

May/June 2005

der Bayerische

National Capital Chapter

BMW Car Club of America



2 0 0 5 C A L E N D A R O F E V E N T S

January

- 2 BMW Karting League
- 9 Karting, Allsports GP Mini Grand Prix
- 16 BMW Karting League
- 29 Annual Open House at PTG (Winchester, VA)
- 29 Holiday Party and Annual Meeting (Hyatt Reston, Reston, VA)
- 30 BMW Karting League

February

- 6 Karting, Allsports GP Mini Grand Prix
- 13 BMW Karting League
- 17 On the Border Get-Together (Rockville, MD)
- 27 BMW Karting League

March

- 6 Karting, Allsports GP Mini Grand Prix
- 13 BMW Karting League

April

- 9 Autocross School
- 10 Spring Tour to South Mountain Inn (Boonsboro, MD)
- 21 Get-Together (Prince Georges County)
- 23 Street Survival

May

- 1 22nd Annual Deutsche Marque Concours
- 7 Highway Safety School (Jefferson Circuit, Summit Point, WV)
- 8 Drivers' Education (Jefferson Circuit, Summit Point, WV)
- 20-21 BMW Club Day (formally ///M School) (Spartanburg, SC)
- 21 Autocross #1
- 22 15th Annual Jefferson 500 and BMW Corral (Summit Point, WV)

June

- 4 DIY @ Martin Motorsports
- 11 New Members' Party @ Towson BMW (Towson, MD)
- 16 Sweetwater Tavern Get-Together (Merrifield, VA)

- 16-17 Drivers' School with Audi and Mercedes-Benz at VIR (Danville, VA)
- 18 Autocross #2
- 23 Fast Eddie's Get-Together (Fairfax Circle, VA)
- 25-26 Drivers' Education (Summit Point Raceway, Summit Point, WV)

July

- 9 DIY @ Convenience Car Care
- 16 Autocross #3
- 20 Instructor Orientation Day (Shenandoah Circuit)

August

- 13 Autocross #4
- 18 On the Border Get-Together (Rockville, MD)
- 20 NJ Club Race and BBQ (Summit Point Raceway, Summit Point, WV)
- 20-21 Drivers' Education (Shenandoah Circuit, Summit Point, WV)

September

- 10 Shenandoah Concours (Edinburg, VA)
- 18-23 Oktoberfest - Greensboro, NC (1)
- 24 Autocross #5

October

- 8-9 Drivers' Education (Jefferson Circuit, Summit Point, WV)
- 15 Maryland Brewers' Oktoberfest (Timonium, MD)
- 20 Get-Together (Washington, DC)
- 22 Autocross #6
- 29-30 Fall Tour

November

- 4-5 BMW Club Day (Spartanburg, SC)
- 5 Media Blasting and Powder Coating Tech Session at American Stripping Company (Manassas, VA)
- 19 Autocross #7

December

- Check the website for the latest calendar.
- (1) <http://www.tarheelbmwcca.org>

For the latest info check out
the Chapter website: www.nccbmwcca.org

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



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May/June 2005

der Bayerische

National Capital Chapter BMW Car Club of America



NCC BMW CCA

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Cover: Spring is here.
Photo: 2005 645CiC – BMW NA.

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

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P R E S I D E N T ' S

Message

The Joke's on Whom?

OK, so how many of you really thought those pristine E30 M3s were real? We had reports of spousal unrest after one particularly enthusiastic Bimmerphile began looking at home equity financing to purchase one of these cars. How about "Winning at HPDEs"? Did you really think that we have students who behave this way at our schools? How many of you looked carefully at the list of new members (and really believed that Chris Bangle and Hans Stuck were new members)? I really hope that none of you searched through eBay on April 1st for an auction to register for the Shenandoah Circuit event. For any of you who didn't see all the references to April 1st in the March/April issue, let me say it again – April Fools! If you didn't appreciate the humor (or the attempt at humor), please understand that it gets pretty boring preparing these issues. We wanted to generate some fun and create a diversion.

Spring has Sprung.

And, it's time to get back outside and play with our cars. By the time you read this, we will have conducted our Autocross School and our first Street Survival School. I hope many of you were able to participate either as a student or as an instructor. The Highway Safety School is around the corner. We have two track events scheduled for June, one at VIR and one at Summit Point. If you haven't already registered, check your calendar right now, and then contact the registrar (info in this magazine or at our website).

Help – Please – Pretty Please.

It seems like I keep asking the same thing over and over. So why stop now? Yes, we need help in running the Chapter and in running events for the Chapter. Right now, we have a need for an advertising manager. It's not a difficult or time-consuming position, but it's very important. Primarily, we need to maintain good relationships with our advertisers. We also need to collect the ad revenue. Is it a lot of work? No, but it does take some effort.

A Hairy Situation.

One of our more recent "volunteers" is Brian Hair. Late last year, I asked Brian to help coordinate our Winter Go-Kart series. At first, he was a bit apprehensive. Setting-up the league was a bit challenging. In the end, he coordinated a league with 8 different races and he threw in 3 mini grand prix races for non-league participants. What did Brian get out of this? He made more friends, had fun competing, and learned how to drive better. Was it worth the effort? I hope so, since I want to race him again next Winter. Thank you Brian and sorry about the title to this section – I couldn't resist.

Get out and Drive

Rafael



From the Editor

Kids, Cars, and Downpayments

I bought another BMW a couple of weeks ago. It's a 2005 model, red with blue upholstery; it's a low, sleek, performance machine, and the first one in the family to drive it was my two-year-old son Nathan. That's right, I got him the Baby Racer II for his second birthday, and boy was that thing a hit! The kids at his party were practically salivating at the chance to hop on and push themselves around on it (actually some of them were salivating, but that's another article).

They rode it frontwards, backwards, doubled-up, feet-up with someone else pushing, some of the older kids even tried standing on the seat with one foot and pushing with the other. It was a beautiful day and these kids careened around the patio making engine sounds and chasing each other for hours. They rode in and atop all manner of conveyance, and Nate's new BMW was the coolest ride out there.

It's nice to see kids get excited about a relatively simple toy these days. That's not to say that the Baby Racer II is not a marvel of engineering, but, really, there's just not that much to it. It's not powered by anything other than the child's feet; it has no electronic lights, horn, or sounds, all of which are standard equipment on today's toys. It's just a sturdy, cool-looking, little car that the kids can't wait to get on and let their imaginations take them away.

I had known for months that I wanted to get Nate a BMW car of some kind for his birthday, but I was faced with a bit of a decision when I consulted

the web-site for some pricing info. In case you're unfamiliar with the "Kids Stuff" section of BMW's "Lifestyle Collection", there is a new "special edition" Baby Racer II; it comes in green and tan and has working electronic head-lights, taillights, and turn signals. So it comes in an attractive color combo, and it has some neat electronic gizmos that the standard model doesn't have, but the special edition is twice the price of the regular Baby Racer II!

I think the electronic lights would be kind of neat, but experience tells me they wouldn't hold a kid's attention for too long. Also, kid's toys take a brutal beating and I couldn't see those electronic features lasting very long once a cup of apple juice was poured into the works, or some similar calamity befell them. Following the K.I.S.S. principle (Keep It Simple Stupid), I concluded that the electronics simply added more stuff that could go wrong.

So, BMW took a very fun, well-performing vehicle and loaded it with gee-whiz electronic gizmos that no one ever asked for, and then doubled the price of the car. Does this sound familiar?

It's clear where this is headed. If you're in the market for a Baby Racer II, or anticipate you will be soon, I suggest you get it now before they add iDrive, at which point you'll have to take a seat in the finance office and sign some paperwork before you can take it home.

Have Fun, Be Safe

Rob

Extraordinary
personal attention
to meet the needs of the
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professionals. Huge parts
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560-2300

8427 Lee Highway (at Prosperity Avenue), Fairfax, VA

IN MEMORY OF

Yale Rachlin

Editor Emeritus — *Roundel*

Almost 30 years ago, in 1976, Joe Chamberlain was the editor of *Roundel*. He sent me a letter to the editor and asked if I'd like to respond to it in print. The writer said that he drove an automatic-transmission 2002 and he didn't understand why anyone would drive a stick shift, considering the terrible commuter traffic that we all had to contend with (Traffic in 1976? We had no idea...)

We had a lively exchange. The writer extolled the practical virtues of the automatic; I argued for the joy of "stirring the porridge." After several rounds of arguments, I suggested that we should just agree to disagree, and said I hoped to meet him at Oktoberfest '76 — unless he was bigger than I was.

My editorial page sparring partner was none other than Yale Rachlin. Unfortunately, I didn't get to meet him at O'fest '76; I had to wait until Oktoberfest '91 for that honor. By then the editor of *Roundel*, Yale remembered our little exchange; in fact, he said it was the reason he was offered the job. I'll take the credit, although I don't deserve it.

When Yale took over *Roundel*, it was an oddly-shaped, black-and-white journal; when he retired as editor in 1998, he'd made it into a quality, full-color magazine and arguably the best car-club publication in the United States, if not the world. He encouraged his fellow club members to write articles, and he published most of them (even mine). He hired on a journalist by the name of Satch Carlson. Though retired from his role as editor, Yale continued to write a monthly column.

I'll always remember Yale with his white 1974 2002tii with Motorsport stripes, zooming around Lime Rock at drivers' schools. That car had a stick shift; I felt I'd finally won our Battle of the Transmissions.

Yale Rachlin succumbed to pancreatic cancer on March 23, leaving behind his wife, Bette, his daughter, Meryl, and 70,000 fellow BMW fanatics and *Roundel* readers.

Yale, we'll miss you.

— David Roach CCA member #1982

The longer you're in the BMW Club the more you realize it's not really about BMW but the people you meet. Along my long membership ride, now approaching the 30-year turn, one of the many people I'm glad to have met is Yale Rachlin.

He was always friendly and always good for a laugh. Sure, he could be sarcastic, but in fun spirit. He seemed to enjoy laughing, even at himself, so it was fun to be around Yale. I remember attending the press opening of the BMW factory in South Carolina in 1994. Local government officials were there. All the top executives of BMW were in from Germany. They were the stars of the big event. At least they thought they were. The stars for me were a couple reporters from a car club magazine,

Yale and Bob Roemer, another long term Roundelion. What a kick it was hanging out with them, getting their observations on BMW and hearing their stories.

Yale is gone but he leaves us good memories and a great magazine. The *Roundel* may be edited at the hand of Satch Carlson now, but it is the magazine it is because of Yale's devotion over many years as editor-in-chief. Come to think of it, Satch is there because of Yale Rachlin.

— John Hartge CCA Member #6428



C O M I N G E V E N T S

Highway Safety School

Saturday, 7 May, 2005

Jefferson Circuit, Summit Point Raceway
Summit Point, WV

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car-control clinic is only offered once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers' school or autocross for the first time, this is an ideal way to start. The clinic is low speed and you'll receive top-notch, individual instruction covering all aspects of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! You can make it an even more exciting weekend by signing up for the Drivers' School the next day, where you can put all your newly-acquired skills into practice. See the application in this issue, fill it out, and send it in!

Directions to Summit Point Raceway: From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charlestown. At about 1/2 miles, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock.

From Baltimore, Take I70 West to US 340 West. Continue on US 340 into Charlestown, WV. Continue straight onto Rte. 51 West in Charlestown. Bear left (go straightest) at the three-way stop intersection on Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.

If you are not driving, you can volunteer to work the course and help out your BMW Car Club. Workers with track experience are especially in demand. Each worker will get a credit towards a FREE day of a drivers' school. It takes only 3 working days to earn a FREE day. Start adding to your own driving skills today by participating as a BMW Car Club corner worker. To sign up as a worker send an email to our Chief of Workers, Steve Lowry at pitout@hotmail.com.

Additional information can be found at http://www.nccbmwcca.org/index.php?driving_schools

Drivers' School

Sunday, 8 May, 2005

Jefferson Circuit, Summit Point Raceway
Summit Point, WV

Well, it's spring and what you want to be doing is tromping around in the backyard, right? Heck, no! You'd rather be at a Drivers' School! Come join your fellow Chapter members at our Jefferson Circuit Drivers' School at Summit Point Raceway and have some fun — the spring planting can wait. If you attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly-acquired driving skills. See the application form in this issue.

Additional information can be found at http://www.nccbmwcca.org/index.php?driving_schools

Directions and corner workers see Highway Safety School to the left.

15th Annual Jefferson 500 Vintage Race Corral

Sponsored by Radial Tire Co.

Sunday, 22 May, 2005

9:00a.m. till last race

If you love vintage racing cars this is the place to spend your Sunday! From our vantage point between the carousel and turn eight you can see old bathtub Porsches and skinny wheeled Morgans sliding through the turns and duking it out for position. If you get lucky you might even see a vintage BMW.

Thanks to our sponsor Paul Morcones at Radial Tire, members will be treated to your "better than average" lunch fare. This is one of the best events on the calendar, newcomers get to see what Summit Point Raceway is all about and the veterans come to share fish stories about this turn or that apex.

Tickets are \$20 at the gate, just \$15 with your BMW CCA membership card. There is private BMW Club parking. So don't forget your cards and your coolers, this is a BYOB event.

Please use the registration form on the NCC website to RSVP. Additional information <http://www.jefferson500.com>

BMW Club Day (formerly ///M School)

Saturday, 21 May, 2005

BMW Performance Center
Spartanburg, SC

Come join us for the first of two ///M Driving Schools this year in Spartanburg. This acclaimed event is designed and directed by the enthusiastic and highly skilled instructors at the BMW Performance Center. The day is broken up into eight individual skill and competition events, including wet skid pad, braking & handling, accident avoidance, autocross, rat race around the oval skid pad, and classroom instruction. Best autocross time of the day takes home the coveted Club Day ///M Performance School Trophy. After a full day of driving, participants are treated to an M3 taxi ride — BMW style! Did we mention the Performance Center supplies the M3s, M5s, gas, tires and lunch for the day?

We are limited to 32 participants. The cost is \$500 per person. Applications with payment will be accepted on a first-come, first-served basis. Registration begins on March 1st. Deadline to receive payment is March 30th, but as with most NCC drivers' school events you should act early to ensure your spot on the roster. This one may fill up on the first day!

Further details, including the on-line registration form, transportation, meal and hotel accommodation information is posted on the NCC website. Please contact Doug Verner at ddverner@mac.com for questions or additional information.

See you in Spartanburg!!!

P.S. The next ///M School is scheduled for November 5th, 2005.

Susan G. Komen Ultimate Drive

May 28 — BMW of Sterling, Sterling, VA

May 31 — Northwest BMW, Owings Mills, MD

June 1 — Passport BMW, Marlow Heights, MD

June 2 — BMW of Arlington, Arlington, VA

June 3 — BMW of Silver Spring, Silver Spring, MD

June 10 — Towson/Bel Air BMW, Bel Air, MD

For the eighth year in a row, BMW will partner with the Susan G. Komen Breast Cancer Foundation in the BMW Ultimate Drive program. As part of the program, fleets of specially marked

22nd Annual Deutsche Marque Concours Sunday, 1 May, 2005



BMW's travel across the country to increase breast cancer awareness and raise funds for breast cancer research. Participants are invited to test drive one of these special BMWs. In return, for every mile these cars are test-driven, BMW donates \$1 to the Susan G. Komen Breast Cancer Foundation to aid in the fight against breast cancer. The test drives are free to the participants. There will also be lots of information on breast cancer awareness, early detection, etc. In addition, a community resident is honored for his or her work in the fight against breast cancer. To participate in the Ultimate Drive for the Cure, call 1-877-4-A-DRIVE or visit BMW's website, www.bmwusa.com, to make your reservation. Of course, you can also just stop by that day and drive as well, there will be plenty of spots available.

Please come on out and help support this urgent and worthy cause.

New Members' Party

Saturday, 11 June, 2005

BMW of Towson

Towson, MD

Time: 2:00 p.m.

It's that time of year again, the time to welcome our new BMW members. This year we head back to BMW of Towson for our annual New Members' Party. If you joined the car club within the past year, you are cordially invited to attend; you old-timers are more than welcome to join us as well. Besides getting some first-hand information on car club events, raffle prizes will be awarded to attending new members.

Don't know anyone? It doesn't matter, we're a friendly group. Come meet some of our board members who plan and organize the exciting activities that this chapter, the largest in the U.S., puts on every year. Come meet other enthusiasts who share similar interests and passion for the BMW, as you share with them some conversation and light fare.

If you are interested in attending, please RSVP no later than June 4 by using the registration form on the website.

Directions to BMW of Towson: I-95 to I-695 towards Towson. Take exit 26A towards MD-45, South York Road/Towson. Turn right onto West Road to 700 Kenilworth Drive

BMW CCA Carolina Oktoberfest 2005

17-23, September, 2005

Greensboro, NC

(See more information on the next page.)

2005 NCC BMW CCA Fall Tour - A Jeffersonian Weekend

Saturday & Sunday, October 29 & 30, 2005

Destination: Charlottesville, VA and surrounds

Departure Time: 9:00 a.m. (arrive at start no later than 8:30 a.m.)

Last year's Fall Tour took us to see two works by one of America's most recent, great architects, Frank Lloyd Wright. Now, turn back the clock and plan on visiting two works by one of America's first, and perhaps, greatest architects, Thomas Jefferson. This year's overnight tour will take us through the Virginia Piedmont, including tours of Monticello and The University of Virginia. Saturday's events will include driving, lunch at historic Michie Tavern, and a tour of Mr. Jefferson's pride and joy: Monticello. After Monticello and another drive, we will find ourselves at the Wintergreen Resort in the Blue Ridge Mountains.

After checking in to the lodge, we will have some time to enjoy all that Wintergreen has to offer, including golf and horseback riding (if it stays light late enough), tennis, swimming, a spa, hiking trails, and many other activities. Indoor pool, hot tubs, steam rooms, saunas and workout rooms are included with the room. Other activities (spa treatments, golf, etc.) may have additional charges. Wintergreen is also completely networked for WiFi, so you work hounds can check your e-mail fireside if you'd like.

We'll have an outdoor reception (weather permitting, otherwise indoors) overlooking the valley followed by dinner in the lodge. After dinner, there are several night spots that will be available including a night club with live music or, for those seeking a quieter evening, several nice bars and fireside lounges. Also, since we will be at Wintergreen for Halloween weekend, the resort will have a Haunted House (accessible by ski lift), pumpkin carving, and other holiday activities.

There are 30 rooms reserved for us at the lodge at the special rate of \$139 (plus resort fee and tax of approximately \$20 total). All of the rooms are in the lodge and are very nice lofts with views of the mountains or the valley. Reservations may be made by calling 1.800.611.6888. Note: you must mention the BMW Club outing when making your reservation or you will not get the \$139 rate.

Sunday morning, we'll return to the roads and head toward Charlottesville by way of the Blue Ridge Parkway. After a tour of the University of Virginia grounds, lunch will be on your own. There are numerous restaurants and sandwich

shops on and near campus (your Tourmeister can provide recommendations). After lunch, you will have two options. For those who want to get home early, it is a relatively straight shot from Charlottesville back to the Washington area. For those who are interested in logging more miles driving through the beautiful scenery, there will be a scenic route offered for the return trip that includes more time on Skyline Drive (note that there is a \$10/car charge for Skyline Drive access) and a few more twisties that will deliver you back to I-66 and the way home.

The total cost for lunch, reception, dinner, and the tours is \$75 per person, payable in advance. This includes a buffet lunch at Michie Tavern, admission to Monticello, reception and dinner at Wintergreen, and the tour of the University of Virginia. Please go to the NCC BMW website at www.nccbmwcca.org, and click on the Fall Tour, fill out the registration and meal selection form and send it along with a check made out to NCC BMW to:

2005 NCC BMW CCA Fall Tour

c/o David Costanza

14106 Wood Rock Way

Centerville, VA 20121

You must complete this form and send in your registration fee (\$75/person) no later than August 31, 2005 in order to eat lunch and dinner, attend the reception, tour Monticello and UVA. Hotel reservations are on your own, made and paid for individually, although the 30 rooms are being held as a block for us. Please note that there is not much else nearby to Wintergreen so if you do not book early enough, the alternative will be to stay in Charlottesville, about 45 minutes away.

As an alumnus of the University of Virginia, Charlottesville and the surrounding areas are one of your Tourmeister's favorite places to visit. We hope you will join us for this weekend of Jefferson, the Blue Ridge, and Charlottesville. If you have questions, please e-mail the Tourmeister, David Costanza, at dcostanz@gwu.edu.

For more information on our destinations, go to:

Michie Tavern: <http://michietavern.com/>
Monticello: <http://monticello.org/>
Wintergreen: <http://www.wintergreenresort.com/>
University of Virginia: <http://www.virginia.edu>
Shenandoah National Park: <http://www.nps.gov/shen/index.htm>

Directions to start: From the Washington DC Beltway (I-495): Take I-66 West to Exit 47B, Route 234 North Turn RIGHT at the first light The Cracker Barrel is immediately on the right Gas, coffee, and food are available near the start Please arrive at the start point no later than 8:30.

15th Annual Jefferson 500 Vintage Race Corral

Sunday, 22 May, 2005



Oktoberfest '05 in Nearby Greensboro, NC



Oktoberfest, the BMW Club's national gathering will take place September 17 to 23 in nearby Greensboro, North Carolina. At five hours from Washington, DC, this is the closest the event has been to us since we hosted O'fest in '96. And it might not be this close again. You should seriously consider attending this event with, or without, the family. The following information and schedule was lifted from the best Tarheel Chapter's website. Registration information should be available in the Roundel by the time you receive this. Don't wait to register.

Clearly, those of us who have attended previous editions of this annual BMW CCA bash (including the one we co-hosted in 2000) know what it's all about, and have greeted the news with considerable pleasure, if not unbridled enthusiasm. Which is only to be expected. Believe you me, once you've been to one or two of these national events you tend to develop a real taste for the experience. But I suspect some members don't share this attitude, while others haven't formed an opinion. And I can't fault either group.

For one thing, it's a safe guess that many of you have never been to any O'fest, and so you're not quite sure what to expect. And there may be some of you who take a ho-hum view of the whole affair. What's the big deal, you might say. After all, you figure, it's only going to be another big gathering of BMW nuts, milling around and talking car talk, sort of like a dealership's open house. Well, let me assure you, it isn't like that. It's bigger and has much more to offer.

So, whichever of these two groups you may fall into, this seems like a good excuse to give you a little preview of what OKTOBERFEST 2005 has in store for you. Mind you, it's just a thumbnail sketch. You can't do an event like that justice in a couple of pages. But we hope it will tell you enough to convince you to attend this great event.

Basically, Oktoberfest is a weeklong national event, an annual gathering for the Club as a whole, a sort of family reunion for Club members from all over the country. Anyway, that's the intent. In practice, attendees tend to come largely from areas within 'reasonable' driving distance from the event site. Which is one reason why Oktoberfest moves around the country from one year to the next; and why there's often a trophy for longest distance driven to O'fest. (Clearly, if it's O'fest, there are always some members who consider a 1,000-plus mile drive quite reasonable!)

Of course, whatever the site, Oktoberfest is always a

terrific opportunity to meet Club members from all over, socialize, talk shop, and hobnob with National officers. But its greatest appeal is probably the fact that its activities program has something for everyone. Whether you're a fan of Club Racing, or love driver schools, or prefer other driving events such as autocross, road rallies or tours, O'fest's got it. The same goes if you need tips for maintaining your late-model BMW, or restoring a Classic. All that, and more, takes place under one roof, as it were.

That's the concept behind every O'fest, and a great concept it is. But we — your O'FEST 2005 Committee — feel next year's event will have even greater appeal for you. One big bonus, to start with, is that it's going to happen right here in our own backyard. In other words, your trip to O'fest won't take any more time than a drive to one of our regular chapter events. So what if that takes you out of the running for the long distance trophy. There are lots more trophies to compete for.

What's more, the hotels chosen as O'fest headquarters are centrally located in the Triad, and all activities will be based there or at VIR. Which means most of your driving will be as part of one O'fest event or another, not while commuting between widely scattered event sites. I mean, O'fest is supposed to be fun, not a replay of your daily grind.

But the real treat is the events schedule. Sure, on paper, it looks pretty much like any other O'fest calendar of events. That's by design. But we like to think it's the quality of the sites and events we have scheduled that will make our Oktoberfest stand out. Here's what you can look forward to:

- VIR, where OKTOBERFEST 2005 will kick off with a Club Race and a driver school, is arguably one of the nicest tracks in the country. It's challenging, yet safe for drivers, and its park-like layout and modern facilities make it about as spectator-friendly as a racetrack can be. So whether you're driving or watching, you just can't beat a day or two at VIR.

- If running solo against the clock is your thing, O'FEST '05 will provide two opportunities to do so — an autocross and a straight-line slalom contest. Having held dozens of such events in our Joe Autocross series over the years, this chapter's experience in this type of competition guarantees you won't be disappointed. And if you prefer doing this in a more sedate, family-style kind of way, we'll have a Gymkhana, too — sort of an autocross and egg race combined. (Don't take this last part too literally. The details haven't been worked out yet.)

- Both O'FEST '05 road rallies — a Time/Speed/Distance (TSD) rally for the more serious competitors and a fun rally-

cum-tour — will take you into the foothills of the Blue Ridge and the Smoky Mountains. That alone is pretty special. After all, the brilliant spectacle of foliage in the fall is something folks from all over the Eastern Seaboard come to see and enjoy. And having an experienced team of rally planners lay out the rally routes will ensure you'll have a great time, whether you're a novice or an experienced rallyist.

- If you're raring to show off your Bimmer to a really big audience, you should enter the O'FEST '05 Concours d'Elegance. It will be held on the spacious grounds of one of the O'fest hotels, the Grandover Resort. As always, it will feature several classes ranging from basic Clean Car to all-out, not a speck inside and out, pristine Concours, with allowances for the age of your BMW. It's an awesome spectacle, to see hundreds of spic and span BMWs, including rare classics, arrayed on the lawn, as crowds of fans stroll leisurely amongst them. We guarantee you'll love the show, the background music, the judging, the festive atmosphere, and the trophies — even if you don't enter your car.

- As always, O'FEST '05 will feature two more or less formal dining occasions, the Motorsports Banquet mid-week and the Awards Banquet finale. But the central location of the main O'fest hotel, the Sheraton Four Seasons in Greensboro, will also let you avail yourself of lots of places to eat, drink and socialize between events. And many of them are within the Koury complex itself, just an elevator ride and a short walk from your room.

These are just highlights. Other attractions will include a swap meet; a driver safety school; tech sessions with nationally known BMW experts; a Little Car exhibit featuring collections of BMW models; a photo contest; opportunities to visit nearby attractions or attend a dinner theater presentation; and exhibits and demos by national and local vendors, some of whom — especially Billy Revis of Motorsports Connections — have already been extremely helpful by assisting us in developing our OKTOBERFEST 2005 Campaign. (Thanks, Billy!)

In short, OKTOBERFEST 2005 will be a unique opportunity to savor all the Club has to offer, right here in our state. And it's not too soon to start thinking about attending, since registration forms will start showing up alongside our ads in the *Roundel* early this spring. Meanwhile, be sure to mark September 17 through 23, 2005 on your calendar. And if you feel like helping us make CAROLINA O'FEST '05 a success as a volunteer worker, contact any Chapter officer. But either way, do make plans to show up!

BMW CCA CAROLINA OKTOBERFEST 2005 September 17-23

Schedule of Activities and Events

(Note: Registration open each day of event. All activities take place or start at hotels unless specifically identified as taking place at Virginia International Raceway — VIR.)

Saturday, Sept. 17

- Club Race/Competition School (VIR)

Sunday, Sept. 18

- Club Race (VIR), Welcome Reception

Monday, Sept. 19

- Autocross (VIR), Car Control Clinic (VIR),
- High-Performance Driving School (VIR),
- Vendor Reception, Raffle & Prize Drawing

Tuesday, Sept. 20

- Autocross (VIR),
- Car Control Clinic/Safety School (VIR),
- High-Performance Driving School (VIR),
- Exhibits, Tech Sessions, Evening Social, Raffle & Prize Drawing

Wednesday, Sept. 21

- High-Performance Driving School (VIR),
- Gymkhana (VIR), Rally Meeting, Tech Sessions,
- Mini Concours, Photo Contest & Vendor Exhibits,
- Cocktails & Motorsports Bavarian Banquet
- Awards, Raffle & Prize Drawing

Thursday, Sept. 22

- TSD Rally, Fun Rally, Tech Sessions, Exhibits, Vendor Exhibits, Photo & Trivia Contests Conclude
- Dinner at your pleasure

Friday, Sept. 23

- Concours d'Elegance, Swap Meet, Cocktails & Awards Banquet Awards, Raffle & Prize Drawing

Other Activities available throughout the event include: Karting at Plantation Valley Kart Track (VIR), 'EuroRally' Course (VIR), Golf Outing, Winery Tour, "Mayberry USA" Tour, NASCAR Run, NC Zoo Tour.



NATIONAL CAPITAL CHAPTER BMW CCA

JUNE 2005 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between April 22 and May 20, 2005 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** must be 18 years of age or older and have full, valid driver's licenses. Familiarity with the car is essential, and car sharing is strongly discouraged. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but *not* for the second day only.
- **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. If roll bars or cages are installed, they must be fully padded above the level of the front door window sills.
- **Convertibles**, SUVs, trucks, vans, motorcycles, and rental cars are not allowed.
- **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-2005 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:

June 25–26 (Summit Point Main Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$40 per event. 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
% Doug Verner
16205 Deer Lake Road
Derwood, MD 20855

Questions? Call Doug at 301-990-8123 evenings before 10:00 PM, e-mail NCCDSRegistrar@mac.com, or visit <http://www.nccbmwcca.org>.

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). 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

AUGUST 2005 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between June 17 and July 15, 2005 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** must be 18 years of age or older and have full, valid driver's licenses. Familiarity with the car is essential, and car sharing is strongly discouraged. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but *not* for the second day only.
- **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. If roll bars or cages are installed, they must be fully padded above the level of the front door window sills.
- **Convertibles**, SUVs, trucks, vans, motorcycles, and rental cars are not allowed.
- **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-2005 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:

August 20–21 (Summit Point Shenandoah Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$40 per event. 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
% Doug Verner
16205 Deer Lake Road
Derwood, MD 20855

Questions? Call Doug at 301-990-8123 evenings before 10:00 PM, e-mail NCCDSRegistrar@mac.com, or visit <http://www.nccbmwcca.org>.

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). 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. Within each group, applicants for both days of a school will be admitted first, and then, if spaces remain, single-day applicants will be admitted. Ties within groups will be broken by random drawings:
 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 performance in earlier schools. Detailed information on IA can be obtained from the chapter's Web site at <http://www.nccbmwcca.org>.

In recognition of the importance of volunteer corner workers to our drivers' school program, two spaces (Jefferson and Shenandoah Circuits) 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, 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.

2005 Event and Registration Period Dates

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

Date	Registration Period	Location	Event Type
May 7	March 4 – April 1	Summit Point	Highway Safety School
May 8		Jefferson Circuit	Drivers' School
June 25 & 26	April 22 – May 20	Summit Point	Drivers' School
		Main Circuit	Drivers' School
August 20 & 21	June 17 – July 15	Summit Point	Drivers' School
		Shenandoah Circuit	Drivers' School
October 8 & 9	August 5 – September 2	Summit Point	Drivers' School
		Jefferson Circuit	Drivers' School



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Instructor Academy



Pete Read

dB recently had a chance to chat with Pete Read. Pete serves the Chapter as the Administrator of the Chapter's Instructor Academy, from which we get most of our new driving school instructors.

dB: Pete, how did you get started with the Club driving schools?

PR: Back in 1993, I went to my first driving school, when I was new to the club. I did the Highway Safety school on Saturday, and then the on-track school on Sunday. I didn't know what to expect when I signed up. First, I thought that it might be a bunch of snobby people, because BMW owners have a certain reputation. Second, I thought the school might either be too safe, or too crazy. As it turned out, the Club members were the nicest people, and the school was just at the right level for me. When I came home, my wife said, "uh-oh, you're hooked." And I was.

dB: And now 12 years later you're an instructor and you have responsibility for training instructors.

PR: Yes, I was the very first graduate of our Chapter's Instructor Academy program, and they put me right to work.

dB: Is our chapter the only chapter that has a formal training program for driving school instructors?

PR: No, more and more chapters have something in place to train instructors. But we were one of the first programs to train and qualify our instructors; our program started in 1999. Many now use a similar combination of on-track and classroom instruction. The big difference is that we're the only club that always uses the skidpad, both for schools and for instructor training. Of course, we're fortunate to have a professional-quality skidpad at Summit Point. People get fast and good on the track, but their car control skills don't keep pace with their track speed, unless they're also using the skidpad for learning. For our instructors, we want them to always know what the car is doing, and we think they learn that much faster and more safely at the skidpad.

dB: Why is that?

PR: Well, it is true that you can eventually get there with years and years of experience. That is, learning how to deal with a loss of control when you exceed the car's limits. But on a track, you might have one or two such experiences in the course of a day or a weekend, whereas on the skidpad, you're going to have multiple experiences with loss of control in a very short period of time. The best part is you can gain all that experience

in a very low-risk environment. You're not going that fast and you're not going to hit anything.

dB: How does one get into the NCC Instructor Academy?

PR: Just attend the schools. At the schools you'll be evaluated on attitude, etiquette, mechanics and skidpad. Even if you're a complete beginner, you'll eventually improve to the point where you've had 15 days of schools and your scores are at least 4.2 out of 5 in the first three areas, and 2.9 on the skidpad. At that point you'll get a letter inviting you to consider joining the Instructor Academy. These scores are not one person's opinion, either. They're a weighted average based on your last three schools, so this represents a composite assessment of three different instructors.

dB: Is that it? Just show up and progress?

PR: Yep, that's it.

dB: Surely it helps to have a fast car?

PR: Not at all. You actually learn a lot faster in a standard car on street tires. You're scored on how well you drive your car, not pure speed. I use my unmodified daily driver at the schools as do most of our instructors. And most instructors are a lot more comfortable getting in a stock German car to teach. They know that the vehicle will be predictable and safe.

dB: Have you ever had anyone work at it and not succeed?

PR: No. You don't need talent. If you can drive

der Bayerische

safely to the track, you can learn to drive safely on the track. I also want to add that the Instructor Academy is a no-cut program. We'll work with anyone who shows up for as long as it takes to improve their skills. We do have a new policy about showing up for at least half the IA and school days each year, but anyone who shows up, we will teach them everything they need to progress through the schools and be qualified as an instructor. If you attend you will graduate. Everyone can progress at their own rate. The average is about 4 weekends including the Friday IA day and the weekend school. The graduation requirements are attitude, etiquette, mechanics and skidpad scores of 4.9, 4.9, 4.7, 4.0 respectively and 35 days of experience.

dB: So you're saying that you'll take anyone as a potential instructor at NCC?

PR: Yes. Our philosophy is that instructor training at NCC begins with the first day of every

novice participant's first drivers' school. Every single first time student is a future instructor. IA is only an extension of that process where you get more intensive attention. But every novice student we have is capable of learning and is capable of teaching what they have learned. We are not looking for racecar drivers here. I also want to note that this isn't just a "guy thing"; some of our best instructors are women including our former Chief Instructor, Miriam Schottland.

dB: What about people who have instructed elsewhere, do they need to go through the Instructor Academy also?

PR: Experienced outside instructors can do a check-out, in a half day, at no cost. They need to have at least 50 days of total drivers school experience of which at least 25 are instructing. The standards for attitude, etiquette, and mechanics are the same as for IA graduation, but we have a lower 3.5 standard for skidpad because most out-

side instructors won't have as much experience on a skidpad as someone who goes through NCC schools. We have 6 instructors who have come to us through the outside instructor checkout.

dB: Thanks, Pete. Keep up the good work.

PR: Thanks. And spread the word, this is not only fun, it's extremely rewarding when you can help another club member progress and gain skills that will make them a safer driver.





Like the 6 Series, the 3 kidney grill gets chrome eye brows. Are they still kidneys?

The 2005 NY Auto Show

Photos and commentary by John Hartge

Following its world premier at the Geneva Auto Show, the new E90 3 Series made its North American debut at the New York Auto Show in March. About a year from now the 3 Coupe and Convertible will get their new bodies and BMW Group design chief Chris Bangle will have revealed his vision of the entire model line.

New York's annual show, usually Easter week, is one of the four big shows in the U.S.

The others are Detroit, Los Angeles and Chicago. Once you've seen any of these, you'll scratch the Washington and Baltimore shows off your calendar.



Let's see, Hyundai? No, Kia.



This 330i wheel looks more serious than the 325i wheel, but the wheel aftermarket should find E90 owners willing customers.

der Bayerische

Magnesium. Interesting, but I'm willing to let a few hundred thousand other folks try it first.



BMW apparently designed the perfect brake and clutch pedals for the 320i. The pedals haven't changed since the '70s.



Horsepower wars at the New York Auto Show.



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Autocross Defined

Photos by Raine Marlysalu

By Scott Miller

Autocross Classification Chairperson
Golden Gate Chapter BMW CCA

Scott Miller is a "distinguished elder statesman" and Autocross junkie from the Golden Gate Chapter of the BMW CCA. A newbie to our on-line E30 group asked what was meant by the term "autocross" and Scott took on the task of replying. His answer is published below in its entirety. Enjoy. — Ed.

An autocross is a driving event where a group of crazed car nuts gathers in a big, open, parking lot, on a closed airport runway or on an otherwise suitable, relatively flat piece of pavement (five acres minimum, ten acres is nice, more is better). Some diabolical sadist designs a small race course, and then heads up a group of volunteers to line the course with orange traffic cones. Timing equipment and a public address system are set up. Generally, each person spends a few minutes walking around the course (this is affectionately known as the "course walk", or for those still hung over from the previous night, the "course stumble"), taking note of the various types of turns, places where one might be able to go faster or have to go slower, etc.

After a brief drivers' meeting where rules and procedures are discussed, everyone splits up into pre-assigned groups. One group drives while another group works (you need roughly 15 workers to run the average autocross). If there are more than two groups, the other groups stand around watching the proceedings, making fun of how the others are driving, and or bragging about how much better they could do than everyone else (which, of course, they can't).

One challenge of organizing such events is that some cars are faster than others. So some form of car grouping, or classification, is employed to try to level the playing field. A few groups, like the BMW CCA's Golden Gate Chapter, and a few other chapters that use our system, have actually made an attempt to determine the performance potential of every BMW built since the mid-60s,

taking into account the effect of various modifications.

Other groups fall in line behind the SCCA with their system of restrictions. Under that system, cars are considered to be in one of the "Stock" classes if changes have been limited to a short list of modifications. Cars that have had more extensive modification fall into different groups of classes like Street Prepared, Prepared, Street Modified, Modified, or Interplanetary Launch Vehicle. This means that a person with a fairly stock 318i who changes their shift lever and goes to lightweight lug nuts gets bumped up to a class where they compete with double-turbocharged V8s. Sorry, I seem to be editorializing again.

Like I was saying, the idea is to be the fastest driver in your class to navigate the course. This generally requires that you drive your car at its limits, which, as many find out, exceed your personal limits as a driver. Should you drive so fast as to exceed one or more tires' ability to find traction, the car will spin or slide. Often discussions of these conditions involve the words "understeer" and "oversteer". Or as one racer explained it, the difference between understeer and oversteer is

defined by which end of the car made the hole in the fence. Only at an autocross, there are no fences, so you just spin or slide. Drivers quickly find out that spinning or sliding is not usually the fastest way around the course. Then they spend a bunch of time between runs changing their tire pressures or adjusting their sway bars, thinking that this makes a difference (sometimes it actually does.)

While trying to find the car's limits, those who exceed their own ability to control the vehicle may knock over one or more cones. This causes a time penalty to be assessed, usually one or two seconds per cone. Penalties are usually higher for hitting the timing equipment or a course worker. Another fairly common occurrence is that a driver just misses part of the course. For this they usually get a "DNF", which usually stands for did not finish. I've often thought that it should be "HCL" for hopeless and cluelessly lost, but no one listens to me.

Autocrossing is intended to be a relatively "low speed" form of automotive competition, so most courses are designed to be run in 2nd gear (for your average car with a manual transmission). Things get tricky when there are high-speed sections and you find yourself bouncing off the rev





limiter. Then you have to decide whether or not to shift. Shifting up to 3rd allows you to go faster, but presents a new challenge - downshifting while braking and simultaneously setting up for what is usually the trickiest turn on the course. This has been known to result in missed shifts, gear grinding, much swearing and, of course, more cones being hit. Also, there are often one or more very tight sections where you might be tempted to downshift into first. This is harder than downshifting from 3rd to 2nd, and has been known to result in attempts to select reverse by mistake.

Oops! What's that grinding noise? Those who wish to avoid having to shift down to first often upgrade with a lower differential ratio and performance engine management software that allows you to rev the engine higher. This, of course, moves the car into the Interplanetary Launch Vehicle class.

Some organizing groups give out trophies or prizes for the fastest in class at each event. Others have some system of tracking finishing position over time and present awards at the end of the season. Still others just put your name in the local

newsletter and hope that you keep coming back for more. And, of course, you do, because, despite the fact that you probably drove across half the state to reach the event where you spend a total of less than 10 minutes (VERY INTENSE FUN-FILLED CHALLENGING MINUTES) actually driving, just hanging out all day with like-minded car nuts is a highly enjoyable experience.

This is, of course, a brief description of autocrossing, and I'm sure others will add some of the details I've missed.

Autocross Defined II

Bob Sutterfield

Rocky Mountain Chapter BMWCCA #169277

Upon reading Scott Miller's Autocross definition, Rocky Mountain Chapter's Bob Sutterfield was inspired to add his two cents about the sport. His follow-up is below. — Ed.

Scott didn't really go into much detail about the timing equipment. In the days of yore, timing was done by three people with stop-watches. They would vote on their results to determine which driver had offered them the biggest bribe or been most helpful changing tires that morning, or bought the most beer after the last event, or spun closest to the timer's ex-spouse working the course.

In modern times it's quite high-tech, with cars tripping light beam sensors at the start and finish lines, feeding directly into the timing & scoring computers. Your degree of suckitude is

flashed on a giant display so it's publicly known, to the millisecond. The announcer then broadcasts your sorry results over the PA system in case anyone wasn't paying attention to the light board, along with his or her editorial assessment of your driving abilities, whether your car or your kids or your dog is ugly, etc. Though you can no longer control the raw score with fiduciary persuasion, you can still influence your level of embarrassment.

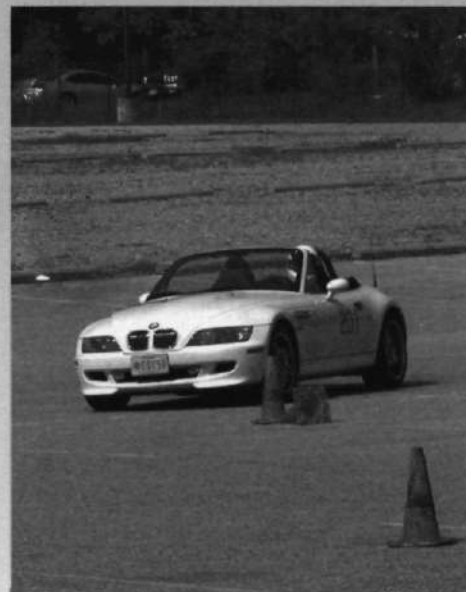
Regarding car classing:

At most levels of the sport, cars are slotted into capability groups based upon the owner's confessional list of the car's modifications. (Note this list rarely corresponds to the "mine's bigger than yours" discussions during the off-season.) Few real performance enhancements are externally

visible. The 17yo kid in the Tercel with picnic-bench wings and coffee-can exhaust is unlikely to be a threat so he's welcomed to the fold. The 33yo engineer driving a car that says "316d" on the trunk but which has a rumble suspiciously like a Chevy smallblock — he's the one more likely to undergo closer scrutiny. Some changes are easy to spot, like sway bars as thick as your arm, or brake rotors bigger than your steering wheel. Some are harder, like ported/polished heads or engine chips. Some are open to interpretation and influence (see above), like whether that wheel width was optional on other cars of the same chassis design.

Regarding course design and equipment/technique:

Different parts of the country have different
der Bayerische



philosophies. In the SF Bay Area real estate is so expensive they can only find teeny little lots, so Scott describes courses that never get out of 2nd gear, and even use 1st a lot. In Texas they have more land than anyone knows what to do with, so the autocross layouts approach redline in 4th, yet they're still insured as "low speed" driving events because they're not on a racetrack. In Denver nobody has enough horsepower to get up any real speed, so even our racetrack events top out in 3rd. Also, some of our members compete on snow tires until the May event, because you never know what the weather will be like when it's time to drive home at the end of the day.

Regarding collegial camaraderie:

This is the best part of any performance driving event, and the point at which autocross excels. Sure, it's fun and educational to drive your car at its (and your) limit, in an environment that's safe for you, your car, your license, and your insurance rates. But the bench racing and trash talking reaches its highest pinnacle at an autocross, where the whole point is to beat your closest buddies by a verifiable millisecond. Many beers are wagered during the course walk,

and many bets are collected after the cones are put away.

Bob Sutterfield

'97 E36 ///M3 in the hunt

'87 E30 325iS DAS KAR dearly departed

'88 E28 535iS [#154 IHR FUNF](http://m535i.org)

'93 T4 EV MV Weekender BELUGA

BMWCCA #169277 Rocky Mountain Chapter

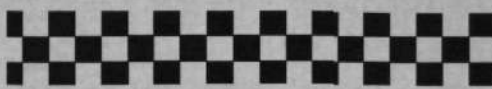


Photos by Raine Mantysalo



BY WOODY HAIR

Woody's Competition



C O R N E R

It has been over thirty years that the BMW and Porsche Clubs have been conducting "high performance drivers' education" events. During this time perhaps tens of thousands of drivers have been able to put their street-legal cars onto a race track and drive as fast as their nerve, skill, car, and instructor would allow. Many other marque clubs and other organizations have joined the fun. Yet the huge Sports Car Club of America, despite access to all major road-race facilities for its racing program, has always shied away from the HPDE concept. This is about to change.

In February the **SCCA** announced a new program that will include HPDE and time trials. It will be under the SCCA's Club Racing division and, at least for now, will go by the less-than-descriptive name of **Time Trials**. The program will have four levels. The first will be known as Performance Driver Experience and mimics the typical BMW CCA drivers' school. Cars do not need any special safety equipment and a proper helmet is the only required safety item for drivers. The in-car instruction, limited passing zones, and drivers grouped by experience are all familiar concepts to the HPDE veteran. Level 2 is being called Club Trials. Participation will not require cars with roll bars/cages, but certain Level 1 experience will be necessary. Limited passing zones and instruction will continue at this level, but the element of competition is introduced with timed laps. Level 3 is known as Track Trials. I am not sure of the differences between Levels 2 and 3. The fourth level will be known as Hill Climbs. These events will be competitive trials on traditional closed mountain roads and other venues not deemed suitable for Level 3 events. Safety equipment for cars and drivers will be similar to all out racing events, and this replaces the SCCA's existing Solo 1 program.

Several officials of the SCCA's DC Region have expressed a desire to begin this Time Trial program by 2006, but they are so heavily involved in the MARRS racing series, it might take a whole new group of organizers. I expect they will rely on the experience found in our National Capital Chapter and the Porsche Club's Potomac Region. You will

be hearing a lot more in the next year.

Two other new "racing" series have been announced. The **Car and Driver Race Series** is, as the name implies, sponsored by *Car and Driver* magazine and is apparently organized by an outfit called Precision Racing. After some digging, you will find that these events are not about wheel-to-wheel racing. Held on big parking lots such as FedEx Field Stadium, competitors will get several runs on an autocross course, short drag strip, and a skid pad. Winners will be determined by the best combined time for all three disciplines. Classes will be based on a particular car's potential performance and modifications. Naturally, a car set up for optimal drag strip performance will not be the most suitable for a skid pad or autocross. Seventeen weekend events are planned for 2005 starting in Wisconsin in June and finishing in Arizona next December. The CDRS will be at FedEx Field on August 20-21. Check www.precisionracing.org for registration details.

The third new series will be known as the **Cannonball Challenge** and is being developed by writer Brock Yates, originator of the legendary Cannonball Run and the One Lap of America. This is envisioned as a professional road racing series to be conducted on major road courses throughout the USA and Canada. Car preparation rules will follow the One Lap edict — the only rule is there are no rules. Actually cars will need normal racing safety equipment, but be street legal and running on DOT legal tires. Yates hopes to have the program going on a limited basis this year and a full schedule for 2006. I am not sure how many people will want to commit an expensive super performance street car to the costs and rigors of a nationwide wheel-to-wheel professional racing program. I guess we shall see if this gets off the ground.

Formula 1 has gone through a number of changes over the winter. Foremost amongst the rule changes is the requirement that one set of tires last through two qualifying sessions and the race and that the same engine be used for two consecutive races. The rule-makers thought that this would save the teams some money. The rules do allow for engine and tire replacement in cases of failure, but

not without penalties. Qualifying for race starting positions will now be based on the combined times from a Saturday one-lap session and a Sunday morning one-lap session. Of the twenty starting drivers in the latter part of last season, only seven are still in the same seats. Two teams were sold. Ford sold Jaguar's F1 team to the Austrian energy drink maker Red Bull. Eddie Jordan has sold his team to the Russian company Midland, but for the time being the cars are still known as Jordans and are Toyota-powered.

Two races have taken place as this column was being written. Ferrari, running last year's cars so far, has not been the class of the field. Renault, with two wins, seems to be the car to beat so far. Williams-BMW drivers Nick Heidfeld and Mark Webber have each been knocked out of races in accidents that were not their fault. The BMW engines seem very reliable so far. The same can not be said for the Honda-powered BARs. Taking advantage of a loophole in the rules, BAR purposely retired their cars before the finish of the first race. They were destined to finish out of the points anyway and this allowed installation of new engines for the next race in Malaysia. The loophole that enabled this bit of trickery has now been closed. So, in the second race, the new Honda engines both went ka-boom on the third lap. Tire wear became an issue in Malaysia and several cars had to slow from their race pace to be sure they could finish. Ferrari's Rubens Barrichello actually had to drop out of the race when cord started showing on his rear tires. Six of the top seven finishers in Malaysia were different makes. It could be a very interesting season. Are you going to Montreal or Indianapolis?

Attending one or both of these F1 races will give you a chance to see the **Formula BMW** races that will be on the support card. Last year, in addition to the two F1 Grand Prix weekends, the FBMW supported the Champ Car World Series. This year FBMW will support American Le Mans Series races twice (Mid-Ohio May 20-22 and Road Atlanta Sept 29-Oct 1), Rolex Grand-Am twice, and the Champ Cars once. With the PTG team no longer running this series, news has been hard to come by. In fact, as of this late date in March, the official Formula

der Bayerische

COMPETITION CORNER CALENDAR

BMW web site still has the 2004 schedule.

The four PTG M3s had a frustrating **Rolex Grand-Am** race at Homestead, Florida in early March. Two of the BMWs qualified 5th and 6th in the GT class, but their best finish was seventh place for the No. 21 car driven by Bill Auberlen and Joey Hand. Auberlen might have been able to gain 3rd in class late in the going, but was set back by throttle problems. Mechanical ills and accidents did in the other three M3s.

The Grand Sport class of the **Grand Am Cup** series had their own race in Santo Domingo, capital of the Dominican Republic. Turner Motorsport's M3, driven by Bill Auberlen and Justin Marks, was the winner of the 200 miles race followed by a Finlay Motorsport M3. The Daytona-winning Mustang GT was 3rd.

One week later Will Turner's team was at Sebring, Florida for the **Speed Touring World Challenge** race in support of the ALMS 12-Hour. The single 325i entry, again driven by Bill Auberlen, was second to Peter Cunningham's Acura TSX. The BimmerWorld team of 325is had good day finishing in 5th (James Clay), 9th (Matt Richmond), and 10th (Seth Thomas). Turner said his team will only compete in selected World Challenge events this year, noting the added weight penalties given the BMWs and his commitment to a full season in two Grand-Am Cup classes.

Results from the SCCA's practice autocross are listed below. Note that conditions went from wet to damp to dry to pouring rain over the course of the day. I will not bother to list which class ran in which conditions. Those running the new Kumho 710 in relatively dry conditions are very happy with their tire choice.

May 3	One Lap of America Time Trials at Shenandoah Circuit and Drags at Mason-Dixon Dragway, Funkstown, MD
May 7	SCCA Autocross, FedEx Field, Landover, MD
May 7-8	SCCA MARRS Races, VIR, Danville, VA
May 14-15	Cumberland Airport Autocrosses, Cumberland, MD
May 21	BMW Autocross, BaySox Stadium, Bowie, MD
May 21-22	ALMS/Formula BMW/World Challenge, Mid-Ohio
May 22	Jefferson 500 Vintage Races, Summit Point, WV
Jun 4	Summit Point 12-Hour Race, Summit Point, WV
Jun 4-5	Cumberland Airport Autocrosses, Cumberland, MD
Jun 11-12	Canadian GP, Montreal
Jun 11-12	Rolex Grand-Am/GA-Cup, Watkins Glen, NY
Jun 12	SCCA Autocross, FedEx Field, Landover, MD
Jun 18-19	US GP, Indianapolis, IN
Jun 18	BMW Autocross, BaySox Stadium, Bowie, MD
Jun 25-26	Champ Car/Speed World Challenge, Cleveland, OH
Jul 2-4	ALMS/Speed World Challenge Races, Lime Rock Park, CT
Jul 10	SCCA Autocross, FedEx Field, Landover, MD
Jul 16	BMW Autocross, Osbourne Park HS, Manassas, VA
Jul 30-31	SCCA Ron Katona Memorial Autocross, FedEx Field, Landover, MD
Jul 30-31	Cumberland Airport Autocrosses, Cumberland, MD

BMW AUTOCROSS RESULTS

SCCA Practice Event, March 20, 2005 FedEx Field

Glenn Ty	98 M3	1st BSP	52.806
Brian Hair	98 M3	1st SM	53.56
Eric Wong	95 M3	2nd BSP	53.688
Larry Olsen	93 325is	2nd STX	53.703
John Doby	98 M3	2nd SM	54.344
Kevin Henry	90 325i	1st DSP	54.458
Brendon Bengermينو	04 M3	1st ASP	54.693
Mark Rebano	88 M3	4th STX	54.957
Josh Turner	04 M3	2nd ASP	55.208
Greg Olsen	93 325is	7th STX	56.107 (1)
James Sheridan	98 323is	2nd DSP	56.285
Alex Teitelbaum	04 M3	3rd ASP	56.347
Mike Neary	95 M3	1st STU	56.699
Matt Williams	95 M3	3rd BSP	56.818

Neil Simon	99 M Coupe	1st SM2	56.925
Wayne Rubain	91 M5	1st FS	57.176
Rob Keehner	91 318i	3rd DSP	57.2
Peter Lem	01 M3	4th ASP	57.378
Ken Kammerer	03 M3	5th ASP	57.614 (1)
Bob Hausmann	94 325is	5th SM	57.647
Woody Hair	88 M3	10th STX	57.779 (1)
James Derry	01 M3	6th ASP	58.348
Nick Rubenstein	04 M3	7th ASP	58.78
Ken Ward	01 330i	9th DS	59.615
Martin Britos	98 M3	9th BS	62.173
Scott Blair	95 M3	4th STU	64.716

() = number of 2 second pylon penalties

The Top Ten Tech Talk Terrors

These are the questioners who drive *Roundel's* Tech Talk editor crazy!

By Mike Miller

10. Guys with thirty-year-old rusty BMWs who want to vent about not being able to sell them for \$6,000, because they have put at least that much into them since 1980.

Answer: Keep the car and let your heirs worry about it.

9. Guys with thirty-year-old rusty BMWs who want to fix their car for less than \$50 and without buying any new parts from BMW.

Answer: Get some duct tape and baling wire at Home Depot and have at it.

8. Guys with one-year-old BMWs who are incensed that the car isn't perfect, because, you know, it costs \$50,000.

Answer: Have you ever driven a Ferrari?

7. Guys who purchase a new M car without having driven it, and then write in to complain that it rides too hard, they can hear the engine making noises, there's this little clunk when they let the clutch out; their Lexus never did any of this, and it cost less.

Answer: These things are God's way of telling you to buy another Lexus.

6. Guys who send the same letter to *Roundel*, *Bimmer*, and *European Car* magazines

(just who do they think answers these questions, anyway?), half a dozen Internet message boards, Brett Anderson and Jenny Morgan, and then either 1. Pit all sources against each other, or 2. Ignore all the advice anyway.

Answer: Keep telling them to make sure they confirm the answer with one of the others until you make the full circle.

5. Guys with brand-new BMWs who have been to three dealerships, each of which has thoroughly inspected the car and attempted unsuccessfully to diagnose a complex electronic problem with a totally unnecessary feature, such as the butt-massaging seats, and they're incensed when Tech Talk cannot do so, either—from 2,000 miles away.

Answer: The Clairvoyance Imaging Control (CIC) module in my crystal ball is presently incompatible with new updated version software in my electronic Malcontent Tolerance Buffering (MTB) system. Please write back next week.

4. Guys who write in with questions that are clearly answered in the owner's manual.

Answer: I'll bet you've read the owner's manual for your toaster oven, haven't you?

3. Guys who want you to teach them how to do a brake job via e-mail, because their shop wants \$300 to do the work and they think that's too much. And then they ask what a brake caliper is, and whether they'll have to jack up the car.

Answer: What do you do for a living? Oh, you're an agricultural economist? Can you please tell me how to do that myself?

2. Inordinately tall guys who buy a BMW without having test-driven it, and then write in to Tech Talk wanting to know how they can get more head room or leg room, or "my arm bumps the door panel."

Answer: How do you feel about surgery?

1. And the Number One Tech Talk Terror: Guys who write in and want you to talk them through a complex repair on a complex car, like an E32 750iL, and photocopy half the ETM and the Bentley Service Manual and send it to them in the mail because they're too cheap to buy service literature themselves. And can you lend them a set of Torx sockets, just for a week or so?

Answer: NO!



NEW MEMBERS' LIST



National Capital Chapter membership now stands at 5289 members. We also have 687 associate members who share all of the benefits of being a Car Club member, plus an additional 69 members that belong to the NCC as dual members.

Do you know someone who owns a BMW and is missing out on the rewards of the 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 73% 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 to begin receiving this important update. Your email address is held in the strictest of confidence.

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>.

To our newest members, you joined the club, now join the fun!

Check the website at <http://www.nccbmwcca.org> for the latest details

Adrew Adams	2004 330xi	Edward Deitermeier	2004 330Ci	Nael Halum	2004 325Ci
Anthony Allicock	2004 325i	Kerstin DeLeaver		Margaret Hanson	
Audwin D. Alvarez	1992 535i	Edgardo DeLeon	1999 740i	Brian Harlin	
George Anastasi	2005 325es	Al Dembeck		George Harris	1999 M3
Paula Andrews		Elizabeth Demgar		Stephen Hassel	1998 Z3
Russell Arkin	1997 540	Eleanor Denegre		Kevin Henderson	2004 325xi
Susan Bach	2003 325i	Subhash Dhingra	1995 530i	Cathy Hewison	
Richard Bailey	2004 330i	Peter Dodge	1981 320is	Christopher Higgins	1995 318i
Melchior & Patricia Baltazar	2001 525i	B. M. Dominguez	2002 330ci	Joan Hills	
Wallace Beard	1995 325i	Scott Donaldson	2001 X5	Joel & Carol Hirsch	2005 745iL
Andrew Bederman	2005 530i	Steven Joseph Dorr	1992 325i	Ross Hollander	2002 325Ci
David Beemer	1998 Z3	C. T. Douglas	2001 530	Navid Homayouni	2002 M3
Louis Bengermimo	2002 325Ci	Ken Dowd	2002 X5	Rita & Wayne Howard	2003 Z4
Narcisse Bichot	2005 M3	Joellen Duckett		Andy Hsu & Michael Hsu	2000 323Ci
Cindy Blum		Pamela Dukes	1998 740iL	Shanmu Hu	2002 325i
Gordan Boltz	1997 Z3	Sylvia Dutcher		Susan Hummer	2002 525i
Bruce Borey	2000 328Ci	Mike Edwards	2001 325ci	G. L. Huntington	2002 M5
Greg Bornhoft	1994 530i	Dennis B. Ellison	2005 530i	Keun Hur	2004 M3
John Bottomley		Joe Engerman	1999 740i	Bekir L. Inal	2004 330CiC
Thomas & Tamara Bourne	1998 M3	Louis W. Essandoh		Kevin & Nicole Jackson	1998 540i
Keith Bozeman		Theodore Evers	2005 X3	Gaphrick Jacobs	2001 330
Andrew Brooks	1987 535is	David & Gina Farrissee	2005 330CiC	Arnold James	1998 540i
Edward Brown	1994 318is	Ross Fischer	2001 325ci	Andris Jaunzems	1988 E30 M3
Levon & DeShawn Brown	2000 323i	Lewis & Elizabeth Fisher	2003 525i	Matt Kallenberger	1996 318is
Gary Buchanan	1997 328is	Michael Flannery		James Kammel	
Andrew Cannon	1991 M5	Tom Frasher	1997 740iL	William Kearns	2002 330i
John Carey	2005 525i	John French	2001 530i	Christopher Keen	1995 325is
Lee Carter	1989 750iL	Kevin Fryer		Ben Keller	2000 323i
Sean Carter		Alan Furman	1992 X5	Patrick Kelly	
Laura Champlain		Wilfrid Geiger	1996 328is	Ted Kelton	1994 318is
Cheng-I Chen	2003 325xi	Andreas V. Georgiou		Carmen Knight	2004 330
Tony Cheng	1999 540i	Marie Gerritz	1998 328is	Stanley Kroll	2001 M3
Wayne Chunn	1997 M3	Sharm Ghanam	2001 M5	Brian Krupien	2005 X3
David Clough		Julian Gilman	2004 330Ci	Andre LaFleur	2001 X5
Gregory Compton & Tyler Compton	1995 325is	Angela Goff		Gloria Lancaster	1998 Z3
Kevin Connelly		Kheng Swee Goh	2000 323Ci	Karla Lane	2000 528i
Bruce Coombs	2003 Z4	Bob Gordon		James Larson	1996 740iL
Christina Copt		Wilford Gourdine	2001 740i	Christian Laughlin	2005 325i
H. Buckley Cording	1973 2002tii	Charles Gramaglia	1995 318i	William Leach	1999 740iL
Robert Coudron	2003 M3	Bryan Graul	2003 M3	Roger Leonard	
Lorenzo Curci	2001 M3	Peter Green	2003 330i	Martin Lessans	
Jonathan Dagle	1993 318is	Denise C. Green	1994 525i	Irene Lewkowicz	
Wayne Davis	2000 323i	Joseph Gustin		Peng Liu	2000 325i
Chad DeHaven		Vivek Hajela		Joshua Liu	2003 M3



NEW MEMBERS' LIST



Marina Llewellyn	2002 325xi	Sanjay Prasad	2005 325Ci	John Stallings	2002 530i
Anne E. MacDonald		Dan Presser-kroll		Larry & Pat Stark	2005 325xi
Steve Mace	2005 330Ci	Lisa & Anthony Pulignani	2005 325i	Russell Stilwell	2004 330CiC
Erin Mack	1987 325es	Christopher Reyes	2002 X5	Sam Streater	
Pramod Madhavan	2005 545i	Keith Richmond	1999 540i	Denzil Sturge	1985 535i
Hampton Maher	2001 540i	John Riganati	2000 328i	Sophia Suarez	2000 528i
Jay Majmudar	2000 740iL	Jo Ritter		James Suttles	2000 328i
Jay Malik		David Ritzer		Mustafa Tariq	1995 740iL
Joseph Marinich	1995 M3	Janice Robinson	2003 745Li	Rick Taylor	2003 325it
Trevor Martin	1997 M3	Robert Rodriguez	2001 530i	Keith Taylor	2005 545i
Jason Martin	2005 525i	Doug Rogers	2001 M Roadster	Joseph Teixeira	2004 525i
Lynn McClaskey	1997 318i	Jaquiline & Rodney Ross	1997 318i	Alfred Thieme	1995 530i
Scott McNamara		Jonathan Ruhe		Edward Thompson	1993 525i
Randal Milch	2004 330CiC	Henry & Mary Jane Sacks	1992 325is	Wyatt To	1998 M3
Mark Miller	1995 325is	Matt Schaaf	1990 325ic	Brian Travers	1998 M3
Lloyd Mitchell		Michael Schaffer		Martin Trisdorfer	1998 740iL
Oscar A. Molina	2001 530i	Paul Schirmer		Michael Vega	
Richard Montoni	1996 328i	Reese Mallory Schofield		Gloria Vila	2004 325
Adam Mungo	2003 M3	Steven Schupak		Stephen Walgus	1999 540i
Thomas & Pamela Murray	2001 540i	Andrew & Melissa Schwartz	2005 M3	Timothy Walker	2001 525i
Feras Nabulsi	1989 325i	Christopher Scott	1993 325i	Brian Walvin	
Leon Nasar	1998 740i	Roxanne & Lee Sealing		Phillip Wargo	1999 528i
Craig & Kathryn Newcomb	2005 Mini	Sampath & Indu Seetharam	1998 740i	William Webster	
Christopher Nguyen	1999 M Coupe	Marc Seldin	1996 328i	William A. Weingarten	
Edward & Nancy Obloy	2004 Z4	Theodore S. Serbinski & Matthew Serbinski	1997 M3	Chip Williams	1998 740iL
Andrew Ohnstad	2002 325i	Mitchell Shapiro	1971 2002	Bob Williams	1991 735i
Stephanie Oong	2000 328Ci	Ian Shea		David E. Williams	
Lori Orandi		Fairlea Sheehy		Lawrence Wingfield	1994 540i
Duna Paek		Valecia Sills	1997 318ti	Wade Winkey	1999 328i
Alex Pearre		Glenn Slavin		Robert Wittlinger	2000 M Roadster
Thomas Peddy	2000 740i	Steve Smith	2001 X5	Marwan Zaidan	1988 325
Richard Perlmutter	2000 328i	Darby Smith		Susan Zankman	
Mary-Helen Perry	1999 323i	Pete Sokowski			
Anthony & Brenda Plana	1995 M3	Joseph Sprague	2001 540i		

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"Car of the Month" is a continuing series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn, our members will see a

variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly magazine, there will be two cars featured per issue.

In the November/December issue of the *dB* will contain a ballot for you to vote for the Car of The Year, from amongst the 12 Cars of the Month. The winner will receive a prize and be recognized at the Annual Holiday Party.

May

Owner: Woody Hair
 Year: 1988
 Model: M3
 Color: Diamond Black/Gray Interior
 Mileage: 151,000
 Upgrades: H&R Sport Springs
 Bilstein Sport Struts
 Eibach Strut Brace
 AutoThorty Chip
 Evo II Airbox
 Oil pan baffle
 Brake Ducts
 Recaro SRD Seats
 Wheels/Tires: 16 x 8 dp Wheels
 with 225/45-16 Toyo T1-S Tires
 15 x 7 Original Wheels
 with 205/50-15 Kumho MX Tires
 15 x 7 Original Wheels
 with 225/50-15 Toyo RA-1 Tires
 15 x 8 Revolution Wheels
 with 225/50-15 Kumho Victoracer Tires



Woody bought the M3 in 1997 from another club member, Greg Johnson. It had 75,000 miles at that time. Greg had installed the seats and won his class in the 1991 Oktoberfest rally with Woody's son Brian, seventeen at the time, navigating. The car has been to Oktoberfest seven times. In Woody's hands the car has won several autocross championships and will be running in the SCCA's STX class and the BMW Club's Prepared M Car class this year. It sees use in track events from Canada to Florida and drives in the country on rare off weekends. In an effort to keep the miles down, it only gets driven to work about once a week.

June

Owner: John Hartge
 Year: 1988
 Model: M5
 Color: Schwarz/Natur Interior
 Mileage: 151,000
 Upgrades: Dinan Suspension
 AutoThorty Chip
 Brake Ducts
 Wheels/Tires: 16x7.5 Hartge Wheels
 with 225/50-16 Yokohama ES100 Tires
 16x7.5 Original BBS Wheels
 with 225/50-16 Toyo RA1 Tires



John is the original owner of the 17th from the last E28 M5 produced. The car saw Lime Rock and Summit Point before the temp tags expired. With permanent tags, it's seen much of the lower 48 from Maine to Florida to Texas to Idaho. It's a veteran of ten Oktoberfests. As you can see, it can outpace a certain M3. In an effort to prevent atrophy, it's only driven to work 2 or 3 days a week.

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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. 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

2001 BMW 750iL

Original owner, excellent condition, Lo-Jack installed, 49,800 miles, asking \$31,000, contact Chris Clark: 301.330.9892 (MD).

1998 540ia

VIN WBADE632XWBW61001, Arctic Silver Metallic/Black Leather, 57k miles, automatic, rear side-impact airbags, electric lumbar support, Alpine 6-disc CD changer, 4 new V-rated Toyo radials mounted on Antera custom wheels, garaged, non-smoker, all books/records, perfect condition. Dana 540.341.3432, \$22,900/obo dmackimmieiii@msn.com (VA).

1995 M3

VIN WBSBF932XSEH01915, White/anthracite grey, 5-speed, rare M cloth and suede lightweight interior, many extras: European Koni suspension (F & R height adjustable), sway bars, Euro rotors, 3 sets wheels & tires (summer, snow etc.) and more, spotless, non-smoker, wonderful car, 150,000 miles, \$16,000. 717.755.4225, volklmotion1@yahoo.com (PA).

1992 Mazda Miata.

The "Cow Car", white with black interior, black vinyl cow spots (removable), plush sheepskin seat covers, 115,000 one owner miles, all options, AC, power windows, 5-spd trans, Bilstein HD shocks, Hella lights, 2-year-old top, car cover, just serviced, new tires and timing belt, MD license plate MOO ATA will go with the car, \$4,800. Dave Toy work 301.770.0700 home 410.923.2034 (MD).

1990 535i

VIN WBAHD1312LBF10506 Champagne/tan, 115k miles, 5-spd, LSD, KYBs, drilled front disks, MM16" 5 spokes, alarm, central locking, heated seats, sunroof, garaged, no rust, non-smoke. \$3,700 in prof. repairs this year incl. new paint, water pump, radiator, hoses, muffler, evaporator, \$4,500. Mike 301.299.7340, glasserm@comcast.net (MD).

1990 Porsche Carrera C2

Tiptronic sunroof coupe, linen paint (rare and beautiful!) 93000 miles, engine overhaul including updated pistons & cylinders done at 92,000, camel leather interior, car is in like new condition, \$24,000. Dave Toy work 301.770.0700 home 410.923.2034 (MD).

1990 427 Cobra replica

Very authentic, 19,000 miles on car, 3,000 miles on 440hp 351 Cleveland balanced and blueprinted, close-ratio 4-speed transmission, new brake system including Force 10 vented rotors fr & rr, cobra blue with white stripes, over \$47k invested, \$40,000/obo, Dave Toy work 301.770.0700 home 410.923.2034 (MD).

1984 BMW 318i

VIN WBAAK740XE8417956, safari beige, brown interior, sunroof, AC works, very original, some rust, well worn but runs, needs tires. 239K miles, \$950/obo, Kevin 703.690.4222 kmullinsva@aol.com (VA).

1980 320i

VIN 7160764, Cashmere (Gold)/Beige interior, 133K Miles, manual, clean, garaged, non-smoker, never been in an accident, new brake system, new tires, new shocks. 4 spare wheels and some parts, \$2,000/obo. Call Byron at 434.296.3772 or Lbm2e@hotmail.com

CARS FOR SALE

1975 BMW 2002,

Just restored, 4-speed, red with black interior, Recaro seats, Bilstein shocks with springs, MOMO steering wheel, Hella lights, Weber 2bbl & headers, new alloys, brakes, tires, etc. very nice! \$5,000. Dave Toy work 301.770.0700 home 410.923.2034 (MD).

PARTS FOR SALE

M roadster Illuminated shift knob kit \$85, Weathertech license plate cover \$18. Shipping additional. Chris: 703.726.0338; chrisosborne1@adelphia.net (VA).

Roundels Most issues back to October 1988. \$5.00 each plus shipping. Chris: 703.726.0338; chrisosborne1@adelphia.net (VA).

Wheels: Set of (4) stock M6, BBS 3 piece rims with 240/45/415 Z rated Michelin TRX tires. Wheels are in great condition, straight and clean, with center caps and tool. Tires are good for about another 10k miles. Offers? A. Read 703.768.9528 (VA) Gig4smile@aol.com

318ti / E36 Parts: I have sold my 318ti and have some remaining parts for sale: Rear Hatch Parcel Shelf, black (\$85), rear speakers & covers/shelves, black (\$60/pair or \$125 w/parcel shelf), custom fiberglass subwoofer enclosure w/Boston Pro 12" to fit in spare tire well (\$400), stock taillights (\$30), stock amber parking lights, 4dr/ti (\$25/pair or \$50 w/tails), smoked side markers, 4dr/ti 96 on (\$25/pair or \$65 for all lights), brake Caliper Rebuild Kits (x2, new \$15), brake caliper bushing upgrade kits, same as BavAuto/Turner sells for better pedal feel and more even pad wear - need one kit per axle (x2, new \$40 each/\$75 for both - cost \$60 each new), Thule Series 400 Roof Rack w/Bike & Ski Carriers (good condition w/all accessories, \$250), if interested please email for details, pictures, etc, jgivens@rmf.com (MD).

E28 M5/E32 Parts:

E28 M5 Rear Brake Calipers with carrier brackets. Original equipment, used. \$200 for the pair.

E32 Front Calipers, without carrier brackets. Used. Should be rebuildable or use for cores. Make offer.

E28 M5 Stock Springs. Original equipment used 44,000 miles. Fronts same as 535is. Rears for use with stock self-leveling shocks only. \$100 for the set.

E28 M5 Rear Self Leveling Suspension parts. They worked when removed from car and placed in basement storage 6 years ago. Inquire if interested.

John Hartge, 703.549.6445, jhartge@verizon.net (VA).

New OEM wheels locks, never used. List \$31. Selling for \$20. 301.933.1880 (MD) r.mantysalo@comcast.net

E46 sedan car cover Tan Duststop® car cover (very soft) for inside use. Used only a couple of times on garaged car after washing the car first. \$80/obo. A bargain. 301.933.1880 (MD) r.mantysalo@comcast.net

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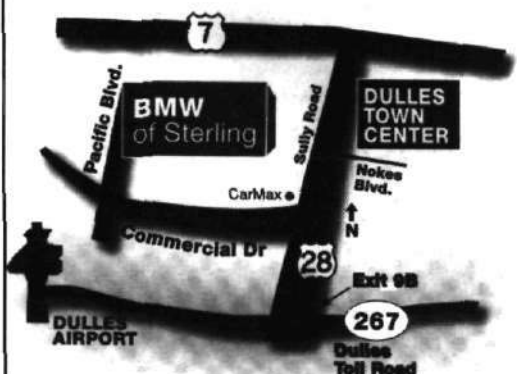


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