

March/April 1999

der Bayerische

National Capital Chapter

BMW Car Club of America



Calendar of Events 1999



JANUARY

- 16 Holiday Party & Elections
Historic Mt. Vernon, VA

FEBRUARY

- 20 Dyno Tech Session
Woodbridge Dynotech
Woodbridge, VA

MARCH

- 21 Autocross School (R. Katona)
Dorsey MARC Station

APRIL

- 10 DIY Tech/Drivers' School
Inspection BMW Excluservice
(M. Wendell)
17 NCC Autocross #1
(R. Katona)
24 Highway Safety School
(G. Ketner)
25 NCC Drivers' School
(G. Ketner)

MAY

- 2 Deutsche Marque Concours
(P. Vessels)
NCC Autocross #2/PCA
Challenge #1 (R. Katona)
15-16 Jefferson 500 Vintage Races
16 NCC / Radial Tire Company
Corral at the Jefferson 500
(M. Early)
22 Sound Solutions Audio Tech
Session (M. Plante)

JUNE

- 5 SCCA Susquehanock Trail
Pro Rally Tour
6-7 NCC Drivers' School
(G. Ketner)
12 New Members Party
Passport BMW (M. Gayle)
20 NCC Autocross #3/PCA
Challenge #2 (R. Katona)

JULY

- 19-23 BMW CCA Oktoberfest '99
Indianapolis, IN
25 NCC Championship
Autocross Fort Meade
(R. Katona)

AUGUST

- 7-8 NCC Drivers' School
(G. Ketner)

AUGUST

- 12 Shenandoah Vineyard
Concours (P. Vessels)
25 NCC Fall Tour

OCTOBER

- 9 Chapterfest
16-17 NCC Drivers' School

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



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National Capital Chapter BMW Car Club of America

March/April 1999



VOLUME 29 NUMBER 2

2

PRESIDENT'S MESSAGE

3

MISFIRINGS

4

SHORTSTROKES

6

COMING EVENTS

9

DRIVERS' SCHOOL
APPLICATION

16

CAR OF THE MONTH

18

WOODY'S
COMPETITION CORNER

20

NEW MEMBERS

22

MINUTES

22

TREASURER'S REPORT

23

CLASSIFIEDS

24

ADVERTISERS INDEX



10

*George Washington
Schlepped Here*

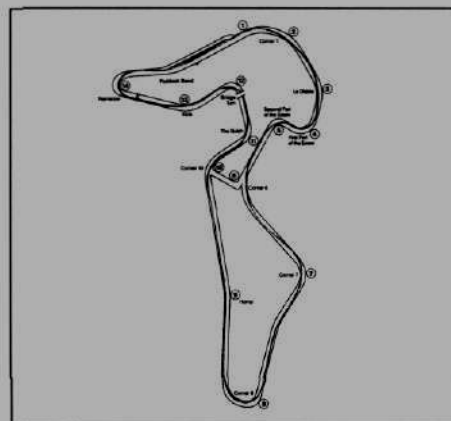
BY LUCY BEEBE



13

*On A Collision Course
With Highway Safety*

BY COURTNEY MOORE



14

*Le Circuit At Mont
Tremblant*

BY MARC PLANTE



Cover:

*Rich Beebe at Summit Point Raceway's
Turn 10.*

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P R E S I D E N T ' S

Message

Well, it's time to get out the *Daytimer* or start marking the calendar. We have started to fill up this year's calendar and we are looking for another exciting year. We have had so much excitement about last year's autocross series we decided to do it again this year. We will also be working with other car clubs to put on some joint events. We will be holding four weekends of driving schools at Summit Point under our new Chief of Instructors Walt Selva. Our previous Chief Instructor, Dave Bryan, should be commended for his dedication, his organizational skills and his ability for holding informative and safe schools. Thank you Dave for your years of commitment.

It was great to see such a huge turnout for the Holiday Party. The food, the setting and of course the company was superb. I would like to thank Duane Collie for picking such a wonderful location. During the Holiday Party we had our Annual Elections for the board. There was no surprise since we were all running unopposed. I would personally like to thank Sue Bryan for being Vice President and Charlotte LaQui for Secretary. As far as this year's Board, Al Zavala and I will continue in our capacity and we have a husband and wife team that has been elected to the Board. Rich Beebe will be Vice President and Lucy Beebe will be Secretary.

Happy Motoring!

Dave

YOUR CLUB NEEDS **YOU!**

The National Capital Chapter of the BMW CCA is looking for individuals to serve in the roles of Tourmeister and Social Chairperson.

The Tourmeister will run the Chapter's Tours and Rallies program. If you're interested in spending time with your fellow enthusiasts in a great social setting, and driving to interesting and exciting venues, Tours and Road Rallies may be for you!

Our Social Chairperson will work with other Chapter members to coordinate events such as the Fall Crab Feast, Holiday Party or the Vintage Race Corral.

We're always looking for new points of view and people who bring a fresh perspective to how the Club serves the membership!

Interested individuals should contact Chapter President, David Lassalle at (301) 317-1461, or via email at lassalle@erols.com. As always, all members should feel free to contact any Board member with questions, we're listed in the front of the *dB* every month.

EDITORIAL

Misfirings

The news accounts are seemingly so ubiquitous that most people either don't pick them out of the background haze or when their eye is caught the reaction falls just short of blase. Or perhaps the stories sound all too familiar—

"Teenage driver and his sister killed on their way to school after the driver, momentarily distracted, loses control of his car and crashes into a tree."

"Teenage driver loses control of his Mustang and crashes into a U-haul truck, he and two teen passengers die in wreck, truck driver in critical condition at Shock Trauma. Witnesses report the Mustang was engaged in a 'passing-for-fun contest' with another teen driver."

And last July, teenage driver loses control of his Subaru Outback on East-West Highway and rolls onto the cab of an oncoming truck, killing two teenage passengers as well as the truck's driver. Witnesses say that the Subaru's driver "was deliberately fishtailing" the car. Excessive speed was a contributing factor. As was, some would argue, the problematic rolling-sweeping nature of that stretch of roadway (although, on that sort of stretch of road, if found on a racetrack, one would find overjoyed drivers blasting through full-bore squealing and howling with delight.) Here, the 16-year-old driver had his license for about two weeks, just about enough time to attain proficiency in inserting the ignition key and starting the motor. Unlike his friends, he was lucky enough to be able to walk out of the hospital after only a few days. The real tragedy here was unwittingly underscored by the boy's father, who, while acknowledging his son's inexperience, commented that "I've driven with him many hours, and my sense is that he was a very responsible driver." You can bet that the man taught his son everything *he* knew about driving.

Unfortunately these gruesome tales aren't the isolated incidents we would all hope; their regularity is enough to make teenage drivers—who make up about 5 percent of all drivers—responsible for roughly 14 percent of all traffic fatalities. And here's a shocker: car crashes are the No. 1 killer of teenagers. So what to do? Remove the teen driver from behind the wheel? Many jurisdictions are attempting that by mandating changes in licensing requirements, including raising the age limit, creating a graduated licensing process, and requiring the presence of an adult "driving supervisor" for a given number of hours before a full license is bestowed. But they'll eventually be behind the wheel, and there really is no difference between an inexperienced teen driver and an inexperienced forty-year-old driver, save for the fact that the teen would be more amenable to learning. Clearly, then, the problem isn't the age of the driver but rather the raw lack of real-world experience as a consequence of the absence of a good comprehensive driver education program that deals with the one most important aspect of driving that neither high school programs or most private programs adequately

address—car control. But, you shouldn't despair. There are programs taught by seasoned and—more importantly—knowledgeable drivers tailored to address this very problem. And you don't have to look far—just turn a couple of pages.

Your very own Chapter has for years conducted such a program for your benefit—starting with our Highway Safety School and continuing with, yes, our drivers' schools. This year is no different as we'll again offer to you these same opportunities to learn some car control savvy that your high school driver's ed expert/shop teacher wouldn't even dream of, yet could just very well save your—and anyone you care about—skin. But don't take just my word. You'll find elsewhere in this issue a first hand account of the Highway Safety School's efficacy from Courtney Moore, one of our students from last year who was transformed from one trying to single-handedly put all body shop owners into a higher tax bracket to a completely incident-free (miraculously, says her father) safe teen driver. Take a look at your son. Your daughter. Your spouse. Are you content with the level of drivers' education they've received? With their level of driving expertise? Look at yourself. Can you safely, quickly, and calmly rein in your car while it decides to try a sideways slide on a rain-slickened pavement? So what's there to lose? Surely it's not \$125.

Quoth Miriam Schottland, classroom instructor for our program as well as an instructor with BSR at Summit Point Raceway—"We have a saying at the track. A meteorite hitting your car is an accident. Everything else is driver error."

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- Here's the line-up for your newly-elected Chapter Officers, as determined at January's NCC Holiday Party: President—David Lassalle (E36 M3), Vice-President—Rich Beebe (E30 M3, E28 M5), Treasurer—Al Zavala (E30 325i), and Secretary—Lucy Beebe (E28 M5, E30 M3). Do meet them at the next Chapter event....

- To those of you with a penchant for driving after tipping a few too many, here's a tip: stay away from the Big Apple. If you drive drunk and get nabbed, the Man there will take away your car and won't give it back unless you are acquitted of the charge. This measure is covered by the forfeiture provision in the city's administrative code, which allows police to seize any and all "instrumentalities of crime", although motor vehicles weren't specifically indicated. According to NYC police Commissioner Howard Safir, it's "a creative use of a law."

- There's a new twist to the Great Woodrow Wilson Bridge Replacement Debate: According to a recent poll, 59 percent of Alexandria residents actually favor the proposed 12-lane replacement. To those of you not familiar with the controversy, here's a recap: the 37-year-old

ShortStrokes

bridge, which spans the Potomac River and links the Maryland and Virginia sides of the Capitol Beltway/I95, is literally crumbling before (beneath) everyone's eyes, largely due to the fact that its six lanes are carrying almost three times its designed daily load of interstate trucking and urban sprawl. No one denies the urgent need for replacement. A twelve-lane design was picked as the best choice for relieving the current and future traffic load. All of the local jurisdictions signed-off on the design, except for the City of Alexandria, afraid that the bridge would destroy the ambience of its Old Town district and whose City Council filed suit to block construction—claiming irregularities in the method of appropriating funds for the project. The poll, paid for by the Alexandria Chamber of Commerce, selected 505 registered city voters and was weighted to reflect voter turnout throughout the city. Old Town residents were 51 percent against the bridge, 40 percent favored it, and 9 percent were undecided. Elsewhere in the city, 62 percent favor the bridge. Almost everyone agreed to the need for a new bridge.

- Speaking of bridges, a German couple missed one while out for a drive Christmas night. Or weren't informed by their car's onboard navigation system that a bridge didn't exist. Approaching the Havel River in Caputh, the driver, following the computer's directions, kept driving straight into the dark, expecting a bridge. Little did he know that he had

to wait for a ferry. River traffic was stopped for two hours so the car could be fished out about 13 feet from the river bank. Neither the driver or his passenger were injured. The car was only identified as a luxury German marque.

- NASCAR just keeps winning over more and more fans, its most recent convert being newly-elected Anne Arundel County Executive Janet S. Owens (D). Throughout her campaign against then-County Executive John G. Gary (R), Owens pointedly criticized her opponent's ardent support of a proposed \$100 million auto speedway for the county's Pasadena area. After meeting with Joseph T. Mattioli III, chief operating officer of Chesapeake Motorsports Development Corp., the prospect of \$50 million of projected county revenue has now made a big fan out of Owens, who hopes to use the windfall to boost education spending. The site for the racetrack is a former copper refinery just outside the Baltimore Beltway on land owned by the Maryland Port Authority, which is mulling over the decision to lease the land to Chesapeake. All of this despite NASCAR's repeated assertions of disinterest in the mid-Atlantic area as a Winston Cup venue.

- Aggressive driving contributing to traffic safety? That's what Dirk Helbing of the University of Stuttgart in Germany and Bernardo A. Huberman of Xerox PARC in Palo Alto, California theorize. In a report in the 24/31 December issue of the scientific journal *Nature*, Helbing and Huberman plugged data culled from observations of Dutch traffic on a two-lane highway into computer-simulation models. What they've found was that competitive interactions between vehicles, i.e., lane-changing and jockeying for position, lead to a cooperative, coherent state where traffic flows along in a manner analogous to the motion of a solid block. Such a unified state, while at an average speed that is higher than the previous, erratic phase, is inherently safer due to the fact that traffic flow is high and stable with significantly reduced lane-changing. However, this coherent state falls apart when traffic density reaches a critical density (gridlock) where the steady-state is disrupted. Traffic safety could be improved, they say, if traffic-control measures and/or automatic vehicle-control systems were employed to encourage the unified state. Another observation: the European driving style where slower traffic keeps right, termed "asymmetric lane-changing usage", is less efficient than the American driving style where motorists use (hog) both lanes ("symmetric lane-changing usage"), the result being up to a 25% reduction in traffic-carrying capacity.

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Application for Customized Club License Plates



The cost for the Club license plates is \$25.00. The four digit number on your plates will be given in sequential order as applications are received.

Once you have received your new plates, send your old plates to David Lassalle so that they can

be returned to the MVA. (*Do not send them before you get your new Club plates.*) Send your completed application along with a photocopy of your BMW CCA membership card to (Send no money!):

David Lassalle
9466 Keepsake Way
Columbia, MD 21046

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Address _____

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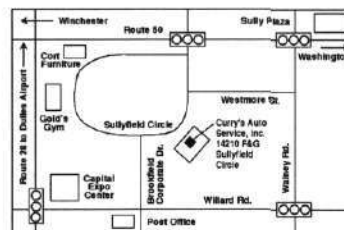
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SCCA Crash & Burn School Mid-March Date TBA

If you have ever volunteered to flag at a driver's school, or if you are thinking about volunteering in the future, this is the school for you. The Sports Car Club of America (SCCA) puts on a school once a year to teach people how to extinguish a fire. Not a brush fire, but a burning car! Learn how the professionals spot the danger signs. Learn how to safely approach a burning vehicle. God forbid you ever need to use this knowledge, but it would be nice to know what to do in an emergency, wouldn't it? Contact Adil Desai at (410) 727-5259 prior to 10pm, or via e-mail at: <adesai@btopi.com>

AUTOCROSS SCHOOL Sunday, 21 March 1999 Dorsey MARC Station Rt.100 in Suburban Maryland 9:00 am until 4:00 pm

The NCC's first annual autocross school will provide instruction for beginning to intermediate level drivers in car control and autocross technique. No prior experience required. This is the perfect event for novices to learn the basics of autocross, or intermediates to hone their skills with our top drivers. Loaner helmets available. Pre-registration is strongly encouraged as there will be a 50 car limit. The program will consist of exercises designed to increase skill and confidence followed by a practice autocross event. The cost is \$15.00. For information or to pre-register, contact Ron Katona (301) 604-3836. (e-mail: ron3b@cris.com).

Directions to the Dorsey MARC Station: Take I95 to MD Rt.100E, go to Exit 7 between US 1 and I-295 Baltimore Washington Parkway. There are signs for the MARC station.

Do-It-Yourself Tech Session and Drivers School Inspection Saturday, 10 April 1999 BMW Excluservice 1224 Parklawn Drive, Rockville, MD Time 8:00am - 12:30pm

BMW Excluservice has once again generously offered Chapter members the use of their lifts and service bays to perform maintenance and repairs in anticipation of the summer driving season. A few of their knowledgeable technicians will also be present to answer questions, and maybe even

lend a hand. Once again, their well-stocked parts department will be open, offering a club-member discount, so that you can pick up that part you didn't know you needed. As always, lift space is very limited, so we ask that you limit yourself to those tasks which can be completed in the allotted time. Basic maintenance and repairs, such as fluid changes, filter replacement, and brake pad changes should be able to be accomplished in one hour. We can accommodate more involved tasks, but please register early for a lift. Tools will not be available, so plan to bring all of the tools required for your job. Please be sure to have all of the parts you think you'll need *before* your car goes up onto the lift. In addition, we will be performing safety inspections for the April Highway Safety School and Drivers School. Please call to reserve a space and remember to bring your tech form. These events are very popular, so please register for early. Priority will be given to those who register in advance. To register, contact the Tech Chairman, Michael Wendell at (703)803-6994 or email (preferred) at <mwendell@kwyjibo.com>. Be sure to include the year and model of your car, as well as a complete list of the work you plan to do.

Directions: From Maryland east of I-270 - Take the Capital Beltway (I-495) to MD Rte.355N (Rockville Pike). Go 2.5 miles and turn right onto Randolph Road (just past the Silver Diner, which is on the left). After 1/2 mile, just over the railroad tracks, turn left onto Parklawn Drive. BMW Excluservice is 1/2 mile further, on the left. From Virginia, and Maryland west of I-270 - Take the Capital Beltway (I-495) to I-270 North. Exit immediately onto Montrose Road East. Montrose Road will become Randolph Road when crossing Rockville Pike. After 1/2 mile just over the railroad tracks, turn left onto Parklawn Drive. BMW Excluservice is 1/2 mile further, on the left.

NCC Autocross Series Event #1 Saturday, 17 April 1999 Lincoln Technical Institute 9325 Snowden River Pkwy. Columbia, MD Time: 8:30 AM

You've been to our autocross school, here's your first opportunity to see what you've learned! This event kicks off the NCC Autocross Series for 1999 and everyone's chompin' at the bit to get things rolling. For more information or to pre-register (highly recommended), contact Autocross

Chairman Ron Katona at (301) 604-3836 or email to: <ron3b@cris.com>.

Directions. From Baltimore: Take I95 south to Exit 41 West (MD Rte. 175) towards Columbia (bear right on ramp). After 1.2 mi, turn left onto Snowden River Pkwy. Lincoln Tech is about 2 miles on the left.

From DC: Take I95 north to MD Rte. 32 West towards Columbia. Exit at Broken Land Pkwy and bear right at the end of the ramp. Immediately bear right onto Snowden River Pkwy. Lincoln Tech is on your right.

Highway Safety School Saturday, 24 April 1999 Jefferson Circuit Summit Point Raceway, WV Time: 7:00AM

Have you ever wondered how your BMW would perform in an emergency? If you had to make a sudden lane change to avoid an accident or debris on the road, how would you react? Has your daughter or son just gotten their license? Have you ever hydroplaned in the wet, or skidded in the snow? Then this is the place to extend your knowledge of driving. We teach accident avoidance, advanced car handling, and driving in the wet. This is the school where you will learn how to be a better driver. It doesn't matter if you are new to driving, or have been driving for years. It doesn't even matter if you have a BMW. Please learn how to be a better driver. What you learn here may allow you to drive another day. You'll find the application in this issue. For information, contact the Registrar, Gary Ketner, at (410) 715-9317 evenings before 9:59pm.

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.

**Drivers' School
at the Jefferson Circuit
Sunday, 25 April 1999
Summit Point Raceway, WV**

This is our first drivers' school of the year. Replacing the always cold and often wet March school at Summit Point, we invite you to dust off the cobwebs on your car and join us at the Jefferson Circuit. If you attended the Highway Safety School the day before, then this is your opportunity to be introduced to high speed driving. If you have never driven the Jefferson Circuit, then you're in for a treat. This small, low speed track offers challenges in every turn. Come on out. I guarantee you will leave smiling. Fill out the application form found in this issue. For more information or to register, call Gary Ketner at (410) 715-9317 evenings 'til 9:59pm. *Directions: See above.*

**The 16th Annual
Deutsche Marque Concours
Sunday, 2 May 1999
Woodlawn Plantation
Alexandria, VA
Time: 9:00AM - 3:00PM**

Its Show Time folks!! Once again the Annual Deutsche Marque Concours will be held at the scenic Woodlawn Plantation in Alexandria, Virginia near Ft. Belvoir. As per our norm, this will be a "top only" concours, and will feature both display and vintage classes. The entry fee is \$25.00 (if pre-registered by April 28th) and \$30.00 thereafter including registration on the field the day of the show. Entry fee includes 1 ticket to the wine & cheese reception which immediately follows the awards presentation. Additional reception tickets are available at \$10.00 per person. There is no charge for admission to the event as a Club member, although you must present your membership card at the gate to obtain free entry. Non-Club members and general spectators must pay a \$5 admission.

8:00 am Grounds open to show participants for placement onto the field
9:00 am General admission to the public begins
10:30am Judging begins
3:00 pm Scores tallied/awards presentation

As the morning progresses, coffee, Mimosas, Bloody Marys, and danish will be available, as we move into the early afternoon barbeque sandwiches, select beer and wines and premium

cigars will also be offered, all provided for a nominal charge by the staff of Woodlawn and their vendors. Warm sunny weather has been requested, Porsche and Mercedes have both promised a strong showing, therefore your participation will make this event a huge success, so get your rags and polish out and get busy cleaning all those nooks and crannies, detail this & that and bring that car out to the show...that includes all track and auto-x junkies too. Remember, race cars are allowed in the display class! See the registration form in this issue. Also, volunteers are needed to help with registration, judging, scoring, etc....questions? concerns? Contact the Concours Chairman: Paul Vessels at (202)726-7971 for more info, until then....keep the shiny side up!

Directions: From Capitol Beltway take I395 south to Exit 166 (Ft. Belvoir/Newington), follow signs towards Ft. Belvoir/US Rte. 1, follow to end of road and turn left onto US Rte. 1, Woodlawn will be approx 1.25 mile up on the left. From DC take I395 south past Capitol Beltway then follow above. Woodlawn is at the intersection of US Route 1 & VA Rte. 235 south.

**NCC Autocross #2, BMW/Porsche
Challenge #1
Sunday, 2 May 1999
Jack Kent Cooke Stadium
Raljon, MD
Time: 8:00AM**

The second points paying event of the NCC autocross series marks our return to the large lots of Jack Kent Cooke Stadium in Raljon, MD. Our most popular venue last year, this lot features room to stretch your Bimmer's legs. We hope the local constabulary enjoys the show again this year. Maybe they'll try to catch our chapter president's M3 on course again... good luck! This event is co-sponsored by our friends in the Porsche Club of America Founder's Region. The first of four events with the PCA, we expect this season series to be an exciting addition to our regular points series. Although details are not final at the time of this writing, trophies for the BMW/Porsche series will be awarded. Registration opens 4 April. Questions? Contact Autocross Chair Ron Katona at (301) 604-3836 or email to: <ron3b@cris.com>.

Directions: Take the Capitol Beltway (1495 / I 95) to the Jack Kent Cooke exit.

**The BMW CCA NCC/Radial Tire
Company Corral at the
Jefferson 500 Vintage Races
Sunday, 16 May 1999
Summit Point Raceway, WV
Time: 9AM**

If you love vintage race cars than the place to be is Summit Point Raceway on Sunday, 16 May. From our vantage point at Turn 8 you'll see old bathtub Porsches and skinny-wheeled Morgans (and even a few BMWs) sliding through the turns while dicing for position. Thanks to Paul Moorcones and the good folks at Radial Tire Company, we'll again be treated to our (in)famous open-pit pig and chicken bar-b-que at what is unquestionably one of the most fun events we have. You newcomers can come out and see what Summit Point is all about and listen to all of the Club old-timers swap fish stories about this turn or that apex. Race admittance is normally \$25 but show your CCA membership card at the gate and get a \$5 discount. Of course, admittance to our corral is free to pre-registered Club members, but you gotta RSVP no later than 1 May to Mike Early at (800) 879-6778 (days) or email Mike at <m3early@aol.com>. And don't forget to load up the cooler, too! *Directions to Summit Point: See above....*

**Sound Solutions Car Audio Tech
Saturday, 22 May 1999
10720 Reisterstown Rd.
Owings Mills, MD
Time: 10:00AM**

Reserve Saturday, 22 May for an audio tech session with Sound Solutions of Owings Mills, MD. Using a live demo, they'll discuss and give a first hand demonstration on the dynamics of upgrading the sound systems in BMWs, ranging from DIY upgrades like baffling speakers to addition of components in different stages to improve the car's sound quality.

Directions to Sound Solutions. Take the Baltimore Beltway (1695) west of Baltimore to Exit 20 North, Reisterstown Rd.. Go north 4 miles til you cross a set of railroad tracks. You will see the shop about 1/2 mile past the tracks on the left side...#10720.

Registration Form

1999 Deutsche Marque Concours

BMW year _____ Model _____

Concours _____ \$25 per entry

Display _____ \$25 per entry

Reception _____ \$10 for each
additional person

Total Enclosed \$ _____

Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

Make check payable to "BMW CCA NCC" and
mail it with your completed form to:

Paul Vessels
P.O. Box 1784
Washington, D.C. 20013

Please photocopy from magazine.

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NATIONAL CAPITAL CHAPTER BMW CCA

1999 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form and must be postmarked at least seven 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.** One applicant per form; photocopy as needed. Applications may be mailed at any time; postmark date determines admission order. NCC members have admission priority until **four weeks** before the event. Members of other chapters will be admitted to space available at that time.
- **Drivers** must have a full, valid driver's license. If 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 June, August, and October events, **first-time students** may register for the first day, or for both days, but may *not* register for the second day only.
- **Cars** must be insured, street-legal, 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 the 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:

24-25 April (Jefferson Circuit)

\$125 ☐ Saturday Highway Safety School

\$150 ☐ Sunday Drivers' School

6-7 June \$275 ☐ both days / \$195 ☐ Sunday or ☐ Monday

7-8 August (Jefferson Circuit)

\$225 ☐ both days / \$150 ☐ Saturday or ☐ Sunday

16-17 October \$275 ☐ both days / \$195 ☐ Saturday or ☐ Sunday

Fees: Non-members add \$35 per event; the non-member fee is waived for the Highway Safety School. Add \$25 **late fee** if application is mailed within three weeks of the event. Make checks payable to National Capital Chapter BMW CCA.

Refund Policy: Refunds less a \$25 cancellation fee will be given for cancellations made three weeks or more before the event. Credit for a later school may be taken in lieu of a refund. For cancellations made within three weeks, a refund or credit will be given **only** if your place is filled from the waiting list. **No refunds or credits** will be given for cancellations within one week of an event.

Mail application, fees, and a **self-addressed business envelope with \$0.99 postage** to: NCC Drivers' School
C/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044

Questions? Call Gary at 410-715-9317 evenings before 10:00 PM.

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

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

And don't forget our three-for-one deal: 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@dclink.com). Worker spaces are limited, so contact Steve early.

Experience – List your previous experience as a drivers' school student by number of days and location. If no previous experience, state "None."

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

Days at other tracks (please list individually): _____

Better every year...
The turnout, the food, the prizes
and the Inn at Mt. Vernon.
Who could ask for more?
Did we mention the prizes?

George Washington *Schlepped* Here

The 1999 Annual Holiday Party and Elections

By Lucy Beebe

Photos by Lucy Beebe, Bruce Robertson, and Dwight Derr

The evening began with all party partygoers at their happiest. We had soothing music from a live string trio, crackling fireplaces and most of all, BMW car chat. Even I was drawn into discussions of which suspension upgrade I'll opt for my M5.

Next, all 180 of us found seats at quaint tables scattered about the Inn. We were served some of the area's best cuisine. The Crabcakes went extremely well with the petite Filet Mignon. But, the best was yet to come with delicious fresh berries in a dark chocolate cup with Chambord Cream.

After the meal and drinks we gathered to present the election results, autocross winners and door prizes. David Lassalle stays on as President; Richard Beebe was elected Vice President; Al Zavala was re-elected as Treasurer and I (Lucy Beebe) became the new Secretary.

The discussions amongst both experienced and novice autocross drivers expressed that they had fun and were challenged at every event. The Club put together a great series and everyone involved should be commended. Our autocross results for 1998 can be found elsewhere in this issue and on our web site (<http://www.bcpl.net/~ncc/>). Check out our new 1999 schedule of events for our NCC autocross schedule.

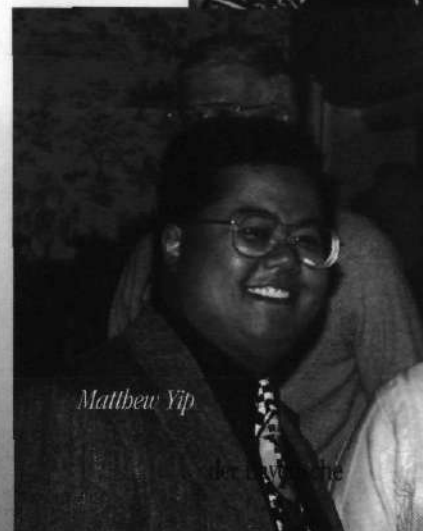
Congratulations to all the winners of our Holiday Party prizes. We know you all should enjoy them through the coming year. Wow, we had some door prizes...17 car enthusiasts gifts worth over \$1,300. Marc Plante is to be congratulated for rounding up the wonderful bounty of door prizes. Please feel free to show your appreciation for the continual support these companies show our Club.

Some of the prizes given out include:

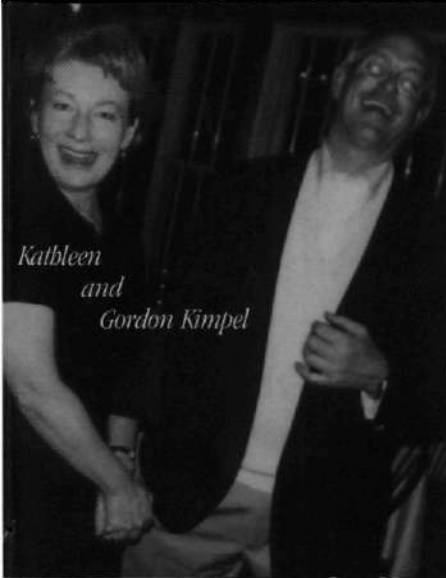
- One Day Drivers' school admission—National Capital Chapter, BMW CCA
- One Paid Autocross Admission—National Capital Chapter
- One Stage 1 short shift kit—UUC Motorwerks
- \$250 towards any product or service—Curry's Automotive Service, Inc.
- \$300 Voucher for Future Service Work and
\$125 Credit Voucher Detailing Service—Auto Advantage
- Six OG Racing Shirts and 2 Pairs of Mechanix Gloves—OG Racing
- One Oil Change and One Hour of Free Service—Autowerke/Autoy
- One Set of Floor Mats—Dulles International Motorsports
- Various items —Heishman's Automotive



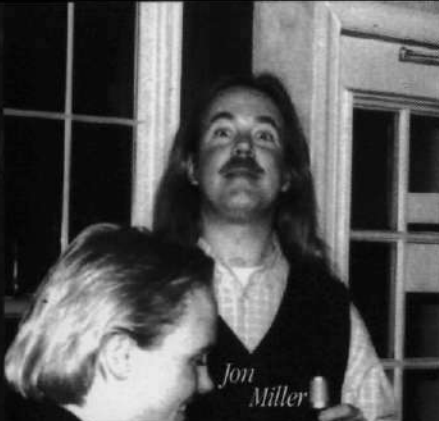
Lucy Beebe



Matthew Yip



*Kathleen
and
Gordon Kimpel*



*Jon
Miller*

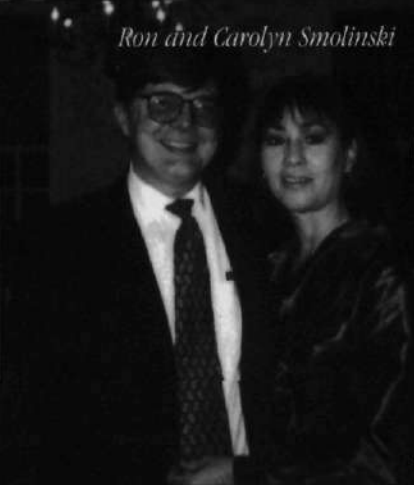


Steve Schlossman

Florence Polk



Heather Croxton



Ron and Carolyn Smolinski



Pete

and

Marcia Read

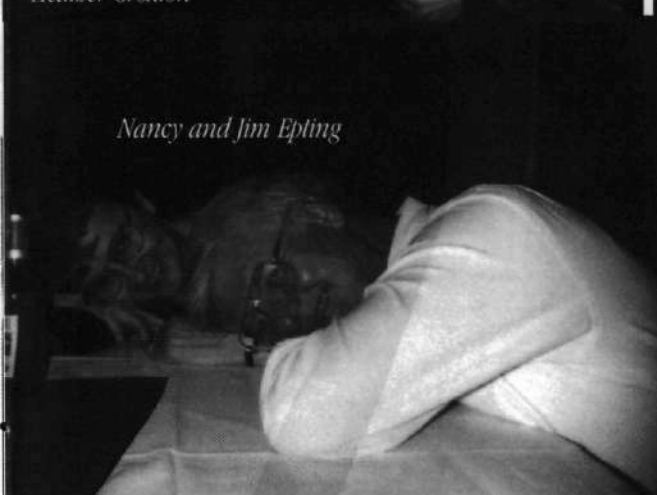


*John
Tisch*

Holly Davis



Rich Beebe



Nancy and Jim Epling



Sean Rizzo



*Beth
Wendell*



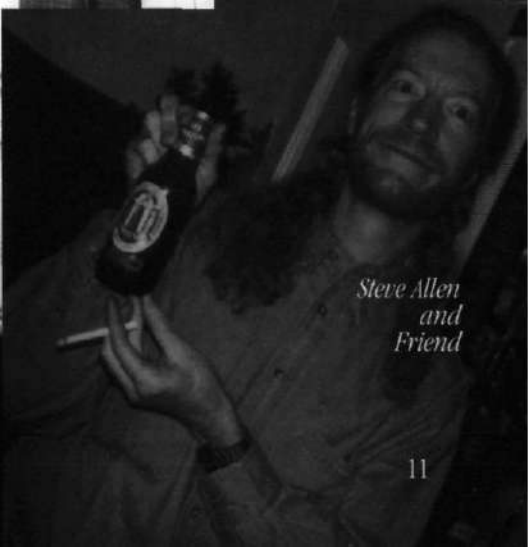
Mike Wendell



Marilyn and Mark Sanders



Angie and Bill Brochu



*Steve Allen
and
Friend*

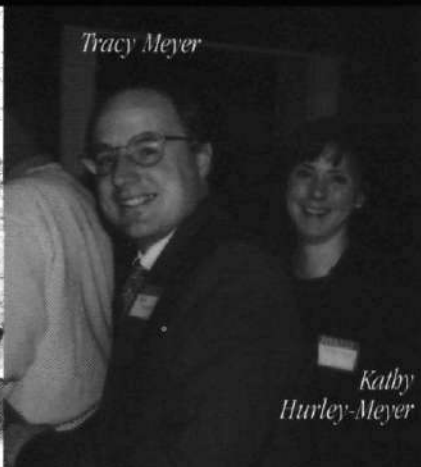
Janine and Randy Dellinger



Ron Katona



Tracy Meyer



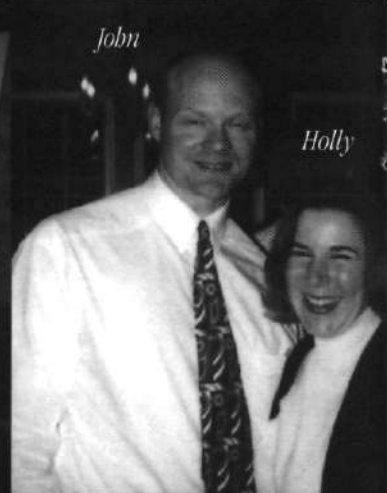
Rafael Garces



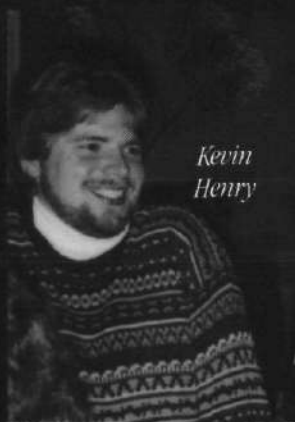
Kathy Hurley-Meyer

John

Holly



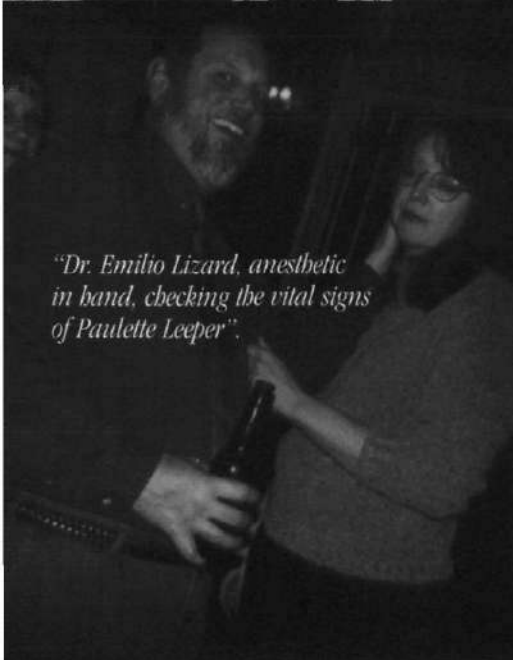
Kevin Henry



Tom and Sue Baruch



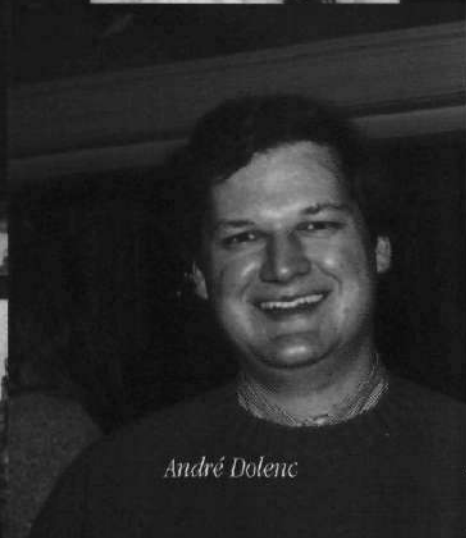
"Dr. Emilio Lizard, anesthetic in hand, checking the vital signs of Paulette Leeper".



Bob Hausmann



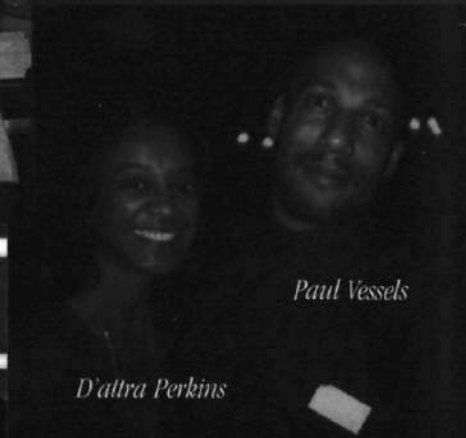
André Dolenc



George's Barkeep

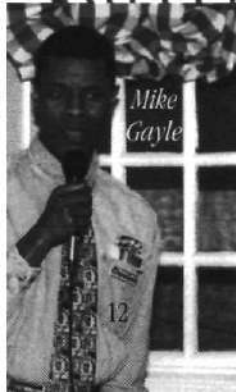


Paul Vessels



D'altra Perkins

der Bayerische

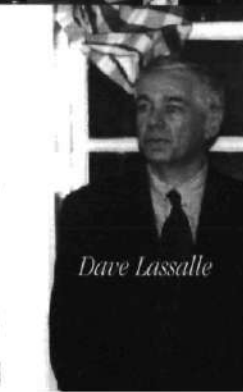


Mike Gayle

The Beebes



Dave Lassalle



Three crashes in her first three weeks of legal driving lead to a major shake-up in one teen's driving habits.

On a Collision Course with Highway Safety

By Courtney Moore

I was the last one of my friends to get my license. When I finally did I was eager to have all the privileges that they had even though they had been driving a lot longer than me. No one ever told me what a large responsibility being behind the wheel was, and I looked at driving like it was a game, I had no idea how dangerous a car was. Four days after I got my license I had my first accident. I was driving around a curvy road and trying to change lanes. Forgetting to check my blind spot I side-swiped the car next to me. I was completely shaken up but I thought that it was just new-driver jitters, after all, most of my friends had already had an accident. My parents, after long deliberation, decided they would give me another shot behind the wheel. I was given a set of specific rules, where I could and could not drive, and how many people I could have in the car. Thinking of course, that I could handle driving anywhere, I volunteered to drive two of my friends to lunch. The music was cranked up, the windows down, and my friends screaming when I rear-ended a van. My car spent a week and a half in the shop; the entire front end was scrunched up like an accordion. At this point I figured that there was no physical way that I could have another accident. I had gotten the bad driving bug out of my system and I was really ready to go. My parents, after hours of begging on my part, decided to let me drive to and from school the day after

my car got out of the shop. I was given once again strict instructions not to go anywhere else, and to have no one, under any circumstances, in my car. Unfortunately I did not listen. With two people in my car I ran a stop sign and plowed right into the side of the car of one of my classmates. He spun out and managed to steer his way through two sets of trees, his car finally

I was not allowed behind the wheel for weeks. My dad had heard about the BMW Car Club's Highway Safety Driving School through a co-worker and suggested that I enroll. After all, things could not have gotten much worse. I spent the entire day driving through all sorts of obstacle courses and exercises that helped me to decrease my reaction time. On the skid-pad, I learned how to handle my car when it starts to spin out in the wet. But most importantly, Klaus Hirtes, my driving instructor, made me understand what a huge responsibility driving is. I learned how to hold the wheel, how long it took my car to stop, and how to pay attention above all else. I came out of the school with a new appreciation for the power of a car, and also with a new understanding of defensive driving. These were things that were never emphasized to me in the driving school I had attended before I got my license. I feel the reasons that the BMW driving school was so helpful was that it taught me how to safely control my car and it taught me the limits of my own car, not someone else's, which in turn has made me a much better driver.

I have been accident-free since I completed the course a year ago. I am now able to react to situations that occur on the road and avoid accidents that I might have been in without the benefit of the driving school. And now I am able to look objectively at the causes of my accidents—I was too excited, and I really did not have enough experience behind the wheel to do the things that I was trying to do. I do realize how very fortunate I am that no one was hurt by my carelessness and I recognize that everyday. A car is so dangerous, and it can be deadly in the hands of someone who does not know how to use it. I honestly have to say that the BMW driving school gave me confidence and discipline behind the wheel, things that are so critical to being a safe driver. Oh, and one other thing. Now, when I am a passenger in a friend's car, I notice all of the bad habits that they have and all of the careless mistakes that they make while driving. And it's scary!

P.S., And I am coming back again this year.

Editor's note: Courtney Moore enjoys life like any typical high-schooler, except when behind the wheel, where she's way above average.

Courtney no longer anguishes when in a car—unless she's not behind the wheel!

stopping on someone's front lawn. It was then that I finally realized that I was not just having bad luck, I was not paying attention.



D. Derr photo

Le Circuit at Mont-Tremblant

The lengths one goes just to have fun.

By Marc Plante

When I told my friends and co-workers that I was going to travel from the Washington, DC area to a track 75 miles north of Montreal, Canada, I got a lot of skeptical looks. Indeed, as I started on the 700-mile drive on Thursday morning at 6:00 a.m., I wondered myself if maybe my new track addiction hadn't taken a somewhat twisted turn. After my second day here, I can safely say that this place is WELL worth the trip, all 11 hours of it.

Mont-Tremblant is a wonderful summer resort, complete with 10 golf courses, great hiking, biking, roller blading and mountain biking trails. Additionally there is a lake, with a lakeside beach and water activities. There is also an interesting array of shops and boutiques, and a variety of good restaurants. The stuffed crepes I had for breakfast in the morning before my track session were a sight better than the usual track breakfast fare, and the dinners have all been wonderful. The resort itself is fairly compact and very scenic. Though a lot of it is newly renovated (or under construction). It has the look and feel of a traditional European mountain resort village.

But what about the track?! Weeelll, First of all, it's right in the middle of town. You'd be hard-pressed to find it unless you're looking for it, but it was all of ten minutes from our hotel rooms to the track in the morning. The facilities at the track were a little sparse, but there were a number of decent service stations a half mile up the track driveway in town. Le Circuit at Mont-Tremblant was formerly a Formula One and Can Am track in the 60s and 70s. It is a 2.68 mile, 14-turn circuit with a lot of speed and a lot of character. As the following description mentions, the track has several steep uphill and downhill sections, and the pavement is not quite bowling alley smooth. The bumps, dips and vertical contours are at least as important as the turns

in this track, and they add a new dimension of challenge to getting the right line. The bumps force you to consider alternatives to the "right" line, though you find yourself compromising and coexisting with them by the end of the weekend. The steep uphill pitches distort several of the braking zones, making braking distances much shorter than you'd expect when you first start lapping the track. Additionally the pavement is very rough, which is great on rainy days since it provides more stick in the wet, but it's a little harder on the tires in the dry, so don't come up with marginal rubber on your car.

A lap around the track. When you first get to the track, you look at the winding straight in front of the start finish line and assume that there's no way to run through it without braking. It rises and falls violently, leaving you blind much of the time, and it sweeps hard to the right though Turns 1, 2 and 3. By the end of the day, however, you can work your way up to pretty much keeping your foot planted with just a slight lift at 1 and a squeeze of the brakes to set up 3 if you have the nerve. The end of this roller coaster is punctuated with



just enough braking zone to haul your car down to speed for a tight set of esses (Turns 4 and 5). These feed into a long left hand sweeper, which feeds into a moderate high speed right hander (Turn 7) that is mined with a couple very big dips, one at the beginning of the braking zone and one at the apex. These dips will have you exploring different lines and attack strategies for the whole weekend. Turn 7 opens up through a slight left-hand kink into the first long straight and passing zone on the track. It lets you to get up to near triple-digit speeds before hauling the car down again (in a bumpy braking zone to make things interesting) for a long hairpin that feeds into the track's longest straight which is approximately 1/2 mile in length. The problem with this straight is that it isn't quite straight. It actually has a slight kink to the left, which occurs on a bump (Turn 9, known as "The Hump"). While there's not a lot of turning involved, you do have to manage a drift from side to side to navigate the straight and the bump smoothly. This straight dumps you into another set of fast sweeping Esses, known as the gulch. These finish climbing a steep hill to give you a good braking zone for a very sharp, (some say 2nd gear, some say 3rd) blind left hander that feeds into an increasing radius right hander. The increasing radius lets you mash down your foot to build speed through another dip, which provides another steep uphill braking zone for Turn 14, which puts you back on the main straight. The track requires a lot of thinking about very specific lines through the bumps, but it does allow very high speeds and a fairly smooth run once you get the right line. Additionally the track is extremely scenic, with trees lining the sides of

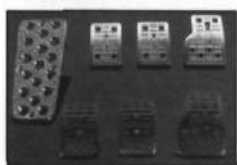
the track in most locations, providing a different feel than barriers and tire walls at many other tracks. It has great personality, and it was likened to the recently closed Bridgehampton Race Circuit by many of the schools' participants.

Best of all, just a couple minutes from the track, you have a wonderful resort community. This means that you can justify the longer drive with a few days of other activities, or you can bring the family along, realizing that they'll have plenty to do. The resort is comfortable and the rooms are relatively cheap. The food is great, the people are friendly and the track is wonderful, not state of the art, but a classic puzzle with a great mix of challenges and sensory inputs. If you're within sane (or slightly insane) driving distance, it's well worth the trip.

Editor's note: The New York and Patroon Chapters have just announced a joint drivers' school at Mont-Tremblant to be held on 26-27 June 1999. The price for BMW CCA members is \$275. Registration closes 11 June. Contact the NY Chapter's Hotline at (516) 821-2002 for details.



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C A R O F T H E M O N T H

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



March

Spring is upon us and with it comes this rare and beautiful convertible as car of the month. This gem belongs to Lothar Schuettler of BMW Excluservice in Rockville, MD. The car is a 1956 502 Bauer cabriolet of which less than 250 examples were built. The 502 production run mainly consisted of the four door sedans with the exception of these few cabrios. This particular 502 cab is said to be the only known running example of its type in the United States. Lothar purchased this beauty in Germany, from the second owner of 29 years, with 91,600km or 57k original miles on the speedo! The car features the same all aluminum v8 engine as the 507 although slightly detuned with smaller displacement (2.6 ltr) and single carb instead of twins. So far Lothar has restored the interior, both carpets and upholstery, had all of the chrome trim refinished and rebuilt the rear axle from drum to drum. He says he can't bear to jump into a full restoration because he enjoys driving the car so much. I believe what he says be true, as I've seen him several times happily "tooling" around the byways of Montgomery County...top down, wind in the face.

Our car of the month for March 1999 belongs to Bruce Jackman of Silver Spring, MD. Bruce's car is a 1993 325i purchased used with 27k miles on the clock. Bruce says that although he enjoyed the car in its stock form, he felt that it could use some improvement in the handling department. With that in mind, an Eibach Pro Spring Kit with Bilstein sport shocks found its way onto the underside giving the car a more aggressive stance by dropping the ride height by 1.3 inches. Also added were 16x8 BBS RZ wheels shod with Dunlop D60A2s 205/55 R16 at all four corners, Bruce says this combination has increased his driving pleasure exponentially. I've seen this car a few times and I think Bruce forgot to mention a few of his mods....like upgraded sound system and that funny looking pipe extending from the intake with the open filter on the end...chip maybe? We will have to take a closer look next time.

April



The 1999 NCC Autocross Series

By Ron Katona, Autocross Chairman

Enough winter, snow, and ice – it's almost time for the new NCC autocross season! 1998 was a great season for NCC autocross; the popularity of the series continued to grow rapidly.

Rafael Garces did a great job organizing the series and has passed the torch to me – a tough act to follow! Thanks again to him and all the volunteers who helped out last year, and in advance to those who will do the same this year. This series can't happen without all your help!

Building on last season's popularity, we hope to offer just as exciting a series for 1999. All dates are not final at this time, but we plan to have eight or nine events including our first ever NCC Autocross School as mentioned in the Jan/Feb dB and on the chapter web site. The first four events are listed here.

You may pre-register for each event 30 days prior to the event date. Call Ron Katona at (301)604-

3836, or e-mail <ron3b@cris.com>. You must check in at the event one hour prior to your heat start time to retain your spot. While pre-registration is not required, the events fill up fast and will probably be limited in some cases judging on the turnout from last year. We can't guarantee you a spot if you are not pre-registered.

The points format for the 1999 series is the same as last year with one exception: we will have an overall champion based on a PAX index from all the classes. A PAX index is a number (1.0 or less) that is multiplied by a competitor's time to arrive at a PAX'd time. The index represents an historical ratio of the times of the top competitors in each class. Using the PAX index allows stock 2002s to go head to head with modified E36 M3s.

We hope some of the smaller classes from last year will find that they have something more to compete for this season. Once again, it takes entry in five events to be eligible for the season championship in each class and overall.

I hope to see all the familiar faces out there this season as well as our new autocrossers born from our school in March. Time to shake out the winter cobwebs – let's have another fun, safe, and competitive season!



1999 NCC Autocross Classes

Stock

There will be four "Stock" BMW classes, based on potential performance of the various models. Certain modifications typical for street cars will be allowed in the respective Stock classes. Any other modifications will automatically place the car into one of the four "Modified" classes that are based on the same models. All non-BMWs will run in an "Other" class.

SuperSport BMW -- SS & SSM

E30 M3	M Roadster	Z3/2.8 Coupe
E36 M3	M Coupe	E39 M5

Sport BMW 1 -- S1 & S1M

E36 323i	E46 323i	M1
E30 325i	E46 328i	M5
E36 325i & 328i	Z3 (2.8 and 1.9)	M6

Sport BMW 2 -- S2 & S2M

'91 E30 318i (16 valve)	528i (24 valve)	635CSi
318ti	530i V8	
535i	540i V8	

Touring BMW -- T & TM

Any pre '84 not otherwise classified (noc)	5-series noc
318i (8 valve)	6-series noc
325eta	7-series
E36 318i	8-series

Non-BMWs -- Other

Allowed Modifications in the "Stock" Classes:

- any wheels
- any DOT street legal tires EXCEPT "R" compound competition tires
- strut tower brace or cross-brace
- any exhaust system downstream of the exhaust manifold
- any airfilter and airbox any make carburetor
- any brake pads and rotors
- any spoilers or other aerodynamic aids
- any seats or steering wheel

Examples of modifications that will cause the car to be placed in "Modified" classes are:

- "R" compound competition tires or racing tires
- aftermarket or cut suspension springs
- aftermarket or custom anti-roll bars
- aftermarket engine management chip or software
- aftermarket engine parts or components designed to increase power



BY WOODY HAIR

Woody's Competition



C O R N E R

One year ago, professional sports car racing in the U.S. was in a state of upheaval as the SCCA established a series called the U.S. Road Racing Championship (USRRC) and ProSportsCarRacing (formerly IMSA) continued with their series. Throughout 1998 there were negotiations to stabilize the ownership of ProSportsCar and bring the two series together. Although some teams, including the BMW M3s ran both series, the attendance and number of entries was hurt by there being two sanctioning bodies. As we head into 1999, the split still exists. The USRRC has about 5 events planned, starting with the Daytona Rolex 24-Hour the end of January. ProSportsCar and entrepreneur Don Panoz have started the American Le Mans Series (ALMS) with rules and classes based on the famous 24 hour race in France. Some teams are expected to contest both series, but Tom Milner's PTG M3s may confine their schedule to the ALMS races after Daytona. The first ALMS event is the Sebring 12-Hour on March 20. Many of the ALMS events will be on the NBC tv network, or their cable outlet, CNBC.

The mandatory deadline for this issue is 10 days before the Daytona 24-Hour race so all I can write about is the entry list and test days. Tom Milner's Prototype Technology Group team has two 4-door M3s entered in the GT3 class. Drivers assigned to the #6 car are Dieter Quester, Boris Said, Mark Simo, Peter Cunningham, and (drumroll please...) NASCAR driver Ernie Irvan. The #10 car is scheduled to be driven by Bill Auberlen, Brian Cunningham (no relation), Brian Simo (twin brother), Johannes VanOverbek, and (another drumroll please...) Hans Stuck.

Irvan is there because he's partners with the Simos in the ownership of a NASCAR team that fields a Craftsman Truck and possibly a Winston Cup car for Said. He has just recov-

ered from injuries suffered in a crash last October and was near death a few years ago after another crash.

After driving Porsche GT1 and GT2 cars for a number of years, Stuck is now a "factory" BMW driver, but there are no Can-Am class BMW entries in this USRRC event. So he has stepped down to a lowly GT3 car. You can expect to see Stuck in a real racing sports car powered by BMW in the American Le Mans series.

There are three other GT3 M3s entered at Daytona. One is an ex-PTG car owned by T.C. Kline with drivers Pete Halsmer, Randy Pobst, and Shane Lewis. The other two are entered by Bell Motorsports. There were 30 GT3 cars at the Daytona Test Days three weeks before the race. The fastest times recorded for each car had the M3s in third, fourth, seventh, eighth, and 14th in class.

FLASH!!! The Tom Milner PTG M3s had their Daytona 24-Hour winning streak stopped at two. Mechanical problems started just past the one hour mark. The #10 car was being driven by Bill Auberlen when the car suddenly stopped out on the course. The problem was diagnosed as a broken camshaft. The cylinder head was replace and the car returned to the track some five hours later. Then transmission problems caused more down time. Finally the car was retired when part of the suspension collapsed.

The #6 Milner car had a transmission and differential replaced during the race, but the car was later retired. Ernie Irvan never was able to get any seat time.

The best finish by a BMW M3 was T.C. Kline's entry driven by Floridians Randy Pobst and Shane Lewis, New Yorker Bob Mazzuocola,

and Mark Raccaro of Connecticut. They were 13th overall and 5th in the GT3 class behind four Porsche 911s. The leading GT3 911 beat all of the GT2 entries. The #54 Bell Motorsports M3 finished 17th overall.

BMW NA's Scott Doninger announced prior to the race that Hans Stuck would be driving on Milner's M3 team in all of the ALMS events this year.

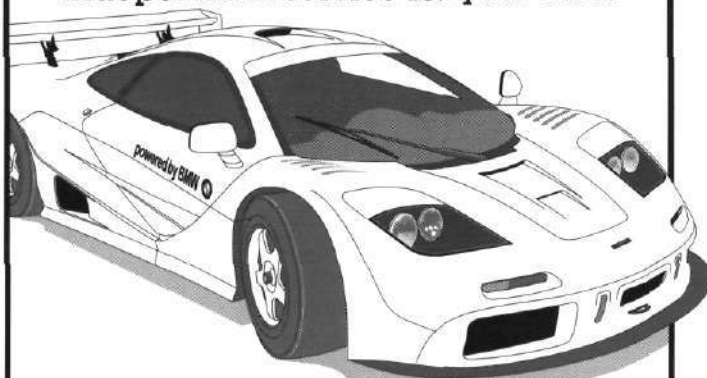
SPEED SHIFTS: The National Capital Chapter's 1998 Autocross Series was a big success. There were seven points events and the Championship was based on an individual's top 5 finishes. Five of our eight BMW class had at least seven season long points contenders. There are tons of 3-series cars out there. Where are the 5, 6, 7 and 8 series?? Our Chapter is holding an autocross school on March 21. The details are in the Coming Events section. And if you can't make that event because you'll be at Sebring for the 12-Hour, the Metro Council will be holding their 3rd annual autocross school at Fort Meade on April 10..... The DC region of the SCCA is planning a 12-hour race for production-based sports cars and sedans at Summit Point Raceway on June 5. That's the day before our driver school on the same track. In the '60s, the DC Region used to put on 6-hours sports car races and 12-hour sedan races at the old Marlboro track in Prince Georges County. The success of the 12-Hour spawned the professional Trans-Am series..... There are reports of yet another attempt to establish an auto racing facility in Maryland. The latest is planned for northern Anne Arundel County near Pasadena. The developers envision a 1-mile oval, 1.8-mile road course, and grandstand seating for 54,000 fans. The are shooting for a 2,000 (or is it Y2K?) opening. Good luck. Crunch

COMPETITION CORNER CALENDAR

Mar 21	BMW Club Autocross School, Dorsey, MD
Mar 27-28	SCCA Race Driver School, Summit Point, WV
Apr 10-11	MWCSCC Autocross School, Fort Meade, MD
Apr 18	SCCA National Races, Summit Point, WV
	American Le Mans Race, Road Atlanta, GA
Apr 25	SCCA Champ Autocross, Frederick, MD
May 2	SCCA MARRS races, Summit Point, WV
	CART Champ Cars, Nazareth, PA
	SDC Champ Autocross, DC area
May 15	NASCAR Winston Cup, Richmond, VA
May 16	Z-Car Club Champ Autocross, DC area
	Jefferson 500 Vintage Races, Summit Point, WV
May 23	SESCA Champ Autocross, Fort Meade, MD
May 28-31	USRRC/Trans-Am, Lime Rock, CT
Jun 5	SCCA Pro Rally, Wellsboro, PA
	SCCA 12-Hour Race, Summit Point, WV
Jun 5-6	USRRC/Trans-Am, Mid-Ohio
Jun 6	NASCAR Winston Cup, Dover, DE
	Lotus Club Champ Autocross, DC Area
Jun 13	FIA Formula One Race, Montreal, Canada

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NEW MEMBERS WELCOME!

I hope everyone that joined us for the Holiday Party had a great time! The food was fantastic, but it was a blast to check out all the cars in the lot. Well, the grip of old man winter is beginning to loosen, if one could actually say that we've had a winter. Have you started getting the car ready for the all the great driving events we have planned? I would like to welcome all the new members to the best BMW CCA chapter in the nation. We are now 3077 strong and growing at a rate of just under one percent a month. But, we just can't seem to catch the folks over on the "left" coast. I offer a challenge of every member of the National Capital Chapter. Bring one new member into the fold this year and we can become the largest chapter in the club. We are number two and who likes being

number two? There will be plenty of driving, social and technical sessions to keep us busy starting this spring. Are you up for it? Is your car? Come on down. Though we are number two, we are number one in the quantity and quality of our events. However, this is a volunteer organization and we can always use a helping hand. Working with the great folks in this club is what it is all about. Hope to see you this year. Remember . . . "Happiness is the corner!"

Mike Gayle, Membership Chairman

Name	Car	Referred By
John J. Alt	99 528i	S. Rowe
Joe Arsenault		
William Arthur	98 328i	David Arthur
Jared Baker	97 M3	
Rob Barth	87 635CSi	Doug Falls
David Baumler	85 535i	
Scott Brunk	95 M3	James C. Bill Jr.
Robert Burhenn	95 M3	
Arnold Cantor	95 525i	
John Carter	98 740i	
Fred Cooper	98 528i	
Alexander David	94 325i	
Robert DeMart	90 525i	
Johan DeVicq	89 325i	
Mark Denbaly	97 528i	
Dennis M. Dolinger	88 635CSi	
Chris Eckert	88 535is	
William Edger	87 325ic	
Charles Findley	99 M Coupe	Davie S. Cottrell
David Flynn		
Ernesto L. Gameng		
Hameed Gorani	90 735iL	
Joshua W. Gouker	87 325	
Michael Griffin	90 735iL	Bill Shook
Dave Gurtner	97 318ti	Pacifico L. Rodriguez
Robert Hellman	95 M	
Sharon Hewitt	99 528i	Tony Celeste
Craig Hill	97 Z3	
Raphael Ho	95 318ti	
Raymond E. Hrach	98 Z3	
Michael Jackowski	88 750iL	
Howard Jenerick		
Alex Karlin	98 Z3 2.8	
Dong Kim	99 Z3	
Michele Koutek		
Brian Krakower	98 328ic	
Sean Langeheine	88 535is	
Joseph Lapicki	98 540i	
C. Luck	98 Z3	Carlton Harris
Michael Margolis	99 328i	
Thomas McBirney		
Pete McGill	99 M3 Conv	
John Miller	95 525i	
Robert Moore	98 528i	

Name	Car	Referred By
Joe Murphy	99 M3	
Daniel Nichols	93 525i	Milton J. Paul
Devin Nolan	85 325is	Robert Piracci
Greg O'Connell	99 328i	
Gary Oliver		
Ronald Oswick Jr.	94 325is	
Kent Pagoota	99 328i	
Richard Peal	90 325i	
Thomas Peluso	96 M3	
Mike Personick		
Benjamin Pettis	99 M Coupe	
Melissa Pevin	89 325iX	
Robert Radin		
Keith L. Randall	90 535i	
Wayne Rash	99 328i	
Dr. Doug Reep	85 318i	
John Robusto	98 528i	
Lee Sealing	99 528i	
Michael Seitz	72 2002	
Marlon Sellow	99 328i	
Stephen Shaw	95 M3	
John Shaw	81 325i	
Morad Shayegan	98 540i	
Wendy Sheaffer		
Joseph Stancampiano	95 525i	Charles Stancampiano
Robert Stelmazek	85 635CSi	Larry Phillips
Tom Taylor	93 740iL	
Rick Taylor	98 740iL	
Antonio Tillman	98 M3	
Jeffrey A. Tobin	86 735i	
Michael Turner	99 323i	
Charles F. Vacek	84 325e	
Patrick Villegoueix-Ri	92 735i	
Sau Wan	87 325eA	
Scott Waterworth	99 M Roadster	
Robin Watson		
Chuck Welch		
Michael Williams	530iT	
Ted Williams	90 M3	
John Wu	97 M3	
Christopher Yurek		
Patricia Zaccari	99 323i	
Susan Zeiler		

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Treasurer's Report-1998

I am happy to report that the Club's overall financial picture was very positive for 1998!

Even with lackluster advertising income of only 58% of budget, and a cancelled driver's school (due to weather), we managed to generate a tremendous net income for the year.

The Club's big success story has to be the autocross program. Alone the autocrosses generated over \$8,400 of revenue!

With judicious spending and careful monitoring of our expenses, we managed a net income of nearly \$12,000, approximately better than budget!

The Club's success depends on us, the members. Participate in our events!

Thank you for a terrific year, and look forward to another one!

Jan - Dec '98	
Ordinary Income/Expense	
Income	
Advertising Income	8,559.00
Autocross Income	8,463.23
Chapter Dues Income	43,594.84
Concours Income	1,950.35
Crabfeast Picnic	420.00
Drivers School Income	
Instructor Fees	4,885.00
Student Fees	36,831.24
Total Drivers School Income	41,716.24
Holiday Party-Income	0.00
Ins. Refund	1,493.00
Malfeas	225.00
Merchandise Sales	65.00
Oktoberfest Reimb	2,000.00
Rebate P&P	381.60
Tours	70.00
Uncategorized Income	1,305.00
VintRace Corral	0.00
Total Income	110,243.26
Expense	
Advertising	129.39
Autocross Expense	
awards	1,165.53
Insurance	1,107.00
Autocross Expense - Other	3,197.96
Total Autocross Expense	5,470.49
Awards/Plaques	171.68
Chapter Fest Expense	118.71
Concours Expense	2,363.77
Crabfeast/Picnic	1,618.52
der Bayerische	
dB-Labels	938.36
dB-Postage	8,000.00
dB-Printing	16,045.00
dB-Set Up/Typesetting	7,200.00
der Bayerische - Other	66.63
Total der Bayerische	30,247.99
Drivers School Expense	
Food-Instructors/Workers	987.50
Insurance	3,090.00
Postage	99.01
Refunds	8,750.00
Reproduction/Photocopying	888.83
Supplies	223.28
Track Rental Fees	23,173.99
Total Drivers School Expense	37,192.61
Drivers Schools - Instructors	
Track Rental Fee-Instructors	8,928.01
Workers-Instructors	425.00
Drivers Schools - Instructors - Other	85.00
Total Drivers Schools - Instructors	9,438.01
DS Dinner	2,329.39
Fees - Association, Bank, etc.	58.00
Holiday Party	750.00
Internet & e-mail	125.00
Meeting Expense	
Meeting-Other	148.90
Monthly Board Mtg	552.58
Meeting Expense - Other	269.20
Total Meeting Expense	970.68
Misc. Expenses	1,389.50
New Member Party/Reception	363.96
Postage	200.70
Printing and Reproduction	792.00
Telephone Expenses	
Drivers School	308.92
Hotline	333.11
Telephone Expenses - Other	1,739.95
Total Telephone Expenses	2,381.98
Tour Expenses	275.23
Vintage Race Corral	1,765.00
Website Expenses	125.00
Total Expense	98,277.61
Net Ordinary Income	11,965.65
Net Income	11,965.65

Board Meeting, January 1999

Officer's Reports:

- Minutes from last meeting: approved

President's Report:

- Schedule Calendar, Lincoln Tech thanked us for donation. Club is interested in utilizing lot for next season

Vice President's Report:

Nothing till later

Treasurer's Report:

- List of assets to be gathered, Sending Al to meeting

Secretary's Report:

Membership:

(Mike Gayle was out sick) 3,031 is .8%

Autocross:

- Dates to be discussed during scheduling later. Announce club may purchase cones & table. Shifter carts may be added to the council insurance. Find out what it will cost us and for what age group.

Tech Chairman:

- Reviewed the Dyno tech session end of February, the 20th. RSVP first come first serve.

Tours and Rallies:

- Dave Roach discussed upcoming rally's

Advertising Manager:

- Mark was delayed in arriving. No discussion

Concours:

- Chair not present

Drivers Schools:

- To be reviewed during schedule discussion later this meeting. dB ;2 week deadline request: special articles for schedule of coming events and for early announcements, results, advertisement, more contributors, info on tech sessions, sent all items to Dwight. Also request for vertical photos requested from any to submit for dB

Driver's School Steering Committee:

- reviewed end of year meeting 12/5

Webmeister:

- Sue is asking for pictures
- Want Ads: Accepted
- Advertisers on the Web Site: Decided to have a separate area for ads with links to dB advertisers. An added benefit to entice new advertisers

Old Business:

- Calling Cards See Al Zavala
- Holiday Party Food discussed and music revised to a trio instead of quartet
- Looking for a charity to work with and the chair person and what to do?

New Business: Calendar

Calendar of events:

Per the dB except

Next Meeting:

Al's

Adjournment:

motion to close the meeting was made and seconded.

CLASSIFIED REQUIREMENTS

Members: ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

Non-members and Commercial Classifieds:

Commercial \$30/issue,
non-member/non-commercial \$15/issue.

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

CARS FOR SALE

- 1991 VW GTI** 16V. Black / black-gray interior. 111K miles. 2.0 liter 16v engine, Recaro interior, 15-inch 3-pc BBS wheels, Euro round-headlamp grill, front and rear spoilers, fog lights, Sunroof, Blaupunkt Dallas, Quaife diff, 8v trans, stainless steel Technonics exhaust, adjustable Koni's w/Neuspeed springs, Neuspeed strut brace. Recent: radiator, alternator, starter, battery, CV joints, wheel bearings, clutch, trans, complete set of hoses, water pump, belts, etc. Car is mechanically and cosmetically excellent, drives great. No accidents. Original owner, have all records since new. Best reasonable offer.
Walter (732) 390-8354 (NJ) or e-mail:
- 1995 325is** VIN WBABF432XSEK15867. Red/black leather. AT, heated seats, traction control. 42K miles. Under factory warranty, priced to sell. \$18,900/OBO.
Rick (703) 802-2224 (VA)

CARS FOR SALE

- 1972 2002ii** VIN 276019. Silver/black interior. Totally restored concours winner, featured on PBS's "Motorweek". Complete records, immaculate, never raced, garaged. Have original wheels, hubcaps, and steering wheel. Also car and seat covers. \$15,500/OBO.
Mike (202) 561-2223 (DC) or email to: [<mjmncam@aol.com>](mailto:mjmncam@aol.com)
- 1973 3.0CS** VIN 2240690. Silver/ blue leather, 5 spd, AC, PW, Sunroof, CD player, 3.3L engine, 100K miles, many new parts, excellent condition. \$16,000.
Mark (202) 333-3555 (DC)
- 1976 2002** VIN 277379. Sienna brown/ tan interior. 120K miles, original engine, A/C. Very little rust, exterior and interior in very good condition. Enjoyed it 22 years, but house needs new roof. \$3,800.
Linda (703) 938-3883 (VA)
- 1979 633CSI** VIN 5525226. Blue/blue leather interior. 4sp, new suspension /brakes. Classic look, runs great. A great buy at \$2,850.
Don (202) 256-0725 (DC)
- 1980 Pontiac Firebird Formula** VIN 2V87WAL105160. Black/Black. One owner, never smoked in. Auto, all records, exceptional condition. 68,000 original miles. Asking \$7,000.
Robert (301) 251-2894 (MD)
- 1980 MGB Roadster** Yellow-gold/black interior/black top. new Pirellis. 16K original miles in mint original condition. Your chance to own a real rare beauty! Adult owned, always garaged and pampered. Ready for showing or touring. Trade for a nice BMW (first choice 535i/ is) and motorcycles also considered for trade (BMW preferred).
Enver (703) 243-1039 (VA)
- 1986 535i** VIN WBADC7403G0960741. Bluish-silver/ dark blue leather interior, 5spd, AC, all power, tinted windows, CD player. New: front suspension, rotors and brakes. Great condition and looks. 146,000 miles. \$4,000.
Bill (301) 774-9653 (MD) home or email to: [<drbillk@aol.com>](mailto:drbillk@aol.com)
- 1987 325is** VIN WBAAA1304H2322253. Bronzit/black. 169K miles. Very good condition, no rust but some paint fade on hood. Castrol Syntec since 100K. Michelin MXV4 Energy tires and extra rim. Mostly original running gear. \$5995.
James (301) 975-5623 work (MD) or email to: [<k4cgy@yahoo.com>](mailto:k4cgy@yahoo.com)
- 1988 325is** VIN WBAAA1309J4141837. Black/black leather. Sports package, AM/FM cassette, 10 CD in trunk, BBS wheels, new Pirellis. Adult non-smoker, mint condition, always garaged. \$8,300.
Enver (703) 243-1039 (VA)
- 1988 M3** VIN. Red/tan. A/C, P/W, P locks, S/R, Dinan chip, tinted windows, Mobil 1, arm-rest/cup holder. New: Borla muffler, front brakes, radiator, tires, control arms. 94K miles, excellent condition. \$11,998.
Michael (703) 440-3708 (VA)

PARTS FOR SALE

- Wheels/Tires** Set of four OEM 635CSI rims w/ roundels w/ oem high speed Michelins. Excellent rubber, mounted and balanced. Best offer.
John (703) 273-2361 (VA)
- Tire** One 235.40ZR17 Michelin Pilot. Unused original spare from M3. Asking \$190.
Mike Ferguson (703) 847-5317 (VA) or email to: [<MikeFerguson1@compuserve.com>](mailto:MikeFerguson1@compuserve.com)
- 2002 Clutch Kit** 215mm, fits 74-'76 models. Paid \$150, best offer
Michael (703) 440-3708 (VA)
- Wheels** Two (2) wheels for 1994 740i. Silver finish. \$200 for both.
Rick (703) 802-2224 (VA)
- 1998 E36 Parts** Koni rear shocks, Dinan front and rear anti-sway bars, Dinan front and rear springs (lowers car 1"). Installed and used on a '98 M3 for only 5000 miles. \$600 takes all. Buyer pays shipping.
Ann (202) 319-5828 (DC)
- E34 Exhaust** B&B Tri-Flow Cat back stainless steel exhaust for E34 5 Series. Single 4.5" tip. Less than 1 year old. \$495/will trade for stock exhaust.
Steve (703) 742-5045 days (VA) or email to [<sbates@integrion.net>](mailto:sbates@integrion.net)
- E36 Wheels/Tires** Five (5) 1996 stock OEM 15" alloys with 205.60x15 Conti. Touring CH95 tires, Two tires new, two with 16k miles. Wheels in mint to excellent condition. All five for \$525.
Peter (301) 320-7116 or e-mail to [<abzugp@wizard.net>](mailto:abzugp@wizard.net)

MISCELLANEOUS

- Helmet** Simpson LX Plus full-face w/o shield (has small sun visor). Fits glasses easily. Size 7 5/8. New in 1997. \$150.
Michael (703) 440-3708 (VA)

WANTED

- Trailer** Covered trailer for carrying a 325/328 BMW.
Mike (703) 356-5560 (VA)
- 325 or 525** Three or five series, wrecked, blown, or cheap.
Mike (703) 356-5560 (VA)

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Blue Ridge Sports Cars	8
BMW of Fairfax	21
Curry's Automotive	5
Dulles International Motorsport	15
Heishman BMW	24
J&F Motors	24
OG Racing	8
Olympic Imported Parts	5
Radial Tire	3



MEMBERSHIP APPLICATION

IF YOU ARE INTERESTED IN BECOMING A MEMBER, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 2130 Massachusetts Avenue, Cambridge, MA 02140.

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

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BMW MODEL/YEAR: _____

RECOMMENDED BY CLUB MEMBER: _____

MEMBER'S NUMBER: _____

MY SPECIAL INTERESTS ARE:

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

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

☐ **ASSOCIATE MEMBERSHIP.** This is available for a family member living at your address who will receive all membership benefits but will not receive an additional *Roundel* magazine. Cost is **\$5**.

NAME _____

PAYMENT

☐ **I'VE ENCLOSED A CHECK FOR** _____ (U.S. Funds only)

☐ **VISA** ☐ **MASTERCARD**

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MAIL TO BMW CCA, INC., 2130 Massachusetts Avenue, Cambridge, MA 02140 or **FAX** to 617.876.3424 or **EMAIL** to 102514.2477@compuserve.com or bmw.c.club@aol.com.

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