

July/August 1998

der Bayerische

National Capital Chapter BMW Car Club of America



Calendar of Events 1998



JANUARY

- 17 Holiday Party & Elections
Rockville Civic Center
Mansion

FEBRUARY

- 14 Prototype Technology Tour
Winchester, VA

MARCH

- 14 BMW Excluservice Autocross
21-22 Spring Drivers' School
Summit Point Raceway
28-29 MWCSCC Autocross School

APRIL

- 4 DYI Tech/Tech Inspection
5 Spring Tour (Caldwell)
11 MD Science Center/IMAX:
Super Speedway & Racecar:
The Science of Speed
25 Highway Safety School
26 Drivers' School - Jefferson
Circuit

MAY

- 3 Deutsche Marque Concours
9 BMW of Fairfax Autocross
9 Import Weekend, Carlisle, PA
16-17 Jefferson 500
17 NCC-Radial Tire Co. Maifest
Corral at Jefferson 500
17 Deutsche Marque Autocross

JUNE

- 13 New Members' Party
14 AutoThority Autocross
27 Lincoln Tech Car Show

JULY

- 11 Engine Modification Tech
Prototype Technology Group
Winchester, VA
12-19 Pittsburg Vintage Grand Prix
(Featured marque - BMW)
BMW CCA/BMW NA
Sponsorship. Includes BMW
CCA Club Race for vintage
BMW's (2002 and older)
26 BMW CCA/MWCSCC
Championship Autocross

AUGUST

- 1-2 Drivers' School - Jefferson
Circuit
1 A Midsummer Night's Eve
Summit Point Raceway
8 Engine Performance Tech
16-22 Oktoberfest '98, Orlando, FL

SEPTEMBER

- 12 Shenandoah Winery Tour &
Concours
19 Seafood Festival & Concours

OCTOBER

- 4 Tour
17-18 Fall Drivers' School - Summit
Point Raceway
24 ChapterFest '98

NOVEMBER

- 1 BMW-Corvette
Challenge Autocross #1
15 BMW-Corvette
Challenge Autocross #2

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

der Bayerische

National Capital Chapter BMW Car Club of America

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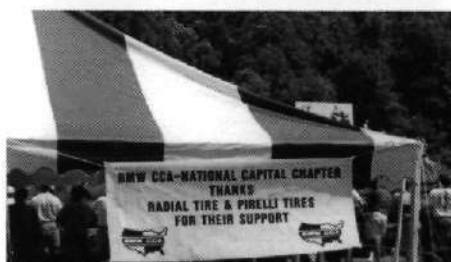
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Lothar Schuettler's rare 502 Cabriolet at the Deutsche Marque Concours. Photo by Raine Mantysalo

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P R E S I D E N T ' S

Message

Are these the Best of Times?

Our car Club is like any business that we all have are ups and downs. We have been fortunate enough to have a lot more ups than downs. The financial statement looks good, we represent a quality product, our customers (members) are happy and our business is growing and the participation level is high. The relationship between BMW NA and BMW CCA has improved and they are no longer looking only at their own agenda. BMW NA has come to realization that if we work together it can only strengthen the both of us.

Many times when I am talking to a non-BMW owner and the conversation turns to cars and I let them know I drive a BMW they are intrigued and start asking questions about BMWs. There is a good reason why they ask because of the diversified mix of cars available. The 318ti is a spirited performer and the 323i is an absolute bargain. If you have ever driven a 328i you would know that it outperforms any car in its class. If you are looking for something a little larger, the 528i and the 540i are an blast to drive — especially the 540i with a six speed. If you are looking for the ultimate highway cruiser, the seven series is the way to go. For all the sun worshippers the Z3s are the hot ticket. For the ultra performance minded you need to know the magic letter, "M". BMW Motorsports has also done a good job on the track and promoting their product. With such a selection of quality cars, it is no wonder BMW has been beating its sales records.

With the line up of models to choose from and the excitement happening with BMW NA and BMW CCA, it is definitely one of the best of times. But as time progresses will we still look back at 1998 as an exciting year. I can just imagine in the year 2030 talking with Woody (some people will live to the triple digits then) and discussing the year 1998. Will it be about how great the quality, performance and price was compared to now. Will alternative fuel be a large factor? Will there be a fuel crisis and will we look at 1998 as an excessive period in history? On the other hand, I could be driving a BMW 595is turbo.

David

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**Dave Ocel -
Parts Manager**

- BMW of North America, Inc. just closed its best May ever, with monthly sales of 12,154 vehicles, an increase of 9.4 percent over the same period last year. Year-to-date sales increased 8.1 percent, to 55,560 compared to 51,366 in 1997.

- Controversy continues to swirl around the proposed Anne Arundel County (MD) speedway. In late April, speedway backers pushed a bill through the County Council adding "sports racing complexes" to the list of allowed activities on the site of an abandoned copper refinery in Pasadena, MD, winning a rancorous 5 to 2 vote. Opponents were shocked that the speed of the approval process didn't

ShortStrokes

allow time for neighborhood polling by community associations, the fly in the ointment at the speedway's previous two venues. Proponents drooled at the prospects of the \$178 million in revenue Middle River Racing Association, the track's developer, project for the 54,800-seat arena. Only hours before the Council's vote, MRRRA announced that the owner of the South Boston Speedway in Virginia had agreed to move his NASCAR Busch Grand National Series race to MRRRA's new track starting in the year 2000. NASCAR, however, disputed the claim outright saying South Boston doesn't even have an event scheduled for 2000, nor does it have the authority to give away events. NASCAR repeatedly has contended that they have no interest in the mid-Atlantic area, as the area is already saturated with events.

- Meanwhile, back in eastern Baltimore County, the raceway's first proposed venue, the fight still continues. County police strongly suspect that retaliation is the motive for a wave of threats and vandalism against residents who successfully fought the speedway locating near their homes. Vandals have destroyed lawns, broken into sheds and garages, wrecked numerous mailboxes, stolen, killed and mutilated pets, and even made death threats. Most of those victimized were community activists against the speedway. Some of the victims have taken up arms in self-defense. Residents claim that young, unruly patrons of a local tavern — which would have been next door to the track had it been built — are the source of their torment. The bar's owner, Marguerite L. Rennie, has denied any complicity with the vandalism and has vowed to work with the community to lessen tensions.

- Drivers in eastern Anne Arundel County beware! In March, Lt. Kenneth Schlein of the Eastern District Police Station issued a memo to his patrol officers expecting "as a minimum, 20 pieces of paper each month... Out of 20 pieces of paper, I would expect to see 10 citations and an assortment of warnings and parking citations." Officers failing to meet this quota, er, guideline, were to submit written explanations and also speculate on what they would do to improve their traffic enforcement the next month. According to County police spokesman Lt. Jeff Kelly, there is no quota system and that the memo was intended only for two sergeants. Kelly also said that Eastern District Capt. Harry Collier addressed all officers and told

them that they would not be held to the standards of the memo. However, several officers stated that they did not recall the captain addressing the issue and that they assumed the "expectations" were still in effect.

- And similar "performance" standards can be found in D.C., where, despite repeated official denials, it was admitted that D.C. parking ticket writers were expected to write 90 tickets per day, which averages to a ticket every four minutes. The quota didn't sit well with D.C. Chief Management Officer Camille C. Barnett, who strongly suggested that the parking bureau curtail its overzealousness and come up with a more equitable system. Last year, 2.1 million parking tickets were issued, to the tune of about \$50 million, but parking officials insist that that amounts to only 10 percent of actual violations — the rest get away scot-free. Perhaps the city should maintain its multiple fine-collection policy.

- Since November, when the federal government first allowed the installation of airbag deactivation switches, over 30,000 approval letters have been issued. However, only about 1,000 of those approvals have resulted in the actual installation of the switches, the remaining 29,000 vehicle owners having been turned away by dealers or shops, who contend that installing the switch could leave them vulnerable to future lawsuits. Despite the automakers have agreed to assume all liability, most dealers continue to refuse to perform the work, citing a lack of clear legal direction. Of approximately 25,000 auto dealerships, fewer than 400 are willing to install the switches. In the hope of clarifying the issue and allay everyone's fears, the National Highway Traffic Safety Administration has recently added to its Web site (<http://www.nhtsa.dot.gov>) more information on airbag deactivation, including a list of those dealers and repair shops willing to install the switches, as well as a list of vehicles for which switches are available.

- Next to root canal work, shopping for auto insurance can be found at the top most consumers avoidance list. While the majority of drivers have insurance, few actually understand their policy's coverage. And while most drivers express certainty that their policy isn't the best, few muster the courage to do some comparison shopping. Hoping to create a more consumer-friendly appearance, some insurance companies have begun to encourage comparison shopping by providing quotes via toll-free lines and Web sites. One of the best providers of this service is Progressive, one of the largest auto insurers in the nation. Either through its toll-free line (800.288.6776) or Web site (<http://www.progressive.com>) consumers can get not only an on-the-spot quote but also rate comparisons for three other carriers. Callers spend about 15 minutes providing information about their vehicles, driving records, and what coverage they need.

derr

**Engine Modification Tech. Session
PROTOTYPE TECHNOLOGY GROUP
Winchester, Virginia
Saturday, July 11, 1998
Time: 10:00 am**

Many BMW enthusiasts have sought to increase the horsepower of their engines. An entire industry has developed to feed the need for more power. Simple modifications like open element intakes, less restrictive exhaust systems, and performance EPROM chips are bought and installed by the typical BMW power monger.

But, do they really work? And, what to do next? Cams, higher compression, head porting? Brian Krem of Prototype Technology Group knows the answers and will educate us on the basics and esoterics of producing horsepower in BMW engines, including information on exhaust manifolds, camshafts, and cylinder head work. PTG has had great success racing BMW M3s in the US, finishing first in the Rolex 24 Hours of Daytona and 12 Hours at Sebring this year. They have an extensive machine shop and engine building facility, including engine dynamometers. We'll even get to see one of their race engines run on the dyno.

Questions? Contact the Tech. Chairman, Jim Moran, at (703) 441-0329 for more information.

Directions: Take the Beltway (Interstate 495) West to Interstate 66 West. Exit I-66 to Route 50 West. Prototype Technology Group is located on the left, approximately 7 miles past Route 340 and 2 1/2 miles before Winchester, Virginia.

**BMW CCA/MWCSCC
CHAMPIONSHIP AUTOCROSS**

**NSA Parking Lot
Ft. Meade, MD
Sunday, 26 July 1998
Time: 9:00am Tech & Registration
Price: \$15.00
Registration and Information:
Rafael Garces 703-255-3219
E-mail: Rafgar@Prodigy.net**

And now for something completely different. We will be using a different parking lot and the BMWs will be outnumbered by the "other" cars. This event is part of the Championship Autocross Series conducted by the Metropolitan Washington Council of Sports Car Clubs (the "MWCSCC", of which the BMW Club is a member). For purposes of the MWCSCC, we will be using SCCA car classes.

At this event, we will have 120 cars running in four heats. Pre-registration is strongly recommended since many of the MWCSCC's autocrosses fill to capacity. Please note that you will be allowed to take only three runs (with no practice and with NOBODY else in the car). Furthermore, there will be no "fun" runs at the end of this event. Novices can elect to run in a separate Novice class, so don't feel too intimidated by all this talk of "Championship" events. This is also a very good opportunity to witness the driving skills of a wide variety of people driving many different types of cars. There will be many "serious" racers at this event. So, even if you don't want to drive, come out to appreciate some good driving exhibitions.

In addition to running in the SCCA classes for purposes of the MWCSCC Championship event, BMWs will run in the usual BMW car classifications: SuperSport BMW, Sport BMW 1 and 2, and Touring BMW, each with "Stock" and "Modified" versions.

Directions: Ft. Meade is between Baltimore and Washington, DC. From either I-95 or the Baltimore-Washington Parkway, exit at Route 32 East. At the first stop light east of the B-W Parkway, turn left into the National Security Agency and park. Please note that NO CAMERAS are allowed on the premises (they will be confiscated by the ever present security guards).

**THE AUGUST DRIVERS' SCHOOL
Saturday-Sunday, 1-2 August 1998**

The dog days of summer. You have spent your time driving to and from the beach in your beautiful BMW, but do you really know how to drive it? Learn how to drive again at the Jefferson Circuit. High speed driving schools enable you to learn the handling characteristics of your BMW, while making you a better driver to boot. Just how do we make you a better driver? Sign up for the August Drivers' School at the Jefferson Circuit and find out, the application can be found in this issue. Questions? Contact the Registrar, Gary Ketner at (410) 715-9317 evenings before 9:59 pm, for more information.

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

Limit 30mph!). Follow signs to Paddock. From Baltimore, take I70 West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.

**A MIDSUMMER NIGHT'S EVE
At Summit Point
August 1, 1998.**

It takes lots of hard work by instructors and corner workers to make our Drivers' School program a success. On August 1st, we're going to thank these indispensable volunteers with a catered gourmet dinner at the track.

Instructors and corner workers, past and present, are invited to attend as our guests. All club members, their spouses and friends, and Drivers' School students are invited to share the celebration, and will be charged a nominal \$5.00 at the track to help offset the cost of their meal.

If you've never been to a Drivers' School, this is a perfect occasion to meet the school personnel and learn what the program is all about. Plus, if you come early, we'll arrange for you to lap the beautiful Jefferson Circuit as a passenger with an instructor!

Track rides will be given from 4:30 to 5:30 PM, with dinner at 6:00. Drinks will be BYOB, starting when the last car is off the course. An RSVP to Gary Ketner (gketner@jhsph.edu; 410 715 9317) is ESSENTIAL.

Spaces are limited, so reserve early. See you at the track!

**Engine Performance Tuning
TECH. SESSION
Saturday, August 8, 1998
AutoThorty Performance Engineering
Fairfax, Virginia
Time: 10:00 am**

Al Collins of AutoThorty Performance Engineering has been cracking the code of BMW ECUs for over a decade. He has recently tackled the newest OBDII specifications and developed performance tuning upgrades for cars equipped with OBDII compliant ECUs. He recently presented this information at Gateway Tech. In addition to ECU performance upgrades, Al will discuss other performance upgrades available for your BMW and Autothorty's dynamometer testing and data acquisition methods.

For more information, contact the Tech. Chairman, Jim Moran, at (703) 441-0329.

Directions: Take the Beltway (Interstate 495) West to Route 50 West. Turn left onto Pickett Road. Autothority is located about 1 mile on the left at 3763 Pickett Road.

OKTOBERFEST 1998

16-22 August 1998
Orlando, FL

2nd Annual Shenandoah Vineyards BMW CAR SHOW & CARAVAN TOUR

Saturday, 12 September 1998
Shenandoah Vineyards
Edinburg, VA

Tour/caravan leaves the parking lot of Charlie's Place restaurant promptly at 8:30am as the drive time will be approximately an hour and a half. Charlie's Place is located at the intersection of Old Dominion Drive and Rt. 123 (Chain Bridge Road) in McLean, VA.

Entry fee: \$20/per car...includes admission to wine festival, car show and wine& cheese awards reception. Entry fees will be paid at the gate.

Show grounds open	10:00am
Judging begins	1:00pm
Awards presentation & Wine and cheese reception	3:00pm
Wine festival ongoing	10:00am-6:00pm.

The 2nd Annual Shenandoah Vineyards BMW Car Show will be held Saturday, September 12,

1998 at the Shenandoah Vineyards in Edinburg, VA. This event is being sponsored in part by the vineyard and E&E Auto Sales, an independent previously owned "BMW only" dealership owned by longtime Club member John Estep. Our caravan will leave from the parking lot of Charlie's Place restaurant promptly at 8:30am to put us at the entrance to the vineyard by 10:00am as the grounds open. The Blue Ridge Chapter of BMW CCA will join us for this event as they will caravan in from the south. Although all cars will be judged except the display class, this is to be considered a "low key" fun event and engine compartments will be optional. All classes will trophy three deep and will be broken-out as follows: Display Class/Special Interest-Racing/02 Class/3-Series-Early/3-Series-Late/Coupe-Early/Coupe-Late/Sedan.

Also, please remember this is a family event and in addition to our Car Show, the \$20 entry fee includes all of the wine festival activities. The festival combines music, good food, arts & crafts, wine tasting and winery tours. For additional information, please contact: Paul Vessels at 202-726-7971 or John Estep at 540-432-1138.

SEAFOOD FESTIVAL AND CONCOURS

Sponsored by BMW NA
Patapsco State Park -
Avalon Branch
Baltimore, MD

Saturday, 19 September 1998

This year we are going to try something new and different and add steamed shrimp and clams to our usual crab feast. Paul Vessels will be holding

a top only concours and of course there will be a peoples choice award. Mark the date down in your book early and keep an eye out for further details.

RSVP no later than September 1 to M3EARLY@AOL.COM or call 1-800-879-6778 and ask for Mike Early.

Fall TOUR

4 October 1998

FALL DRIVERS' SCHOOL **Summit Point Raceway**

17-18 October 1998

This may be your last opportunity to drive "The Big Track" before Old Man Winter rears his ugly head. If you have read the *Roundel* or the *dB* and wondered why so much is devoted to track events, this is your last opportunity of 1998 to find out. If you want to apply the lessons learned from the August School, this is your last opportunity of 1998 to do so. Or if you simply want to see old friends or make new ones, well, you get the picture. Drive Summit Point in the Autumn. Fill out the application, found elsewhere in this issue, to reserve your place. Questions? Contact the Registrar, Gary Ketner at (410) 715-9317 evenings before 9:59 pm, for more information.

(See directions earlier in Coming Events).

CHAPTERFEST

24 October 1998

PITTSBURGH VINTAGE GRAND PRIX

12-19 July 1998, Schenley Park

The Allegheny Chapter of BMW CCA invites you, your family and friends to join us in Pittsburgh this July to celebrate BMW being honored as Marque of the Year for the Pittsburgh Vintage Grand Prix. We are pleased that BMW now has finally been named Marque of the Year for the Vintage. Our marque now joins past names such as Porsche, Jaguar and Ferrari. The "Vintage" or "PVGP" is actually a week-long series of activities beginning with a kick-off rallye through Western Pennsylvania roads on Sunday, July 12, and culminating with the vintage races on Saturday and Sunday, July 18 and 19.

For BMW event info call (724) 285-6215, Internet: www.wordsmith.org/bmwcca/

Sunday

PVGP Kick Off Rallye
PVGP Jazz Night

Monday

PVGP Walnut Street Car Show

Wednesday

PVGP Golden Triangle Hill Car Show

Thursday

PVGP Squirrel Hill Car Show

Friday

BMW Club Race Registration
PVGP Race Registration
PVGP Drivers Reception
BMW CCA Hospitality Room

Saturday

BMW Club Race Drivers Meeting
PVGP Drivers Meeting
BMW Autocross
BMW CCA Car Display & Buffet

PVGP Practise and Qualifying Races
BMW Reception at the Frick Art and Historical Center

Sunday

BMW CCA "Marque of the Year" Parade Lap
BMW "Concours D'Elegance", Car Display and Buffet
PVGP Races
BMW CCA Race





BMW CCA NATIONAL CAPITAL CHAPTER 1998 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form and must be postmarked at least 7 days prior to the event. **Include copies of the applicant's driver's license and proof of insurance (such as state insurance card) with the application.** Priority will be given to BMW CCA members based on date of postmark. Non-members will be admitted to space available three weeks before the event. One applicant per form; photocopy as needed.
- **Drivers** must have a full, valid driver's license. If under 18, a *notarized* parental permission form (supplied) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For the March, August, and October events, **first-time students** may register for Saturday or for both days, but may not register for Sunday only.
- **Cars** must be insured, street-legal, and quiet and must have a passenger seat. Functional, securely-attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems (for example, if the driver has a five-point harness available, so must the passenger).
- **Convertibles**, motorcycles and rental cars are not allowed; trucks, SUVs and vans are allowed in Highway Safety School only.
- **Inspection.** All 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 insure that your car is safe and roadworthy.
- **Helmets.** Full face helmets with a Snell SA90 or SA95 rating are strongly recommended. The minimum acceptable ratings are Snell M90 or M95. The Snell rating will be found inside the helmet. The Chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

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

Indicate school(s) below:

21-22 March \$250 ☐ both days / \$175 ☐ Saturday or ☐ Sunday

25-26 April (Jefferson Circuit)

\$95 ☐ Saturday Highway Safety School

\$125 ☐ Sunday Drivers' School

1-2 August (Jefferson Circuit)

\$195 ☐ both days / \$125 ☐ Saturday or ☐ Sunday

17-18 October \$250 ☐ both days / \$175 ☐ Saturday or ☐ Sunday

Non-members add \$35 per event. Add \$25 if application is mailed within 3 weeks of the event. Refunds (less a \$25 cancellation fee) will be given for cancellations made three weeks or more before the event. Credit for a later school can be taken in lieu of a refund. For cancellations made within

three weeks, refunds or credit will be given only if your place is filled from the waiting list. No refunds or credit will be given for cancellations within three days of an event.

Include a self-addressed business envelope with \$1.24 postage. Questions? Contact Gary Ketner at (410) 715-9317 evenings before 9:59 pm.

Make check payable to: **National Capital Chapter, BMW CCA**

Mail to: **Drivers' School
BMW CCA NCC
c/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044**

Name _____ Membership # _____
Address _____ ☐ Check here if new address
City _____ State _____ Zip _____ Chapter _____
Phone (Work) _____ (Home) _____ E-mail _____
Car Make _____ Year _____ Model _____ Color _____

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

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

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

Experience - List all previous Drivers' Schools you have attended as a student. For each school, give location and number of days attended. Note previous Summit Point experience. If no experience, state "None".

Please photocopy from magazine.

Revised 5/98



by Jim Moran, photos by Raine Mantysalo

On April 4th, 20 members gathered at BMW Excluservice's spacious service facility to perform maintenance and repairs on their cars.

Thanks to the guidance and help of the technicians present, a vast array of tasks were accomplished, from replacing front struts on an E36 318is and repairing the front subframe on an M6 to simple oil changes and brake fluid flushing.

BMW Excluservice has a large facility with eight chassis lifts, a complete parts department, and expert technicians. Several techs were on hand to provide advice, lend their secrets, offer a helping hand, and even lend their tools. Additionally, the parts department offered a 25% discount.

In addition to the repair and maintenance work, Mike Thorpe, the shop foreman, teched cars for the April Highway Safety School and Drivers' School. The DIY setting allowed Mike to show the car's owner any problem areas and the opportunity to rectify them the same day.

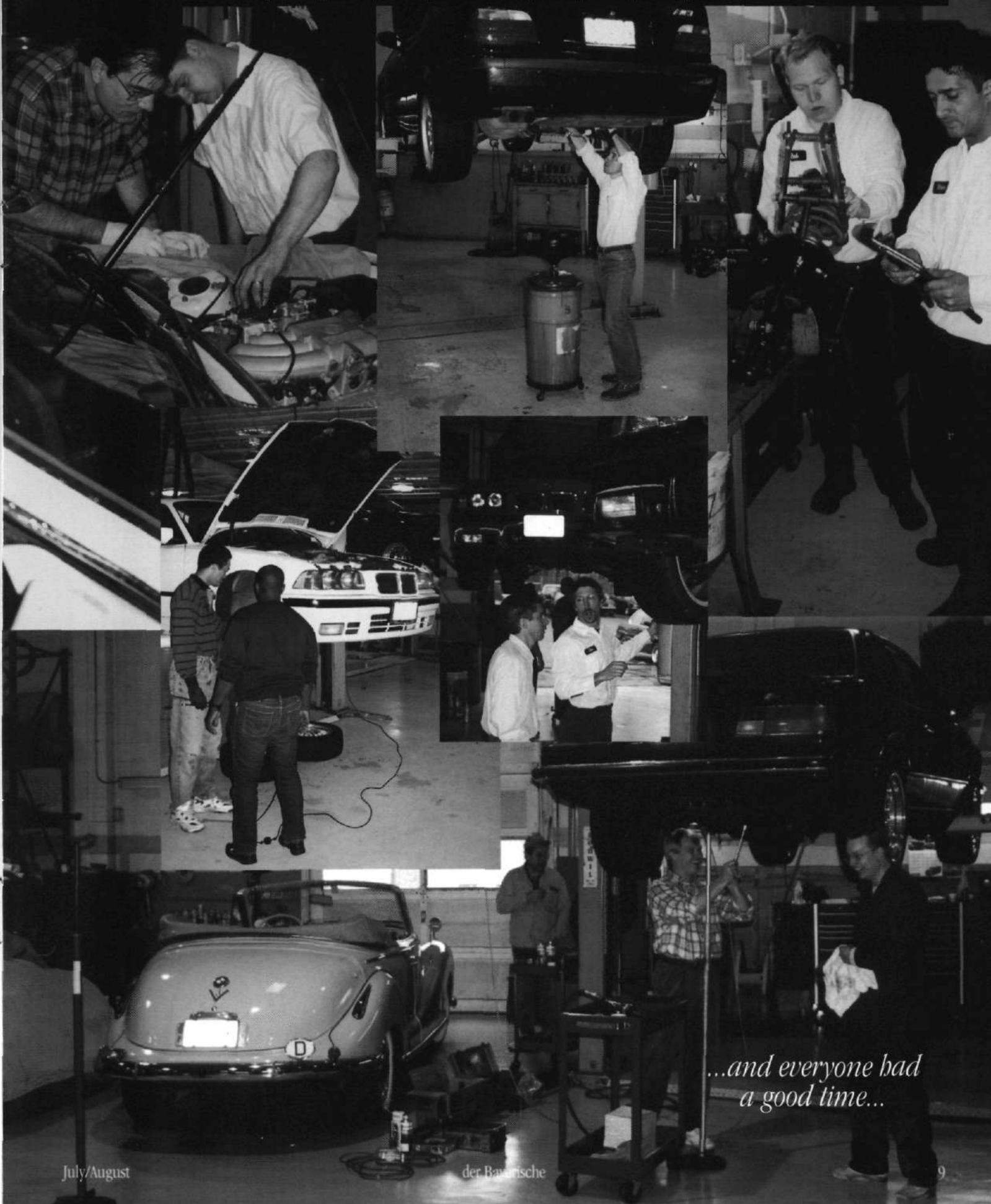


One of the great things about these DIY days is willingness of all the participants to roam around and lend a hand where needed. I had several people offer to help me with my car and I've been able to help others.

There is a real camaraderie among our members. These events also give you an opportunity to crawl around under your car and view parts you otherwise wouldn't be able to see; like finding that pesky little oil drip or check for exhaust leaks. You'll get to know your car upside and down, literally.

No event would be a success without the hard work of the sponsor. Thanks to Fritz Klein for organizing the event; shop foreman, Mike Thorpe; the technicians, Jay Marsh, Robert Hydro, Wahee Nusraty, and Andy Caperones; the parts department, Tony Gentile and Atam Ozkayan; and finally, Lothar Schuettler, the owner of BMW Excluservice for opening his doors to us.

P A S T E V E N T



*...and everyone had
a good time...*

"It's A Jungle Out There!"

15TH ANNUAL DEUTSCHE MARQUE CONCOURS

by Paul Vessels

PAS
EVENT



Photo: Raine Mamysalo

Once again, this year's Deutsche Marque Concours was a huge success! With a field of 21 BMWs ranging from 50s Vintage to 90s Exotic, our Club showed very well!

The rain the day before the event prompted many calls to see if the Concours was still on..."yes rain or shine, although it will shine", was the answer they received.

the canopy proved to be an excellent registration booth, as well as a great place to "talk cars" and hide from the sun. Thanks Duane!

The greens of Woodlawn were manicured in their usual fashion and as the cars began to arrive in the early morning proved to be quite interesting. The soft, damp ground began to move and get "mushy" under the weight of the vehicles. Once a vehicle was placed on the lawn, we did everything we could to keep from moving it. Some late arrivals and non-pre-registered caused quite a stir as they dirtied their tires and Concours undercarriages with mud while trying to maneuver. The threat of rain prompted Club member Duane Collie and friends to help-out by bringing and setting up the club's 10' x 20' pop-up canopy. Although it didn't rain,



Inside a rare 502

Of the seven classes for BMW, the 3 Series, and late Coupe Classes seemed to have been the most hotly contested. The 3 Series Class included early (E21 and E30), as well as late cars (E36), while late Coupe included all 6 Series cars and 840 and 850s. This happens usually if contestants don't pre-register or there is not enough of a particular model present to justify single class. Combine the two and you've really got your hands full! Anyway, both the Mercedes and Porsche Clubs showed well this year, although I think BMW showed the most variety: When was the last time you recall seeing a 507, a 502an 850 and a 320i together at the same location? See what I mean?





Photo: Bob Hofmekler



Photo: Dwight Derr



Thanks to all of you who participated and helped out. Because of you, we had a wonderful turnout and great show. Shame on you 2,800 members who couldn't or didn't make it. You missed a treat! Also, a special thanks goes out to Hilary Halsey, the Marketing and Events Coordinator at Woodlawn Plantation for all her hard work and efforts to ensure that this, the 15th Annual Deutsche Marque Concours, was a huge success.

Until next time...keep the shiny side up!



Photos: Dwight Derr

DM Concours Results

Best of Marque (photo above)

Howard Finkelman/ Mike Tillson 57 507 Roadster

2002 Class

1. John McWilliams 76 2002
2. John Bragale 74 2002
3. Claude Lojorie 76 2002

Early 3er Class

1. Heather & Mark Croxton 320iS
2. Paul Henriques 88 325is
3. Richard Pineda 91 M3

Late 3er Class

1. Greg Wager 95 M3
2. Bob Hofmekler 95 318ti Club Sport

Early Coupe

1. Doug Dowling 71 2800CS
2. Bob Warren 73 3.0 CS
3. Ken Bell 72 3.0CS

Late Coupe

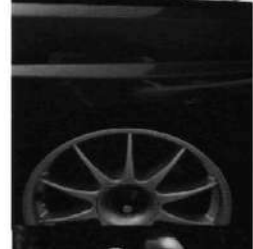
1. Tom Kennedy 88 M6
2. Ken Bell 91 850i
3. Larry Cohen 88 M6

Sedan Class

1. John Estep, Jr. 92 525i Touring
2. Ed Yumping 88 535is
3. Keith Frech 85 535i

Vintage Class

1. Howard Finkelman/Mike Tillson 57 507 Roadster
2. Lothar Schuettler 56 502 Cabriolet
3. Lothar Schuettler 38 327 Cabriolet


CONCOURS CHAIRMAN
PAUL VESSELS

Photos: Raine Marlscho

Photos: Dwight Derr

Concours: Another Safety School?

by Gary W. Allen

Many of you are probably like me (well, before you panic, I mean in this respect): you love your Bimmer enough to join The Club and would really like to be more active. But there are lots of competitors for your time, and somehow the opportunities, or many of them, get missed. I recently confronted yet another example of same when I had to cancel out on the April Drivers' Highway Safety School. [Actually, it wasn't for me, it was for my seventeen year old daughter Caroline (yes, she of flat-tire fame, if you remember that story); and come to think of it, I didn't have to cancel either, since she was wait-listed and got offered a slot at the last minute and had to turn it down, because by then we had arranged a college visitation trip. But you get the point.] This bothered me because in the list of things that a car club could be doing, driving schools would rank pretty high on my personal Worthiness List. How many extracurricular activities can you think of that might well save your life?

With that one relegated to the stack of *If-Onlys*, I perused the coming attractions in this newsletter and noted the Deutsche Marque Concours upcoming at Woodlawn Plantation. Now, this was obviously of a different order of importance in my economy, since I couldn't imagine ever being able to say that the depth of shine on my air cleaner housing had prevented some dire roadgoing catastrophe. Driving schools are very important, but a concours?

On the other hand, this concours had potential, since we Allens live only five miles or so north of Woodlawn, and there in the garage sat my semi-gleaming '72 Bavaria, still looking reasonably resplendent after the repaint occasioned by its Close Encounter of the Camaro Kind a year and a half ago (if you remember THAT story). But I could only imagine the levels of cosmetic excellence that might well be required at such a gathering, and had to admit to some concern about showing up with the Blue Max and suffering public humiliation. I get enough of that on my own; I don't need my car helping me! I decided to wait and see what sort of week might precede the appointed date, to see whether I'd have time to get my beloved Senior Six to a level of presentability that would at least satisfy my own meager standards; if not, why, I could just go and enjoy the fruits of the labors of others, and decide whether I might give it a go next year. As it happened, that was a busy, rainy week and we also had dinner guests the night before, so I

gave up any thought of entering. But I was delighted to discover that my sixth grader Andrew, who has become enamored of high-speed, high-performance exotica by virtue of playing "The Need for Speed" and similar computer games, was very interested in coming because there would be Porsches there. Since it won't be long before I enter the Temporarily Useless Family Appendage stage of his adolescent development, I was only too glad to grab a camera he could use, stop by a Subway for his favorite kind non-artery-clogging fast food, and head off together for some o' that elusive Quality KidTime.

Upon arrival, we were both amazed and delighted by the variety of historic and high-performance German rolling stock arrayed before us and then I realized we were still in the parking lot! Making our way past the wonderful German band to the lovely display paddock, stretched out before us was the stuff of dreams gorgeous vintage and current BMWs, Porsches and Mercedes, shining like the hardened steel gems they are and attended in most cases by friendly owners. The beauty of the day, the warm scent of late spring in the air, the music, the cars it was just great. Andrew loved the Porsches, the wilder the better, and snapped pictures of the whale-tailed 911s and the outrageous 930. I of course gravitated back to the Bimmers, especially the Estep's lovely Euro-spec '73 3.0S, which sported a level of restoration and preparation of which I could only dream. But it was the only E3 there, and I felt the urge to raise the once-proud standard of the US-only Bavaria that got many of us into the marque so long ago (he says, as if he has owned many BMWs since, when in fact, his current car is his first and only). As we left, Andrew and I agreed that next year, we'd be back and we wouldn't leave the Bavaria in the parking lot next time.

Once back home, I reflected on the level of effort that would be necessary to enter. Frankly, as a non-restored semi-daily driver, with enough paint overspray from its lifetime total of four repaints to permanently dull the fenderwells, I had to admit the car wouldn't be seriously competitive, but for me, that wasn't the point, anyway. This was a purchased-new baby that was expected to earn its keep and show itself with pride on the road, first and foremost. The rest was gravy.

Seeing those other cars had activated my sense of pride, though, and I decided that this was the day

I would finally get down under the car and see whether I could discern any reason for a certain laxity that seemed to have developed in its steering feel over the winter. The once-crisp response at the helm seemed awfully soggy lately, and I'd been meaning to cast my uneducated eye around under there to see what I could see. So I dragged my ramps out of the garage, drove up onto them, and summoned Andrew from the back yard to be my highly-trained assistant; his mission was to heave back and forth at the steering wheel upon my command. With my halogen trouble-light in hand, I scooted Down Under and ordered Andrew to begin his labors.

What I saw almost stopped my heart. My vague awareness of how a car's steering system works was more than enough to make the problem glaringly apparent: as Andrew sawed away at the wheel, the entire steering box heaved back and forth like a drunken sailor, moving well more than an inch before it reached the limits of its travel and began to actually try to steer something. Seeing four bolts on the back of the box, I reached up and found them *finger-loose*! This almost-dangling mechanism was the one which had guided me through the usual 70 mph Beltway traffic only the day before, let alone kept Andrew and me on the right side of the parkway along the river that very day. I couldn't believe I had let things come to this pass. A quick resort to my metric socket set and a confirmatory trip around the block restored the crisp steering response that had melted away under my fingertips so subtly that I had let myself be dangerously snookered. Who knows how much longer it might have been before the already-sloppy response would have become so compromised that a Serious Situation would have ensued?

I put my tools away and rushed the Bavaria back into the safety of the garage as a late-afternoon thunderstorm blew in, probably spoiling the perfect finishes of the days' concours competitors that weren't back home or under cover. As I leaned against the trunk watching the rain fall, I realized that perhaps I'd had yet another revelation of how limiting our preconceived notions can be. Driving schools are very important. But a concours?

Well, friend, a concours can save your life, too.

The OG Racing Safety Seminar

by Jim Moran

PAST
EVENT

Whether you're a drivers' school novice or grizzled racing veteran, you use personal and vehicle safety equipment.

On Saturday, May 2nd, Bob Williams and Bill Love of OG Racing presented an informative technical session on the selection and installation of personal and vehicle safety equipment. Bob and Bill are experience club racers and can speak first hand to the effectiveness of safety equipment. Their presentation style was both entertaining and informative and they brought lots of gear to examine and try out.

Safety equipment for track driving is split into two categories: personal, the stuff you wear, and vehicle, the stuff that goes into your car. In each category, the pieces of gear are designed to be a system. For example, driving gloves are designed to overlap the cuffs of a fire retardant driving suit to maximize their effectiveness.

Personal equipment includes helmets, gloves, shoes, suits, and other apparel. Since even the novice driving school student is required to have a helmet, that subject was covered in depth. Our chapter requires a Snell helmet, rated M90 (for motorcycle) or SA90 (for autos), at a minimum. The most recent standard, to which all helmets are built is 95. When selecting a helmet you'll find a wide array of styles and materials. Bill and Bob recommended using a full face helmet, even in an enclosed car to protect your face and denture work from the steering wheel, debris that might enter the car, and yes, even the airbag. A full face helmet simply offers the most protection. When choosing a material, consider that a lighter helmet made of Kevlar or carbon fiber reduces forces on your neck and the fatigue from wearing it all day. The sizing of the helmet is also critical. It should be very snug, with no pressure points. A visit to your nearest dealer will help here. Also, bring your glasses, sunglasses and car. Some helmets are a little taller than others and some make it easier to put on your glasses.

Gloves and shoes are designed to maximize your control of the vehicle and minimize your chances of burns in the event of a fire. The gloves usually have leather palms, ensuring a good grip on the steering wheel. Driving shoes have thin soles and flexible uppers to provide a good pedal feel and allow your ankle to flex for heel-and-toe downshifts. Gloves and driving shoes are lined with fire retardant materials and have long gauntlets and high tops, that, in conjunction with a suit, maximize fire

protection. Fire retardant driving suits, first and foremost, provide protection from fire. Multiple layer suits are better, with the protection roughly proportional to the number of layers. Also, don't forget those Nomex socks and balaclava to protect your facial hair.

Vehicle safety equipment encompasses gear installed in the car. Items such as roll bars, roll cages, harnesses, seats, and fire extinguishing systems work together to protect you. Harnesses are probably the most abused piece of vehicle safety equipment. As part of a system, they should be installed with a properly padded roll bar or cage and seats with the proper guides. Also, a proper harness set includes an anti-submarine belt. This belt should be installed through the seat in front of your crotch to be effective. The factory belt system will protect you better than an incorrectly installed harness.

Roll bars and cages should have large foot pads and large backing plates. The better bars and cages mount to structural parts of the chassis, such as sill beams. Once installed, pad the bar with roll bar padding at least one foot beyond where you can reach. Who knows how you'll flail around in a roll-over. Finally, a fire extinguisher, mounted within your reach, will allow you to exit the car in the event of a fire. Of course, there are even more extensive multi-zone systems that will save the car once you're out.

One thought that came clear throughout the presentation: Don't skimp on safety equipment. Each component complements others to maximize driver protection. The installation of the vehicle systems should be meticulous. When in doubt, consult a professional. The people who make, sell, and install safety equipment will help ensure its proper use.

Thank you to Bob Williams and Bill Love of OG Racing for their excellent presentation and pizza. And thanks to Geoff Schwarz and Ray Plewacki of Auto Sportsystems Group for the use of their facilities.

The BMW of Fairfax Autocross

by Rafael Garces, Autocross Chair

PAST
EVENT



Photo: Dwight Derr

Did you ever have one of those days where you just keep asking yourself — *when am I going to wake up from this nightmare?*

Well, that's the way things started on Saturday, May 9th at our second autocross of the season. What else could go wrong? We were about to find out.

When we arrived at the lot, there were already several NVCC students parked on the lot, and we could not move their cars. Then it started a cold misty rain. We could not get the NVCC security people to help us clear the lot. Fortunately, Dave Lassalle and Woody Hair called upon their many years of autocross experience and quickly designed and laid-out a relatively short but still challenging course. Their course was even designed around one car that was parked in the middle of the lot. The participants had an opportunity for a final walk through of the course. Things were looking fairly positive at this point. Not for long. The nightmare was not quite finished. When we attempted to start the event, the timer malfunctioned! After nearly 20 minutes of frustrating attempts at resolving the problem, we were finally able to begin sending cars on to the course for some runs.

Since the course had been significantly shorted due to the obstacles, we decided to give people 4 official runs rather than the more customary 3 official runs. The complete results by class can be found in this issue.

We continued to have a wonderful turn-out. By the end of the day, 59 people had made four official runs (and many "fun" runs) at the BMW of Fairfax Autocross. We also continue to have a wide variety of BMW models represented at our events although we still seem to get only a small number of 2002s and Z3s. Come on people, convertibles are not a problem at the autocross events and I know we have more than three 2002 owners in the NCC. Also, if you think you can't be competitive in these cars, think again. Even with a relatively small representation, people driving these cars captured three of the top fifteen spots.

Many people had note-worthy runs during the day. A few examples were that Bill Brochu achieved the fastest time of the day and was one of two people who were able to finish with a time under 33

seconds. Bill's best time was a 32.819 and Michael Ko was second with a time of 32.85. Yes, that is correct. The margin of victory was just over 3 hundredths of a second. Third place overall belonged to John Woodcock, who was able to make a best run of 33.503 while using street tires in a stock 98 M3.

I would also like to thank everyone who pitched in to help under these rather unusual circumstances and to thank all the course workers and timers/scorers. Without the voluntary assistance of your fellow members, we could not run these events.

We have several more NCC autocrosses scheduled for this year (see the calendar of events). Pre-registration for these events is not required, but is helpful (and appreciated). You can either send me an e-mail message (Rafgar@Prodigy.Net) or call me and leave a message at (703) 255-3219. Just tell me the year, make, model and color of the car along with the car class you will be in or a list of the modifications on your.



Photos: Bob Hofmekler



BMW Autocross #2 Saturday May 9, 1998 *Results by Class*

Place	Name	Year	Model	BMW Class	Run 1	Run 2	Official Runs		Best Time
							Run 3	Run 4	
1	Michael Ko	89	BMW M3	SSM	38.502	34.800	33.595	32.850	32.850
2	David Lassalle	95	BMW M3	SSM	35.111	33.961	35.854	33.566	33.566
3	Gary Ngo	90	BMW M3	SSM	37.402	35.310	35.075	OC	35.075
4	Woody Hair	88	BMW M3	SSM	36.150	OC	35.982	36.257	35.982
5	Tarun Kundhi	91	BMW M3	SSM	38.607	37.841	37.030	38.251	37.030
1	John Woodcock	98	BMW M3	SS	34.236	33.937	33.503	33.876	33.503
2	Beth Wendell	95	BMW M3	SS	38.428	37.298	35.797	36.074	35.797
3	Andrej Dolenc	97	BMW M3	SS	38.773	37.098	37.114	36.439	36.439
4	Mark Heaney	95	BMW M3	SS	OC	39.666	37.203	36.534	36.534
5	Greg Wise	97	BMW M3	SS	38.562	37.537	36.756	36.605	36.605
6	Mike Wendell	95	BMW M3	SS	36.886	40.852	37.510	37.072	36.886
1	Bill Brochu	85	BMW 535i	S2M	OC	32.819	33.108	33.586	32.819
2	Dwight Derr	84	BMW 635	S2M	35.364	35.281	34.614	33.787	33.787
3	Tom Baruch	87	BMW 535is	S2M	OC	35.865	35.267	35.220	35.220
4	Peter Ryba	85	BMW 535is	S2M	OC	37.203	37.092	36.417	36.417
5	Ron Katona	97	BMW 318ti	S2M	OC	37.291	37.283	36.969	36.969
6	Mark Croxton	95	BMW 318ti	S2M	39.529	40.414	39.188	38.852	38.852
7	Dereck Blinksen	84	BMW 633	S2M	OC	OC	OC	OC	-
1	Bob Hopkins	96	BMW 318ti	S2	43.065	38.442	37.396	36.023	36.023
2	Klaus Hirtes	88	BMW 535is	S2	38.329	38.076	39.791	36.555	36.555
3	David Schoenfeld	96	BMW Z3-1.9	S2	38.865	37.745	37.130	36.999	36.999
4	Joel Smernoff	96	BMW Z3-1.9	S2	39.175	38.599	37.423	OC	37.423
5	Howard Murphy	94	BMW 540i	S2	39.290	38.116	OC	38.831	38.116
1	Rich Beebe	90	BMW 325is	S1M	OC	35.298	34.826	34.672	34.672
2	Pat Donahue	91	BMW M5	S1M	OC	35.972	35.412	34.895	34.895
3	Bob Hausmann	94	BMW 325i	S1M	35.620	35.781	36.727	35.193	35.193
4	Jeff Kohler	97	BMW Z3-2.8	S1M	40.281	38.793	37.128	35.661	35.661
5	Jason McKowan	93	BMW 325i	S1M	38.797	37.418	36.207	40.023	36.207
6	Matt Yip	88	BMW M5	S1M	38.192	37.778	36.489	39.379	36.489
7	Gary Lin	88	BMW 325i	S1M	46.072	OC	36.613	37.925	36.613
8	Marc Plante	92	BMW 325i	S1M	38.305	36.887	36.960	40.334	36.887
9	Luke Pearson	87	BMW 325is	S1M	41.611	41.209	38.862	37.322	37.322
10	Reggie Kennedy	95	BMW 325i	S1M	41.900	40.923	39.730	40.424	39.730
11	Bruce Travis	97	BMW Z3-2.8	S1M	OC	OC	41.474	39.906	39.906
12	Chris Kaminsky	89	BMW 325i	S1M	45.350	43.255	40.998	42.996	40.998
13	Lucy Beebe	88	BMW 325is	S1M	OC	OC	41.742	41.940	41.742
1	Brian Shipman	94	BMW 325i	S1	36.123	OC	36.062	35.337	35.337
2	Jason Briedis	92	BMW 325is	S1	38.330	38.292	37.182	36.969	36.969
3	Kevin Henry	90	BMW 325i	S1	38.641	38.306	37.625	38.032	37.625
4	Channing Mahatan	92	BMW 325i	S1	39.740	38.949	39.371	OC	38.949
5	Alvaro Puig	89	BMW 325is	S1	41.910	40.007	39.894	39.050	39.050
6	Doug Cossa	97	BMW 328is	S1	41.436	40.902	41.046	39.197	39.197
7	Jim Frankiewicz	94	BMW 325iC	S1	43.241	40.291	40.528	41.038	40.291
8	Lia Frankiewicz	94	BMW 325iC	S1	44.976	43.493	41.631	41.361	41.361
1	Fernando Puig	71	BMW 2002	TM	37.431	37.496	38.165	35.691	35.691
2	Gonzalo Puig	74	BMW 2002	TM	39.784	36.719	36.515	35.773	35.773
3	Bill van Zelm	76	BMW 2002	TM	40.105	39.966	38.862	39.125	38.862
1	Alex Jackson	74	Porsche 911	Other	OC	34.934	OC	34.999	34.934
2	Mark Ralston	93	Ford Cobra	Other	OC	37.530	36.434	36.212	36.212
3	Tracy Meyer	89	Porsche 944T	Other	OC	37.611	OC	36.263	36.263
4	Andrew Sanko	98	Audi A4-2.8	Other	38.370	37.383	36.528	36.438	36.438
5	Eric Day	91	Ford Mustang	Other	OC	38.945	37.881	37.406	37.406
6	Rafael Garces	97	Subaru Outback	Other	40.603	37.622	37.464	-	37.464
7	Greg Benson	95	Ford Cobra	Other	OC	41.067	37.950	38.805	37.950
8	Ed Springer	96	Dodge Neon	Other	38.480	38.190	39.438	-	38.190
9	John Santos	89	Nissan 240	Other	40.063	38.290	44.569	39.687	38.290
10	Alberto Meer	86	Toyota Corolla	Other	40.230	39.183	38.572	39.122	38.572
11	Skye Fleming	74	Porsche 911	Other	39.089	OC	-	-	39.089
12	Jeff Greene	88	Toyota Celica	Other	44.653	42.897	42.030	41.755	41.755

The Radial Tire Co.

S U M M I T P O I N T

PAST
EVENT



Jefferson 500 Maifest

R A C E W A Y



*Photos: Jane and Tom Verba, Dwight Derr
and Raime Mantysalo*

by Paul Vessels

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

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your

photos returned. Send your submission to me at the address listed here. But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

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

Car of The Month July



Our July Car of the Month comes to us from a new member, Paul Henriques. Paul's car is an Alpine White 1988 325i with just under 54,000 miles on the clock. The car has been lowered about an inch and a half and sports 15x7 BBS wheels wrapped in 205/55 x 15 Pirelli P6000s. Paul says he's the third owner of this beauty having purchased it in March from his uncle who was about to take delivery of a 95 Avus Blue M3. Paul has already given word to his uncle to take good care of the M3 because he is looking at putting that one in his garage in a couple of years.

Car of The Month August



The August Car of the Month belongs to "on again/off again" member Herb Johnson of Washington, D.C. This car has been owned by Herb since 1986. It began life as a 1977 630CSi. Over the years it has seen many transformations and upgrades to its soul. In its current state, the ol' 6"er rides on Bilstein/suspension techniques underpinnings, and 16 x 7 & 8 MSW wheels shod w/Dunlop D-40s. The 4-speed transmission gave way to a 5-speed many moons ago. After a year and a half off the road for an engine rebuild, it returns now with a 3.7 litre, Schrick cam, Korman head with triple side draft Webers, inch-and-a-half Stahl header and a custom 2" exhaust. This thing's a beast! Herb says that the next step of the make-over will be body and paint followed by interior. We look forward to seeing the finished project!

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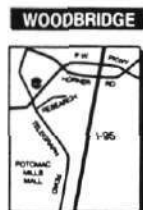
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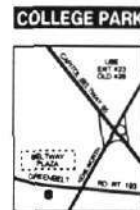
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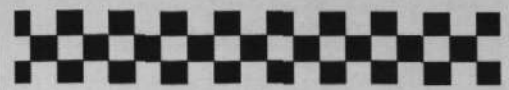


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Woody's Competition



C O R N E R

BY WOODY HAIR

The national BMW CCA Club Racing program is now into its fourth year. It can be considered a big success, or not so successful, depending on how you look at it. Over 350 drivers have received a Club Racing license, but fields continue to be small. Other than the Oktoberfest '96 and '97 events, which drew over 40 entries each, we are seeing 20-some cars at the average event. This year six cars started a Club Race in Phoenix and nine cars made up the field in Memphis. This is in contrast to the Porsche club's race program that saw over 200 entries for a Road America event in their second year of operation. I will be the first to admit that the average PCA member probably has a fatter wallet and is more of a "sports car enthusiast" than the average BMW CCA member.

I am not saying that these small numbers mean the program should be dropped. These club races are a great competitive outlet for

the BMW owner who has grown bored with repetitive *on-the-line* lapping that occurs at our drivers' schools. The SCCA club-level racing program may be the answer for some, but that has restrictive preparation rules, limits the eligible car models, and the brand of racing is more likely to have fender-banging.

The problem with small fields is that these Club Races cannot support a weekend track rental. The answer has been to run the Club Race in conjunction with the driver school events. With practice sessions and the actual race, who gets less track time? That's right - the students. The national organization feels that running the race events as part of a drivers' school provides a built-in audience and is therefore more likely to attract new racers. Some will also argue that schedules are designed so that students get the same number of on-track sessions. At the Mid-Ohio

event last month the track was rented from 8 AM to 6 PM in order to give the students their three on-track sessions. Sunday's race was planned as a 50-minute "endurance" race with a mandatory 5-minute pit stop. Naturally, the gridding and starting of the race took longer than planned. An accident on the third lap resulted in a 42-minute red-flag period. The organizers then had to make the decision to shorten the remaining race time to 15 minutes. Some of the cars had co-drivers who had paid money for the ride. That meant either one of the drivers only got the initial two laps, or a pit stop for a driver change had to be made during the remaining 15-minutes of green flag racing which would throw away any chance for a good finishing position. At the same time the Sunday afternoon student sessions had to be shortened. It was a bad, but unavoidable situation that can arise when a school and race are held as a joint event.

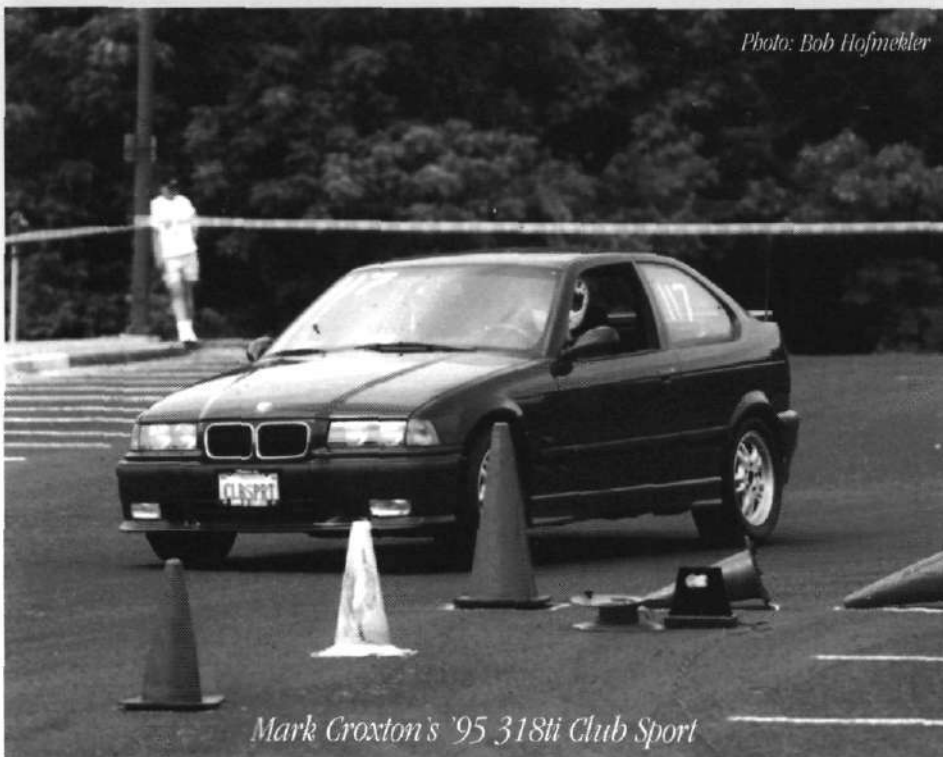


Photo: Bob Hofmehler

Mark Croxton's '95 318ti Club Sport

I find it somewhat ironic that the National Capital Chapter, with one of the largest and most successful drivers' school programs, has not attracted members into the Club Racing program. Last year I was approached by the Potomac Region of the PCA about holding a joint club race at Summit Point. When I told them I was sure we would not be interested, mainly because we had not one member in club racing, they were incredulous. Why is this? I can think of three possible reasons. We have a number of members that have been participating in SCCA racing for a long time. I think they perceive the club races as being relatively non-competitive. There is also the fact that a car prepared to the various SCCA classes would not be optimally prepared to the club racing classes. Finally, many club racers are people that have their own car-related business. I assume club racing can be written-off as a promotional expense. Almost all of the performance-car related businesses

in the Washington-Baltimore area are more into Porsches or a general variety of makes.



Fernando Puig's '71 2002

As with SCCA racing, the skill level of Club Racers varies greatly. At the upper level we have long-time professionals from SCCA and IMSA series such as Ray Korman, TC Kline, and Randy Pobst competing. At the lower level we have rich kids who have done a half-dozen 'CCA driver schools, maybe never in the rain. They think that their low lap times obtained with a modified new M3 make them the next Michael Schumacher.

Whatever - there is good racing out there. The New Jersey Chapter is hosting a BMW Club Race at Summit Point on Monday, July 27. Take the day off and check it out.

Autocross: The popularity of our chapter's autocross program continues to prosper. We have had over 50 cars at our first two events. At the SCCA championship event in Frederick on May 31, there were 30 cars in each of the first two heats. Fifteen (25%) of the drivers were in BMWs. At that point, half way through the event, the top three fastest times were posted by three completely different BMW models - a 95 M3, an 85 535i, and an 88 M3. People are starting to take notice.

You may be aware that the lot we had been using for our chapter events at Northern Virginia Community College in Manassas has been covered with a slurry of tar and gravel. That's the bad news. The really great news is that Rafael Garces, our autocross chairman, has negotiated the use of the huge lot at Jack Kent Cooke Stadium. We are paying a hefty fee, but a slight increase in the entry fee and the large turnout expected should keep us in

the black. Several MWCSCC Championship autocrosses were scheduled for the NOVA Manassas lot. I suggest you check the Council hotline (202-726-2289) to determine if and where the event will be held.

Finally, don't forget our "championship" event on July 26. This event, part of the MWCSCC year-long series, fills up fast with pre-registration. Information on who to call is in the coming events section. Do it now, before you forget. Don't expect to show up the day of the event and be able to run. Even if you don't want to run, come out to help work this event, or at least spectate. See the BMWs beat the Porsches, 'Vettes, Firebirds, etc.

Speed Shifts: The Prototype Technology Group M3s continue their good fortune with GT3 class wins at Las Vegas, Homestead, and Lime Rock. The fields for these events has not been as great as Daytona or Sebring and Milner entered one car in the GT2 class at Las Vegas. The more liberal GT2 rules allowed the removal of the rev-limiter and weight ballast. They won that class too. At Homestead, the private Massari/Muller M3 driven by Scott Newman, Andy Pilgrim and Terry Borcheller ran in GT2 and also won. PTG team driver Bill Auberlen missed the Homestead event while racing to a second-place finished in a BMW V8-powered Riley & Scott World Sports Car in an event at Brno in the Czech Republic. One of the best opportunities to the PTG M3s in action will be at Watkins Glen, NY on August 22 and 23. Congratulations to Eddie Cheever for winning the Indianapolis 500. Cheever was a factory BMW driver back in the heyday of the 320 "Junior" team in the late seventies. Recent PTG M3 team member John Paul Jr was in contention at Indy before an untimely pit stop. I don't see BMW entering the Indy Racing League with their V8 engine. The IRL continues to be a minor league in most eyes. The V8 Riley and Scott mentioned above will likely be raced by Auberlen in U.S. events by the end of the summer. The LeMans 24 hour race will be starting about the time this article is submitted for publication. BMW has high hopes for their two V12-powered Williams LM cars. Crunch.

COMPETITION CORNER CALENDAR

July 12	Z-Car Club Champ Autocross, (location to be determined)
July 12	CART Champ (Indy) Cars/SCCA Trans-Am, Cleveland, OH
July 18-19	Pittsburgh Vintage Races and Autocross
July 19	SCCA MARRS Regional Races, Summit Point, WV
July 19	SCCA Rally, DC area
July 26	BMW Club Champ Autocross, Ft. Meade, MD
July 26	NASCAR Winston Cup, Pocono, PA
July 27	BMW Club Race, Summit Point, WV
Aug 2	SCCA Champ Autocross, Frederick, MD
Aug 8-9	NASCAR WC/SCCA Trans-Am, Watkins Glen, NY
Aug 9	CART Champ Cars, Mid-Ohio
Aug 16	SCCA MARRS Regional Races, Summit Point, WV
Aug 16-21	BMW CCA Oktoberfest Race/Autocross/Rally, Orlando, FL
Aug 22-23	USRRRC Can-Am/GT/World Challenge, Watkins Glen, NY
Aug 23	VW Club Champ Autocross, (location to be determined)
Sept 6-7	SCCA MARRS Races, Summit Point, WV
Sept 12	NASCAR Winston Cup, Richmond, VA
Sept 13	ALTD Champ Autocross, Ft. Meade, MD
Sept 20	NASCAR Winston Cup, Dover, DE
Sept 27	SESCA Champ Autocross, (location to be determined)
Sept 27	SCCA Regional Races, Summit Point, WV

BMW Autocross Results

SCCA Championship (MWCSCC Round 1) - April 5

Name	Car	Position/Class	Best Run
David Lassalle	95 M3	1st A Stock	56.267
Bill Brochu	85 535i	2nd E Street Prepared	43.679
Tom Baruch	87 535is	3rd E SP	43.713
Woody Hair	88 M3	3rd C SP	43.821
Bob Hausmann	94 325is	4th C SP	44.660
Klaus Hirtes	88 535is	3rd G S	44.872
Peter Ryba	85 535i	10th E SP	46.226
Jason Briedis	92 325is	4th B S	47.206
Joel Smernoff	96 Z3 1.9	4th A S	47.713
Bill Van Zelm	76 2002	1st E Prepared	48.643

SESCA Championship (MWCSCC Round 2) - May 24

David Lassalle	95 M3	1st A S	56.267
Bill Brochu	85 535i	1st E SP	57.251
Tom Baruch	87 535is	2nd E SP	57.517
John Woodcock	98 M3	3rd C SP	58.336
Steve Hess	87 535is	3rd E SP	58.336
Bob Hausmann	94 325is	4th C SP	58.786
Pat Donahue	91 M5	5th E SP	59.560
Brad Snakenberg	95 M3	2nd A S	60.017
Brad Evans	91 M3	3rd A S	60.208
Jeff Kohler	97 Z3 2.8	6th C SP	60.819
Klaus Hirtes	88 535is	5th G S	61.116
Ron Katona	97 318ti	2nd D SP	62.596
Jason Briedis	92 325is	5th B S	63.716

SCCA Championship (MWCSCC Round 3) - May 31

David Lassalle	95 M3	1st A S	42.636
Bill Brochu	85 535i	2nd E SP	44.014
Woody Hair	88 M3	2nd C SP	44.620
Gary Lin	88 325is	5th C SP	45.905
John Woodcock	98 M3	8th C SP	46.283
Pat Donahue	91 M5	4th E SP	46.445
Klaus Hirtes	88 535is	3rd G S	46.924
Andrej Dolenc	97 M3	4th A S	47.909
Bob Hausmann	94 325is	10th C SP	48.177(1)
Jeff Kohler	97 Z3 2.8	11th C SP	48.553
Bill Van Zelm	76 2002	1st E P	48.666
Joel Smernoff	96 Z3 1.9	5th B S	48.690
Ron Katona	97 318ti	2nd D SP	49.222
Lee Hassig	95 M3	5th A S	49.462
Angi Tew	85 535i	4th Ladies	51.460
Mathew Sedlak	83 320i	5th H S	52.607

() = Number of 2 second penalties for pylons



Gary Bossert testing the wet-handling characteristics of the Club's M Roadster. Photos by Woody Hair.



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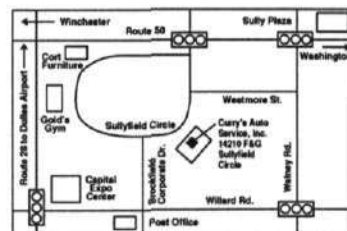
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The National Capital Chapter welcomes the following new members. *"Happiness is not around the corner. Happiness is the corner!!"*

Mike Gayle

Name	Car	Referred By
Thomas W. Abernathy Sr	97 740iL	BMW Fairfax
Foroud Arsanjani	95 520i	
William Baum	98 528i	
Alberto Bazzan	95 525iT	
Jeffrey Bedford	96 328i	
Michael Botsaris	98 528i	
Kevin H. Butler		
Thomas Chang	88 635CSi	
Inwha Cho	98 328i	
Betty Church C	98 M Roadster	
Joe Cooley	95 530i	
Chris Coulter	88 M5	J&F Motors
George Dais	89 750iL	
Justin Draycott	81 320i	Miles Draycott
John Dunston	88 750iL	
Greg Early	73 2002 tii	Franko Catanzaro
Brenda Edleson	94 318is	Richard Oliver
Barton Emanuel	98 Z3	
Tim Fields	98 328i	
Michael Fiersuk	95 M3	Aaron Hahn
Robert L. Flynn III	95 M3	
Steve Gluckman	97 328i	
Paul Hahn	97 328i	
Merrill Johnson	87 325iC	
Susan Joseph	98 328i	
Jeffrey Kao	98 528i	
Valerie E. Keane	95 325is	
Lloyd Kinzer	98 M3 Sedan	
Earl L. Knight	95 840Ci	
William Kyburz	95 525i	
Kathleen La Vigne	98 740iA	
Edward J. Laucks Jr.	96 328i	
Kathy Linton	98 M3	

Name	Car	Referred By
John Littleton	98 M3	
Greg Llafet		
David Mack	97 328is	
Daniel Mark	88 735i	
Jorge Martin	96 M3	
William McBride	95 M3	
David McGaw		
Lawrence Menesee Jr.	74 2002	
Alain Michel	98 M3	
Jason P. Mitchell	98 M Roadster	
Howard Moon	70 3.0CS	Tom Baruch
Cary Myers	Not Yet	
Jay Nusbaum	98 323is	
Joseph Pascale	98 Z3 2.8	David Lynn
Thomas Richardson	98 318 ti	
Mildred Rivera	95 318 is	David Coleman
Ronald A. Schneider	98 M3	Ted Buford
Dennis Sheppard	89 325ix	
Paul G. ShoeffeittS	98 Z3	Bill Petritz
Scott T. Smurthwaite	98 318i	J. Alberto Amorano
Robert Stewart	98 M3 Sedan	
Tom Stoumbos	98 M3	
Fernando Thompson	98 M3	
Eric Tolbert	95 525i	
Nicholas A. Vargish		
Gordon Vercoe	94 530i	Juergen Hauber
Vanessa Washington	87 325is	Leroy Brown
Daryl Watson	87 528e	
David P. Weik	86 535i	
Scott White	95 530i	
Charles A. Williams Jr.	96 328iA	Ron Marchman
Bryan Woodward	98 318ti	
Larry Wyatt	94 735iL	

Board Meeting, May 1998

Officers' Reports:

Minutes from last meeting:

- The Minutes were approved and a motion to second was made.

President's Report:

- BMW NA Test Drive. Supposedly BMW NA will be sending invitations. Closest place may be in New York.

Vice President's Report:

- A person from Bondurant contacted Dave about assisting with an Oldsmobile intro in Laurel on May 31, June 1-2. Not much interest, but discussion. We thought it was lame and strange. If interested contact Sue.

Treasurer's Report:

- We are doing very well financially. Taxes are in. Thanks to Jenny for volunteering to do them. Prepaid calling cards will be replacing the current MCI cards. This move should save us about \$75-100 per month.

Secretary's Report:

No report. Madame British Ambassador is visiting the Queen.

Membership:

- Dave Lassalle talked with Mike about perhaps doing features about long standing members. He also spoke with Dave Roach about maybe writing a historical column, with things like the origin of the dB, first few members, etc. Paul inquired about honoring officers, etc. We have not given awards out in a long, long time. The two past presidents did not get plaques.

Autocross:

- Approx. 50 folks showed up, even though the weather was not the best. Good event according to Dave.

Tech Chairman:

- He's moving to Boston. Wife accepted to Law School

Tours and Rallies:

- Dave Caldwell reported 15 cars ran the tour, only one no show. Dave received three e-mails praising the quality of the event and the wonderful the photos.

Concours:

- Paul reported a successful event. There were approx. 30 cars. Total cost to the Club will be about a bit more than \$1,000.00.

Drivers Schools:

- The Spring School was NOT rained out. It was a successful event. The school was not completely full due to lack of instructors. A cookout/catered dinner was proposed for our August school. We will look into it and hope to get sponsorship. The Jeff Circuit lends itself for such a party. Gary Ketner will be asked to volunteer.

dB:

- Advertising needs to be more closely monitored. Dwight needs articles for tour, drivers' school, tech session, if any, results for autocross, etc.. Articles have to get to Dwight early enough for the OP Shop. They are doing a great job, they are getting used to our schedule. Give Dwight any upcoming events such as Drivers' Schools, Tech, etc. New e-mail address for Dwight: dderr@bcpl.net?

Drivers School Steering Committee:

- No Madame British Ambassador. The President spoke with Dave Bryan about increased attendance for Fridays.

Webmeister:

- We have two new things to report: A new site and a new Webmeister! Sue Bryan will be taking on duties as our keeper of the cyber info. We talked about the possibility of getting digital camera. The cost and benefits have to be looked at.

Web Committee:

See above

Old Business:

- Chapterfest Logo? Dave will look into it. Dave wants to do a charity event. National has a matching funds program. National will be mailing labels to Dave, so we can send info to adjoining chapters.

New Business:

- Club logos/pins/name tags were discussed. Mike Early has been doing nametags. The old tie tacks with BMW CCA logos are apparently no longer available. An alternative will be sought.

Calendar of events:

Per the dB. We are current, no additions.

Next Meeting:

Al's in Virginia

Adjournment:

- A motion to close the meeting was made and seconded. The meeting adjourned at 9:35 p.m.

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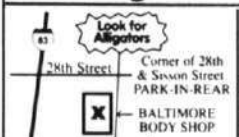
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Make checks payable to BMW CCA NCC. Send ad with payment to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218, or e-mail to dderr@bcpl.net. Ads must be received by the first of the even-numbered months for inclusion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

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1968 1600GT VIN W1177. Blue/blue vinyl. Older restoration, all original except paint. 117K km. Very Rare! \$15,000/OBO.
Dave (301) 770-0700 days (MD)

1980 733i VIN 7350476. Blue/ Blue interior, beautiful car, BBS gold rims, 4 speed, 150K, runs great, looks great, 2 bubbling spots on body, otherwise new paint job, \$3,500.
Greg (202) 686-9813 (DC)
or e-mail <gdwaldo@aol.com>

1982 633CSi VIN WBAEB7402D6725330. Silver/ Blue interior. 150K, 5 speed, runs great, needs new paint job, has some bondo, very fast. \$3,200.
Greg (202) 686-9813 (DC)
or e-mail: <GDWaldo@aol.com>

1982 733i VIN WBAFF3404C7355749. Gray with red interior, 150K, broken rocker arm in head, runs, missing 5 speed transmission, selling for parts.
Greg (202) 686-9813 (DC)
or e-mail <GDWaldo@aol.com>

1986 528e VIN WBADK8303G9702046. Maroon with tan interior, 136K, good condition. for parts or to sell whole \$3,500.
Greg (202) 686-9813 (DC)
or e-mail: <GDWaldo@aol.com>

1990 750iL VIN WBAGC8310LDC75616. Blue/gray exterior, blue/gray leather. S/r, cruise control, phone, heated seats, CD. 110K miles. Excellent cond. Garage kept. \$16,000.
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E30 Parts For E30 M3 - BMW Motorsports brake duct kit. Bought from factory in Munich. Replaces useless fog lights. Intake fits flush with airdam. Large tube blows air into wheel well. Korman's net price is \$489. Yours for \$90/OBO.
Woody (703) 243-5796 (VA)

For E30 3-series - Sunroof wind deflector - or whatever they're called. \$15.
Woody (703) 243-5796 (VA)

Misc. Parts 535i Parts. 87 535i (wrecked front end). 93K, good A/T, power brown leather seats, door panels, glass. Best offers.
Mark (703) 242-8350 (VA)

Power antenna. Harada fully-automatic. Black mast. New, in box. \$50.
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E28/ E24 Shocks. KYB Gas-a-just rear shocks. Fits E28 (528e/533i/535i), late E24. Less than 1K miles. \$75 pr.
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PARTS FOR SALE

Misc. Parts Misc. Rt. taillight lens, 75-76 530i (E12), PN 63 21 1 354 454, new \$25; rt. taillight lens, 530i/528i (later E12), PN 63 21 1 361 604, used, vg cond., \$10; console side panels, E12 528i/530i, new, \$50; 2002 fr. Repco Deluxe (D153D), new, \$15; Purolator a/f (PM1093), \$5; Hirschmann antenna mast, smooth cable, new, \$10; headlight buckets, 320i, used, \$20/4&r; fr. calipers, 633CSi/535i, or 528e/533i upgrade, used but rebuildable, \$75pr; 3.3L Motronic motor, good head, complete w/ wiring harness, a/f meter, intake, Motronic brain, 180K, Mobil 1, \$500.
Dwight (410) 889-9578 (MD)

2002 Parts '76 Cylinder head, rebuilt w/ 15K miles, \$175. Complete clutch kit, new \$175 firm.
Mike (703) 435-9885 (VA)

E12 Parts Clearing out remains of 4 cars. Miller & Norburn-prepped 3.3L motor, 30K miles, \$500. Fully functional gauge cluster, \$75. Excellent tan or blue door panels, \$50/set of 4. Grills, \$10. Much, much more. Delivery arranged on big items.
Al Taylor (919) 437-1167 (NC)

E36 Bra Colgan. With mirror covers. For 96-97 328i. Excellent condition. \$50 plus shipping.
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