

November/December 2005

der Bayerische

National Capital Chapter BMW Car Club of America



2005 - 06 CALENDAR OF EVENTS

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

- 7 Highway Safety School (Jefferson Circuit, Summit Point, WV)
- 8 Drivers' Education (Jefferson Circuit, Summit Point, WV)
- 20-21 BMW Club Day (formerly ///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 @ BMW of Towson (Towson, MD)
- 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)
- 23 Summer Tour

August

- 13 Autocross #4
- 18 On the Border Get-Together (Rockville, MD)
- 20 NJ BMW CCA 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)
- 24 Autocross #5

October

- 2 22nd Annual Deutsche Marque Concours
- 8 Griot's Garage Car Care Tech Session at Potomac Garage Solutions (Rockville, MD)
- 8-9 Drivers' Education (Jefferson Circuit, Summit Point, WV)
- 15 Hooters Charity Car Wash (Rockville, MD)
- 16 Maryland Brewers' Oktoberfest (Timonium, MD)
- 20 Get-Together (Washington, DC)
- 22 Autocross #6
- 29-30 A Jeffersonian Weekend 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

January 2006

- TBA Annual Open House at PTG (Winchester, VA)
- 14 Holiday Party and Annual Meeting (Mount Vernon Inn, VA)

March

- 23-26 Gateway Tech (St. Louis, MO)
<http://www.stlbnmwcca.org>

July

- 23-29 Oktoberfest (Grand Rapids, MI)



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For the latest info, check out the Chapter website: www.nccbmwcca.org
(Future events will be listed as soon as information becomes available.)

der Bayerische

National Capital Chapter BMW Car Club of America



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Cover photo: Courtesy Robert Szypicyn,
www.digitalracephotos.net

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

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We're searching for someone who would like to handle the Ad Manager position for the the *dB*. Actually, it's not even necessary that you would LIKE to handle the position, just so long as you'd do it. Benefits include the satisfaction of a job well done and, well, that's about it. Seriously, we can't pay you, but you get your name in the masthead. If you are considering a job in advertising or sales you can include this as relevant experience on your resume. Most of all, you'd be giving back to the club that has given you so much.

The position basically involves servicing the accounts of our existing advertisers and fielding requests for new accounts when they come along. If you feel like beating the bushes for new accounts, that would be terrific, but it's not really necessary.

Please send email to db-advertising@nccbmwcca.org if you are interested.



Do you think your BMW is worth being the next Car of the Month?

Care to see your pride and joy in an upcoming *dB*?

Send your contact info and pictures to our Car of the Month aficionado Richard Pineda. His contact information is Rypineda1@cox.net, 703.625.7416. He will then contact you for more details and information.

Candidacy Statements for NCC Elective Offices 2006

The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2006 term.

Roy Morris — *Candidate for President*

For the past five years I have been enjoying Chapter events, participating in every type of event, including autocross, driving schools, tours, concours, tech events and social. I'm in my third term as Treasurer, and second year as chair of the Drivers School Steering Committee. I've made many new friends in the Chapter and I have such respect for our volunteers. My decision to run for president was made when I talked it over with Al Zavala, a past president. Al said, "Listen, everyone enjoys going to the events, but not enough people want to do the work necessary to put them on. We all have to pay our dues."

When I look around, I see extraordinary contributions of time, talent and energy being made by (to name just a few) Rob Williams, Raine Mantysalo, Steven Schlossman, David and Sue Bryan, Bill Shook, Doug Verner, Rafael Garces, Pete Lem, Eric Andreasen, Pete Read, Adil Desai and many others... the list goes on and on. Every one of them makes me feel like I ought to do more in order to "pay my dues" for the tremendous benefits I receive.

Therefore, I ask for your support, now and during the coming year. As President, I intend to continue Rafael's legacy in the areas of civility, transparency and accountability. I will strongly support Steven's initiative in creating a web-based community of members and improving member communications through the website. I will ask our Board to intentionally budget to return some of our cash reserves to the members in the form of subsidized events and investment in enhanced member resources. I'd also like us to develop new ways to really find out what members want from their Chapter, and recruit new leaders who will meet those needs. You have a standing invitation to the monthly open board meetings, held the second Wednesday of each month, from 7:30 to 9:30 p.m.; it's a great way to have your voice heard, and to get to know our leadership team. Please come!

Steven Schlossman — *Candidate for Vice President*

I, Steven Schlossman, am a candidate running for the position of Vice President. I have served as your Vice President for the past three years and would like to continue in that position. Currently, I am also the membership chairperson, and chairperson for our tours and rallies. Those who know me know of my dedication and commitment to the Chapter. I ask only one thing from my fellow NCC members. Regardless if I or anyone else run unopposed, please show your support by taking the time to vote. Thank you.

David R. Miller — *Candidate for Secretary*

I've been enjoying the Chapter's autocross program for a couple of years (in a borrowed Z3). In March I finally bought a BMW of my own ('99 M3) and attended the June and the August driving schools at Summit Point. I'm hooked. Enjoying the driving programs as much as I do, I feel obligated to contribute to the Chapter, and serving as Secretary will be a good way to get to know the other Chapter members and activities. As a marketing database management professional, I may also be able to bring some insight to the Chapter's efforts to develop information that will enable us to better serve our members with the kind of programs they enjoy. I'm already attending the monthly Board meetings as an observer, and I can see that this is a

group of friendly, dedicated volunteers who I would enjoy working with. I would be honored to serve the Chapter as Secretary in 2006, and ask for your support.

Tim Wesling — *Candidate for Treasurer*

Hello, my name is Tim Wesling, and I'd like to take just a moment of your time to formally announce my intent to run for election as the treasurer of our National Capital Chapter. I've enjoyed working with the group since I came on board in response to Rafael Garces' call to action, back in 2003. I started serving as Social Chair, then went on to Club Secretary for calendar year 2005. I would like to continue to serve you by moving into the position of Treasurer. I appreciate the trust you've shown in me in those two previous roles. Now, I want to ask for your support as we head into this New Year. I know the current Treasurer has big shoes to fill and I'll do my best. Please vote for me so Roy can become our new President.

THE OFFICIAL BALLOT

2006 Annual Elections

Please select one person for each position.

Write-in candidates must give their consent and signature.

For President

☐ Roy Morris

☐ Write-in _____ (signature) _____

For Vice President

☐ Steven Schlossman

☐ Write-in _____ (signature) _____

For Secretary

☐ David R. Miller

☐ Write-in _____ (signature) _____

For Treasurer

☐ Tim Wesling

☐ Write-in _____ (signature) _____

Your Name _____

Membership# _____

From the Editor

Rubbin is racin'

Recently I had one of those opportunities that doesn't come along all that often: I got to play a little NASCAR! My buddy Timmy Tyrrell of Convenience Car Care runs several cars in the U-Car division on the circle track at Old Dominion Speedway, and he's been telling me for quite a while that I should come on out and drive one of his cars. He said if I tried it once, I'd be hooked.

I finally took him up on his offer, and I have to say he was right! Now, before your imagination gets carried away, a U-Car is not exactly a Winston Cup car. These are four-cylinder, front wheel-drive American cars and, other than safety improvements and a free-flow exhaust, they have to be totally stock. The intent is that just about anyone can afford to get in there and mix it up. My chariot happened to be a late-eighties Chevy Cavalier with automatic trans.

Since we were racing, we got to park our "race support vehicle" (Timmy's '78 Winnebago) down in the infield, so we had a great spot on turn 3-4 to watch all the action before I raced. U-Cars are the last event, so we enjoyed the Legends, Mini-Stocks, Grand Stocks, and the Late Models from our close-up vantage point. Then it was time for me to suit-up and wedge myself through the driver's side window and into the racing seat. Once I was buckled in and the steering wheel was mounted we started it up, put the gear selector in 2nd gear, and I headed out for the start line.

I had pulled a 4th place start in the drawing earlier, and I must admit I had some butterflies as they lined us up for the start. Two laps running behind the pace car and we were racing! Just as I was beginning to ponder how I might get down onto the inside of the track, there was a multiple-car crash that took out the 3rd place car right beside me. I managed to avoid the wreck, dove down low and found myself in 3rd place as we hit the back straight. I worked my way into 2nd place after turn 3 and that's when I saw the caution light and wondered how long that had been lit, and if that's why I got around the 3rd place guy so easily — oops.

This is where my talent as an entertainer really came out; I wowed the crowd with my lack of knowledge on NASCAR re-starting procedures. They were trying to get us to line up the same way we had started, and apparently I was the only one who didn't know where I was supposed to be. We went around the track 4-5 times while I tried to figure out where I should line up. The track announcer took my lead and ran with it, proclaiming, "ladies and gentlemen, the half car is now passing the pace car" when I pulled alongside to ask where I should line up. The NASCAR-knowledgeable crowd was in stitches.

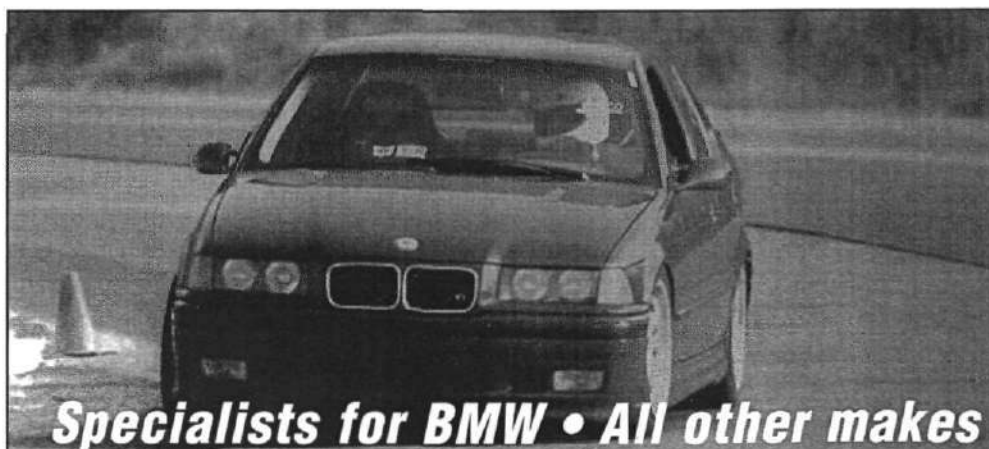
When we finally got back to racing I went as hard as I could, even trading paint with a couple cars, but I made a consistent error in not using the whole track when exiting turn 2. I fought hard,

but my fellow competitors seized on my lack of skill and trounced me badly. I ended-up finishing 9th out of 11 cars, but I had a heck of a lot of fun.

As I sat in the pits following the race, a fan walked right past the winner's circle and all the other cars, making a bee-line directly for me. Clearly she was a race groupie after an autograph, but I found it odd that she wasn't carrying a racing program or a hat or anything for me to sign. Then it dawned on me, she must want me to sign some part of her anatomy! Ahh, the life of a racer!

As she approached, I stood with a smile on my face and a sharpie in my hand, ready to emblazon her bosom with my name and car number. She stopped in front of me and looked me up and down, "she must like the way I fit into this race-suit" I thought, but my smile quickly faded when she held out her hand and announced that I owed her a dollar. Apparently she had bet on me and she felt that, after that performance, I should be the one to actually cough up the dough. Not one to disappoint a fan, I paid her a dollar.

Thanks to Timmy Tyrrell, ODS owner Steve Britt, and John Sarecky for an unforgettable evening at the track!



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

Karting League

Calling all Wanna-be Club Racers!

The BMW Club Karting events will again be held at Allsports Grand Prix, in Sterling, VA. They are open to all willing participants who hold a valid driver's license. No equipment is necessary, but you may use your own if you prefer. The karts are real racing karts tuned for public use indoors. They are randomly used and supposed to be equal in performance, so driver skill usually determines the outcome of the races.

The schedule will be similar to last year's where the League events were held every other Sunday from December into March. We had an average attendance of about 15 drivers, every one of which improved in both consistency and lap times, making for very close racing. All drivers were friendly and courteous, both on and off the track, which made the League a success and an enjoyable environment in which to compete.

There will also be a few karting events, known as Mini Grand Prix, which will be held separately from the League, once a month over the winter. These events are open to club members who cannot join the league, and to League participants who just want more practice. Check out www.allsportsgp.com for information on the karting facility or to get a head start on the competition.

If you want to improve your driving skills, learn how to get started in racing, or just want to have some fun over the winter months, please contact me, Brian Hair, at brian@ogracing.com or 16paws@kih.net. Further details and a schedule of karting events will be posted in the next issue and on www.nccbmwcca.org. I will be compiling a contact list of interested karters, so email me to be added to the list. Remember, participation is open to all BMW club members; the more the better. We will not turn away your friends, either, but they should join the club anyway!

Annual Open House at PTG

TBA January, 2006

(Winchester, VA)

See www.nccbmwcca.org for details.

Holiday Party and Annual Meeting

14 January, 2006

(Mount Vernon Inn, VA)

See www.nccbmwcca.org for details.

Gateway Tech

23-26 March, 2006

(St. Louis, MO)

See www.bmwcca.org for details.

Oktoberfest

23-29 July, 2006

(Grand Rapids, MI)

See www.bmwcca.org for details.

N C C B M W C C A

Do you want to receive an email of upcoming events? You can subscribe to our Calendar of Events mailing list from the website. Please visit our new message board at <http://www.nccbmwcca.org/forum>. Your email address is held in the strictest of confidence.

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

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

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2005-06 BMW CCA Membership Drive

Now through July 15, 2006

This membership drive is open to three categories of participants:

- 1) **Current BMW CCA members.**
- 2) **Current BMW CCA members who work for a BMW dealer or independent BMW shop.**
- 3) **BMW CCA chapters.**

The program differentiates between BMW CCA members who work at BMW dealers or independent shops and those who don't. The reason is that those who work at places where BMWs are sold, serviced, or repaired are assumed to have a much greater opportunity to meet BMW owners who may not already be members of BMW CCA. While all BMW CCA members have equal opportunities to receive the membership extension reward, they will only be competing against other members in their own category for the additional prize drawings and grand prizes.

There are three reward categories of this incentive program that correspond to the three categories of participants: 1) rewards for current BMW CCA members who refer new members; 2) rewards for BMW dealer or independent BMW shop employees who refer new members; and 3) rewards for chapters that achieve a designated level of new member activity.

In addition to ongoing incentive rewards for each member referred, BMW CCA members who refer new members, and BMW CCA members who are employed by BMW dealers or independent BMW shops and who refer new members will be eligible for drawings for a variety of additional prizes at the end of the membership drive. These drawings will take place at Oktoberfest 2006. Winners need not be present at Oktoberfest to win. The prize list will be published on the www.bmwcca.org web site as prizes are added.

A new membership is defined as a membership for an individual or business that has never before belonged to BMW CCA, or a membership for an individual or business that was a previous BMW CCA member but whose membership lapsed at least six months prior to the date of the new membership.

A new membership with a corresponding associate membership counts as one new membership.

All new member applications must be

received by the National Office no later than July 15, 2006 to be counted. If referred by a current BMW CCA member, a new member application must contain the name and BMW CCA member number of the referring member in order for the referring member to receive credit. Credit may not be applied retroactively.

If a new member cancels their membership within three months after joining, the referring individual will lose credit for that membership.

If a new member is referred by a current associate member, the associate member will receive the ticket for the prize drawing; however the membership extension credit will be applied to the associate member's corresponding primary member.

BMW CCA members who are members of the National Board of Directors, paid employees of BMW CCA, Roundel senior staff, and members of their immediate families or households are eligible for referral reward incentives, but are not eligible for the prize drawings at the end of the membership drive or the grand prizes.

Lifetime members who refer new members may designate their extra months of membership earned to be added to the membership of a friend or family member.

Referral credit will not be given to applications received without the referring member's BMW CCA member number. BMW CCA members will be able to track their referrals by accessing their personal information through the BMW CCA web site. Individual membership extensions awarded under this program will be applied at the time of the member's normal renewal, and/or within 30 days after the end of the membership drive, whichever comes first.

Chapter membership and renewal rate numbers will be updated monthly and sent to each chapter.

Monthly updates will also be posted to the www.bmwcca.org web site.

New members can join:

1) by calling 1-800-978-9292 to submit their application and credit card information over the telephone. The referring member's name and BMW CCA member number must be provided at the time the call is made.

2) by visiting the www.bmwcca.org web site and submitting an application online. To receive

credit, the referring member's name and BMW CCA member number must be entered in the appropriate space on the online application form.

3) by mailing a membership application to the National Office. In order to receive credit, the referring member's name and BMW CCA member number must be written on the application. Membership applications/BMW CCA brochures are available from the National Office by calling (864) 250-0022 or sending an e-mail to mmitchell@bmwcca.org

Questions about the 2005-06 BMW CCA Membership Drive may be directed to the Executive Director, Wynne Smith, by e-mail to wynne_smith@bmwcca.org or by telephone at (864) 250-0022.

Category 1. Current BMW CCA Members (not employed by a BMW dealer or independent BMW shop): For each new member that joins, referring members will receive a one-month extension of their existing BMW CCA membership, and one ticket in the prize drawing. There is no limit to the number of extensions a member may receive based on new member referrals.

In addition to the prize drawings, there will be grand prizes for the three BMW members who refer the most members. The First Grand Prize is a trip for two to visit the BMW Manufacturing plant and Zentrum in Spartanburg, SC. The Second Grand Prize is a Lifetime BMW CCA membership. The Third Grand Prize is a \$250 shopping spree in the BMW CCA store. These winners will also be officially recognized in Roundel magazine.

Category 2. Current BMW CCA Members employed by a BMW dealer or independent BMW shop: For each new member that joins, referring members will receive a one-month extension of their existing BMW CCA membership, and one ticket in the prize drawing. There is no limit to the number of extensions a member may receive based on new member referrals.

In addition to the prize drawings, there will be grand prizes for the three BMW members who refer the most members. The First Grand Prize is a trip for two to visit the BMW Manufacturing plant and Zentrum in Spartanburg, SC. The Second Grand Prize is a Lifetime BMW CCA membership. The Third Grand Prize is a \$250 shopping spree in the BMW CCA store. These winners will also be



officially recognized in *Roundel* magazine.

Please note that memberships purchased by dealers for their customers are not eligible for the one-month extension reward or tickets for the prize drawings. This exclusion is in effect even if a current BMW CCA member is listed on the application as a referrer.

Category 3. Chapters: Chapters are eligible for rewards based on an overall increase in their total membership and their renewal rate. Both are important for continued growth of the Club, since renewing members are more likely to stay in the Club for more years, while new members are needed to replace those members who don't renew. Only primary chapter memberships will count toward chapter goals, dual chapter affiliations will not accrue towards the goals.

To be eligible for rewards, chapters must be in good standing. Chapters that are officially on probation during the period of the membership drive will not be eligible.

The basis for chapter goals for new members will be the total number of primary members as of the official close in the National Office on August 24, 2005. The goals for chapters that gain or lose

members due to chapter realignment or the creation or dissolution of chapters will be revised so that they maintain an equitable basis for rewards.

The total membership goal for each chapter is 4 percent; that is, the chapter will have reached its goal if, by July 15, 2006, its total number of primary members is equal to 104 percent of the number of primary members assigned to the chapter as of August 24, 2005.

The renewal goal for each chapter is 60 percent; that is, the chapter will have reached its goal if, by July 15, 2006, at least 60 percent of its primary members as of August 24, 2005 have renewed their memberships.

Chapters that meet their total membership goal only will receive \$50 of BMW CCA merchandise or \$5 of BMW CCA merchandise per 100 members, whichever is greater.

Chapters that meet both their total membership and renewal goals will receive \$100 of BMW CCA merchandise or \$10 of BMW CCA merchandise per 100 members, whichever is greater.

Chapters that meet their renewal goal and meet or exceed 110 percent of their total membership goal will receive \$100 of BMW CCA merchandise

or \$10 of BMW CCA merchandise per 100 members, whichever is greater, and a 5 percent discount on driving event insurance premiums for the year 2007.

Chapters that meet their renewal goal and meet or exceed 120 percent of their total membership goal will receive \$100 of BMW CCA merchandise or \$10 of BMW CCA merchandise per 100 members, whichever is greater, and a 10 percent discount on driving event insurance premiums for the year 2007.

The top three chapters in percentage of new members will each receive their choice of two registrations for Oktoberfest 2007 or TechFest 2007. The top ten chapters in percentage of new members and renewal rates will be officially recognized in *Roundel Magazine*.

National Capital Chapter sweetens the pot. If the National Capital Chapter is among the top 3 chapters with the highest percentage gain of members we will offer our own prize.

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John Doby "well planted and still on three wheels."
Photo courtesy Robert Szybczyn, www.digitalracephotos.net



2005 Ron Katona Memorial/SCCA NE Division Solo Championship

By Brian Hair. Photos courtesy Alex Teitelbaum, TeamWTF.org

On July 29-31, the Washington DC Region SCCA hosted the Northeast Divisional Solo Championship (NEDiv) at FedEx Field. This event also honored the memory of Ron Katona, a BMW enthusiast and avid autocrosser, who lost his battle with cancer in 2004. Two hundred sixty-four autocrossers gathered to compete and raise money for the Ron Katona Motorsports Foundation. Ron's enthusiasm for the sport of autocrossing was celebrated and shared by the competitors and spectators alike.

Over the summer, I competed in the WDCR SCCA Solo Championship series at FedEx Field, co-driving with John Doby in his 1998 BMW M3 in the hotly-contested Street Modified class. The SM class rules allow extensive modifications to the cars, making it very competitive in terms of drivers and cars. John and I finished 2nd and 1st respectively, in the series standings in our class. We'd like to thank our sponsors, Mental Werks, Speedesign, BMW of Towson, and OG Racing, for making our season a success. And I'd like to

thank John, for letting me drive his car.

John's silver M3 is very quick, an absolute blast to drive, and loud! He made his own custom exhaust to let the car scream to red line. To prepare for SCCA Solo and Pro Solo competition this year, both locally and nationally, John made a few changes to the car since 2004. In addition to having the engine professionally built, the car now rides on 275/40 17 Kumho V710 competition tires, up from 245 Hoosiers, which could not put all the power down to the pavement. He also had custom rear fenders installed to accommodate the huge rubber. With over 3.5 degrees of negative camber at the front wheels, the wide front tires are perfectly tucked under the fenders and stick way out at the bottom. This car is a beast, and takes some guts to drive quickly through a fast, technical autocross course. Too much throttle transforms this particular M3 into a drift car.

I had three goals in mind at the NEDiv. First of all, I wanted to drive clean without hitting any

pylons. Second was to win my class, one of the largest and most competitive classes of the event. Third was to be the fastest BMW driver of the weekend; after all, I was driving the quickest BMW of the 39 participating. Other well-represented marques included, Mazda (33 cars), Honda (30 cars), Chevy (22 cars), Mini (21 cars), Toyota (21 cars), and Subaru (15 cars). There were also six Lotuses, and four Porsches.

The event began on Friday morning with bad news. The "timing bus" had been broken into, and most of the equipment, including the PA system, scales, generators, compressor, electronic display, and computers had been stolen. Fortunately, Autocrossers Incorporated, out of Baltimore, provided a lot of the missing equipment. Despite the early set-back, the relaxed atmosphere and extra time on Friday afternoon gave everyone a chance to set up their paddock area, go through tech inspection, drive a short practice course, walk Saturday's course, and check out the competition.

2005 Ron Katona Memorial/SCCA NE Division Solo Championship

John wanted me to get more used to the new tires on the practice course, but just before the practice runs began, it started raining, turning the lot into a skating rink. Driving on the V710's was like driving a Formula One car in the rain while with dry-weather tires. It was hard not to slide off-line, but I was just having fun drifting and listening to the motor rev. I had one of the fastest times on the practice course. John took a few runs later just to get a feel for the car, and had some very quick times too.

Following our practice, we noticed a mini autocross course was set up for driving a "Green Machine." This tricycle used push levers, instead of handle bars, to steer. It provided some entertainment during an otherwise dreary afternoon. John got the hang of the trike's tendency to snap oversteer, managed to post some good times, and ended up taking over 20 runs in a battle with fellow SM-class driver Chris Travis for fastest time on the Green Machine. John later told me that Chris Travis and another driver, Chris Shenefield, both driving nationally-competitive Honda Civic hatchbacks, would be the ones to beat this weekend. I was still confident that we had the better car.

After the fun and games, we walked Saturday's course, designed by Greg Olsen, with the help of Lee Piccione, a Solo National course designer. The course was very technical, yet extremely fast. It appeared the home-field advantage for all of the local drivers might play a role in the results of this autocross.

Saturday morning began with the official course walk, the playing of the National Anthem, and a moving speech by Mike Neary about the meaning of the first Ron Katona Memorial autocross. The weather was overcast again, and it looked like rain might ruin our chances of winning our class. For insurance, we borrowed Greg

Olsen's street tires as back-up rain tires, but then the sky cleared. With enough gas in the tank to prevent fuel starvation, tire pressures set low to allow for optimal grip, and our water spray bottle that John named "Herby," full of ice water, it was time to shut up and drive.

As co-drivers, John and I had developed a routine for smooth driver changes between runs. With such a long course, we had to spray down the tires after each run to keep the V710's near their best operating temperature, around 130 degrees F. I thought the car felt the best it had all summer, but it could still wag its tail when pro-

voked. I hit two cones on my first run on Saturday, but was clean the rest of the weekend. After three runs, I was in 2nd place, .06 seconds behind Chris Travis, and 1.4 seconds ahead of third place. Chris Shenefield, was in fourth, because of a cone penalty. Glenn Ty had changed classes from BSP to SM to see how he would fair, and finished in 8th place after the first day. John drove too conservatively on the first day, and was not happy with his result, 11th place, 2.4 seconds behind Chris Travis and me. The rivalry had shifted from John and Chris to me and Chris. Being so close to first place and holding a large



John Doby is quick in and quick out of a tight 180-degree turn.

2005 Ron Katona Memorial/SCCA NE Division Solo Championship

lead over third place, I was confident that I would win on Sunday. I wondered how well Chris slept that night.

Sunday's course was run in the opposite direction, with some minor changes. The steep uphill start allowed John and me to get a psychological lead over the FWD Hondas. All weekend, I focused on driving clean and not sliding too much, which paid off in the end. I beat Chris on each run, finishing .269 seconds ahead, in 1st place. I showed off the M3's ability to drift by coming into the finish sideways on my last run. John was much happier with his awesome drive on Sunday, jumping 4 spots in the standings for

a 7th-place trophy in our 21-car class. I did have luck on my side, though, as Chris Shenefield would have won SM by 1.281 seconds, had he not hit cones on Saturday and Sunday. At impound, the M3 weighed 2836 lbs., while Chris' Travis' Civic, with a 200+ hp GS-R motor, weighed barely over a ton. No protests, so the results were official, and I was the NEDiv SM Champion. I received many congratulations from other drivers on my performance that weekend, which felt great.

Notable BMW results were turned in by national competitors Lee Piccione, James Sheridan, Justin Bedard, and Mike Neary, who all

won their respective classes, BSP, DSP, STX, and STU. Brian Burdette co-drove with Mike in Ron Katona's former 1995 Avus Blue M3, and finished 2nd in STU. Brendon Bengermine drove extremely well on both days, to finish 2nd in ASP, behind national level driver Sam Strano in an '05 Dodge Viper SRT/10. Lee and Brendon beat my time on Sunday. Course designer, Greg Olsen, was beat for the first time at FedEx in '05, but still finished a strong 2nd place in STX. Event results can be seen on-line at: <http://solo.wdcr-scca.org/results/nediv.php>.

I accomplished all my goals for the event, which was especially rewarding considering the level of talent in the SM class, and the closeness of the competition. The event had run smoothly and was a huge success. As day turned to evening, Kevin Henry and James Sheridan, both close friends of Ron Katona, agreed that the event had been a fitting tribute to Ron, and that this is exactly how he would most like to be honored.

(Left) Brian Hair powerslides across the finish on hot rear tires.

(Below) Brian enters the 180, almost on two wheels.



2005 Ron Katona Memorial/SCCA NE Division Solo Championship

(BMW Results)

Driver	Car	Pos. Class	Time	PAX
Brian Hair	98 M3	1st SM	114.935	14th
Lee Piccione	95 M3	1st BSP	115.214	11th
Brendon Bengermanino	04 M3	2nd ASP	116.276	45th
G.J. Dixon	81 320i	5th SM	117.094	38th
Doug Newhard	95 M3	2nd BSP	117.418	33rd
James Sheridan	98 323is	1st DSP	117.663	12th
Carlos Gomez	01 M Coupe	3rd ASP	117.775	74th
Andrea Cairone	01 M Coupe	5th ASP	118.068	80th
John Doby	98 M3	7th SM	118.457	66th
Matt Williams	95 M3	3rd BSP	118.678	60th
Nicholas Rubenstein	04 M3	6th ASP	118.915	96th
Terry Baker	93 325i	2nd DSP	118.978	23rd
Ken Kammerer	04 M3	7th ASP	119.640	106th
Steven Kwiat	99 M3	4th BSP	120.645	101st
Justin Bedard	88 M3	1st STX	121.242	19th
Greg Olsen	93 325is	2nd STX	121.419	20th
Jason Herrera	98 M3	10th SM	121.916	122nd
Edgar Cabrera	98 M3	12th SM	122.222	126th
Tim Keiler	01 330ci	3rd DSP	122.607	89th
Jason Becker	00 M Coupe	9th ASP	123.235	164th
Adil Abdulali	03 M3	6th AS	123.256	112th
Mike Neary	95 M3	1st STU	123.444	95th
Larry Olsen	93 325is	5th DSP	123.494	52nd
Gilbert Diaz	00 M Coupe	4th BS	123.554	103rd
Matthew Arnold	03 330i	2nd DS	123.783	36th
Matt Russell	03 330i	4th DS	124.165	46th
Brian Burdette	95 M3	2nd STU	124.882	114th
Curtis Staples	93 325i	5th DSP	125.514	132nd
Kevin Henry	90 325i	6th DSP	125.773	140th
Aldo Pinotti	03 330ci	10th DS	129.758	137th
Bobbie Boykin	05 M3 Conv.	10th ASP	131.594	226th
Wayne Rubain	91 M5	8th FS	133.131	196th
Ed Fuhrman	89 M3	15th SM	133.859	231st
Stefan Nagey	02 330ci	14th DS	136.112	205th
Dax Bushmeyer	97 M3	10th BS	136.264	227th
Lorenzo Curci	01 M3	15th AS	137.933	238th
Wayne Rubain Sr.	91 M5	9th FS	171.147	250th
Bob Hausmann	94 325is	19th SM	DNS	261st
Glenn Ty	98 M3	21st SM	118.980 DSQ	263rd

9th Annual Shenandoah Vineyards Concours

Text and photos by Richard Pineda

The 9th Annual Shenandoah Vineyards Concours, co-sponsored by John Estep's E&E Auto Sales and the National Capital Chapter BMW CCA, was a great success. On Saturday, September 10, 2005 over 40 BMWs and other fine exotics marques were in attendance for the gathering. John Estep and his crew certainly know how to pick a venue. In addition to the fabulous weather specifically ordered and delivered for the day, the Shenandoah Vineyards hospitality was enjoyed by Concours participants and guests alike. Barbecue, kettle corn, arts & crafts, pony rides for the little ones, live bands, wine,

and the scent of carnauba wax in the air completed the atmosphere for a solid day of camaraderie with BMW beauty queens. If you have not been to this event before, I strongly encourage you to come out and bring the entire family next year!!!

The day began with a small caravan of early risers. A group of BMWs (both current and vintage) convened in Northern VA and began the "hour or so"-long ride to Edinburg, VA. John Estep, along with Concours Chair Emeritus — Paul Vessels, and yours truly, signed cars up and deftly directed each car into their designated

section by "class." All in all, there were eight distinct classes of cars. The NCC BMW CCA Concours veterans such as McWilliams, Dolan(s), Bragale, and Bell were all present. Additionally, semi-new "up-and-comers" like Balling, Scroggins, and Merrifield were also spotted polishing away. Cars were shined, showed, and judged while guests and significant others enjoyed the festivities in Shenandoah Vineyards. A GREAT day was had by all.

Below are the results by class.

TROPHY WINNERS

"2002" Class Winners

First Place — John McWilliams 1974 2002 tti
Second Place — John Estep Sr. 1976 2002
Third Place — Richard Mackey 1976 2002

"Early 3-Series" Class Winners

First Place — Mike & Penny Balling 1979 320i
Second Place — Nick Nikas 1985 325e
Third Place — Dave & Patti Bowen 1984 325e

"Late 3-Series" Class Winners

First Place — Stewart Skabell 2003 330ic
Second Place — Chuck Joesten 1996 328is
Third Place — David Volpe 1995 M3

"Coupe Class" Class Winners

First Place — Doug Dolan 1972 3.0 CSI
Second Place — John P. Bragale 1972 3.0 CS
Third Place — Ken & Susan Bell 1972 3.0 CS

"Early Sedan" Class Winners

First Place — John Estep 1992 525i
Second Place — John Estep 1973 3.0
Third Place — John Estep 1991 M5

"Late Sedan" Class Winners

First Place — Jacqueline Scroggins 2001 740iL
Second Place — Jeff Merrifield 2002 745i
Third Place — John Estep 2002 325i

"Special Interest" Group Winners

First Place — Doug Dolan 2002 Z8
Second Place — Cindy & Anthony Pineda 2005 Mini Cooper S
Third Place — John Estep 2002 Mini Cooper S

"Judge's Choice"

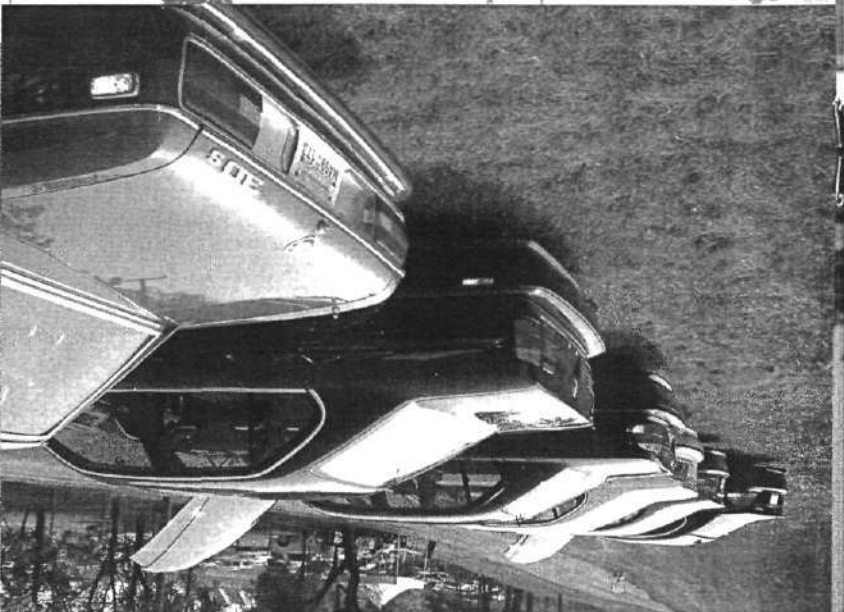
First Place — Doug Dolan 1972 ///M 3.0CSI
Second Place — Doug Dolan 2002 Z8
Third Place — Jeff Merrifield 2002 745i

"Best of Marque"

John McWilliams 1974 2002 Tti

John Estep and Richard Pineda
awarding trophies.





BMW Club Race School

September 16-18, 2005

By Roy Morris

There I was, thundering down the main straight at VIR in a tight pack of 38 cars, heading for the hairpin turn one, green flag waving, adrenaline surging, the air filled with engine noise, and flying chunks of tire rubber bouncing off the windshield of my pristine blue '95 M3. I calmed myself down by thinking "this is just like the Beltway except no one is on a cell phone and everyone else is looking out for you." That was my introduction to "gentlemen's racing", which is what BMW Club Racing strives to be.

To kick off Oktoberfest, the Tarheel Chapter sponsored a "Club Racing" drivers' school at Virginia International Raceway in September 2005. This was advertised as being of interest to anyone who was considering racing, and also, to experienced drivers' school participants who wanted to learn additional techniques and lines in a challenging environment. I put myself in the latter category; it has always seemed to me that auto racing is a sure way to wreck your BMW. After you deliberately wreck the inside tearing out the seats and carpet and installing a roll cage. No, I prefer to drive my car, not tow it around on a trailer.

This course garnered 38 'wannabes' such as myself, mostly gentlemen of a certain age, but including two very attractive women. I can't exactly say if they were movie-star beautiful, but you can imagine that in a crowd of 36 fat, balding men, these two women looked beautiful in comparison. At our first class on Friday evening,

we went around and introduced ourselves, talked about our experience and our cars, and our motivations for taking the course. One of the women allowed that she drove an '84 325e and she was taking the course as a way to meet men. The Chief Instructor, Peter Krause, spoke for the aspirations of the multitudes when he replied, "We can accommodate that." Regrettably, another gentleman subsequently introduced himself as her husband, and pointed out that her '84 325e was powered by a transplanted M3 engine.

That was about the only disappointment of the school. Chief Instructor Peter Krause is an outstanding and dynamic presenter, with a wealth of experience as a competitor and teacher (as well as being a mechanic by profession). He was joined by Fran and Scott Hughes, the founders of Club Racing. Fran and Scott ran the first BMW CCA drivers' school in 1974, at Lime Rock, charging participants \$15, and required that tubes be installed in the cars' tubeless tires as an additional safety measure. In 1995 they organized the first BMW CCA Club Race. Club Racing is a fraternity for gentlemen racers who want to enjoy BMW car racing in a non-contact environment. They employ the vintage racing 13/13 rule, which states that if you cause an incident you will be put on probation for 13 months, and if you cause another incident while on probation, you will be suspended for 13 months. The message is that your competitors are your friends, and you will be seeing each other regularly, so look out for them, on and off the track. I defi-

nately felt this camaraderie. I ended up having dinner with new friends from Illinois, New York, New Jersey, and Pennsylvania. You felt that you could just walk up to anyone and strike up a conversation, or at lunch, sit down at any table, introduce yourself, and be welcomed.

Most of the school focused on the intellectual aspects of driving. Patience, planning, decisiveness, situational awareness, controlling emotions and courtesy were the primary lessons. The driving sessions involved exercises such as "leap frog passing" where you pair up with a car and take turns passing each other at the entry of a turn; driving the entire course side-by-side with another car; and getting used to open passing (passing allowed anywhere, with or without a point). The final session, practice starts, ended with a 20 mile, 5 lap, mock race where we put it all together in a racing environment. All the driving sessions were solo, although we were being watched and evaluated by instructors covering the turns.

The school lived up to its promise as a non-contact event, as our class had no incidents the entire weekend. We were sharing the track with a full card of races, so while we were in the classroom, the racers were out there making a lot of noise. They were also out there banging up their cars; I think there were 8 incidents on Saturday. I have to say, I'm still not ready to go racing, but I'd recommend the Club Race school to any experienced drivers' school participant.

A New Place to Play

By Adil Desai

The rumors began some four years ago. A new track was coming to Summit Point and it was to be called The Shenandoah Circuit. The pressure to run a school on the new track began almost immediately. The plans were drawn, the construction commenced. More than a year later, and it looked almost ready. With caution, our chapter booked a date for a Driver's School. Construction lingered. Our 2004 date was cancelled. So we waited...

In the interim, other car clubs used the brand-new track. The feedback was mixed; we heard, "a lot of concrete," and "a lot more motion sickness than on the Jefferson Circuit." But we chose to focus on "Wow, this place is fun to drive!" We booked a weekend for 2005.

I have to admit, many of us were apprehensive.

The Shenandoah Circuit is challenging, the driver is challenged to avoid the concrete barriers that are so close to the track, and he is also challenged to hold down his lunch on a twisty course with 14 turns. We wondered how to use a skid pad that was situated smack in the middle of a parking lot, and how to avoid the power hookups and mounds of earth that surrounded the skid pad. But all this was balanced by the desire to drive a new track; the first in nearly 10 years.

By doing a lot of work behind the scenes, and by running an instructor orientation day in the middle of July, we were able to settle on a suitable layout for the track and to devise some sort of logic for the pit and paddock area. Much of the credit goes to Bill Shook, our Chief Instructor. He organized, agonized, and planned,

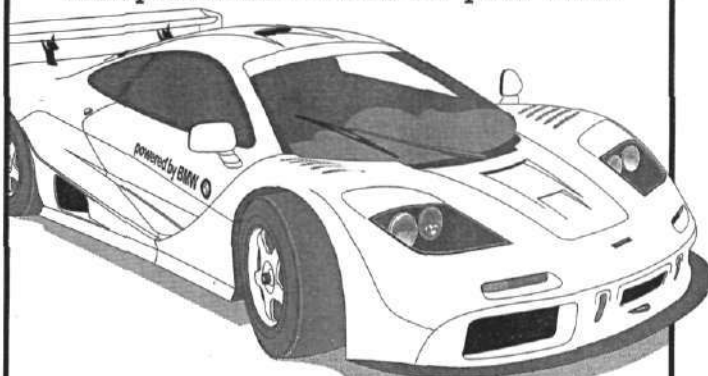
and the result was an incident-free school.

None of the problems we feared raised their ugly heads. No cars hit the concrete barriers, and no one blew chunks in their car. Cars stayed on the skid pad and away from the power boxes. In fact, I'll go as far to say that we LOVED the Shenandoah Circuit. The logistics were great in comparison to the Main Track or the Jefferson Circuit. The amenities that the Shenandoah offered were far superior. And the driving was just fun.

It's a safe bet that the National Capital Chapter will be making an annual visit to the Shenandoah to compliment our Driver's Education program. We look forward to seeing you in 2006!

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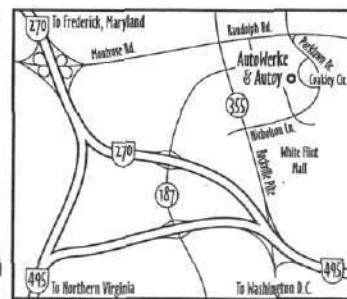
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Woody's Competition



BY WOODY HAIR

C O R N E R

National Capital Chapter members and BMWs have been competing in a wide variety of events recently. Starting with our own members, here is a brief rundown of all these activities.

The SCCA's regional road racing series (**MARRS**) on August 14 had Marshall Lytle (1st), Ted Giovanis (2nd), Brian Shipman (3rd) and Joel Gallun (5th) — all in BMW 325s in the ITS class. Bill Radford was 2nd and Matti Vilkkila 3rd in their ITB 2002s. Bob Eveleigh was 5th in ITE with his M3 and Matt Polk was 3rd in the highly competitive Sports Racer Ford class.

Labor Day weekend had MARRS back at Summit Point for point races Sunday and Monday. Sunday had Giovanis 1st, Ed York (325, naturally) 2nd, and Lytle 3rd in ITS. Dave Toy (2002) and Radford were 2nd and 4th in ITB. Andrew Ball (E30 M3) and Alan Himes (330i) were 2nd and 3rd in ITE. Matt Polk was 2nd in SRF. Monday's ITS race had Lytle 1st, Giovanis 2nd, and York 4th in ITE. Radford took the win in ITB and Toy was 4th. Alan Himes got first in EP with his RX7 and Polk was 3rd in SRF.

The **BMW CCA Oktoberfest Club Races** at VIR had about 100 entries and at least eight drivers from the National Capital area competed. The many classes were split into two groups for race purposes and each group had two sprint races on Saturday and a 1-hour "enduro" on Sunday. Todd Brown (ex-Mitch Herman E30M3) was 2nd in D Modified in his enduro. Others from our area included Joel Gallun (325is), Dennis Pippy, Barry Battle, Dan Martin, Adam Roy, Eric Wong, James Derry and Jason Briedis (all M3s). The races and cars were quite impressive, ranging from 2002s to an ex-Bell Motorsports PTG-built E46 M3 with a modified M5 V8 engine driven by Danny Alvis. This car was around for the 3-day driver school that followed the race weekend. In all, the Alvis M3 was on the track over 4 1/2 hours. I hitched a ride in the beast and can vouch for its speed. Turner Motorsports had one each of their Grand-Am Cup and World Challenge cars in the races too. Results can be seen at www.bmwccaclubracing.com. The Tarheel Chapter also conducted a racing school this weekend. Roy Morris and Nick Rubenstein from our chapter participated.

The **SpecE30** class has seen a growth spurt in the mid-Atlantic area this year and I expect we will see quite a few more participants in 2006. To briefly review, this racing class is for the E30-chassis BMW 325i. There is a sub-class for the 325e and 318i-16-valve, but most of the cars built to date are with the more powerful "eye" engine. Other than safety gear, performance modifications are limited to H&R race springs, Bilstein Sport dampers, and 15 x 7 wheels. The air box, exhaust, and seats may be replaced. The cars are dyno'd on a random basis each race weekend to discourage cheating. So far, neither the BMW CCA or SCCA club racing programs recognize these cars as a separate class, but **NASA** does. The July 30-31 weekend of NASA races at VIR saw thirteen Spec E30s participate in the races. Eleven ran at Summit Point Sept 24-25. Chevy Chase neighbors Vic Hall and Alex May are among the top runners, turning 1:30 laps at the Point. Several more SpecE30 cars are under construction in Maryland. These cars were purchased for less than \$1,000 will be race prepared and on the track before you read this. This has to be the cheapest way to go road racing in anything bigger than a kart. You can read more at www.specE30.com.

BMW's put on a good showing at the SCCA's **Solo (Autocross) Nationals** in Topeka, Kansas. At least 9 Marylanders made the long trek out there to participate. Each driver got three runs on the first day and 3 runs on a second course the next day. The best run each day is combined to determine the total time. Yes, that's over 3,000

miles round-trip for 6 minutes of autocrossing. Brendon Bengermine drove his M3 to 9th of 19 entrants in A Street Prepared. John Vitamvas and Clyde Caplan were 11th and 14th of 32 sharing Clyde's RX8 in B Stock. Lee Piccione and Doug Newhard took 2nd and 3rd in BSP sharing Lee's '95 M3. Westerners Vic Sias and Bob Tunnell (both M3) were 1st and 2nd in Street Modified and our own John Doby was 16th of 40 with his M3. Greg and Larry Olsen, who dominate the STX class in the DC Region's events, were 14th and 23rd of 34 in their 325is. BMWs were 1st, 3rd and 4th in D Stock and swept the top 12 in DSP. I should also mention that Mt Airy, Maryland's Brian Garfield won the G Stock Pro-Solo event the weekend before the Nationals and finished second in the National by three-tenths of a second to perennial National Champion Mark Childs. Both were driving Mini Cooper Ss.

The BMW Club's annual **Oktoberfest** drew a larger than normal contingent from our chapter due to the proximity of Greensboro, NC. In the past, National Capital Chapter has brought home a large number of trophies, but as far as I know, we only brought home four this year. Terry Carraway (M3), Bob Hausmann ("M3"), and John Hartge (330Ci) finished 2nd, 3rd and 3rd in their autocross classes. Greg Johnson (1980 528i) was 2nd in the "original concours" class of the Concours d'Elegance. That class was won by a 2002 Turbo than had just come out of a very expensive professional restoration.

COMPETITION CORNER CALENDAR

Oct 29-30	Cumberland Airport Autocrosses, Cumberland, MD
Oct 29-30	SCCA Race School, Summit Point, WV
Nov 19	BMW Autocross, Ripken Stadium, Aberdeen, MD
Nov 19-20	EMRA Races, Summit Point, WV
Jan 26-29	Rolex 24-Hour Grand-Am/Grand-Am Cup Races, Daytona, FL

BMW AUTOCROSS RESULTS

SCCA Round 5, August 14, FedEx Field

Brian Hair	98 M3	1st SM	69.773
Matt Williams	95 M3	1st BSP	70.885
Nick Rubenstein	04 M3	1st ASP	71.382
James Sheridan	98 323is	1st DSP	71.386
Brendon Bengermينو	04 M3	2nd ASP	71.666
Glenn Ty	98 M3	2nd BSP	71.945
John Doby	98 M3	2nd SM	71.958
Ken Kammerer	04 M3	3rd ASP	71.989
Michael Snyder	95 M3	3rd SM	72.165
Kevin Henry	90 325i	2nd DSP	72.507
Bob Hausmann	95 325is	6th SM	73.338
Eric Wong	95 M3	1st FP	73.631
Greg Olsen	93 325is	1st STX	74.118
Larry Olsen	93 325is	2nd STX	75.485
Christopher Potter	97 M3	1st STU	77.008
Bobbie Boykin	05 M3 Conv	6th ASP	77.526
Mark Rebano	89 325is	6th STX	77.766
James Derry	97 M3	4th EM	78.533
Pete Lem	01 M3	5th EM	78.658
Ed Fuhrman	89 M3	11th SM	79.066
Woody Hair	88 M3	9th STX	79.102
Scott Blair	95 M3	5th STU	79.392
Todd Pantezzi	73 3.0CS	12th SM	79.833
Wayne Rubain	91 M5	6th FS	80.342
Mike Neary	95 M3	6th STU	80.374 (3)
Dax Bushmeyer	97 M3	11th BS	81.72
Gary Lin	95 318ti	6th EM	86.875
Sarah Goodman	02 330i	7th Ladies	93.335

SCCA Round 6, ^{Sep 4} August 14, FedEx Field

Brian Hair	98 M3	1st SM	58.687
Brendon Bengermينو	04 M3	1st ASP	58.764
Nick Rubenstein	04 M3	2nd ASP	59.175
Glenn Ty	98 M3	1st BSP	59.309
James Sheridan	98 323is	1st DSP	59.522
Matt Williams	95 M3	2nd BSP	59.757
John Doby	98 M3	2nd SM	59.82
Ken Kammerer	04 M3	3rd ASP	59.882
Greg Olsen	93 325is	1st STX	60.34
Bob Hausmann	94 325is	3rd SM	60.59
Kevin Henry	90 325i	2nd DSP	61.317
Jason Becker	00 M Coupe	4th ASP	61.344
Neil Simon	99 M Coupe	2nd SM2	61.513
Larry Olsen	93 325is	2nd STX	62.223
Mike Neary	95 M3	1st STU	62.295 (1)
Bobbie Boykin	05 M3 Conv	5th ASP	63.39
James Derry	97 M3	5th EM	63.662
Alex Teitelbaum	04 M3	6th ASP	64.183
Scott Blair	95 M3	4th STU	64.393
Peter Lem	97 M3	6th EM	64.633
Christopher Potter	97 M3	6th STU	64.771
Justin Bedard	88 M3	7th STX	65.062 (1)
Wayne Rubain	91 M5	5th FS	65.194
Woody Hair	88 M3	9th STX	65.412
Todd Pantezzi	73 3.0CS	Fun SM	66.465
Stefan Nagey	02 330Ci	6th DS	67.009
Kevin Bousman	00 M5	11th SM	70.322
Justin Floyd	04 330i	16th STX	70.983
Christina Nagey	01 330Ci	10th Ladies	77.465
Sarah Goodman	01 330Ci	11th Ladies	78.619

() = number of two-second pylon penalties

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November

Owner: Ed Yumping
Year: 1983
Model: 320i (aka ///M320)
Color: Safari Beige with Custom black Interior

Synopsis:

Ed's ///M320 has to be one of the most modified e21s around. Ed has been a die hard e21 bodied BMW nut since the early 80's and never seemed to have transitioned from building his ultimate dream car.

Ed acquired the rare Safari Beige 320 in full stock form slightly over five years ago. The modifications started with minor parts here and there. One night while chatting on James Clay's Bimmerworld, discussion of an S14 (that's e30 M3 Motor) engine transplant came up. The idle chatter quickly turned into execution mode and Ed squeezed (because you should never pull!) the trigger on the open checkbook modification. With Bimmerworld's help, they transplanted a well-tuned, spare race motor into the e21. Needless to say, now with 8k miles on the motor/transplant,



the car screams down the road like no other e21 and can surely pack a punch against its younger brother ///M series cars like e36s and e46s.

Ed has fitted his ///M320 with ground control coil-overs, adjustable camber plates, short-shift kit, lightweight flywheel, custom exhaust, VDO gauges, racing seats, lightweight Kosei K1s shod with Kumhos, front and rear Fohn spoilers, battery transferred to rear with built in stress bar, Euro Hellas, and the rear brakes have been converted to discs, plus a plethora of other items that would not fit in this article. For a brief period of time, Ed campaigned the car in Touring Modified Class BMWCCA NCC Autocross, and came in 2nd place overall for the year.

That's one beautiful ///M320 Ed. Keep it up and see you at the next event....

P.S. --- Rumor has it, Ed also recently picked up a concours, low-mileage, e34M5. When will we see that one, Ed???

December

Owner: John McWilliams
Year: 1974
Model: 2002 tii
Color: Chamonix Exterior with Recaro Blue Cloth Interior

Synopsis:

This 1974 2002 tii owned by John McWilliams is one of the cleanest square tail light '02s around. John has owned this beauty since December of 2002. It has undergone a thorough ground-up restoration and no expense has been spared in its detail work and maintenance. This concours beauty queen has not missed an '02 gathering since its restoration by its previous owner. The car has taken numerous 1st in Class finishes at our NCC Concours events such as Deutsche Marque Concours, Shenandoah Concours, and Chapterfests. Additionally, the Chamonix '02 has taken home the much coveted "Best of Marque" trophy time and time again. The winnings do not stop there. At the "02" national level, this car has been spotted at 02-02-02 Fest in Spartanburg, SC,



Mid-Atlantic 02 Fest, and 02 Fest East.

John is also not afraid to drive the car. The vehicle has over 130k miles. As clean as it is, he "viva-ciously" will drive the car to and from events. Some modifications include not only a modern in-car entertainment system, working Behr A/C in wood fascia coverings, Recaro SE front and custom Recaro stitched rear seats, Italian turn-signals, Panasport 15*6 wheels, H&R Springs with Bilstein dampers, but also the many attention to detail items that is requisite in an show-winning 2002. Thanks for sharing John and see you and the 02 at our next event!!!



NEW MEMBERS LIST



Our membership is now at 5332 members. We also have 717 associate members who share all of the benefits of being a Car Club member. Plus an additional 80 members that belong to the NCC as affiliated members.

Special thanks to Keith Bailey, Terry Carraway, Jr., Chad Dalton, Shane Gunn, Ruhl Heffner, Ted King, Barthe Leibe, Richard Montoni, Roy Morris, Roshan M. Muhsin, Anthony Roberts, Peter Semenach, Richard Siegmund, David Strassman, Roger J. Touma, Alberto Zamorano for referring members to the BMW CCA.

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

Our email database now represents 76% of our members and grows 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. There are sometimes changes to the published calendar in which we need to reach you. It's easy to join. Go to our website and click on mailing lists. Your email address will not be given out to anyone.

If the spelling of your name is incorrect please use the form at <http://www.bmwcca.org>. 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.

Scott Abramson		Ademola Desalu	2000 323i	Richard Joseph Hollas	2006 325i
Eddie Abrantes	2004 M3	Robert DeSantis	1997 740i	Marvin Horowitz	2006 530xi
Riazuddin Ahmed	2003 M3	Dan Diniotis	2004 M3 coupe	Terence Houghton	
Kwame O. Akuffo	1985 M685csi	Kristopher Domich	2005 545i	George Hovanski & Alexander Hovanski	1989 535i
Taylor Allgyer	2004 645	John Charles Donnelly	2000 328ci	Scot Hull	2003 M5
John Althouse	1995 M3	Helen K. Dooley	1994 325i	James F. Humphreys	
John Ames		Tracy Wooding-Douglass & David Malcom Douglas	2002 325	Nam Huynh	2002 M3
Devin Anderson	1988 M5	Michael J. Doyle	1999 323i	Holley D. Jackson	2001 525i
Jonathan Anderson	1997 M3	Brian Duckett		Edward J. James	2001 530i
Usbaldo Angel	2004 325xi	Lawrence Duke	1990 325i	Michael L. Jeffers	2006 325i
Amadou Aw	2001 X5	Bruce Carter Dunlop	2003 Mini Cooper S	Michael Chris Jelepis	2001 M3
David Azzam	1987 325ic	James M. Earlebeck & Jess Earlebeck	2001 M5	Daniel Jenkins	1998 M3
Dariusz Baczewski	2000 528iT	Kathie Eaton		Carol M. Johnson	1997 328i
Jack Ballesterio	2002 325xiT	William Carl & Katherine Celest Ebeling	1994 325is	Billie & David Johnston	2003 330xi
Scott Bargas	2003 325i	Joseph M. Eisenberg	2006 330i	Judy Johnstone	2001 330ciC
Ned Barnes	1972 2002	Kurt & Sharyn Ellerbe	2006 325i	Colleen Jolly	1996 328is
Rafic & Alexandra Barrage	2003 330ciC	Andre Bernel Ellis	1997 328is	Joseph Justin	
John Becker	1998 M3	Rani Emad	1998 M3	David Alan Kahn	2006 325i
Nadir M. Belguedj	1996 M3	Donald R. & Vicky Ennis		Nicholas Kelly	2006 330i
Ron Bell		Zeynep Ersel	2002 330i	Richard Kelly	
John C. Bennett	1990 735i	George Falcon	1995 750iL	Donna M. & Bill Kerivan	2002 325ciC
Aladdin Bolad	2001 530i	James Robert Finn	2001 M roadster	Saida Khan	
Claudia L. Boykin		Mark Firoozfar	2000 328i	Brian Kiehl	1990 325i
Betts Brown		James Flower		Mark B. Kirkwood	2002 325xi
Henry Brown	2005 525i	Jennifer Fortoul		Stephen R. Kruba	2005 M3
David Bruzas	2005 330ci	Douglas J. Frazier	1995 840ci	Kwasi Appiah Kubi	1997 528i
Richard T. Buchanan		Zack Freije	1997 328is	Chris Kurz	1993 325is
Barbara Jean Burns	1995 318i	Joel Gambino		Emmanuel Kwabong	2005 X3
Sean Butman	2001 M5	Paul E. & Jacqueline L. George	2002 Mini Cooper S	Alan Leatherman	1988 735i
Efren Hernandez Caba	1997 328i	Thomas L. Gloss	2006 330i	Brandt Leibe	1994 325is
Robert John Cabelly	2001 740iL	Julie Goble	2001 330i	Mark Leuba	2006 525i
Winston Caminer		Onur Goker		Phillip Libby	1973 2002
Ian S. Campbell	1998 328i	Caroline Gordon		Angela Liu	
Pat S. & Laura Canti		John Andrew Greene	1997 528i	Manuel A. Lopez	
Paul Carignan		Thomas R. Grubbs	2006 530xi	Jim Lyons	1987 325
Stephanie D. Carr	2000 323i	Ken Gujral	1995 740i	Jason Po-Yuan Ma	2006 325i
Ricardo Cassoria	2003 745i	Michelle Hage-Massa		Craig D. MacDonald	1998 528i
Winston Chow	1997 328i	Steve Hampton	1997 740iL	Scott Malcolm	2001 325i
Mark R. Clairborne	1996 740iL	Andrew Handy	2000 528i	Alan R. Malouf	2001 740i
John G. & Pamela A. Clay	1996 328is	William C. Haney		Razeen T. Mannan	
Lisa Coker		Yvonne Waverly Hardy-phillips		Raymond Arthur Manyoky	2003 330i
Daniel Collins	1998 540i	David J. Harmon	1997 740iL	Judith E. Markarian	1988 735i
Miguel Contreras	1999 528i	Chesley H. Harris		Rodney Martin	1995 540i
Alexander G. Cook	1999 323ic	Lawrence Hawkins		Lee R. Martin	2002 530i
Wayne S. Cooper	2006 750i	Danielle Hayden		John Mayers	
Larry Cox	1993 325i	Simon Heo		William L. McCoy	1999 M3
Gerald L. Crews	1997 740iL	Brian C. High	1999 M3	Tyrone McCreary	2002 X5
Robert & Janice Critchlow	2000 328ci	Evan G. Highley		Michael McDermott	2001 330i
Joel Danshes	1999 328i	Kevin Ho	1999 328i	Calvin A. McDonald	2004 545i
Nicole Camille Das	2005 530i	Nicole Hodson		Brian McMahon	1997 528i
Mark A. Del Vecchio	2002 X5	Ann-Marie & Rick Hohman		Joe Menacker	1984 635csi



NEW MEMBERS LIST



Dewitt Meyers	1988 325is	Glenn Pritchard	1999 740i	Patrick L. & Cindy L. Tallent	1995 750iL
Peter Michaels	2004 Z4	Scott Rabin	2000 328i	Orlando Taylor	1995 M3
Matthew Mickelson		Pedro Ramirez	2005 M3	James David Thomsell	2005 Z4
Stephen Milback	2006 325i	Abir Ray	2005 545i	W. Don Thorne	2002 540i
Jessie Miller	1989 M3	Kevin M. Reese		Ralph Woods Thrash	1998 z3
Russ Miller		Mike Renner		Richard Tolocka	2000 M roadster
Verna L. Mimbs		Stephanie H. Resh	2000 740iL	Constantinos Tombras	2005 Mini Cooper S
Joseph Mintzer	2002 325xi	Shannon Ryan Roberts	1995 525i	Cliff Torrijos	2005 M3
Francis P. Mirabelle		Anthony Roberts	2001 325i	John C. Towers	2000 740iL
Michael Ulrich Moeser	2002 330i	Scott Robertson	1999 328i	Natasha Triplett	1998 328ic
Erik Moon	1997 M3	David Thomas Robertson	1975 530i	Warren Tyson	
Rick Leslie Moorhead	1994 318i	Lena Aracely Rocha		Christopher J. Tucker	1999 323i
Russell Morales	1997 328i	Steven Romero	2005 330ci	John Van Vleet	2005 M3
Eric Morris	1996 Z3	Rick Rosenthal	2004 325xi	Betty J. Veney	
Sam Mortin		Jan Rowde	1991 325iC	Lam Vuong	2005 M3
Daniel Ruben Moya	2006 330i sedan	Christopher David Ruggieri	2005 M3	David Walker	2004 530i
Mark M. Neal	1990 750iL	Stacy Sakellariou	1999 328i	Steve Wallach	2002 540i
Wayne S. Nelms	2003 530i	David A. Sauten	2005 545i	Denise Warner	2006 325i
Lawrence Nevel	1999 540i	Heldi S. Schandler		Brad Weaver	2005 M3
Hoa Nguyen	2002 M3	Candace Scherer	2005 330	Carl E. Wick	2006 325i
Bud & Pam Nixon	2005 330ci	George D. & Diane D. Scott	2002 745i	Mark Williams	2001 X5
Wesley Nurse	2002 325i	Christina L. Seiden	2006 330i	John D. Williams	2001 740iL
Thomas M. Ogle	2002 Z3	Nandan & Bama Satkur	2005 X5	Dayle Wilson	2000 740i
Scott Olmsted	2006 330i	John Shim	2002 530i	Maureen Wilson	2003 325i
Stephen Ong	2005 645CI	Ross O. Shupe	1985 325e	David M. Wright	1999 540i
Mario Ortega	2006 750iL	David Siegmund		Jack Wuerker	2003 530i
Susan & David Owen	2001 530i	Zlata Slinker		Thomas Vander	
Seth Pennebaker	1995 M3	Gregory J. Simpson	1995 M3	A. Toni Young	2002 330ci
Bonita D. Perry		Charles John Sinche	1981 635csi	Kristin L. & Chet Young	2004 530i
Dan Petrescu	2006 750i	Ruth Smith	2002 325i	Dawn Turkiewicz	
Jeffrey Phillips	2001 M Roadster	Brian Smith	2002 330ci	Damir Zakhari	2006 330i
Oliver Jerome Phillips	2006 530xi	Michael & Elizabeth Soliday	2002 330xi	Hakim Zeidan	2004 M3
Rodger Pitcairn	2001 330i	Lona Leslie Soule			
Michael Powers		David Spilavole	1998 325is		

Maryland Club Plate applicants! If a quick turnaround is necessary, please inquire with Ed when sending in your form. Ed does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership card with the form.** If you don't, Ed can not be sure that you are a current member and he will **not** be able to send you a form.

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

photocopy of your BMW CCA membership card, to Ed MacVaugh at the address listed on the form. (You may also use the convenient form on our website listed under Club Store.) You will receive an MVA form from Ed that you can take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you can return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please

don't send money with your application). Allow 1-2 weeks for your MVA form to arrive. For questions, Ed's email address is macvaugh@comcast.net.

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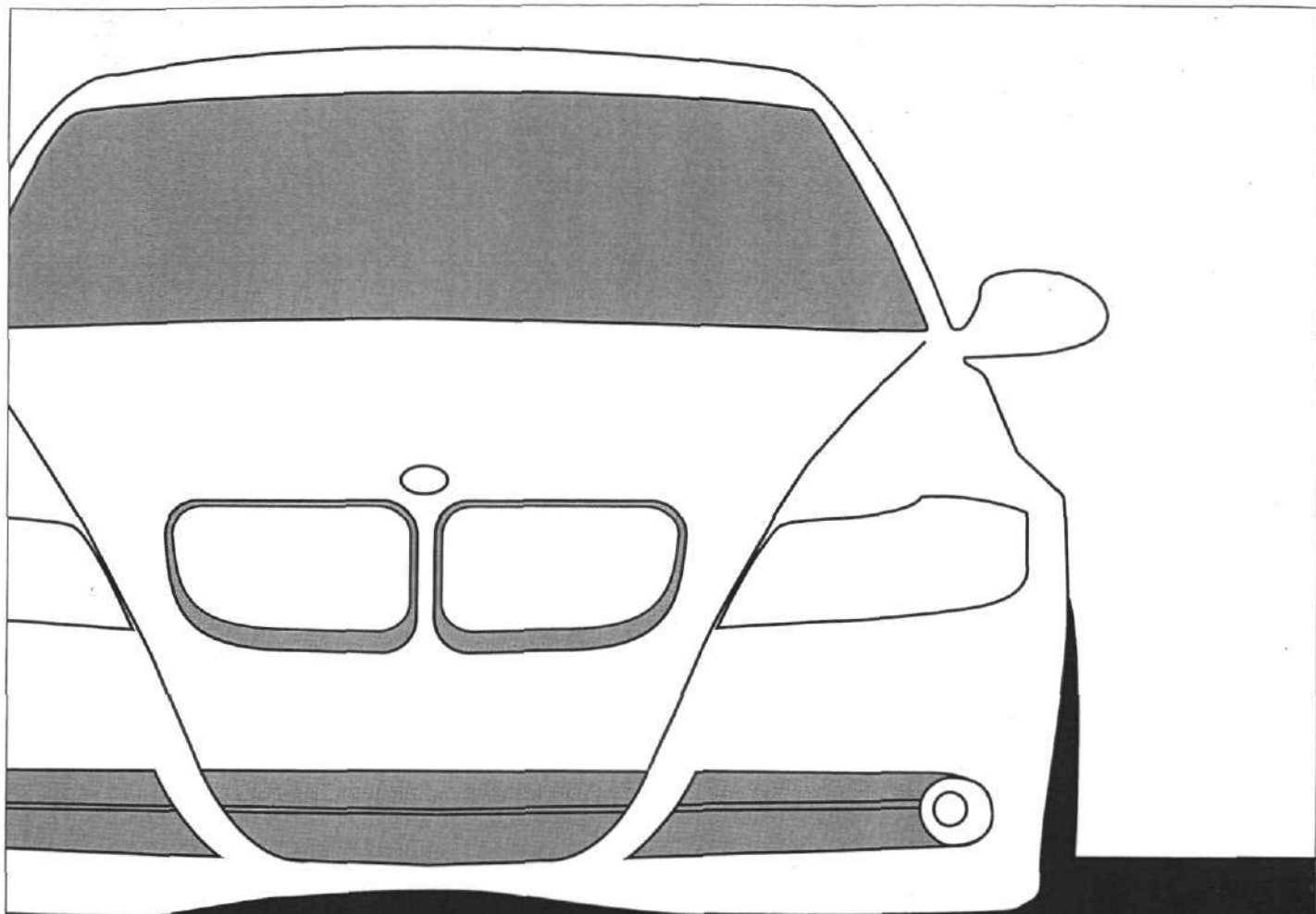
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Please see the chapter web-site at www.nccbmwcca.org and click on "der Bayerische" and then "Classifieds" to submit an ad. Ads for coming issues of der Bayerische will be pulled from the web-site on the first day of even-numbered months to appear in the subsequent issue of der Bayerische (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

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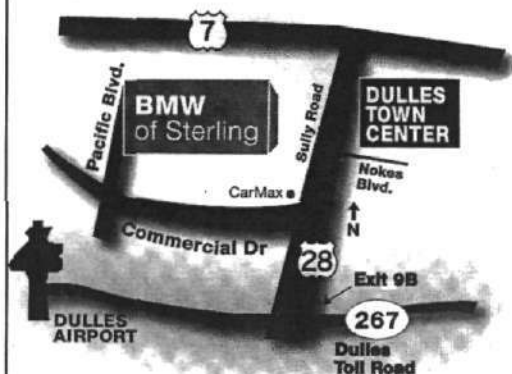


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