now, the sum of my knowledge about the operation of a dryer could fit in a thimble, but one thing I know is when anything mechanical starts to make a weird sound, it's usually a warning sign that trouble is on the horizon. How long a machine will continue to operate after the noise is present can vary greatly, but the severity and nature of the racket in this dryer indicated to me that a catastrophic failure was imminent.

My first instinct was to check the manufacturer's web site to see if they had a trouble-shooting guide to assist me in finding out if the problem was something I could handle myself. The manufacturer's site wasn't much help, but a quick key word search led me to a site that saved the day. In addition to the very helpful trouble-shooting guide that correctly pinpointed the worn bottom guide wheel in my dryer, it also gave instructions for how to replace it, as well as a package of other wear parts for my dryer that I should replace while I have it apart. I ordered the package and it arrived at my doorstep three days later for less than \$25. If not for the Internet I would almost certainly have been forced to call a repair company and pay through the nose to have it fixed.

Besides helping people whose appliances are on the fritz, I would submit to you that enthusiast car owners are one of the groups of people who have benefited the most from the ubiquity of the internet. I'm a member of at least five or six enthusiast groups on the Internet for my E30 and my wife's E46. It's hard to even imagine owning a car like my iX without the support of a community of people who have experience with these cars. How else would I have known, when replacing the rear shocks, that I should use E46 convertible shock mounts on my E30? How else would I have known to shim the drive shaft mounting bolts to get another quarter of an inch or so of spline contact in the transfer case?

I wouldn't have known about those things and many others; leaving me to fumble around myself, or take a mechanic's word for it every time I ran into a bit of trouble with the car. Sure, the web is also a repository for a ton of useless tidbits, and even some downright disgusting material, but it's the ultimate tool for the free exchange of information. Second only to membership in a club with like-minded folks, the internet is the best friend of enthusiast car owners, as well as people who are just trying to get their dryer working again.

Have Fun, Dry Safely!

Rob

# Buy your BMW parts online.

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**Winterthur Spring Tour****Saturday, April 3, 2004****Destination: Winterthur, an American Country Estate (Wilmington, DE)****Start Location: Hunt Valley, MD****Time: 9:30 A.M.**

Get those snow tires off the car and join guest tourmeister, Don Noveau, as he takes you on a journey to Winterthur.

Winterthur, an American country estate, is the former home of Henry Francis du Pont (1880-1969), an avid antiques collector and horticulturist. In the early 20th century, H. F. du Pont and his father, Henry Algernon du Pont, designed Winterthur in the spirit of 18th- and 19th-century European country houses. A visit to Winterthur will immerse you in another time and place. Rediscover America's heritage through its unparalleled collection of antiques and Americana. Venture out over the fields and farmland to learn about the workings of a great American country estate. Wander through the breathtaking beauty of the 60-acre naturalist Winterthur Garden. Youngsters (and the young-at-heart) will wonder at the magic of Winterthur's famous fairy-tale children's garden, Enchanted Woods, and enjoy hands-on learning in the Touch-It Room. Researchers will find a wealth of resources awaiting them in the Winterthur Library.

Departure from the Outback Restaurant in Hunt Valley will be at 10:00 A.M. as we head northward. Expect to arrive at our destination by 1:00 P.M.; there will be time for an impromptu tailgate party in the picnic area, so don't forget to pack your picnic basket. Lunch is also available in the Winterthur cafeteria.

Our tour is scheduled for 2:30 P.M.

Admission to Wintherthur is \$17.00 per person. Please e-mail Don Noveau at [DNoeau@nehmer.com](mailto:DNoeau@nehmer.com) and include your name, telephone number, number of people expecting to attend, and whether you will be spending the night. This event needs to be prepaid by March 20, 2004. Please make your check payable to NCC BMW CCA and mail to Don Noveau, 15017 Emory Lane, Rockville, MD 20853.

The trip does not end at Winterthur. It is suggested that you may wish to spend the night nearby as there is much to see in the area on Sunday. Longwood Gardens is a short drive plus numerous museums. There are high-end luxury accommodations at the Hotel Dupont in Wilmington, the Hilton Garden Inn in Kennett Square, as well as lots of Bed & Breakfasts nearby. See the NCC website for further information.

Additional information on the destination is available at the Winterthur web site at <http://www.winterthur.org/>.

**Directions to the Start:**

From the Washington, DC, Beltway (I-495)

- \* Take I-495 to I-95 north.
- \* To I-695 to I-83 north.
- \* Take exit 20A (Shawan Rd)
- \* Left onto McCormick, right into Outback parking lot.

Look forward to seeing you there and don't forget to check the NCC website for the latest details.

**Go-Kart Racing****Sunday, April 18, 2004****Location: All Sports Grandprix****Time: 2:00 P.M.**

Come join us for another kart racing session at Allsports Grand Prix on Sunday, April 18 at 2:00 PM. This activity continues to grow in popularity as it provides a great opportunity to hone your driving skills and participate in wheel-to-wheel racing for a reasonable cost. This event is for adults only (18 and over) and is not to be confused with your typical tourist trap go-kart track that is better suited for kids. Allsports features an indoor track with computerized scoring, race-bred go-karts, and full safety gear supplied. Their excellent website provides a good description of the karts and facility ([www.allsportsgp.com](http://www.allsportsgp.com)).

We are going to return to the sprint/heat format, with a sequence of short heat races of about 10 laps each. Everybody gets to run in 5 heat races, with various competitors and starting positions. The cost for this format is \$65.00, payable when you arrive.

Please RSVP to Matt Reinhart by April 9, preferably by e-mail at [matthew.reinhart@jhuapl.edu](mailto:matthew.reinhart@jhuapl.edu) or by phone at work

**21st Annual Deutsche Marque Concours****Sunday, 2 May, 2004****Location – TBD Please check****<http://www.nccbmwcca.org> for updates****Time: 8:30 am – 4:00 pm**

Spring has sprung, and that means we are now in the ultimate season to show off your ultimate driving machine. To our regular concours participants, that means it's time to pull off that car cover, clean, wax, q-tip, and bring your garage queen(s) out! To our newcomers, clean your "baby" up, come out and enjoy in the good weather (that has been ordered), wonderful sights of Deutsche Marque vehicles, and most importantly meet/reacquaint other fellow car enthusiasts in our club.

Following previous BMWCCA Deutsche Marque Concours tradition, this will be a "top only" concours that is co-sponsored with our fellow Deutsche Marque car clubs - Porsche Club of America (PCA) and the Mercedes-Benz Club of America (MBCA). This year we plan to have commemorative dash plaques and FUN for all participants, trophy awards for the winners, and T-shirts available for purchase.

A concours is a "clean-car contest" and car show, vehicles are judged by their condition, appearance, and cleanliness. This event will offer two classes; top-only (judged) and display (people's choice). "Top-only" is where the exterior, interior (including engine bay), and luggage compartment are judged. The "display" class is one that involves the general public/participants voting by a "peoples' choice" ballot to determine the winner. Depending upon participation, the top-only class will be separated into different models (early/late, 02, 3 series, coupes, sedans, etc.). As we have in the past, race cars are also welcome to participate.

**Event Schedule:**

8:30am – Grounds open to show participants for placement onto the field.

9:00am - General admission to the public begins.

10:30am – Judging begins. Cars not in place and on the field by 11:00am will *not* be allowed to show.

3:00pm – Scores are tallied.

3:30pm – Wine and Cheese Reception – Awards will be given at the reception.

Please note: This concours is an all day event. Resources are spent in preparation prior to the show, as well as on the day of the event, by both event planners and participants. If you enter the event, please be prepared to say through the awards presentation. If your vehicle places in its class and you and the vehicle have departed, the award will be given to the next runner-up in class. Additionally, please be mindful that cars not registered and displayed in the show should not be parked in the show field.

**Registration**

The entry fee is \$25.00 per car if pre-registered by April 25, 2004, or \$30.00 per car if registered after (including registering on location the day of the show). Registration includes one Wine & Cheese Reception ticket; additional tickets are available at \$10.00 each. There is no charge to attend the event as a spectator.

For pre-registration, please send the year and model of your car, along with your check made payable to BMW CCA / NCC, to:

Richard Pineda  
7704 Lakeloft Court  
Fairfax Station VA 22039

For inquiries or questions, please contact your Concours Chairman, Richard Pineda, at (703) 625-7416, or email at [Rypineda1@cox.net](mailto:Rypineda1@cox.net)

# Some people in Washington still think you need a \$600 hammer to fix things.

At TechFest East, you'll learn what you *really* need to fix your BMW.



## BMW CCA TechFest East '04

### Preliminary Schedule

#### May 13 Thursday

6 pm – Registration & Welcome Reception

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#### May 14 Friday

9 am – 5 pm Technical Seminars\*

9 am – 6 pm Exhibit Hall Displays

6 pm – 7 pm Social Hour

7 pm – Toyo Dinner, Door Prizes, Speaker

#### May 15 Saturday

9 am – 5 pm Technical Seminars\*

9 am – 6 pm Exhibit Hall Displays

6 pm – 7 pm Social Hour

7 pm – BMW Dinner, Door Prizes, Speaker

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#### May 16 Sunday

9 am – Noon Wrap-up Activities

Reserve your room ASAP at BMW CCA special rate: Hyatt Regency Reston, Virginia 1-800-233-1234

Registration form and latest news at [www.nccbmwcca.org/techfesteast](http://www.nccbmwcca.org/techfesteast)

\*Tech topics ranging from basic care & maintenance to racing prep including presentations by:

Bentley Publishers, BMW, Car Care Specialties, Club Racing, Jim Conforti, Eurosport, Ground Control, HMS, Ray Korman, Leatherique, Pete McHenry, Memphis Motorwerks, Maximillian, Mobile Tradition, Performance Friction, Road Race Tech, Terry Sayther, Mike Self, Alexandria Bavarian, Curry's Auto.





# NATIONAL CAPITAL CHAPTER BMW CCA

## MAY 2004 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between March 19 and April 16, 2004 inclusive. Each applicant must submit a separate 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**. Admission priority will be determined by postmark date. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must have full, valid driver's licenses. Student familiarity with the car is essential. Car sharing is strongly discouraged, and splitting attendance between two drivers is not allowed. Drivers' school applicants must be 18 years of age or older. Highway Safety School applicants under 18 years of age require the submission of a notarized minor waiver form, signed by both parents. The waiver and detailed information are available upon request from the registrar.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **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 certified to Snell M- or SA-standards, 1995 or later. Full-face helmets with SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification 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 National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.*

Indicate the school day(s) to which you are applying below:

**May 22–23 (Summit Point Jefferson Circuit)**

\$125  Saturday Highway Safety School

\$165  Sunday drivers' school

**Fees: Nonmembers** add \$35 per event (the nonmember fee is waived for the Highway Safety School). Make checks payable to *National Capital Chapter BMW CCA*.

**Refund Policy:** Refunds less a \$25 cancellation fee will be given for cancellations within four weeks of an event **only** if your place is filled

from the waiting list. **No refunds** will be given for cancellations within two weeks of an event. School admissions are non-transferable.

Mail your application, payment, and copies of your driver's license and proof of insurance 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., or visit <http://www.nccbmwcca.org/drivers-school/>.

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address (Adult S, M, L, XL, XXL)	
City _____	State _____	ZIP _____
Phone (home) _____	(work) _____	Chapter _____
Car Color _____	Year _____	Make _____
E-mail _____		
Model _____		

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

***And don't forget our volunteer credit program: corner-work any three track days and attend a two-day school as a student for half price, or work six days and attend a two-day school FREE! \****

\* Note: To be eligible for credit for free schools, workers **MUST** preregister. Parents of workers under 18 must execute a minor waiver before the event. To preregister, or for additional information, contact Steve Lowry (telephone: **240-417-0286** before 10:00 PM; e-mail: [pitout@hotmail.com](mailto: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: \_\_\_\_\_ Jefferson Circuit: \_\_\_\_\_ Shenandoah Circuit: \_\_\_\_\_

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



# NATIONAL CAPITAL CHAPTER BMW CCA

## JUNE 2004 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between April 16 and May 14, 2004 inclusive. Each applicant must submit a separate 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**. Admission priority will be determined by postmark date. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must have full, valid driver's licenses. Student familiarity with the car is essential. Car sharing is strongly discouraged, and splitting attendance between two drivers is not allowed. Drivers' school applicants must be 18 years of age or older.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **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 certified to Snell M- or SA-standards, 1995 or later. Full-face helmets with SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification 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 National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.*

### June 19–20 (Summit Point Main Circuit)

\$325  two-day drivers' school

**Fees:** **Nonmembers** add \$35 per event (the nonmember fee is waived for the Highway Safety School). Make checks payable to *National Capital Chapter BMW CCA*.

**Refund Policy:** Refunds less a \$25 cancellation fee will be given for cancellations within four weeks of an event **only** if your place is filled from the waiting list. **No refunds** will be given for cancellations within two weeks of an event. School admissions are non-transferable.

Mail your application, payment, and copies of your driver's license and proof of insurance 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., or visit <http://www.nccbmwcca.org/drivers-school/>.

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address (Adult S, M, L, XL, XXL)	
City _____	State _____	ZIP _____
Phone (home) _____	(work) _____	E-mail _____
Car Color _____	Year _____	Make _____
Model _____		

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

***And don't forget our volunteer credit program: corner-work any three track days and attend a two-day school as a student for half price, or work six days and attend a two-day school FREE! \****

\* Note: To be eligible for credit for free schools, workers **MUST** preregister. Parents of workers under 18 must execute a minor waiver before the event. To preregister, or for additional information, contact Steve Lowry (telephone: **240-417-0286** before 10:00 PM; e-mail: [pitout@hotmail.com](mailto: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: \_\_\_\_\_ Jefferson Circuit: \_\_\_\_\_ Shenandoah Circuit: \_\_\_\_\_

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



Because of strong demand for space in National Capital Chapter (NCC) drivers' schools, sometimes we are unable to accommodate all of the students who apply. For schools where applications exceed our school capacity, we will admit students as outlined below.

### **Priority Assignment**

- Students will be admitted in order of application postmark date from among the following groups until school capacity has been reached (ties within groups will be broken by random drawing):
  1. NCC members
  2. Members of other BMW CCA chapters
  3. Non-members
  4. Those submitting applications postmarked outside of the registration period

To expand the ranks of qualified instructors as quickly as possible and thus increase the number of students that can be admitted to future schools, applicants who qualify for the NCC instructor training program (Instructor Academy; IA) or who lack a single IA qualification will be given highest admission priority. Qualification for IA is based on student performance in earlier schools. Detailed information on IA may be obtained at <http://www.nccbmwcca.org/drivers-school/>.

In recognition of the importance of volunteer corner workers to our drivers' school program, two spaces (Jefferson Circuit) or three spaces (Main Circuit) will be reserved for applicants using corner worker credits earned at previous schools.

- Unsuccessful applicants will be waitlisted. If spaces become available after the first round of admissions, applicants will be admitted from the waitlist in order as described above. Applicants who are waitlisted but not eventually admitted receive full refunds of their fees; waitlisted applications will not be "rolled over" to later schools.

### **Notes**

- "NCC member" priority will be given to applicants whose primary or secondary chapter affiliations include the NCC and to applicants with pending NCC membership applications.
- The number of novice students admitted will be limited to one-third of the total school enrollment.
- Every effort will be made to inform applicants of their admission status three weeks before the school.

### **2004 Event and Registration Period Dates**

- These dates are subject to change. Check *der Bayerische* magazine or the chapter's Web site for the latest information.

<i>Date</i>	<i>Registration Period</i>	<i>Location</i>	<i>Event Type</i>
May 22	March 19 – April 16	Summit Point Jefferson Circuit	Highway Safety School
May 23			Drivers' School
June 19 & 20	April 16 – May 14	Summit Point Main Circuit	Drivers' School
			Drivers' School
August 14 & 15	June 11 – July 9	Summit Point Jefferson Circuit	Drivers' School
			Drivers' School
October 23 & 24	August 20 – September 17	Summit Point Shenandoah Circuit	Drivers' School
			Drivers' School



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# Blasting and Powder Coating - A Primer

*Text by Rob Williams*

*Photos by Mike Williams*

**O**n December 13<sup>th</sup> of last year, a dozen or so members of our chapter were treated to a terrific tech session at American Stripping Company's 50,000 square foot facility in Manassas by ASCO President James Sejd.

I don't think we could have asked for a better guide. In order to understand the various processes we were seeing, we had to have a quick lesson in physics and metallurgy; James was very adept at using laymen's terms and examples to help us understand some pretty complex concepts. In addition to showing us the equipment and some finished products, James actually had a crew of people on-hand to demonstrate some of what ASCO does.

ASCO is probably best known, in the world of gear-heads at least, for their powder coating operation, so it was particularly interesting that James had a roll bar in the shop that had been prepared to have the powder applied and baked on. I think most of us already knew that surface preparation is important when painting, but we learned that one of the reasons powder coated parts come out so nice, and last so long, is that surface preparation must be perfect for a part to be powder coated at all. If there is the slightest bit of oil, grease, or rust on a part to be powder coated, the powder simply will not stick to the blemish. The imperfection will be immediately obvious when the part comes out of the 400 degree oven because the soiled area will not be coated. Paint can cover an oily spot and look fine when you take it home, only to blister and flake off months later.

The roll bar we saw had been blasted and was hanging on a rack that was charged with static electricity. A box of powder was positioned in a stand and the hose from the applicator gun pierced the box at the bottom. When the technician pulled the trigger on the applicator gun, the negatively charged powder emerged almost like dust and drifted around all the contours of the bar, settling in a nice, even coat. James explained that the applicator gun pushes a steady stream of air into the box from one tube, while sucking the fine mist of powder out to the gun from another tube. Introducing air in the bottom of the box keeps the powder from forming into clumps, which is what allows the consistently fine distribution of powder from the applicator. Once it was coated with powder it went into the oven while we continued our tour.

The blasting area was our next stop, ASCO has four blast bays and can blast parts with a variety of media including steel, garnet, glass beads, plastic beads, and even walnut shells. Obviously steel balls are harder than plastic beads, but the different media used are just one of the factors that must be taken into account when blasting. Air pressure, grit size, and nozzle size also must be carefully selected to accomplish the goal without damaging the part.

ASCO also does ceramakote finishes, primarily on exhaust manifolds, headers, and intake manifolds. As the name implies, ceramakote is a ceramic coating that is applied wet, baked at 550 degrees Fahrenheit, and then the parts are placed in a vibratory mill polisher. Jeff Atwell demonstrated the polisher on some parts that had recently been coated. The result is a tough, shiny surface that can withstand very high temperatures.

Our final stop was the arc spray booth. An arc sprayer is used to metallize materials, primarily for rust prevention or resistance to abrasion. Again, various materials can be used to suit specific applications, including zinc, aluminum, steel, bronze, and copper. The arc spray gun is similar to an arc welder in that it uses high voltage electricity to melt metal; only in this case the material to be applied is vaporized by the electric charge, and then sprayed onto the surface. The material to be applied is fed into the gun in the form of wire from a spool. James shot a bit of zinc for us with the gun shooting a four or five inch purple flame out of the end that lit the room like a bolt of lightning.

We made our way back to the main warehouse where the now-finished roll bar was awaiting our inspection, as well as some sandwiches and cookies. The roll bar looked fantastic and, as we admired it, I think we were all making mental notes of the parts we'd like to get in for the same treatment.

While we ate, James and Jeff showed some video of their recent trip to Baja California where they ran sand rails on the Baja 1000 off-road course, with a company called Wide Open Baja. Tearing across the desert in 200hp Porsche-powered buggies that weigh about as much as a golf cart and can take a ton of abuse, now that sounds like fun!

The National Capital Chapter would like to thank James, Jeff, and everyone at American Stripping for a very informative and interesting technical session!

American Stripping is a diversified company performing commercial coatings application and removal since 1979. For more information about ASCO, see their website at [www.ascoweb.com](http://www.ascoweb.com) or call 703-368-9922.



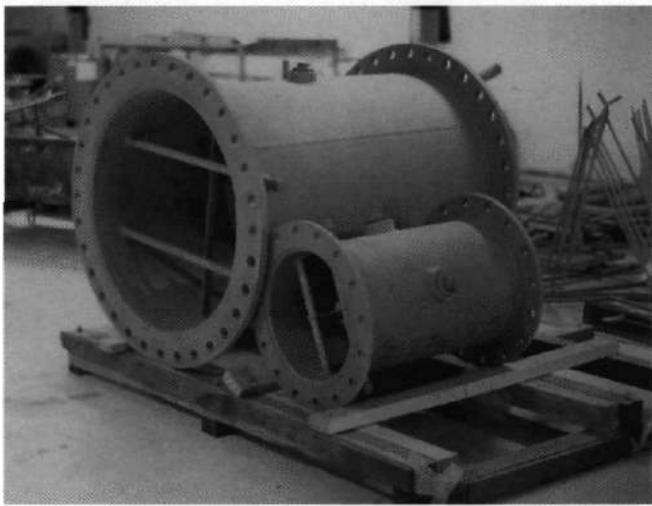
*The finished roll bar.*



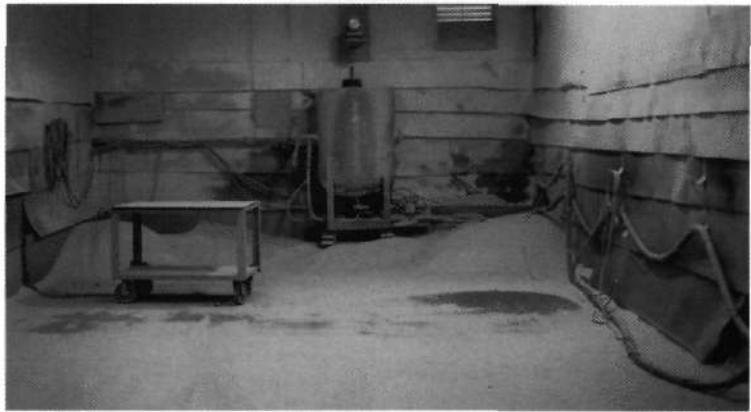
*ASCO President James Sejd holding an S14 valve cover in for powder coating.*



James Sejd explains the intricacies of powder coating a dune buggy frame to NCC members.



Some of the other items awaiting attention at ASCO.



One of the blasting bays at ASCO.

## Feedback: ASCO Tech Session

By Mark Hilbush

It had been a while since I attended a tech session. Being in both the BMW club and the Audi club, tech sessions often end up covering a lot of the same topics. So, the announcement for the Media Blasting and Powder Coating tech session caught my attention as something new and different, and it couldn't have come at a better time. With my rear suspension completely disassembled for maintenance (and a few upgrades, of course), I was considering getting the suspension components powder coated. But I really didn't know too much about the process. How durable is powder coating compared to painting? What kind of preparation should I do on the parts before dropping them off at the powder coater? How do you make sure the powder doesn't get on the machined surfaces? What type of finishes and colors are available? How long will it take? The list goes on...

Well, thanks to James Sejd, President of American Stripping Co. in Manassas VA (and the BMW club, of course), I had all my questions answered – and then some. I really appreciate the time that James spent with us. His tour of the media blasting and powder coating

operations was very informative and thorough. I never realized there could be so many different types of media blasting materials. I also never realized how many details and options there were concerning both the preparation and finishing of the item. And I never really thought too much about the physics of powder coating. It even brought back memories (not necessarily fond ones) of my Physical Properties of Materials class in college.

Especially interesting was the demonstration. At the start of the tour, James had one of his workers spray a roll bar with powder, all the while explaining the not-so-obvious details about how to make it a quality job. Then, they wheeled the roll bar into the massive oven, while we continued on our tour. About 15 minutes later, we went back to look at the completed job. Boy, did it look nice. Makes me wish I had powder coated my roll bar!

I'll now feel much more comfortable and informed when I get my parts powder coated. Thanks again to James Sejd and Rob Williams for putting on this fantastic tech session.

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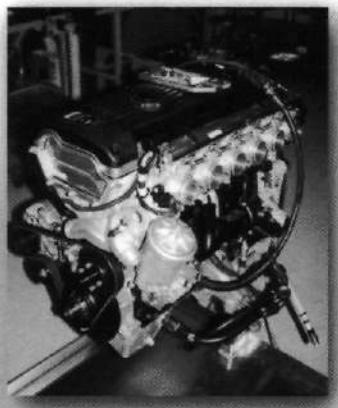
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# The Annual PTG Tour

Photos By Raine Mantysalo



# The Bandit

*Text and photo by Jared Townshend*

**M**ost of us have one car. That car is usually referred to as the daily driver and kid hauler. We boast about that cars' gentle ride and four doors. The car enthusiast adds a second car. That car may be dedicated to home improvement projects, trips to the dump, and dog hair. Or maybe that is the weekend or track car, noted as the pleasure vehicle on the insurance policy. The car fanatic adds a third car. That car may be the show car or Dad's pride and joy. Sometimes that car is not street legal and is driven in such a manner to reflect its bandit status. Then there is the car nut ex-racer who keeps a stable of cars, all bandits. Meet Gary Martin.

I have been known to possess "many more cars than anyone could possibly need," so says my finance, Melissa. Melissa falls into the "most of us" category, as you might have guessed. However, my car ownership pales in comparison to that of Gary Martin. Gary maintains an average of four cars in his stable. They are mostly BMWs, although Gary has been spotted on occasion in a Volvo, an old habit that is hard to kick. BMWs are Gary's pride and joy. BMW brotherhood became the basis for our friendship and the reason why he handed me the keys to his 1998 M3 that I have since nicknamed the "bandit."

## In the eye of the beholder

Owing to the fact that I had been considering similar modifications to my 1998 M3, I was quite eager to drive Gary's M3. His M3 has an extensive list of modifications, albeit mostly invisible. The stickers on the tinted windows and the checker board paint job on the hood do alert other drivers that this M3 may be hiding some secrets. The gorgeous BBS 18" three-piece rims might lead a detective to conclude that the owner of this M3 is not afraid to spend some money on his cars. Under the hood, the shiny Brembo calipers and shiny rotors with a gold sheen help to further unravel this mystery. Why might a car need big brakes? Could it be that this M3 also has big horsepower and big suspension? Or are the stickers really a wish list and beauty only skin deep? I had to find out... the hard way.

## In the hands of the driver

Well, to put it bluntly, I almost lost it turning onto an on-ramp during the first few minutes of the test drive. The yellow triangle glared back at me from the dash reminding me that traction control was off (due to a electrical glitch scheduled for a fix the following week) and I had to scold myself as I looked down the on-ramp through the driver's side window. Some quick hand work brought the bandit's rear back in line and it was then that I realized that the bandit had both power and grip. I now knew the secrets that the stickers were keeping.

I am accustomed to the 240 horses under the hood of my M3. Gary estimates that the bandit has 300 horses under its hood. The extra 60 horses are generated with the help of UUC exhaust, Racing Dynamics bent tube headers, Dinan big throttle body, Conforti Air Intake, and Conforti Chip. These mods enabled the bandit to

pull smoothly in any gear, with the most noticeable difference above 4,000 rpm where the needle and my adrenaline shot towards redline. The UUC exhaust note was respectful instead of raspy or throaty, which added enjoyment where I normally find annoyance in exhaust mods. The bandit's throttle response was also noticeably quicker than my M3, due in large part to the increased air flow and UUC lightened flywheel.

I have a love-hate relationship with the clutch pedal in my M3. I love that I have that third pedal, but I am bothered by fact that it requires regular lubrication to avoid squeaking and, no matter how many times I replace the nylon bushings, the pedal eventually begins to hang to the left. But I developed a love-love relationship the bandit's clutch pedal. Moderately reduced and constant pedal effort won me over. I would not have believed that replacing the stock E36 M3 clutch with the E34 M5 clutch would yield such noticeable results. Although I enjoyed the upgraded clutch, the other transmission related mod did not win me over. I found that the UUC short shift kit did not reduce ease or speed of shifting; in fact it increased both. However, I should disclose the fact that I have never met a short shift kit that I liked.

In the grip department, the bandit also excelled. Although I would not recommend this set-up for the faint of heart, the H&R euro race springs, Bilstein shocks, and Racing Dynamics sway bars and bushings kept the car level. However, every bump on the road resulted in a bump on the driver. The BBS 18" wheels clad with conti-sport 225/40 front tires and 255/35 rear tires would have preferred warmer pavement instead of the wintry 10 degrees Fahrenheit at which they were asked to perform. But there was still enough grip to have some fun.

Since my test drive was limited to the streets, the Brembo brake kit could not be tested since generating the high speeds and temperatures needed for the kit to shine would have most certainly landed my squarely in the Alexandria jail. The Xenon headlight conversion was also of no use during the day. At least I have two good reasons to take another test drive... this time at night at Summit Point. Although, I doubt that the BMW brotherhood is that strong.





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# Team Go-kart Racing at Allsports Grand Prix

By Matt Reinhart

Despite the hectic nature of the season, 33 enthusiasts took a break from their holiday preparations to race go-karts this past December. Eleven teams of three drivers each were formed, with each team racing to complete 180 laps as quickly as possible in wheel to wheel racing. Driver changes were scheduled for every 15 laps, with a three-lap grace period to avoid overloading pit-lane.

Team 3 was disappointed in their cart's performance and made a tactical decision very early to change karts. That decision cost some time in the pits but ultimately it paid off as they won the race. Team 3 finished first with

only a 16 second margin over second-place Team 9 after nearly 80 minutes of racing. Team 10 finished 1 lap behind the winner, but might have finished first if they had not lost time with two visits to the penalty box for excessive bumping. My Team suffered a wheel bearing failure, and almost lost a front wheel. The only remaining kart was the cast off from Team 3, which indeed handled poorly. We finished dead last, but we're not blaming our karts, "a bad mechanic always blames his tools." Despite our bad showing, we had a lot of fun. The final standings are as shown.

## Final Standings

			<u>Laps Down</u>
1 <sup>st</sup> place	Team 3:	Brad Evans, Tom Karyguanns, and Duane Collie	-
2 <sup>nd</sup> place	Team 9:	Kurt Johnson, Gerald Haagensen, and Rafael Torres	16 seconds
3 <sup>rd</sup> place	Team 10:	Patrick Veltri, Derek Blimken, and Gary Dittmer	1 lap
4 <sup>th</sup> place	Team 8:	Yannis Labrou, Tim Detlort, and Curt Kiser	2 laps
5 <sup>th</sup> place	Team 2:	Greg Jones, Greg Obadia, and Kris Johnson	5 laps
6 <sup>th</sup> place	Team 5:	Neil Simon, Roger Piskukell, and Gary Brown	5 laps
7 <sup>th</sup> place	Team 7:	Rafael Garces, Frank Brochu, and Bill Collins	6 laps
8 <sup>th</sup> place	Team 4:	Woody Hair, Steve Tenney, and Ronal Gomez	6 laps
9 <sup>th</sup> place	Team 6:	Brian Hair, Pete Robison, and Lisa Evers	9 laps
10 <sup>th</sup> place	Team 1:	Mike Radziewski, Greg Johnson, and Dan Dazzo	12 laps
11 <sup>th</sup> place	Team 11:	Matt Reinhart, Kashir Tahir, and Tim Chong	13 laps

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# M I N U T E S - N C C B O A R D M E E T I N G

Meeting Date: July 9, 2003

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Miriam Schottland, Faith Selektor, Paul Vessels.

President's Report –

News from National:  
NTR.

Margaret Hartka of NCC is a finalist for the BMW NA Ultimate Driver contest.

V.P.'s Report –

NTR.

Treasurer's Report –

Presented new Profit/Loss summary report.

Secretary's Report –

NTR.

Committee Chair Reports –

Membership (Steven Schlossman) –

5,022 primary members; 57 affiliated (dual chapter membership); ?? associate.  
New member's party at BMW of Sterling on June 14 from 6-9 p.m. 60 people scheduled to attend. Review of wording of certificates for driving schools to be given away as door prizes.

Have email addresses on file for 61% of members.

Autox – (Kevin Henry)

July 12 autocross at Osbourne Park H.S., Manassas ready to go.  
Aug 23 event to be held at Prince Georges Community College.

Sep 7 event has no lot.  
Oct 25 event at Baysox stadium in association with Chapterfest.

Nov 15 event has no lot.  
Crossroad Online requested information about coordinating an autocross event or possibly putting on a joint event with NCC.

Concours – (Paul Vessels)

Two possible chair persons: Steve Tucker (experience unknown) and John McWilliams (experienced).

Paul offered to help with October Chapterfest's Concours.

dB Magazine – 0

New production manager will be used for Sept/Oct issue.

Deadline for Sept/Oct issue is 7/21.

Advertising Manager (Jared Townshend) –

\$17k in outstanding advertising fees to be collected.

Driving School – (Miriam Schottland)

Lanyards due in next Friday from C&A.

Possible 4<sup>th</sup> school alternatives include joint event (not realistic) and coordinating with other clubs to accept NCC members into their schools.

8/9 Highway Safety school has 20 students registered. 8/10 Jefferson driving school has 40 students registered.

DSSC mtg notes:

Tech committee formed to perform tech inspections at driving schools.  
Admission policy will change to first come/first serve on a per school basis.  
Minors will be allowed at Highway Safety schools, but no minors allowed at driving schools.  
Worker rides will be coordinated by Steve Lowry for August school.  
Parade laps will be permitted for Fun Rally participants at August school.  
Need to start planning '04 dates starting in August.  
Instructors will be required to go through tech inspection next year.  
Not in favor of providing end-of-year "thank you" gifts to the instructors.  
Instructor Academy entrance skidpad score has been changed to 2.9.

General discussion of Board-sponsored gifts for instructors. \$50 max cost. Given to any instructor who taught at least one school during '03 season. Nothing finalized.

Social Chair – (Steven Schlossman, acting)

Aug 2 Baysox game.

Tours and Rallies – (Steven Schlossman)

6/29 Mountain Thunder Summer Tour went smoothly.

Looking at another overnight tour in the late Oct/early Nov timeframe.

Technical Chair – (Jon Taillon)

6/21 event at Wagonworks was "awesome. Wagonworks will put on a Fall event.

9/13 DIY scheduled at Martin Motorsports in Alexandria.

9/20, 11/8 DIYs at Dr. John's Motorsports have been cancelled.

Old Business –

Rafael has only received procedure input from the Tour chairman (Steven). All procedure input due by August meeting.

New Business –

Rich Beebe wants to handoff MD BMW license plate registration. Ed MacVaugh to take over.

Motion by Steven to purchase additional NCC license plate frames. No second – motion failed.

Need to have request for officer nominations in the Sept/Oct issue of dB. Candidacy statements to go in Nov/Dec issue.

Andy was asked to start looking into MD locations for the Holiday party despite his obvious lack of holiday spirit. Andy's silence was accepted as a "yes".

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned

Meeting Date: August 6, 2003

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Miriam Schottland, Jon Taillon, Miriam Schottland, Kevin Henry, Woody Hair, Al Zavala.

Read and Adopt Minutes from previous meeting – waived due to absence of Secretary.

Presidents Report –

News from National:  
O'Fest Raffle : as of 7/23/03, they have enough tickets to raffle six (6) M3s.  
O'Fest registration underway.

Chapter Congress 2004 : Scheduled for May 21-23, 2004 in Keystone, CO. The CCA (National) will pay for up to three officers to attend (President, Treasurer & Membership Chair).

National elections : Open positions are President, Vice President, North Atlantic Regional VP, and South Central Regional VP. Nominations must be received by 10/31/03.

V.P. Report – Nothing to report.

Treasurers Report –

Chapter Financial data distributed. We are in fine shape financially. Discussion of reducing fees when & where appropriate.

Secretary's Report – Nothing to report.

Committee Chair Reports –

Membership – 5,087 members, plus 626 associate members.

Autox – July 12<sup>th</sup> event review : Held at Osbourne Park High School. Good lot but we may not be able to get use of it during the school year.

Status of auto lots:

August event : PG County Community College

September event : location is still not set.

October & November events : Baysox Stadium.

Charity Autocross : Steven working on getting contact information in Montgomery County, MD for the beneficiary, Sonny's Kids. Hoping for a date in late September or early October for the event.

NCC was approached to participate in a local venture to pave a large field and rent it out for autox events. No specifics were given. Consensus that NCC should not commit without seeing a detailed proposal.

Crossroads Online asked to participate in our Driving Schools and our autocross events. We won't conduct joint events, but they are welcome to join the CCA and then participate as members.

Concours – nothing to report.

Magazine –

Status of Sept/Oct. issue: Wylie is working on the issue.

Deadline for the Nov/Dec. issue is Sept. 21<sup>st</sup>.

Advertising Manager –

Driving School –

Lanyard status : They were sent directly to Summit Point.

Status of other "gifts of appreciation" for Instructors/comer workers/students – Miriam is working.

Shenandoah Circuit status : They haven't cancelled the dates, but does not look promising due to weather delays all year long.

August 9 HSS and August 10 DS status : HSS has space. DS is at capacity with 45 students on the Jefferson Circuit. Chief instructor is working around cancellations by several instructors this week.

Social Chair –

BBQ on Saturday, August 9, 2003 at Summit Point for end of rally and HSS participants is set.

Motion by Steven Schlossman to obtain a tent for Saturday's BBQ for a cost not to exceed \$700. Approved by all.

Tours and Rallies –

July tour review: Went well. Fun drive.

August 9<sup>th</sup> tour to Summit Point is planned and ready to go.  
E24 group will be hosting a tour to Naked Mountain Winery.

Technical Chair –

DIY sessions at Curry's on 9-27 and 11-1

Old Business –

Procedures manuals still needed from committee chairs.

New Business –

Motion to adjourn by Kevin Henry. Approved by all.

Meeting Adjourned.

Meeting Date: September 10, 2003

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Miriam Schottland.

Reading of the Minutes

Motion to accept June, July, and August minutes as amended by Kevin Henry.  
Second by Rafael Garces. Motion passed by unanimous vote.

President's Report –

News from National:

Pending lawsuit draining funds and may affect the number of people per chapter whose costs will be covered by National to attend 2004 Chapter Congress. Insurer will limit additions to insurance in 2005.

Need to reschedule October board meeting from the 8<sup>th</sup> (Octoberfest week). Board will meet Wednesday, October 15<sup>th</sup>.

Need for chapter-level tracking of reimbursements from National. Event chairs to email Rafael a list of outstanding rebates.

V.P.'s Report – NTR.

Treasurer's Report –

Balance sheet reports corrected to no longer have negative values.

Presented Profit/Loss summary report.

Secretary's Report – NTR.

Committee Chair Reports –

Membership (Steven Schlossman) –

As of 8/22: 5,130 primary members; 61 affiliated (dual chapter membership); 63 associate; 123 new memberships; 87 non-renewals.

Have email addresses on file for 64% of members.

Autox – (Kevin Henry)

Aug 23 Prince Georges Community College event: motorcycle safety class on lot. Used significantly smaller lot to run autox.

Sept 7 Prince Georges Community College event: moved to another lot due to parked cars.

Oct 25 event to be held at Baysox stadium as part of Chapterfest.

Nov 15 event to be held at Baysox stadium.

Charity autocross: unable to locate a lot in Montgomery Co. Suggestion to make event at Chapterfest the charity event. Gross proceeds to benefit Sonny's Kids.

Motion by Kevin H. to purchase time display and required cables for no more

than \$1200. Second by Steven S. Discussion of need and appropriateness to purchase display at this time. Motion passed by unanimous vote.

Motion by Kevin H. to purchase network upgrade for AXware software, a new battery for laptop, and wireless cards for laptops at a total cost of no more than \$200. Second by Rafael G. Motion passed by unanimous vote.

Concours – (not present)

John McWilliams and Steve Tucker to run Chapterfest concours under the direction of Paul Vessels.

dB Magazine – (Jared Townshend reporting)

Sept/Oct issue went to Post Office yesterday (Sept 9).

Deadline for Nov/Dec issue is 9/21.

Advertising Manager - (Jared Townshend)

No new receivables since last month.

Driving School – (Miriam Schottland)

Lanyards are being reprinted by C&A. Production run did not match sample provided to Miriam.

Aug 9 Highway Safety School/ Aug 10 Driving School: 15 bags of groceries collected at the schools and provided to Bread for the City. \$88 collected from HSS students for knocking down cones and provided to Children's Hospital.

Miriam could like to provide '03 instructors with embroidered jacket. Estimated costs range from \$47 to \$59 and \$10 for the embroidery.

Motion by Rafael to provided funds not to exceed \$3000 for jackets to be provided to 2003 driving school instructors, with a per item not to exceed cost of \$60. Second by Steven S. Motion passed.

Social Chair – (Steven Schlossman, acting)

BBQ buffet provided for students and Rally participants on Aug 9<sup>th</sup> after the Highway Safety School.

Tours and Rallies – (Steven Schlossman)

November 1-2 tour currently has 22 people registered.

Technical Chair – (not present)

Sept 13<sup>th</sup> DIY scheduled at Martin Motorsports in Alexandria.

Sept 27<sup>th</sup> DIY at Curry's Auto Service is cancelled. Nov 1<sup>st</sup> event is still on.

Old Business –

Rafael still needs input on procedures for Concours and Advertising.

New Business –

Nominations and candidacy statements are needed for the 2004 elections by the Nov/Dec dB deadline.

Andy G. presented an update on the location and plans for the 2004 Holiday Party, followed by general discussion and suggestions by the Board. Event will most likely be held at the Harbor Court Hotel at Baltimore's Inner Harbor. Attendance limited to 160 people. Reception to start at 5:00 p.m. with dinner at 6:00 p.m. Target cost per person to be \$75, with members contributing \$30 toward cost.

At the conclusion of the Board meeting, Steven S. to present demo website featuring possible technologies and/or formats for use in NCC's website.

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned

## Meeting Date: October 15, 2003

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Woody Hair, Rob Williams, Jared Townshend, Jon Taillon, Faith Selektor, Tim Westling.

Reading of the Minutes

Motion By Rafael G. to accept September minutes. Second by Kevin H. Motion passed by unanimous vote.

President's Report –

News from National:

O'Fest status: approximately 500 people registered. 13 M3s scheduled to be given away in the raffle.

Litigation matter is still pending and will be discussed by the National Board at their next meeting on October 18.

National Board positions open for upcoming elections: President (must have served on the Board for one year), V.P., North Atlantic and South Central Regional V.P.s. Candidacy statement deadline is October 31.

National's risk managers are reviewing the liability coverage for the Directors and

local chapter Officers.

NCC Webmaster position vacant – Sue Bryan resigned from the position. There will be a vacancy announcement for the position in the next dB.

V.P.'s Report –

NTR.

Treasurer's Report –

Presented Profit/Loss summary report.

Question for Adil concerning a bill for a canopy rental on April 12-13 from Big Top. Board believes the bill is in error and should have been billed to the other organization at Summit Point that weekend.

Secretary's Report –

NTR.

Committee Chair Reports –

Membership (Steven Schlossman) –

As of 9/??: 5,134 primary members; 57 affiliated (dual chapter membership); 641 associate. 116 new memberships; 124 non-renewals.

Have email addresses on file for 65% of members.

Autox – (Kevin Henry)

The timer display has been ordered.

The wireless equipment for the laptops has been ordered and received.

10/25 Chapterfest Autox : trophies have been ordered; insurance is in place.

Concours – (not present)

10/25 Chapterfest Concours : still scheduled; will be managed by Paul Vessels.

dB Magazine – (Rob Williams)

Nov/Dec issue put to bed this afternoon.

Deadline for Jan/Feb issue is 11/21.

Advertising Manager - (Jared Townshend)

Two new advertisers for next issue.

Driving School – (Rafael G. reporting)

Tentative I.A. and driving school dates as per Adil: Apr 30, May 1-2 (HSS/DS) on Jefferson; June 25-27 on S.P. Main; Aug 13-15 on Jefferson; Oct 22-24 on Shenandoah (if completed).

Still searching for a vendor for the 2003 instructor jackets. Miriam is not happy with the Lands End jackets.

Lanyards have been returned to the vendor for reprinting.

Planning on a DSSC meeting for early November. No date/time yet.

Request to contact Adil for current track rental pricing.

Social Chair – (Steven Schlossman, acting)

12/7 Go Karting : Allsports Grand Prix (Dulles, VA)

1/1/04 Hockey night : Washington Capitals vs. Edmonton at the MCI Center.

Tours and Rallies – (Steven Schlossman)

11/1-2 Cabin Fever tour : 44 people registered.

Technical Chair – (Jon Taillon)

11/1 DIY : event at Curry's will most likely be cancelled.

Old Business –

Andy G. to submit insurance forms with National for the Holiday party.

Rafael still wants email from the chairpersons concerning outstanding rebates due from National.

Discussion concerning NCC's web site:

interest in webmaster position by member Clyde Caplan (?). Steven will gather requirements and discuss with the future webmaster.

New Business –

National requested NCC to sponsor this year's Tech Fest. General details: March is usual time for the event.

all day Friday and Saturday, half day Sunday.

dinner on Fri/Sat. Box lunches.

need ~4 rooms for seminars.

need ~24 people for committees

NCC's responsibilities:

book hotel/conference center  
contact local vendors for display and seminars  
coordinate the event, supply labor.

National's responsibilities:  
registration.  
contact national vendors.

Motion by Rafael G. for NCC to "sponsor" Tech Fest. Second by Steven S. Motioned passed by unanimous vote.

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned

## Meeting Date: November 12, 2003

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Woody Hair, Rob Williams, Jared Townshend, Faith Selektor, Tim Westling, Miriam Schottland, Richard Pineda, Al Zavala.

Reading of the Minutes

October minutes not available.

President's Report –

News from National:

NCC's sponsorship of TechFest mentioned (i.e. it's official).

Austin, TX O'fest results: 453 people. 13 M3s and one cash prize.

No update on National's ongoing litigation (National's Oct Board meeting minutes not available).

BMWCCA membership dues will increase from \$35 to \$40 per year as of June 4, 2004. Per member reimbursement from National will increase by approximately \$2 to local chapters.

O'fest 2005 to be sponsored by the Tarheel Chapter in Greensboro, NC. Track events to be held at VIR.

V.P.'s Report -

NTR.

Treasurer's Report –

Presented Profit/Loss summary report.

Secretary's Report –

NTR.

Committee Chair Reports –

Membership (Steven Schlossman) –

As of 10/??: 5,161 primary members; 59 affiliated (dual chapter membership)???

associate. 95 new memberships; 89 non-renewals.

Have email addresses on file for 66% of members.

Autox – (Kevin Henry)

11/15 autox : Baysox stadium, Bowie, MD; last event of the year; need to stay on schedule due to limited daylight.

AutoX committee to discuss car classes next week. No date/time yet.

Concours – (Richard Pineda)

10/25 Chapterfest Concours review: 15 cars; went well; last event of the year.

Deutsche Marque Concours : discussion of possible dates – first weekend of May conflicts with Porsche school at Mid-Ohio and second weekend of May is Mother's day.

Shenandoah Concours : possible date of September 11 per Steven S.

dB Magazine – (Rob Williams)

Nov/Dec issue has been mailed.

Deadline for Jan/Feb issue is 11/21.

Advertising Manager - (Jared Townshend)

All advertisers have been informed that they will be invoiced. Invoices to be mailed be the end of this week.

Driving School – (Miriam Schottland)

Driving school dates set: Apr 30, May 1-2 (HSS/DS) on Jefferson; June 25-27 on S.P. Main; Aug 13-15 on Jefferson; Oct 22-24 on Shenandoah.

# The Anniversary '02

By Loren Sciurba, BMWCCA # 185417

If there was ever any doubt that I am a very lucky man, my wonderful wife Karen put those fears to rest with the perfect anniversary gift: a 1971 BMW 2002!

She brought up the idea long before our anniversary; it was first mentioned about a year after I had given up my beloved 528i. Rust had taken hold of the fiver in ways and places that I did not have the wallet to fix. After parting-out much of it, I sold the remainder as a parts car to a fellow E12-er from the FirstFives message board. Long after the deal was done I was still hanging around, offering advice and pointing out new or perfectly good parts as the new owner prepared to pull the engine. Finally, he turned to me and said, "Don't worry, it's not in any pain...you can let it go." And so I did.

The replacement, a VW Golf, was my first brand new car. The Golf is a fine car, complete with the new car smell and a host of refinements and amenities that make the E12 seem like an ox cart, but it just doesn't inspire much passion. Karen noticed that the old BMW's departure left a hole in my life that previously had been filled with restoration plans, parts searches, and weekend tinkering. I had gained a reliable car, but lost my hobby. She wanted to give me that hobby back as an anniversary gift, so she suggested a 2002 because she knew I always wanted one, but the choice of car was mine.

So began a search for the perfect weekend car. My requirements were that it be reasonably priced, fun to drive, have a ready supply of parts, and it had to be mechanically simple enough that a novice like me could work on it. I also wanted a car that I might autocross one day.

I flirted with several British and American alternatives, but finally decided that my gift car would have to be another BMW. The 2002s I found always seemed like too much money for too little car. I considered another E12, but decided I wanted something different. Bavarias piqued my interest, and E23 sevens seemed like great bargains. I got very excited about a 745i when Karen nudged me back on course, "I thought you wanted a car to tinker with and maybe go racing in," she said, "this sounds too big, too new, and too nice."

"Let me get this straight," I replied, "You want me to buy an old car, that needs work, so I can race it?" She agreed, and once again I was reminded of what a lucky man I am.

I focused my search, this time for an E30. I still kept an eye out for 2002s, but every one I found was some combination of rusty and pricey. I figured a 325 would have the right combination of low price, easy parts access, autocross potential, and rot-free sheet metal. I kept scanning the Roundel, eBay, and all the on-line chapter newsletters. It was now winter, and the number of cars for sale began to hit bottom, but the few that did turn up were very reasonably priced. By Christmas, I was looking exclusively at E30s and planning to meet with

some sellers after the first of the year. Christmas Day changed those plans. Throughout the year, my father-in-law and I had many conversations about my car search. He recalled a friend who had an '02 back in 1969. "He used to race it through road cones," he said, "What is that called ... autocross? Do they still do that?" He made sure that Mike McCartney's *2002 Restoration Guide* was under the Christmas tree, and that pretty much sealed it. As I read, I remembered why I wanted an '02 in the first place: clean design, vintage charm, fun to drive, and basic enough for me to learn on without getting in over my head.

Just then, I found my car. The First Coast Chapter classifieds had a listing for a 1971, 138k, original owner. It was Nevada tan and retro-cool with a hood-mounted Talbot mirror and slotted mag wheels. I contacted the owner, asked dozens of questions, got several photographs, and was finally satisfied that it was worth the trip from Washington, D.C. to Jacksonville, Florida to see it, drive it, and maybe even buy it.

The owner was a career Navy officer who had traded in his '69 Dodge Charger for the brand-new bimmer and never looked back. He had driven it all over the country, wherever he was stationed, and always treated it well. Most recently he had stored it for three years while he was overseas. He came home with a new 330i and found himself with one car too many. The '02 had to go. Our conversations made it clear that he was shopping for a buyer as much I was shopping for a car. We struck a tentative deal and I booked a flight to Florida.

The car was exactly as advertised. It had seen some bodywork and a re-spray in its lifetime and looked great. It had minimal surface rust in the easy-to-fix places and no rust at all in the notorious rockers, strut towers, or other notorious traps. Except for the funky mirror and wheels, it was unmodified. The engine was a bit out of tune, and growling through an ancient, blown-out, Stebro - but otherwise sound. The shifter and suspension needed freshening, but there was nothing bad enough to keep it off the road. The interior was nearly perfect, without a single crack in the dash or split in the seats. This was the one.

We traded money, papers, and keys; the owner's wife took a picture as he said good-bye to the car and to me - but mostly the car. Long after the deal was done he was still offering advice, tips, and instructions. I knew exactly how he felt.

On the trip back, the wheels in my head started turning. I began to think of the work that needed to be done, upgrades to be performed, sources for parts, tools - all the things that make a car guy happy. While its lack of amenities makes the E12 seem like a cruise ship, the 2002 is a wonderful car; it came complete with that old-car smell and most importantly - it inspires passion. It was the perfect gift!

But now what do I buy my wife?

Still searching for a vendor for the instructor jackets. Looking at vendor/manufacturer used by Tarheel Chapter.

Lanyards were returned to C&A. Delivered re-printed lanyards expected in two weeks.

Social Chair ~ (Steven Schlossman, acting)

NTR.

Tours and Rallies ~ (Steven Schlossman)

11/1-2 Cabin Fever tour review: 53 people participated.

Spring tours: one day tour, one overnight tour to Falling Waters.

Would like to hold a Rally next year.

Technical Chair ~ (Jon Tallon)

Need better support from dealerships. Jared offered to help Jon with dealership relationships.

Too many DIY's this year. Car owners have unrealistic expectations of what can be accomplished during a DIY event.

TechFest ~ (Steven Schlossman)

Date set for May 13-16 at the McLean Hilton. Waiting for contract before contacting vendors.

Currently have 36 volunteers working on TechFest.

Old Business ~

Procedure manuals : on hold due to TechFest planning.

Holiday party : Will sign meal/drink contract 3 weeks before event. Need to confirm head count and entré' count 72 hours before event.

Steven S. has 3-4 possible candidates for webmaster position. Steven is currently maintaining the web site.

Chapterfest raised \$2000 for Sonny's Kids charity.

New Business ~

No Board meeting in December. Plans to have dinner in the Tyson's area.

Dec 13 Tech session at American Strippling. Will post to dc-metro Yahoo group since late notice.

Review of 2004 Calendar:

Jan: 1/11 Hockey night; 1/18 Holiday party.

Feb: 2/1 Go karting.

Mar: possible Baltimore Aquarium trip (?)

Apr: 4/3 Spring tour; first weekend AutoX school/event at Six Flags.

May: 5/1-2 Driving school; 5/13-16 TechFest; Deutsche Marque Concours (?).

Jun: 6/5 Council AutoX, 6/12 Membership party; 6/25-27 Driving school.

Jul: 7/4-9 Tarheel O'fest; 7/25 Tour.

Aug: 8/13-15 Driving school; 8/14 Fun rally/BBQ.

Sep: 9/11 Shenandoah Vineyards concours; 9/18 Solomon's Oct: Chapterfest; 10/22-24 Driving school.

Nov: 11/6-7 Fall tour.

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned

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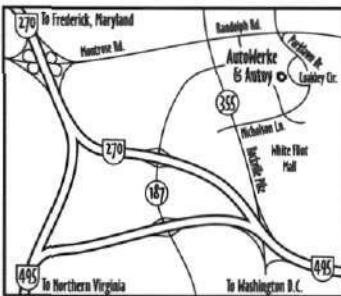
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**March 5, 6 & 7**

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**May 30 & 31**

Shenandoah Circuit, Summit Point, WV – \$500.00

**July 5 & 6**

Watkins Glen, NY – \$475.00 (Garage \$60.00 extra)

**August 13, 14 & 15**

Virginia International Raceway, Danville, VA – \$675.00

**October 9 & 10**

Virginia International Raceway, Danville, VA – \$500.00

**November 12, 13, & 14**

Shenandoah Circuit, Summit Point, WV – \$675.00

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National Capital Chapter membership is now at 5262 members and growing. That doesn't even count our 658 associate members who share all of the benefits of being a Car Club member. We also have 56 members from neighboring chapters. We welcome all of our new members and those new to the area.

Do you know someone who owns a BMW and is missing out on the rewards of belonging to the BMW CCA? Benefits include: parts discounts at local BMW dealerships and select independent service centers, the national monthly publication of the Roundel, and the Membership Rewards Program from BMW NA, not to mention all of our local activities.

Our email database now represents 67% of our members and it is growing each month. Let's make it 100%. If you did not receive an email of upcoming events the

past month, we need your email address. Occasionally there are changes to the published calendar and the monthly email contains the most current information, so please send your email address to [list@nccbmwcca.org](mailto:list@nccbmwcca.org) to begin receiving this important update. Your email address is held in the strictest of confidence.

Thanks this month go to Nicholas Rubenstein, Michael Vanacore, and once again to Steven A. Canterbury for referring new members.

If the spelling of your name is incorrect please use the form at <https://www.bmwcca.org/join/membershipchanges.shtml> to make changes.

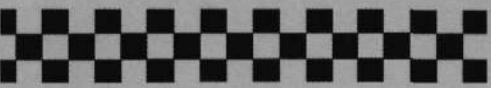
For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

Name	Year/Model	Name	Year/Model	Name	Year/Model
Arnold M. Able		Lisa Caplan		Sean Duval	2003 325i
Simon Addis	2004 M3 Coupe	Blair Cappuccio		Fred Eisert	1990 750iL
Michael Ain	1999 M3	Luis F. Castro		Charles Emmons	2004 M3
Adrian Ambe	1994 325is	Christopher Chainey	2004 Z4	Andrew Eseigbe	2004 545i
Eric Amer	2002 330Ci	Garth K. Chandler	2000 M5	Juan Faidley	2000 328Ci
Shahriar Amiri		Douglas Chandler	1995 740i	Barbara Farrington	2004 530i
John Assevero	1987 L6	Pravir Chandra	1999 M3	Stephan Fernandez	1995 540i
Baha Azimirad	1998 MRoadster	Sanjay Chandra		Joseph Fischer	1995 740i
George Baker	2004 323CiC	Jai Chang	2002 X5	Josh Fisher	2003 530i
Mark Baldwin		Stephen Clark	2002 M3	David Fisher	2004 330Ci
David & Amy Bandel	2000 Z3	Chris Cline		Ralph & Dianne Frank	1998 528i
Matt Barnard	1973 2002	Mike Cochran	2003 325i	Lou Franklin	1989 325i
Frederick J. Barrett	2002 330Xi	Walter Constantine	2004 325i	Robert Freer	2001 325Ci
John Bauer		Michael Conway	1994 318i	Gregory Furst	
Jason Becker	1988 M3	V. V. Cooke		Odessa Penny Gaither	
Eva Bell	1991 318i	Roland Cormier		Michael Gettings	2003 M3
Steven Benjoar	2002 330CiC	Dean Cowan	2004 330Xi	Andrew Gilchrist	2004 X5
Rob Betteker		Keith Cressman	2003 Z4	Peter M. Gill	
Carroll R. Beverly		Harold Cunningham	2003 X5	Curtis Godette	2000 323Ci
Paul & Patricia Blake		Sundeep Damani	2001 325i	Brendan Goode	2004 X5
George T. Boggs	1997 528i	Ava Greene Davenport		Bill Gooding	1995 740i
Don Bonaddio	2004 325Ci	Wagner Delaguila	2002 M3	Daniel Graulty	1994 318is
Kelvin Boone		James Denaro	2002 330i	Ross Gresham	1999 528i
Ragnar Borgh	2001 M5	Arun K. & Amit K. Deva		Joseph Grossman	1986 325es
Earl Boyanton		Burke Dillon	2003 M3	John W. Hager	
Joshua Brown	2003 Z4	Larry DiTizio	2000 740iL	Syed Hamid	2004 M3
D. Sharon Brown	2001 325i	Michael Dockman		Laura Hamke	2004 530i
Eric Bullock	1986 325is	Chris Dolan	1991 325iX	Mark Hanson & David Hanson	1995 M3
Joe Burdette	1992 525i	Scott B. Donaldson	2002 325iT	Brad Harding	1989 635CSi
Shawn Burget	2004 M3	Corey Downing		Payam Hariri	2002 330CiC
James Burton	2004 325i	Kevin Duffey	2004 X5	George C. Harris	
Lupe Burwinkel	2002 325i	Aidan Duffy	1998 318i	Thomas Harrison	

N E W		M E M B E R S			W	E	L	C	O	M	E	!
Name	Year/Model	Name	Year/Model	Name	Year/Model							
Matthew Hartley	2004 330Ci	Norman Meade		Jason Rubinoff	2000 Z3							
Mark Head	2000 M5	Bob Meisner	1995 325i conv	Arthur Russell								
Chris Held	2000 528i	Thomas & Renee Meyer	2003 Z4	Richard Sacks	1996 328iC							
James Henry & Jeff Henry	2002 530i	Stephen & Carol Meyer	2004 Mini	Clarence F. Sadler	2004 530i							
John P. & Marlene Herrling	2003 X5	Cooper		Edward Schatz	1993 M5							
Peter Hibbard	2004 X5	Eric Milford	2002 330Ci	Gordon H. Searight								
Teresa Hogge	2004 645Ci	Steve Miller	2000 328Ci	Joseph Semo	2002 X5							
Tristan Holmes	2002 X5	Jonathan & Carolyn Miller		Joy Sheldon								
Donald J. Horsham		William Miranda	1993 325is	Susan Shinderman	2003 325i							
Lisa Jaatinen	2003 325i	Matthew Mitchell &		Sohail Siddique	1986 325es							
Calvin L. Jetton	2004 530i	Patrick Mitchell	2001 330Ci	Paul Singer	2002 530i							
Greg Jones	1995 750iL	Margaret Moore	2004 325CiC	Douglas Smith	1995 540i							
Anthony W. Kelly	1997 740iL	James Morgan	1971 1600	Charles Smith	2003 530i							
John Kerr	2004 X5	Kevin J. Morrell	2004 325Xi	Stephen Sondag	2001 Z3							
Siriluk Komol		Sean Murphy	1976 2002	Konstantinos Stathes	2003 330Xi							
Eugene Kovin	2004 X5	Keith J. Murphy		Steve Steffano								
Jackie Kropman	2004 545i	Domiciano M. Napad	1992 325i	Dina Stephenson	1981 528i							
Walter S. Kydd	1994 325i	Martin & Jeanie Newell	2001 740iL	Robert L. Stoltz								
United Medical Laboratories	2004 330i	Trinh Nguyen	2003 330i	Scott Sturycz	1997 328i							
Nathalie Larionov	2003 X5	Barbara Nicholas		Thomas Suarez	2002 330Xi							
Paul Lebar	2004 330i	Alan Olson	1998 740i	Trudy Ann Sweeting	2002 325i							
Winnie Lehman	1999 323i	Robert Ortiz	1999 323i	Leon Taboh	1999 540i							
Curtis Leuck	2002 M3	Michael R. & Christina M. Otjen	2002 330xi	Graham Tapscott	2000 323i							
Mike Lillis	1988 750iL	Chris Parente	1999 M3	Timothy Timanus	2004 325i							
Audrey Liu	2000 528iT	Clarence Parker	1999 528i	Eric Tinglof	1995 325i							
Arthur Locke	1997 528i	Sherman Parrett	1999 M3	Gerard Tippett	2003 325i							
Nicholas L. Longworth		Dennis Pelletier	2003 Z4	Jim Tittsworth	2004 X5							
Mary Lozano		Steven Pera		Patrick Triplett								
Vincent Lucas	2004 525i	Enoch Perry	2002 X5	Ngok-Fung Tung	2003 325i							
Andrew Ly		Bernt Petersen	1988 750iL	John Unger								
Rob & Sunny Mac Donald	1998 M3	Marc Podnos	2004 525i	Andrew Walecka	1994 325is							
Prasarn Manakul	2001 530i	James Poole	2003 Z4	Evan Webb	1994 325is							
Jeng Mao	2003 Z4	Mitchell Prince		Stephanie Wenberg	1993 325is							
Ed & Nancy Marlow	2004 330i	Zachary Pullins	2000 323i	Marc & Marie Wheat	1998 750iL							
Deron Mason	1993 525i	Aaron Pursell		George Wheeler	2000 540i							
Robert & Connie Mason		Michael Quinlan	2003 525i	Kim Williams	1985 320e							
Brandon Mason	2003 Z4	Key "Realty, LLC"	1998 740iL	Robert Williams	2000 M5							
Mark Mayher	1999 528i	Frank Rhoad	1990 535i	John Williams	2004 330Xi							
Milton A. Mayo		Joe Riley	2004 Z4	Filip Wojcikowski								
James & Nancy McDonald	1999 540i	Todd Robertson	1995 740i	Peter Wuttke	2000 540i							
Stephen McDonald	1998 323is	Pedro Romero	2004 M3	Natalie Wymer								
Mark McEneaney		Rich Roomian	2000 528i	Mark Yu	2004 M3							
Steven McMasters	1993 318i	Felicity Rosell-Missler										
David McPherson	2002 530i	Val Rozansky	2002 325i									



# Woody's Competition



C O R N E R

BY WOODY HAIR

For the second year in a row, Prototype Technology Group of Winchester is building BMW M3s for a new, to them, racing series. Last year it was the Speed World Challenge GT series. Those cars were much closer to real production cars than the race cars that had run in the American LeMans Series in recent years. The race format was 50 minute sprints where a pit stop for any reason meant finishing way back in the field. The tires were DOT street-legal R-compound Toyos. Winning teams were "rewarded" with weight penalties on the cars for subsequent races. Competing cars included Porsche 911 Cup Cars, Corvette Z06s, Vipers, and factory-backed Audi RS6s. Success was hard to come by, but the four PTG M3s swept the top four positions in a mid-season race at Sears Point. The season championship for drivers and manufacturers went to Randy Pobst and his Audi. Bill Auberlen and his BMW were second in both categories.

In December a press release announced that PTG would be leaving the World Challenge series to compete in the Rolex Grand-Am series with 6-cylinder M3s. Let's see - Grand-Am, American LeMans, Rolex, Speed World Challenge, Grand-Am Cup, IMSA. If you are confused, don't feel bad. Some of my most enthusiastic race-fan friends get these various series confused.

Rolex is the title sponsor of the Grand-Am series. Its feature event is the Daytona 24-hour race the end of January. This year there are three classes, Daytona Prototypes, SGT and GT. The M3s will compete in GT where the primary competition will be the Porsche 911 GT3RS and Ferrari 360GT. A couple of Maserati Trofeo's will be joining the class too. Last year's GT class championship was won by the Ferrari of Washington 360GT, but a Marcus Motorsport ex-PTG M3 driven by Brian Cunningham and Hugh Plumb was second. The Grand-Am can be considered a subsidiary of NASCAR and the emphasis is on close and relatively cheap racing, a GT class Porsche was the overall winner in last year's Daytona 24-Hour. All races are endurance events, ranging from 3 to 24 hours in length.

Oh yeah, those other series. The Grand-Am Cup is for "slightly modified" street cars and most events are support races for the Grand-Am. It has four classes and will be mentioned again later. The American Le Mans Series is run by IMSA and follows the rules set for the French Le Mans race. The Sebring 12-Hour and Road Atlanta Petit Le Mans are the ALMS's premier events. The PTG M3s, including the 2001 GTR V8 M3s, ran in the GT class here too. The SCCA's Speed World Challenge is for modified street cars, and the GT and Touring classes run in separate 50 minute races.

On January 17 about 200 members showed up at PTG for their annual National Capital Chapter open house. In addition to ogling the race-cars-in-progress and the dozen historic BMW race cars that PTG maintains for BMW NA, we got to hear company president Tom Milner explain their reasons for switching to the Grand-Am and their plans for the coming year. The Grand-Am organizers actually approached BMW about competing in the series this year. PTG's roots and many championships have come from endurance races. They plan to run two cars with drivers Bill Auberlen, Boris Said, Justin Marks and Joey Hand. Milner had tried to have Hand join the team several years ago, but he chose to do a Toyota Atlantic formula car campaign and was quite successful. Hans Stuck will be busy doing other races and PR duties for BMW. They may only run one car at Daytona. The two cars are the GTRs that ran with the race V8s in the 1991 season. They will be using the 3.2 liter inline 6-cylinder M3 engine and it was difficult to fit it to fit in these cars that were built for the very small V8.

After Daytona the engines will be stroked to 3.4 liters and will be subject to a piston speed that equals a 19,000 rpm Formula One engine. If this engine proves to be too weak or unreliable, they do have the option of running the M5 V8 production engine, but with significant air-intake restrictors. Remember Bell Motorsports ran such a car in the Grand-Am in 1991. The cars will not carry traditional sponsorship from Yokohama as Dunlop is the spec tire for

the GT class. This could cost the team as much as \$1 million considering the free tires and technical support that Yokohama had always provided. Tom also said that last year's Speed WC cars have been sold to Jeff McMillan and another team who will continue in that series. Some of PTG's crew will be on hand to give them support at the first World Challenge race of the season in mid-March at Sebring. Also, PTG is actively restoring some of the BMW NA historic cars and will be showing and demonstrating the cars at many vintage events this year. As if this isn't enough, PTG plans to field as many as four cars in the Formula BMW series this year. More on this in a moment...

Will Turner's Turner Motorsports has been the top BMW team in the Speed World Challenge Touring class for the last half-dozen years. This past year they were the main reason BMW won the Manufacturer's championship and TMS drivers Bill Auberlen and Will himself finished first and third in the 2003 driver's championship. In mid-January Turner announced he was leaving the Speed WC series to campaign three 330i sedans in the Grand-Am Cup. Former Turner team driver Don Salama will be paired with Will in one car. Salama has been driving in the GA Cup the last three years, two in a Z3 Coupe and last year in a TC Kline Z4. Turner hasn't announced his other four drivers as of this writing, but one will likely be Steve Pfeffer from Arizona. Apparently TC Kline will continue to run the Z4s as two are entered at Daytona, one to be driven by Ellicott City's Neal Sapp and Anita Sangi, who is listed as being from Columbus, Ohio. Anita used to be a member of the local Porsche Club and competed in some of our autocrosses. Another GA Cup entry with local interest is the ICY/SL Motorsports Z3 to be driven by Rick Ellinger (Rockville) and Alan Himes (Falls Church).

The Rolex Grand-Am schedule has 13 events on the calendar for 2004. Most will have the Grand-Am Cup as support races. Some of you will have already gone to Daytona. I expect there will be many chapter members attending the following races that are within 4 to 7 hours of the Washington-Baltimore area:

**Watkins Glen June 19-20**

**Mid-Ohio August 7-8**

**Watkins Glen August 13-14**

**VIR October 2-3**

Surely you've read about the new Formula BMW USA series. This will be identical to similar programs that have been successful in Germany and Asia. The cars are high-tech open-wheelers powered by the 140 hp 1,200 cc in-line four cylinder engine used in the K-series BMW motorcycles. The cars' appearance is very similar to an F1 car. Selected drivers for the series will range in age from 15 to 23 and will actually come from North, South and Central America. It is expected that they will all have extensive experience racing karts.

Twenty-three FBMW hopefuls were invited to an extensive training and licensing program in Valencia, Spain in early January. Six of the twenty-three received \$40,000 scholarships to aid in their expenses for this series. The award was based on poise and improvement as well as demonstrated speed and car control. Among the winners was 17-year old Tom Milner Jr. Yes, that's the son of the PTG honcho and you may have seen him autocrossing his Cooper S at our event last July or demonstrating his shifter kart at Allsports.

The series schedule has not been announced yet. It was hoped that the majority of the races would serve as support races for the CART Champ Car series, but with bankruptcy and/or a takeover by the Indy Racing League looming, other possibilities are being considered. The US and Canadian Grand Prix venues would also afford tremendous exposure for the series. Another possibility is running in conjunction with BMWCCA Club Races, but that would not provide much public exposure, and insurance issues may rise as CCA club races require a minimum age of 18. In any case, they hope to run most of the races during the summer months when the participants would be out of school.

**Final standing for the 2003 MWCSCC 9-event Championship Series have finally been calculated. Top BMW Club finishers include:**

E Modified	1st - Gary Lin - 96 318ti
B Street Prepared	1st - Glenn Ty - 98 M3
	2nd - Elaine Wong - 95 M3
D Street Prepared	1st - Kevin Henry - 90 325i
E Street Prepared	1st - Bill Brochu - 85 535i
Street Touring X	2nd - Mark Rebano - 89 325is
	3rd - Kevin Cuellar - 88 M3
Street Modified	1st - Barry Miles - Shelby Dodge GLH

Street Modified 2	1st - Eric Wong - C5 Vette and M3
	2nd - Neil Simon - 99 M Coupe
B Stock	2nd - David James - 99 M Coupe
	3rd - Elaine Wong - 95 M3
D Stock	2nd - Brian Hair - 98 328is
	3rd - Clyde Caplan - 02 325xiT
F Stock	1st - Wayne Rubain - 91 M5

In addition, the National Capital Chapter won the team championship yet again.

**SPEED SHIFTS:** NASA - Virginia Region expects to have up to 10 Spec E30 BMWs, some from our chapter, competing in their road racing series. One VIR event took place in February and there's one scheduled for the Shenandoah Circuit at Summit Point May 22-23 if the facility is finished by then. These close-to-stock cars are perhaps the cheapest way to go road racing in real cars these days and the competition is expected to be real close. The cars can also run in the BMWCCA Club Racing K-Prepared class and the SCCA's Improved Touring S class, although they won't be prepared anywhere near the limits for those classes. .... My theory that Rubens Barricello would be leaving Ferrari for Williams BMW in '05 was shot down when he signed a contract extension with the Scuderia through 2006. .... Kumho has introduced a new R-compound tire for autocrossers. It's the Ects 710 and looks like a slick except for a couple of radial grooves. Results from a big Solo II event in Arizona indicate it's quite competitive with the Hoosier. .... The chapter's autocross committee has yet to establish new class/preparation rules as of this writing. The intent is to provide more classes with a more equal number of entrants in each class. CRUNCH

**LATE NEWS:** The PTG M3s did not have the debut desired in the Rolex 24-Hours of Daytona. The #21 car suffered a rough running engine shortly after the start of the race and was in and out of the pits numerous times before the problem was fixed. It then lost a wheel and, after getting that replaced, the car picked up a bad vibration. The car was retired less than eight hours into the race.

The #22 climbed to as high as 2nd in class and 6th overall in the tenth hour, but wiper motor issues (it rained much of the race) and then overheating problems, resulted in the car being retired shortly before the half-way mark. The final standings have them 45<sup>th</sup> and 49<sup>th</sup> of 53 starters. Sweden's Nic Jonsson joined veterans Boris Said and Bill Auberlen, along with PTG sophomore Justin Marks and team newcomer Joey Hand as drivers. PTG President Tom Milner was pleased with the performance of Marks and Hand who were driving in their first real endurance race. Two BMW-powered Daytona Prototypes finished 25 and 40<sup>th</sup>, also suffering mechanical ills.

## BMW Autocross Results

### SAAB Club MWCSCC Champ #9, November 9, Rosecroft

David James	99 M Coupe	1st	BS	56.856	Clyde Caplan	02 325xiT	3rd	DS	61.236
Bill Brochu	85 535i	1st	ESP	57.557	Angie Brochu 87	325es	2nd	Ladies	61.29
Neil Simon	99 M Coupe	5th	SM2	57.966	Nick Rubenstein	02 325xiT	4th	DS	64.15
Woody Hair	88 M3	3rd	CSP	59.646	Yasim Celik	94 325i	5th	DS	65.316
Gary Lin	95 330ti	1st	E Mod	59.945	Kutay Satioglu	03 330i	8th	DS	70.257
Todd Pantezzi	73 3.0CS	5th	SM	60.391	Eric Andreasen	91 318i	9th	DS	70.527
Kevin Henry	90 325i	1st	DSP	61.059	Eric Liang	00 M5	3rd	FS	70.772
Pete Lem	98 323is	3rd	STS	61.128					

## COMPETITION CORNER CALENDAR

Mar 21	NCC/PCA Autocross School, Manassas, VA	Apr 25	SCCA MARRS Regional Races, Summit Point, WV
Mar 27-28	SCCA Race Drivers School, Summit Point, WV	May 8-9	SCCA MARRS Regional Races, VIR, Danville, VA
Mar 28	SCCA Practice Autocross, FedEx Field, Landover, MD	May 16	Jefferson 500 Vintage Races, Summit Point, WV
Apr 3-4	SCCA National Races, Summit Point, WV	May 16	SCCA Autocross, FedEx Field, MD
Apr 4	Salazar Champ Autocross, Rosecroft, Oxon Hill, MD	May 22-23	NASA Races, Shenandoah Circuit, WV
Apr 17-18	BMWCCA Club Races, VIR, Danville, VA	May 22-23	BMWCCA Club Races, Mid-Ohio
Apr 18	SCCA Autocross #1, FedEx Field, MD	May 22-23	SCCA National Tour Solo II, FedEx Field, MD

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and rear. The rear frame may need to bend slightly below  
the trunk lock. The front frame may not fit on all bumpers.  
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**Maryland Club Plate applicants!** If a quick turnaround is necessary, please inquire with Ed when sending in your form. Ed does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership card with the form.** If you don't, Ed can not be sure that you are a current member and he will **not** be able to send you a form.

## Application for Customized Maryland 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 Ed MacVaugh at the address listed on the form. You will receive an MVA form from Ed 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.

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## C L A S S I F I E D S

### **CLASSIFIED REQUIREMENTS**

**Cost:** Ads are free to current club members. Membership numbers must be included. Non-member/non commercial ads are \$15 per issue. Commercial ads are \$30 per issue.

**Format:** All ads *must* be typed. Ads for cars or motorcycles *must* be in the following format: Classified Category (e.g., Cars for sale), Year, Model, VIN, Price, Color, Description, Contact Name, Phone Numbers including area code, Email, State. Ads for parts *must* be in the following format: Classified Category (e.g., Parts for sale), Part Name, Description, Contact Name, Phone Numbers including area code, Email, State.

To place an ad, send an email to: db-advertising@nccbmwcca.org, or mail to Jared Townshend, Advertising Manager, der Bayerische, 4027 Mapleton Dr., Chantilly, VA 20151. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

### **Advertising Rates**

Business Card size per issue	\$100	1/4 page per issue	\$200	1/3 page per issue	\$250
1/2 page per issue	\$350	Full page ad per issue	\$450	Back page ad per issue	\$550

## CARS FOR SALE

### **1971 BMW 2002**

VIN 2570309, Sahara, tan, Weber 38/38, rebuilt 4-speed; alloys, electric fan, radiator and Recaro seats from 320i; solid car, runs good, partly restored, needs body work and paint, lots of new and used extra parts, \$1,900 obo. Call or email for honest description,

**James Keenan (703)308-2559 james.keenan@uspto.gov (VA)**

### **1987 BMW 325is**

WBAA1305H2324691, \$1800, Black/black, 5-speed, approximately 215k, damaged in drifting incident. Many new parts and work done, including: timing belt, valve cover gasket, valve adjustment, head bolts, fuel pump, spark plugs, distributor cap, fan clutch, left-front control arm, Bilstein sport shocks, M3 springs, catalytic converter, wiper pivot assembly. Modifications: Turner Motorsports Conforti chip, K&N cone filter, ANSA muffler, Ferodo brake pads, Clarion AM/FM/CD, used KumhoV700's, 225/50 14 on stock BBS wheels. Damage includes: front and passenger-side body, crushed and punctured fuel tank, bent right-front control arm, and missing front air dam. Was a strong daily driver/autocrosser. Would make a great race car. **Brian Hair (703) 860-3205 16paws@kih.net (VA)**

### **1988 BMW M6**

VIN WBAEE140J2560843 Black on black. 99% original with keyless entry and Sony CD/Radio upgrades. Original TRX tires with lots of tread; only 41,000 miles. Very fast and smooth. \$25000. See pix

<http://mysite.verizon.net/b0bhamm0nd/bmw6/>

**Bob Hammond (301)464.9274 or b0bhamm0nd@hotmail.com (those are zeroes, not 'o's) (MD)**

### **1988 BMW M6**

VIN WBAEE1415J2561006, Black/grey, 117k miles, mostly on Colorado salt-free roads. True classic that runs great, looks great. Well-maintained with all receipts since I've owned it for the past four years. Includes custom car cover. Rear leveling system replaced by Bilsteins, otherwise like original. Needs an owner who'll drive it more than I do. It's garaged but must make way for 1967 Sunbeam which has seniority rights. Sorry. \$17,000.

**Jim Anderson (301) 229-3748 jimbo.ander@verizon.net (MD)**

### **1995 BMW M3**

VIN wbsbf932xseh050557 Dakar yellow w/ black leather 5spd, heated seats, sun roof, keyless alarm, 6 disc trunk mounted CD player, Euro air mass meter and air filter box, Dinan exhaust, chip and throttle body w/ fuel pressure upgrade, UUC short shift, ltwt X-bar,stg II at 44,069. Excellent condition 51,000 mi asking \$17,000 **David Prinz 301-586-8411/spirkprinz@aol.com (MD)**

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### **Z3/Roadster parts**

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### **Convertible E30 Rear Seat**

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**Rob (703) 733-0559 rowens66@yahoo.com (VA)**

### **Wheels & Tires**

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**Bruce Summers (301)774.4427 summersb1@juno.com (MD)**

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**Brian Hair (703) 860-3205 16paws@kih.net (VA)**

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**Richard Dugan (301) 396-4513; ibdugan@earthlink.net (MD)**

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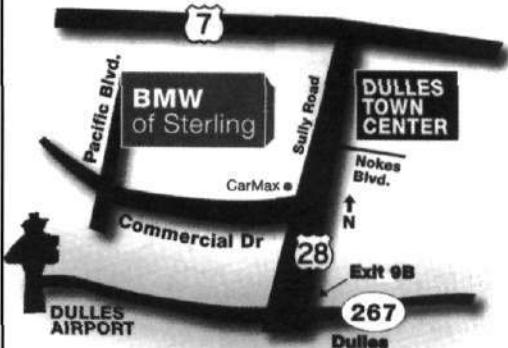


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