

Calendar 19



JANUARY

16 Holiday Party & Elections Historic Mt. Vernon, VA

FEBRUARY

Dyno Tech Session 20 Woodbridge Dynotech Woodbridge, VA

MARCH

21Autocross School (R. Katona Dorsey MARC Station

APRIL

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

- 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 NCC/MWCSCC ChampAuto-X_(R. Katona)

AUGUST NCC Drivers' School 7-8

- (G. Ketner)
- 29 NCC Autocross (R. Katona)

SEPTEMBER

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7

14

- Summer of NCC/Vette Autocross (R. Katona) Shenandoah Vineyard
- Concours (P. Vessels) NCC Fall Tour

NCC/Vette Auto-x

NCC Auto-x (R. Katona)

(R. Katona)

MAY

- OCTOBER 1 NCC Autocross #2/PCA Challenge #1 (R. Katona) 9 Chapterfest Deutsche Marque Concours 16-17 NCC Drivers' School 2 (P. Vessels) MANGIN (G. Ketner)
- 15 -16 Jefferson 500 Vintage Races NOVEMBER 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

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



May/June 1999





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BY MAURITA SOLTIS

Cover design: Rich and Lucy Beebe.

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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 Rallys 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 Chub serves the membership!

Interested indivuals 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.

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• Vince and Larry are dead. Despite surviving countless heartstopping smash-ups, the two affable crash test dummies, Vince and Larry—last names unknown—were unceremoniously killed off this past January by the U.S. Department of Transportation for failing to perform their duty, namely, reaching the one third of the driving population—mostly young males—that still fails to use seat belts. The two are being replaced by a continuing cast of everyday Americans who face their grisly demise with a decidedly less jovial demeanor.

• In other deaths, the Anne Arundel (MD) land use advisory council effectively killed the proposed 61,000-seat NASCAR speedway by unanimously refusing to sanction use of the Maryland Port Administration tract for the project. County Executive Janet S. Owens (D), a member of the panel, urged the council's members to reject the

ShortStrokes

raceway, citing the creation of "inordinate traffic problems" and the lack of "any realistic plans" to handle parking for the proposed

events. "For all intents and purposes, it would be over for us at that site," said Christopher J. Lencheski, general manager of Chesapeake Motorsports Development Corporation, the project's developer.

• Meanwhile in Anne Arundel, county police there want to be your friend, so much that if you're pulled over for a minor traffic violation, the chances are that you'll receive a warning instead of a ticket. The cops, you see, are trying to win the public's support in their fight for higher pay and a better pension. Leaders of the county's Fraternal Order of Police Lodge 70 are urging it's 500 county officers to write warnings instead of tickets and use other friendly tacts in their dealings with the public. Their current contract runs out on 30 June, so get your violations soon.

• According to a poll conducted by the Potomac AAA, the biggest irritant to Washington-area drivers is left-lane slowpokes. Nearly all respondents to the poll agreed that slower drivers should always keep right and, if driving at the speed limit, should make way for faster drivers. Most also cited slow drivers in the left lane as the major contributor to aggressive driving, which was listed as the leading threat to highway safety, out-distancing traffic congestion, drunken driving, and large trucks. These results were from a telephone survey of 425 motorists conducted by the AAA.

· And speaking of aggressive driving Statisticians being what they are, they've now scrutinized and analyzed the phenomenon of aggressive driving and have devised a new statistic-aggressivedriving death rates. According to the Surface Transportation Policy Project (STTP), a public transportation and alternative transportation consortium of environmental and community groups, traffic deaths as a result of "deadly aggressive driving" i.e., deaths as a result of speeding, tailgating, weaving, red-light running, improper passing, etc., were highest in the following urban locales: Riverside, CA, Tampa-St. Petersburg, FL, Phoenix, AR, Orlando, FL, and Miami-Hialeah, FL (those damn crazy retirees!), and lowest in Boston, MA, New York-Northeastern NJ, Minneapolis-St. Paul, MN, Pittsburgh, PA, and Norfolk-Virginia Beach, VA. Baltimore and Washington, DC were low mid-pack(!), despite what the local press has to say. So says STTP Director Roy Kienitz, "This is not a rudeness index, a measure of how many times drivers use their middle finger or horn during a commute. What we're measuring are the times when rude driving behavior leads to an accident and a death." So-despite the loonies-Washington is a safe place to drive! Just beware of the Ma-and-Pa retirees motoring towards Florida ...

derr

NOTICE WEB SURFERS!

Classifieds ads are now on the Web. Any classified ad filed through the Web will be published on the site and in the dB. Increase your exposure of possible buyers.

Sue Bryan Webmaster

Application for Customized Club License Plates

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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

Address			
City	State	Zip	
Phone (W)	(H)		



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COMING EVENTS

NCC Autocross #2, BMW/Porsche Challenge #1

Saturday, 1 May 1999 ***Note New Time*** 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 e-mail to: <ron3b@cris.com>.

Directions: Take the Capitol Beltway (1495 / 1 95) to the Jack Kent Cooke exit.

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
10:30 am 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, therefor your participation will make this event a huge success, so get your rags and polish out and get busy cleaning all those nooks and crannys, 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 1395 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 1395 south past Capitol Beltway then follow above. Woodlawn is at the intersection of US Route 1 & VA Rte. 235 south.

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 barb-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 e-mail Mike at <m3early@aol.com>. And don't forget to load up the cooler, too!

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 170West 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.

Sound Solutions Car Audio Tech Saturday, 22 May 1999 10720 Reisterstown Rd. Owings Mills, MD Time: 6:00 PM ****Note New Time****

Reserve Saturday, 22 May for an audio tech session with Sound Solutions of Owing 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.



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COMING EVENTS

Susquehannock Trail PRORally Saturday-Sunday, 5-6 June 1999 Wellsboro, Pennsylvania (self-guided tour)

The motto of the SCCA's Michelin PRORally series is "real cars, on real roads, going real fast." Join us in Wellsboro, Pennsylvania, to watch about 60 rally cars negotiate the forest roads of northern Pennsylvania at speeds that will leave you slack-jawed. See the article and directions elsewhere in this issue.

Directions: Wellsboro is located.on U.S. 6 in north-central Pennsylvania, about 250 miles north of Washington. It takes about 5 bours to get there, so you'll have to leave very early in the morning if you plan to meet up with us on the Green at 10:15 a.m. To get there: 1. Find your way to the Baltimore beltway (1-695) and then take I-83 North toward York, Pa. 2. Follow 1-83 for about 65 miles, around York and past the Pennsylvania Turnpike, to Harrisburg, 3. At Harrisburg, exit (straightest) onto PA Rte. 581 West, toward Camp Hill. Stay on 581 until you get to 1-81 (about 8 miles). 4. Go North or East on I-81 for about 6 miles. 5. Get onto U.S. 15 North just before you cross over the Susquebanna River. 6. Stay on U.S. 15 North for about 120 miles, through Shamokin Dam (gas and fast food is available bere), Lewisburg, and Williamsport (pay attention to the signs for 15 as you approach Williamsport), to Liberty. 7. At Liberty, exit U.S. 15. then turn left at the bottom of the exit ramp onto Pa. 414 West, toward Morris. 8. Follow 414 West for 10 miles to Morris; then go straightest onto Pa. 287 North toward Wellsboro. 9. In 12 miles, you'll come to Wellsboro. The Green will be on your left, at the intersection of 287 and Pa. 660.

"The School that Almost Wasn't" Drivers' School

Sunday - Monday, 6 - 7 June 1999 Summit Point Raceway, WV Time: 7:00AM

Since we live so close to the Nation's Capital, politics is ever present. Even in car clubs. This year, we chose not to do a March School at Summit Point. The outcry from the masses was deafening. Calls were made, e-mails sent. We came up with something special. The first ever Sunday/Monday driver's school at Summit Point Raceway. Is it the wave of the future? Maybe so. Please come out to drive the Big Track, in the warmth and dryness that we call June. Same track, different month. Give it a try. See the application in this issue. For more information or to register, contact Registrar Gary Ketner at (410) 715-9317 eves 'til 9:59PM. Directions: See above.

New Members Reception! Saturday, 12 June 1999 Passport BMW 5050 Auth Way Marlow Heights, MD 7:00 - 10:00PM

It's time for all the new and prospective members of the National Capital Chapter to gather for an evening of fun, food, car talk and an opportunity to meet some "old hands" who've been in the Club for awhile. The Passport staff will volunteer their time on Saturday, June 12 to host the event. The fantastic facilities and friendly Passport staff including the Parts Department "diehards" will be at our disposal! Mr. Everett Hellmuth, the owner of Passport BMW, is truly an enthusiast himself to allow a number of BMW "fanatics" on to the hallowed grounds of the "store" after hours. The evening will start with a fantastic buffet. There will be shrimp, chicken wings, sandwiches, veggies, dip and desserts to die for. People are still trying to figure out how I got all that food into my coupe last year. All the newbies should begin to arrive about 7:00 PM and we will close the place down at 10:30 PM. Board members will there as will yours truly. With record sales this year, we have exceeded our goal of 3000 members in the Chapter by the end of 1999; now let's shoot for 4000 in 2002. At the National level, the 50000 mark may be surpassed by the end of 2000, our current National membership is just over 49000. But enough about membership, what about the party? Hope to see you at Passport BMW, on Saturday June 12, from 7:00 PM to 10:30 PM. RSVP with Mike Gayle at (703) 221-6794 by Friday June 4.

Directions: Virginia: Take 1-495 East over the Wilson Bridge to exit 7B (Auth Way), turn right at the second stop light on to Auth Way. Passport BMW is the third dealership on the left. Maryland: Take 1-495 West from Baltimore to exit 7B (Auth Way), continue past the first stop sign for one block to the second stop sign and turn left onto Auth Way. Passport BMW is the second dealership on the right.

NCC Autocross #3, BMW/Porsche Challenge #2

Sunday, 20 June 1999 Jack Kent Cooke Stadium, Raljon, MD Time: 8:00AM

We liked it here so much, we decided to run two events at the stadium this year! Once again, the Porsche Club of America will co-sponsor and provide a moving target. This is the third NCC autocross series points-paying event. Registration opens 20 May. For more info, contact the Autocross Chairman, Ron Katona at (301) 604-3836 or e-mail to :<ron3b@cris.com>.

BMW CCA NCC/MWCSCC Championship Autocross/NCC Autocross #4 Sunday, 25 July 1999 NSA Lot Ft. Meade, MD Time: 8:00AM

Our annual contribution to the Metropolitan Washington Council of Sports Car Clubs' season long championship autocross series takes place at the National Security Agency, Ft Meade, MD. Registration for this event must be made through the MWCSCC via their web page, or by phone. Point your web browser to http://members.aol.com/mwcscc/mw-ax.htm, or dial (202)726-2289 for more information. The NSA lot is another large lot popular with local autocrossers. This event will count for both the NCC series points as well as the MWCSCC season championship. One reminder: leave your photog-

raphy equipment at home for this location! Questions? Contact Ron Katona at (301) 604-3836 or e-mail to: <ron3b@cris.com>.

Anyone wanting an application for the June 26-27 Driver School at Le Circuit Mont Tremblant can call Woody Hair (703-243-5796 evenings). See the March-April '99 *derBayerische* for a description of last year's event.



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.
- Heimets. 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 Doth days / \$195 Sunday or Monday

7-8 August (Jefferson Circuit)

\$225 Doth days / \$150 Saturday or Sunday

16-17 October \$275 D 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 #	-	T-shirt size	1
Address				Check here if new address	(Adult S, M, L, XL, XXL)
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	t 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): ____

Here's what it's like: You've walked half a mile up a dirt road in the middle of a Pennsylvania forest. The night is pitch-black, with an occasional star peeking through the trees. Now you're standing on a stream bank in the dark.

The Susquehannock Trail PRORally By David Roach

Other spectators are wandering about. If you listen carefully, you can hear it in the distance: the faint roar of a racing motor, growing louder as the car crests a hill, then fading as the car descends into the next dale. Finally, someone shouts "car!" The sound of the Car grows louder, and suddenly, the night becomes day as the road is lit by 600 watts of halogen driving lights. A rally car flies by, kicking up gravel and dust in its wake. The driver brakes hard, steers away from the corner, jerks the car into a controlled slide around the curve, and the car, the sound, and the lights disappear, leaving only the settling dust in their wake. All is quiet and dark again as you wait for the next car.

If this sounds like fun, then you need to go to STPR, the Susquehannock Trail PRORally. Each June, the Sports Car Club of America's Michelin PRORally series comes to Wellsboro, in northcentral Pennsylvania, as part of its national rally/race series. The 60-odd cars are fullyprepped race cars, some factory backed but mostly privateers. They compete in several classes, ranging from Open (more or less "run what you brung") to Production (the "showroom stock" of ProRally). This year's STPR will be held on Saturday, June 5. Pro rallies consist of "transits," where the cars travel open, public roads at legal speeds, and "stages," where the cars travel as fast as possible on closed, usually unpaved roads. Obviously, the stages are the part to watch. The pro rally teams consist of a driver, a co-driver

(navigator), and a service crew, which refuels and works on the car at service breaks. The codriver reads off instructions that are contained in a "route book," which gives the usual navigational information, such as turns and mileages, and also warns of hazards such as rough road, sharp dropoffs, and spectator areas. STPR begins with a "parc expose" on the Green in downtown Wellsboro. The cars are on display for an hour before heading out to begin the first stage. They are "seeded" based on past performance, with the fastest cars starting first, usually at two-minute intervals (in dry weather especially, it's a great advantage to be "first on the road"). Each stage is anywhere from 2 to 20 miles long. The first spectator point is at a water crossing where the cars end the first stage in the middle of the stream. It's very entertaining to watch the different techniques the teams use to get across the stream: some come blasting in, spraying water everywhere (including all over their engines, meaning they usually stall midstream); others creep through the stream (usually getting stuck in the middle); and the "pros" enter at a moderate speed, attempting to create a "bow wake" that will keep water out of the engine compartment. After running four afternoon stages, the cars return to the Green in Wellsboro to be re-seeded based on their times on the first four stages. It's another chance to look over the cars (and to assess any damage done on the first four stages). Then they're off again to run the evening and night stages. In years past, they've run three evening stages, had a service break, rerun the



YEEHA! Rick Davis and Ben Greisler round a hairpin on the 1996 STPR. Photo by David Roach.

same three stages, had another service break, and then run the last two stages, usually finishing around 2 a.m. For maximum viewing time, we generally eschew the published spectator points for the evening and navigate our way to a good spot on the first three stages, where we can see the cars go by twice. We then go find a good spot on the last two stages to see the cars one last time. If you'd like to go see what it's like, you're welcome to join us in Wellsboro. We'll be going up on Friday morning to run a charity time-speed-distance rally, so you may want to find your own way to Wellsboro (directions elsewhere in this issue); if you'd like to compete on the charity rally, you'll need to register in Wellsboro before 2:30 Friday afternoon; the first car starts at 3:00. We'll meet at the fountain in the center of the Green at 10:15 a.m. on Saturday, June 5. We'll leave the Green at 10:30 and head for the water crossing to spectate. We'll meet up at the Green again during the dinner break (around 4:30 p.m.) and head for some out-of-the-way spectator points. A word of caution: getting to the spectator points requires driving on dirt and gravel roads, so don't bring your concours car (or your lowered autocross car). You should bring a blanket or lawn chairs to sit on, "wading shoes" to get across the stream at the water crossing, rain gear, and a flashlight. We'll have a picnic at our evening spectator point, so you may want to bring food as well (subs and such are available in Wellsboro). I'll be travelling for the two weeks before STPR, so if you want more information, either call me before the 13th of May (301-593-3285, before 10 p.m.) or check out the STPR Web site: http://www.flr-scca.com/stpr/index.html.



We spent New Year's Eve in a parking lot of some shopping center. Not precicely what my wife expected. Her black dress was hanging in the motel waiting to go out some place nice. Instead we were waiting to go through registration for The 1998 Tire Kingdom 24 hour "Longest Night" presented by PIRELLI.

The Longest Night

By Ian Fosler Photos by Debbi Yeager.

This was the fourth running of the "Longest Night" race held at Moroso Motorsports Park in West Palm Beach, Florida. Five local Washington area racers teamed up to run the event. The car of choice was the Olympic/Quality Racing-sponsored BMW 2002, which runs in SCCA's ITB class. The drivers were car owner Chuck Allard, Paul Moorcones of Radial Tire Company, Mike Richards, Bruce Shelton, and myself, Ian Fosler. Sandy Sanford from Quality Car Services of Rockville, MD prepared the 2002. The car was sponsored by Olympic Import Parts of Maryland. Many thanks to Joe Worthington, manager of the Gaithersburg store. All five drivers had driven in last year's race, managing a third-place finish, a half-hour behind the leader, after suffering a rare differential failure. An hour in the pits was spent replacing the differential and the brakes. The previous two years had resulted in 2nd place finishes for the team.

The team wanted this year to be different. Mike and Sandy spent a lot of time preparing and upgrading the 2002, rebuilding the engine, transmission, differential and front suspension. A rule change for this year allowed the use of a large-capacity fuel tank, so a new 22-gallon fuel cell was installed as it was calculated to eliminate fuel range as the limiting factor between stops. A test session in December at Summit Point was used to bed in brakes and as a test for the rebuilt transmission and differential. A good thing as the drivers were not happy with the sound of the differential and a replacement was installed before leaving for Florida.



Pit crew boss Ann Moorcones

Once at Moroso, practice, qualification, and night practice went without a hitch. Each driver spent time in the car while the crew practiced changing tires. Each pit stop would require fuel and the change of at least one tire; a third of the stops would require a complete four-tire change. For nighttime racing the car was equipped with two headlights, two cornering lights, and two high intensity driving lights. There was only one short night practice session which

was spent adjusting the driving lights to no-one's complete satisfaction. It wouldn't matter in the end. An experimental on-board computer data acquisition and telemetry system, being developed by my brother, lost

radio communications during practice. The problem could not be resolved before the race and was the only real problem the team encountered prior to the start but fortunately one that would not effect the performance of the BMW. We could still download data during pit stops for analysis during and after the race.

The race started under clear, warm sunny skies at 2:00 PM. Our first pit stop occurred about 1/2 hour early due to the car using up a set of front brake pads-- a last-minute decision to use a different brand of pads turning out to be a mistake. After a long 45 minutes the car left with new pads, rotors, one new caliper and a complete service, but the long stop dropped us from second to last in class. During this second stint I managed to go off the track, through a temporary swamp (from the previous night's rain) and get stuck against a tire wall. Several laps went by before I was able to get back on track. There was no major damage but the lights we had adjusted during the night practice now were knocked out of adjustment on the right side. This would become an annovance as three right-hand turns are on a completely dark part of the track. The track is very flat, with two main straights. The front straight has a kink in the middle and the back straight is the cool-down part of a drag strip. An easy track to learn with a couple of difficult turns to keep it challenging for 24 hours.

Driving very fast in daylight is one thing, at night with part of the track lit and half in complete darkness it's a challenge. While the straights are well lit, it is much harder to spot landmarks to use for determining brake and turn-in points. Red and blue reflectors are positioned at key points



around the track but are subject to removal by the drivers—you cannot rely on the reflectors to be there each lap. Even before the off-track headlight adjustment, we were out-running the lights on the straights. For the driver, the night removes much of the distraction of the surroundings allowing the driver to concentrate on driving. Spotting turn-in points and apexes in the dark is much harder and takes much more concentration. It is more difficult to determine who is catching you but you do tend to notice them sooner. Some drivers obviously were not comfortable with racing at night and there is a marked decrease in speed for these cars, allowing our relatively slower car to pass cars that are, in the daytime, normally faster. All of the drivers on our team like driving at night and we picked up laps as a result.

By 10 PM we had worked our way back up to 4th place in class, some 38 laps behind the class leader. At about 3:30 AM the monsoons struck. It rained so hard that the pit lane became a river and the pits a lake. The crew had to use tires as stepping stones to get around. Out on the track, Paul managed to pass most everything out on the track, but with lighting about, the race was stopped for about 3/4 of an hour. The rains finally tapered off and the race continued. As the morning sun rose the rain stopped and eventually the rivers and lakes receded. Front brake pads were replaced just before sun-up. The first set of pads lasted 14 hours. The new pads will last the rest of the race and still have some life left in them.

A lunchtime pit stop.

The crew performed perfectly, especially considering the lack of practice and experience for some. Our crew chief, Ann Moorcones, and a small crew of dedicated volunteers worked around the clock to implement the winning strategy. Each crewmember worked a total of 12 hours with 6 hours off in between shifts. By the end of 24 hours, the crew had had plenty of experience and lots of stories to tell. Ann, Janice Lindsay and Debbi Yeager had stayed awake for the entire 24 hours.

With the sun came the first major problem with the leading car in class-the VW Golf stopped to replace its transmission-allowing the



2002 to move into first place. Mike and Bruce managed to stretch out our lead to a several-lap advantage during the next few hours. When I entered the car, the radio would not work and we couldn't afford the time to correct the problem. It was most unfortunate as the water temperature quickly climbed up over 220° F. A similar problem occurred last year. This year it was due to a weak radiator cap. The lead was reduced by 2 laps as the car was nursed with the overheating and low oil pressure in a two-hour period. That reduced our lead back to one lap when Chuck took over for the final two-hour stint. The radiator was filled with at 2PM and the drivers and crew can finally enjoy the beautiful sunshine and warmth of surviving a very tough race. Twenty-four hours is a long time to run race cars at near-sprint speeds. Once again our crew performed flawlessly, leaving any mistakes up to the drivers to make. After four tries it was very satisfying to finally get that first, first-place trophy. It's amazing how winning your class makes it worth the time and expense to compete. So much so that we will do it again. The car may be in action at Summit Point this June for the first annual "12 Hours at the Summit" race.

water and oil added between driver changes and the coolant temperature and oil pressure returned to normal. Chuck's hold on the lead was threatened for a period but the BMW was fast and Chuck more experienced in traffic, managing to hold on to the one-lap cushion/ advantage until the 2PM Sunday finish.

It is quite a sight to see all the crews crowd the pit wall for the final laps. The last lap was flagged

The Victors. From left to right, Paul Moorcones, Chuck Allard, Mike Richards, Bruce Shelton, and Ian Fosler.



An Autocross Novice Gets Hooked

By Maurita Soltis

With the idea of having a good time, trying something new, and driving my Bimmer, I registered for my first foray into the world of autocrossing. Never having been to one, it was difficult for me to envision what an autocross was like—driving around a parking lot with an instructor, wearing a helmet, navigating through a pylon-studded course. Let me tell you, until you do it you really can't imagine it was a blast!

Getting ready for the autocross was a snap, even for a moderate pack rat like me. All I had to do was add a few pounds of air to my tires and empty my car completely of its contents, even the floor mats. Don't worry about forgetting something; before you can participate your car is checked out to make sure it is ready and safe. Autocross School day finally arrived complete with gray leaking clouds. But this didn't dampen anyone's enthusiasm, especially mine. In fact, the rain made it even more interesting. The day started off with a brief talk describing the event, then a walk around the course. This would be done on each course I drove – to enable me to anticipate the course and instructor training. The parking lot was divided into two pylon courses, A and B, each designed to hone different skills, such as maneuvering a skid pad or box turns.

I was very hesitant my first time around the course, but with my instructor's advice I became more confident and aggressive. The final test was the last event of the day, when the two courses were combined into one. Oh, by the way, time counts! Armed with a day's worth of instruction, I was off. It was me against the course with the clock as scorekeeper. It looked like the course would win on my first lap when I over-steered coming out of the box turn and went almost totally off course. I quickly corrected and was back on course in an instant. By the end of my third and final run, I had managed to shave 12 seconds off my time! I was rather pleased with myself.

It was a great experience and the things I learned I can apply to daily driving. As a bonus of Autocross, I am a more confident driver. I had a terrific time, the instructors were very helpful, and everyone was so nice. I can't wait for the next one!

From the Autocross Chairman:

Autocross Changes, Corrections, and Clarifications... By Ron Katona

Classification:

I've received many questions about the classification of the Z3 1.9 for autocross. We mistakenly showed the Z3 1.9 in S1/S1M. Here's the definitive NCC Z3 classification guide:

SS & SSM: M Roadster, M Coupe, Z3 2.8 Coupe

S1 & S1M: Z3 2.8 Roadster, Z3 2.3

S2 & S2M: Z3 1.9

Rules:

A change to the rules now allows aftermarket engine management chips in stock class.

Scheduling:

Due to scheduling conflicts, only two of the previously stated four events will be held with the Porsche Club. Dates for the two events (both scheduled for Jack Kent Cooke Stadium) are: May 1 and June 20.

The year's full autocross schedule now looks like this:

Saturday 1 May	NCC/Porsche	JKC Stadium Raljon, MD
Sunday 20 June	Porsche/NCC	JKC Stadium Raljon, MD
Sunday 25 July	NCC/ALTD	Ft. Meade, MD
Sunday 29 Aug.	NCC	TBD
Saturday 11Sept	NCC/'Vette	Rosecroft Raceway Ft.Washington, MD
Saturday, 9 Oct	NCC Chapterfest	Lincoln Tech Columbia, MD
Sunday 7 Nov	'Vette/NCC	Old Dominion Raceway
Sunday 14 Nov	NCC	TBD

1998 NCC Autocross Series Final Standings

Name	Year	Make	Model	BMW	1	2	3	4	5	6	7	Tota
0. Armis	1123523		55-37/33F/II	Class	Mar 14	May 9	May 17	Jun 14	Jul 26	Oct 24	Nov 22	Scol
class SSM												
Michael Ko	89	DMRW7	112	SSM	10	10	8	10	9	10	5	60
David Lassalle	89 95	BMW	M3	SSM	9	9	10	9	10	-	2 10	49 48
Woody Hair	95 88	BMW BMW	M3 M3	SSM	8	7		8	8	8	6	40 39
Rich Beebe	88	BMW	M3	SSM	7	5. 10	9	7	7	9	7	39
Gary Ngo	90	BMW	10.1	SSM	20	8	7	4	×	2	1	20
Gary Ngo Tarun Kundhi	90 91	BMW	M3	SSM	-	6	6	-	÷.	5	1	17
	91 88	BMW	M3 M3	SSM	3	-	5	2	5	2	1	17
Lucy Beebe	00	DOIW	CIM	20M	5	~	3	ġ.	2	*	1.	17
Class SS												
lohn Woodcock	98	BMW	M3	SS	10	10	10	9	10	9	10	50
Mike Wendell	95	BMW	M3	SS	9	5	9	10	8	8	5	44
Brad Snakenberg	95	BMW	M3	S S	200 201	3		7	9	10	9	35
Bob Hopkins	97	BMW	M3	SS	8		8	8	-	-	7	32
Beth Wendell	95	BMW	M3	SS	4	9	7	5	6	4	1	31
Andrej Dolenc	97	BMW	M3	SS	8	8	-	6		7		21
Silviu Marghescu	98	BMW	M3	\$ \$	*	8	30	2	8	6	2	10
et 0.014												
Class S2M Bill Brochu	85	BMW	5351	S2M	10	10	10	10		10	10	50
Ron Katona	97	BMW	318ti	S2M	6	5	6	7	9	9	8	39
Mark Croxton	95	BMW	318ti	S2M	5	4	8	8	8	8	6	38
Klaus Hirtes	95 88	BMW	535is	S2M	8	6	9		10	-		33
Tom Baruch	87	BMW	535is	S2M	9	8	,	9	10	2	1.27	26
Peter Ryba	85	BMW	535is	S2M	7	7	7		_			21
Angie Brochu	85	BMW	5351	S2M	-	м. Э	5	6	2 2	7		18
angle proving		Dirt	1.14	Press, S						8		
Class 82										2005		
loel Smernoff	96	BMW	Z3-1.9	\$2	÷.	7	(a)	10	10	10	10	37
Howard Murphy	94	BMW	540i	S2		6	10	•	-	9	9	35
Class S1M												
Pat Donahue	91	BMW	M5	\$1M		10	10	9	8	10	10	49
Bob Hausmann	94	BMW	3251	S1M	10	9	10414 (). 1040 (10	10	5	8	47
Marc Plante	92	BMW	3251	S1M	8	4	9	8	7	ē.	7	39
Gary Lin	88	BMW	325is	S1M	9	5	8	2	4	9	10 70	35
John Hartge	88	BMW	M5	SIM	-	~	0.40	4	9	7	8	20
Reggie Kennedy	95	BMW	3251	S1M	7	2	5	1	3	1	3	20
Alvaro Puig	89	BMW	325is	S1M		2	-	5	6	8		19
Jason McCowan	88	BMW	325is	SIM	1	7	7	-1900 1999	~	-		15
Luke Pearson	87	BMW	325is	SIM	-	3	6		3	4	2	13
	17.57	9.020033		12/20/2								1970
Class S1	*/				-	10		**	0		10	70
Brian Shipman	94	BMW	3251	\$1	9	10	9	10	8	9	10	49
Jason Briedis	92	BMW	325is	\$1	10	9	10	9	9	10		48
Kevin Henry	90	BMW	3251	\$1	8	8	2	8	7	8	9	41
Jim Frankiewicz	94	BMW	325iC	\$1	6	4	6	-	6	7	2	29
Channing Mahatar		BMW	3251	\$1	5	7	8	100	ŝ.	2	5	25
Lia Frankiewicz	94	BMW	325iC	51	2	3	5		5	6	*1	21
Alvaro Puig	89	BMW	325is	\$1	7	6	7		<u>_</u>	-	•	20
Class TM												
Fernando Puig	71	BMW	2002	TM	10	10	10	623	10	10	10	50
Gonzalo Puig	74	BMW	2002	TM	9	9	9		9	9	.035) •2	45
Bill van Zelm	76	BMW	2002	TM	8	8		10	7	3	*	33
Class T			2001					10				10
Todd McKenzie	91	BMW	735iL	T	-			10	9	-	-	10
Rob Hydro	86	BMW	325es	T	10			-	2	12	8	10
Kimberly Van Epps	93	BMW	525i	Т	×	8	1	9	13	85	5	9
Class Other												
	95	Ford	Cobra	Other	10	4	1	1		9	2	26
Greg Denson	100				2	9	1	1	12	10	1	22
	93	Ford	Cobra	Other	-		- A.				1	
Greg Benson Mark Ralston Andrew Senko	93 98	Ford Audi	Cobra A4-2.8	Other Other		7	1	1	2	8		
	93 98 74	Ford Audi Porsch	A4-2.8	Other Other Other	•							17 12

by Paul Vessels

There was no Car of the Month in January, nor February, and almost no Car of the Month for May, or June. . .Why, you ask?

Answer: Because of the lack of pictures and bios or participation (lack of interest?) that I receive (don't receive) every month. I wait by the P.O. Box every month as one, maybe two, Car of the Month envelopes trickle in. One would think that out of 3,300+ self-indulgent, (I love my Bimmer. ..this is a great club. . .what's the next event), semi-active members that we would have no problem receiving pictures for this column. Not so.

Furthermore, there is a core group of individuals who consistently volunteer their time, effort (and bickering) to make this club, its events and its newsletter possible. Key word here: Volunteer, as defined by Webster's: to give or offer to give service of one's own initiative. Personally, I get hammered every month (*three pound bickory-bandled maul; bis bead's still not tenderized! Ed.*) by our Editor, Dwight Derr, because my

articles are always late. They are late because I'm waiting by the P.O. Box, yadda, yadda, yadda. In addition, and unfortunately, we even have some events that are now beginning to disappear, (i.e., driving tours) because we have no one willing to take over the reigns as Tourmeister. Will somebody step up to the plate?

All this considered, unless pictures and bios are received soon, this will be the last Car of the Month column, as time is too valuable for one to waste (waiting by the P.O. Box).

We need the help of this membership! Please volunteer!

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



May

May's car of the month is brought to us by Jim Myers of Columbia, MD. Jim's car is a 1984 Euro-spec 728i that has 84K original miles on the clock, it's also Jim's first BMW; and he's owned it about 2 years. The car was purchased in the midwest and Jim was informed about it's greymarket status only to later find out what grey-market really meant. .. (We don't have the manuals on that car! or We don't work on those here 'cause it's a grey-market car.) Thoughts of selling the beloved Bimmer loomed until fate intervened, being a career army officer, Jim received orders transferring him to Ft. Meade, MD

June

This 1988 M3 is owned by Rich and Lucy Beebe of Baltimore, MD. They drove to Indiana twice to look at and buy this particular low mileage example in this color combination. The car is Lachssilber (Salmon Silver) on gray leather. Their M3 currently has 61K miles and is 'mostly' stock. One factory option that Rich and Lucy love about the car is the glass sunroof. Minor upgrades include a Conforti chip, oil pan baffle, MM short shift and an Eibach strut brace. Since the car is autocrossed quiet regularly, the full interior has been removed and replaced with Jamex racing seats. The stock seatbelts remain for street driving, but Schroth harnesses are used for NCC autocrosses. 15x8 Revolutions and Kumho R tires are used for autocrossing. Plans are to keep the car exactly as it is.



ECHNOID

Those Blue Headlamp Bulbs—What's all the fuss?

By Daniel J. Stern, Stern Lighting

(Reprinted from Half Moon, Newsletter of the Patroon Chapter, BMW CCA)

Various companies and individuals are selling halogen bulbs that have a coating that makes them light up with a bluish color. There are lots of claims made for these bulbs, and lots of myth and misinformation surrounding the bulbs, their performance, and their legality.

Are blue beadlamp bulbs dangerous?

Yes, they are. Here are the nuts and bolts of why blue bulbs are a bad idea: The output spectrum of halogen headlamp bulbs includes very little light in the blue frequency range. These blue bulbs have a filter coating on them that allows only the blue frequencies through the filter. Because very little light is produced in this range by a halogen bulb in the first place, it is only this very small amount-a tiny fraction of the total amount of light produced by a halogen bulb filament- that ever reaches the road. This can be confirmed with a good-quality, non-chromosensitive light meter; even a very apparently-bright blue bulb actually throws very little light. Recent tests by the US Department of Transportation's Office of Crash Avoidance Standards found that a standardwattage 9004-type blue headlamp bulb reduced the road-lighting ability of a standard headlamp by 67%, and increased glare for oncoming and preceding traffic by 33%. This illustrates the difference between the signal imagewhich is what you see when you look at an illuminated light-and the emitted luminous flux-which is the light that is thrown from the bulb to illuminate surrounding items, either directly or via a reflector and/or lens. Aside from the disadvantage of throwing less light onto the road, another aspect of blue light creates another road hazard when blue headlamp bulbs are used: blue is the shortest wavelength/highest frequency color of visible light, and, as such, scatters the most readily. This is why the sky is blue rather than any other color from the sun's white output spectrum. And, you may find it interesting to find a dark blue storefront sign or something else that's a dark, pure blue against a dark background in the absence of white light. From any appreciable distance, it's almost impossible for your eyes to see the blue-lighted object as a sharply-defined form, the edges blur significantly.

So bow does this scattering tendency of blue light affect beadlamp effectiveness and road safety?

In two ways: blue light scatters very readily in water droplets (rain, fog, snow) causing increased backglare for a driver of a car equipped with blue headlamp bulbs, and blue light creates increased glare for oncoming traffic. That's because blue light does not trigger a strong pupil-closing response in human eyes, the result being the human eye is very glare sensitive to a blue signal image. This is especially a problem with blue-tinted halogen headlamp bulbs that are also of higher than stock wattage. So



although the same amount of blue is emitted by a halogen bulb whether it's got a blue-filter coating or not, in the "no filter" case, the remainder of the output spectrum triggers a pupil-closing response in the eyes of drivers of oncoming traffic, helping to reduce the short and long-term effects of headlamp glare. This glare-protection response is severely compromised when the oncoming signal image is blue.

Wait a minute—How blue are these bulbs, anyway? Blue like a Mark whatever Lincoln or Mercedes? Or blue like the spotlights at a Broadway play?

It's a difficult question to answer (and bring to

mind an old BlackAdder exchange about the blueness of the sky vs. the blueness of the Blue Stone of Galveston...) But here goes: Genuine arc-discharge (aka metal-halide HID) headlamps run with a very purplish-white character that reminds of the color of the electronic flash on your camera, because the same technology is at work—an electrical arc jumping through an atmosphere of Xenon gas. But despite the purplish appearance, this light is actually white with a discrete blue component. That is to say, the vast majority of the output from an HID headlamp is a good solid white that is closer to the white of the sun than most halogen bulbs' spec-

tra can reach. And in addition, there is a separate output spectrum of blue-green to blue-violet frequencies that is a byproduct of metal-halide lamps such as the HID lamps currently used in cars. That bluegreen to blue-violet frequency band is throwaway light in an HID headlamp. The signal image of an automotive HID headlamp has a distinctly blue cast, but if you drive behind them you are struck by the very white characteristic of the light. You may remember looking through a diffraction slot box in high school physics to view the output spectra of Sodium, Boron, Xenon, etc., in those funny discharge tubes...this is what I'm talking about. If you had one of those diffraction slot boxes, you might have pointed it at the overhead incandescent bulbs and seen a contiguous rainbow. If you were

to allow only blue frequencies of that incandescent bulb into the diffraction slot box, you'd see a short blue band and not much else. That's why the question "which one is bluer?" can't be answered directly; the blue signal images from HID and blue-tinted halogen lamps arise from two wholly separate phenomena, and therefore can't be directly compared. The main thing is to keep in mind that the blue signal image of an HID headlamp is a throwaway byproduct of a light source that emits a great big lot of very nice white light, while the blue signal image of a blue-tinted halogen lamp is the meager blue output left when you've cut out all the usable light.

What are the exact legal aspects of blue beadlamp bulbs?

They are ILLEGAL under the light-color requirements for Europe, Japan, Australia, Canada, and every state of the USA.

Why are they illegal?

US, Canadian, European, and Japanese regulations all call for "white" light. There is no one specific light color that is defined as white light; rather, there is a range of output spectra that are considered white. The US standard of "white" is based on a SAE specification, while the ECE (European regulatory body) sets their own standard of white. Both standards of white are very similar to each other. The width of the standards is primarily due to a large allowance in both definitions of "white" for light that tends towards vellow or Selective Yellow. Under the same regulations that define "white" light, "yellow" is a vellow-to-amber color such as one sees from amber turn signals and from white lamps operated at less than their rated voltage, while "Selective Yellow" is a pure yellow hue that used to be required for al car headlamps in France. The point that is central to this discussion is that neither standard of "white" includes the bluetinted light that comes from blue-tinted halogen bulbs.

I found blue-tinted balogen bulbs at my local retail auto parts store that were marked as being DOT-approved. Are these OK?

No. The marking is fraudulent for two reasons:

- There is no such thing as "DOT approved". DOT does not "approve" of products as the European body does.
- Semantic questions aside, the relevant regulations (US Federal Motor Vehicle Safety Standard 108, Canadian Motor Vehicle Safety Standards 108 and 108.1, and ECE Regulations 5, 6, 8, 20, and 37 all call for "white" light, defined as discussed above, so the DOT statement of compliance is false.

Then why are so many motorists using them if they are so bad?

There are several reasons: Because they have been confused by marketing claims for the blue bulbs which falsely and incorrectly equate the blue bulbs' performance with the very expensive arc-discharge lamps found on top-line luxury cars. They have been led to believe that by replacing their car's proper headlamp bulbs with the blue-coated bulbs, their headlamps' performance will be increased. In fact, quite the opposite is true, their headlamps' performance is decreased by the blue-coated bulbs. The placebo effect is alive and well, however, and the motorist who pays \$35 or more for a set of these bulbs often will continue to insist that his headlamps have been made better. Some motorists have continued to insist that the blue bulbs' performance was better, even when the low-emitted light values are shown to them on a non-chromosensitive light meter in comparison to the readings from proper non-blue bulbs. Some motorists believe that the blue light makes their car look "cool". This would fall under the same category as the dark plastic headlamp and taillamp covers that are snapped up by some drivers for their appearance "enhancement" value, despite the fact that these covers, like the blue bulbs, are illegal and dangerous.

How do the non-white bulbs work, anyway? And why do they look all shiny in the store?

These bulbs use a dichroic filter coating, a coating that reflects one color and passes its planar opposite. (Dichroism: the property of some crystals and solutions of absorbing one of two planepolarized components of transmitted light more strongly than the other). That means that the glass of a bulb coated with a blue-pass dichroic filter coating will reflect the opposite of blue, that is, yellow-thereby "trapping" the yellow light inside the bulb so it can't get out and subtracting vellow from the final output spectrum. The resultant output light will be blue. Conversely, a bulb coated with a vellow-pass dichroic coating will reflect blue, "trapping" the blue light inside the bulb so it can't get out and subtracting blue from the final output spectrum. The resultant output light will be yellow. The iridescent appearance of dichroically-coated bulbs when they're turned off is a result of the coating reflecting the ambient light that is reflecting off of it. You see the color opposite to the one that whatever coating you're examining will pass.

Are blue bulbs the same as these "Xenon" bulbs I've seen for direct replacement of regular balogen bulbs?

No, it is confusing, not only because of the explosion in recent years of all sorts of new products in the field of lighting and signalling, but also because some of the terms are being used to describe more than one product. For example, in the field of lighting, a "Xenon lamp" is a gas-discharge (or High Intensity Discharge)-sourced light, just like the light source of your camera's

electronic flash. And we're seeing more and more such lights (under a plethora of brand names, which makes things even more confusing) on today's cars. BUT, we also have some companies using "Xenon" in their trade names for halogen bulbs that have a higher percentage of Xenon in their fill gas mix, and that gas is under higher pressure than normal halogen bulbs. And there is nothing preventing somebody from having high-Xenon-percentage halogen bulbs made with a blue-pass (or anything-pass, for that matter) dichroic filter coating. The resultant mishmash of terms and technologies can be quite difficult to sort out. The high-Xenon-percentage halogen bulbs are not a gimmick and not a scam-if they're not blue. All of the new bulb designs being produced for new headlamps-such as the new H7 bulb size-use this newly-tweaked, higher-pressure gas mix, and the results have been good, with the H7 achieving a higher luminous flux (amount of available usable light) from a given wattage than was achievable with halogen bulbs that used the old gas mix under the lower pressure. So after a few vears' experience with H7s, the manufacturers have moved to update the older traditional bulb types with the new gas mix under the new higher pressure. This increases the luminous flux of the bulb in a ready-made form factor that can be used in existing lamp assemblies. This appearance of high-pressure/high-Xenon-percentage halogen bulbs is very comparable to the new-for-1979 halogen sealed-beam headlamps that were available to replace the old-type non-halogen sealed-beam headlamps. The shape, size, fit, and electrical requirements didn't change, but hte luminous flux did because of the replacement of the old inert gas fill with the new active halogen gas fill. A halogen gas fill allows the filament to run at a higher temperature without failing, increasing the luminous flux of a given-wattage filament. Likewise, the new high-Xenon-percentage.high-pressure gas fill that is beginning to appear in headlamp bulbs in traditional form factors offers a brightness improvement without damaging other performance characteristics of the lamp.



NEW MEMBERS WELCOM	E !
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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 has let go, 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	Name	Car	Referred By
Chuck Allard	73 2002		Paul Levy	99 328i	
Mervyn I. Alphonso	93 325i		Kenny Lin	89 325i	
John Anecharico	92 325i		Walter Lipscomb	99 323is	William Graves
Eric Archer	98 M3		Doug Lucy	87 325e	
Robert Bassetti	85 325e		Bruce Mangels		
Kevin Bluhm	95 740i		Robert Mann	99 M Roadster	
Mario Cartagena	85 528e		Peter Masters		
Michael Cassidy	89 325i		Peter Maters	90 735i	
Finton P. Cordell	99 328i		William McDaniel	99 Z3	
David Davidson	99 M Roadster		Gary McDermott	96 740iL	
ames E. Davis	90 750iL		Scott Mexic	96 328iC	
Matthew DeCazotte	94 530iT		John D. Miller	99 M3	
Philip DeLoache	95 325is		James P. Moran	98 318ti	
Avelande Deoliveira	99 540i		Steven Muldrow	88 535is	William Mackie
Robert Diaz	93 325i	Steven Schlossman	Julia Naugle	95 540i	Stephen Robinson
Ed Dicampli	93 325is	.v.	Martin Negrin	88 325iC	Adam Bean
Paul Domson			Noe James		
Eric Dowden	81 320i		Tim O'Leary	95 325iC	
Lawrence S. Duncan			Rajiv Paladugu	89 325i	
Christopher Etridge	91 325ix		James S. Panagis MD	99 328i	Edward Aitkenhead
James Fast	84 318i		John Pisarkiewicz	95 525i	Mark Pisarkiewicz
Karren Fava	99 M Roadster		David Reiff	91 535i	
James Ficklin	99 528i		Charles Kent Richards	95 325is	
Vin Garofano	98 318i		David Ridley	92 525i	
David Han	91 M3		Marc Sandoval	96 318ti	2009-00-00-00-00-00-00-00-00-00-00-00-00-
Michael Hasson	88 325iC		Jason Schiavone	95 M3	
John Hudnall	95 M3		Jeremy C Schuller	96 328is	John B. Carpenter
Jeff Jacobs	99 540i	Kevin Mellet	Sheldon Shaditz	87 L6	
David James			Scott Spector		
James Hedges			Robert P Spencer	99 528i	John Tisch
Robert Jennings	88 M5		Gary Stouffer	99 M Roadster	
Steve Judge	99 328i		Bruce B. Summers	99 328i	
Jerry Jurasits	525i		David Teal	99 328i	Darnell Smith
Evan Kaye	94 525i		Joseph Vella	99 M3	
Jack Keaveny			Robert J. Warner	82 528e	Marcellus Cobb
Charles R. Keene	99 328i		David Wash	95 530i	
Alan Keister	99 328i		Daniel H. White	99 328i	
Paul Kent	91 M3	Ronald Kent	Ray Williams	99 540i	
Steven Kim	87 535is	Woody Hair	Ken Yates	85 318i	
Jan Kofod	88 M5		Ki J. Yun	95 M3	
Jim Lafemina	76 2002	Marty Raguckas			

May/June



For the first time in 24 years, a BMW has taken the overall win at the tough Sebring 12-hour race. Okay, so the BMW V12 LMR is not a production based car, but the competition in the Prototype class was perhaps the best ever seen. There were 28 open-cockpit sports racers including five Ferrari 333SPs, countless Riley & Scott Fords or Chevys, two Panoz coupes, and one Porsche GT1 vying for the overall win. Team Rafanelli, who had raced a BMW V8-powered R&S last year, had one of the fastest cars during the first few hours of the race using a Formula One Judd V10 engine in their R&S. Fourteen of the drivers had previously won the 24-hours of Le Mans.

The two '99 BMW LMR (Le Mans Roadster) cars (#42 and #43) were built in England by Williams and were powered by the V12 BMW engine originally developed for the McLaren F1 supercar. The BMW Motorsports team was actually run by Team Schnitzer headed by Charlie Lamm. A third BMW V12 LM (#26), this a '98 Le Mans car, was entered by the David Price Team out of England and had Bill Auberlen and Steve Soper as drivers. Shortly after the 4-hour mark, these three BMWs were running 1-2-3. Then Soper wrecked big time coming onto the pit straight. The car was scattered halfway down the straight. Soper was unhurt. Later the #43 driven by Yannick Dalmas, Pierluigi Martini, and Joachim Winkelhock, was suddenly out of the race when Dalmas hit the dreaded wall entering the pit straight.

But the #42 roadster put on an impressive show. Driven by J. J. Lehto of Finland, Tom Kristensen of Denmark, and Jorg Muller of Germany, it was in first or second place for most of the race and stroked to a 9 second (!) victory over the Dyson Team R&S Ford that had won the 24-Hours of Daytona in January. That was the narrowest margin of victory in Sebring in 47 years. BMW's last Sebring win was in 1975 with the 3.0 CSL driven by Brian Redman, Allan Moffat, Sam Posey and Hans Stuck.

Speaking of Hans Stuck, he was driving Tom Milner's PTG #10 M3 in the GT (formerly GT3) class. The #10 car was also driven by Boris Said and Peter Cunningham, and the #7 M3 was driven by Mark Simo, Brian Cunningham (no relation), and Johannes van Overbeek. As at Daytona, the PTG BMWs failed to extend their event winning streak to three. They, along with the two Alex Job team Porsche 911 RSRs, had dominated the GT class for the first half of the race. Some time after Said had to replace an ignition box out on the course, the #10 car was retired with unknown engine problems. It was credited with 11th place in class. The number 7 car was retired late in the race with the same problem that had plagued the PTG cars at Daytona – a bad differential. It was 9th in class. The Bell Motorsports BMW M3 was still running at the end and was 6th in class.

The BMW V12 LMRs will now go into preparation for the 24-Hours of Le Mans. I would think they are now considered the favorite to win what is the most important sports car race in the world. Look for them to return to the American Le Mans Series after June.

In the Motorola Cup race at Sebring for production based cars, two BMW 328is finished first and second in the Sports Class. Third was a Z3 2.8 Coupe. Chapter members Alan Himes and Paul Moorcones drove their Miata to 5th in the Compact Class.

AUTOCROSS: It was 40 degrees, the wind was blowing, and it was raining, hard at times. Yet fifty members showed up for our autocross school at the MARC lot in Dorsey, Maryland. Most had never tried an autocross before, but all seemed to be having a good time. I don't know how many will continue this activity, but I do know our upcoming autocross events will likely be full long before the event. In other words, sign up early. This same advice applies to the MWCSCC championship autocrosses. Last year most of them were filled up by pre-registration a week or more before the event. It can be quite disappointing to prepare the car, get up early and drive up to an hour to get to an autocross at 9:00 am, only to find out you can't run at all, or might be put on a wait-list for the last heat that starts at 4:30.

So how do you pre-register for an event? For our chapter events you should contact Ron Katona, our autocross chairman. His phone number is 301-604-3836 and e-mail is ron3b@cris.com.

For the MWCSCC Championship events, traditionally each hosting club would announce the name and phone number of the registrar. Starting last year, the Council's Web site has a page for preregistration for the next upcoming event. Check http://member.aol.com/mwcscc/mw-ax.htm. So what if you're not Internet enhanced?

Your best bet is a subscription to the weekly Stopwatcher. Published for over 30 years, this is the best source for a listing of upcoming autocrosses and rallys in the Washington-Baltimore area, as well as nearby Pennsylvania, Richmond and Tidewater. Registration contacts are usually given. This newsletter is \$20 per year and has articles with event results, road tests and classified ads. Send a check to: Stopwatcher, Inc., 4522 Amherst Lane, Bethesda, MD 20814.

After all this encouragement to pre-register, I have one more request. If you find you cannot attend the event afterall, please have the courtesy to contact the registrar and cancel. There are others wanting your slot.

SUMMIT POINT 12-HOUR: So you couldn't make Le Mans, Daytona, or Sebring? Well the DC Region of the SCCA is providing the chance for you to see a real endurance race right here at our home track. Instead of the usual 15 lap races usually seen at the MARRS regionals, a 12-Hour race for 45 cars will take place on Saturday, June 5. Production based cars in the various Touring and Showroom Stock classes are eligible. So far, drivers from as far away as Florida, Texas, and Wisconsin are entered and several BMW will be taking part. The starting time has not been announced yet, but is likely to be about 10:00 am. The National Capital Chapter's Driver School will be on the same track the next two days. Camping overnight would be a good idea.

007 IN A Z07: A BMW will again be featured in the next James Bond film, *The World is not Enough.* The movie is due to be released in November and Bond's latest vehicle is the Z8 roadster, formerly known as the Z07. (See the cover of the March 1998 *derBayersiche.*) The car, powered by the 400 hp V8 from the M5, will be released next year.

COMPETITION CORNER CALENDAR

May 1	BMW/PCA Autocross, Cooke Stadium, Landover, MD
May 2	Shelby Dodge Champ Autocross, Ft Meade, MD
May 2	SCCA MARRS Races, Summit Point, WV
May 2	CART Indy Cars, Nazareth, PA
May 15	NASCAR Winston Cup, Richmond, VA
May 16	Jefferson 500 Vintage Races, Summit Points, WV
May 16	Z-Car Club Champ Autocross, Ft Meade, MD
May 23	SESCA Champ Autocross, Ft Meade, MD
May 28-31	USRRC/Trans-Am, Lime Rock, CT
Jun 5	SCCA Pro Rally, Wellsboro, PA
Jun 5	SCCA 12-hour, Summit Point, WV
Jun 5-6	USRRC/Trans-Am, Mid-Ohio
Jun 6	Lotus Club Champ Autocross, Ft Meade, MD
Jun 6	NASCAR Winston Cup, Dover, DE
Jun 13	ALTD Champ Autocross, Ft Meade, MD
Jun 13	FIA Formula One, Montreal, Canada
Jun 20	BMW Autocross, Cooke Stadium, Landover, MD
Jun 20	NASCAR Winston Cup, Pocono, PA
Jun 27	SCCA Champ Autocross, Frederick, MD
Jul 11	SCCA Champ Autocross, Frederick, MD
Jul 18	SCCA MARRS Races, Summit Point, WV
Jul 18-23	BMW Oktoberfest, Indianapolis, IN
Jul 25	BMW Champ Autocross, Ft Meade, MD





MINUTES

Board Meeting, February 1999

Officers Reports:

Minutes from last meeting Accepted

Presidents Report:

 Coordinating work with Child Abuse Awareness foundation on a charity event. Looking at an autoX. Gather instructors to work with new participants. Get a car to borrow and give the promotion as a bonus.

Vice Presidents Report:

 Drivers School Shirts are decided to provide instructors their long sleeve shirts and name tags complimentary, the student shirts will be based on order form. The ncc shirts are being coordinated

Treasurers Report:

 Complete printed report submitted from Al. 2 or 3 rebates still to come from National. Tremendous year. Holiday party was complimented. The value for dollar was astonishing. Ad revenue was down Budget for 1999 generated.

Autocross:

 School full. events are firmed up. Additional cones to be purchase. W e have approx. 50, plan to add 100 18" cones. Discussed doubled up of dates for one event.

Tech Chairman:

• Next event is full. Discussed plans to go to PTG.

Tours and Rallies:

· Attempting to lure a tour coordinator.

Concours:

 Discussed interest in a Woodlawn plantation, Shenandoah Vineyard concourse, Sept 12. Chapter fest concourse Oct 9, discussing crab event, may reinvent.

Drivers Schools Dates set :

 June 6 & 7th Summit 275 for 2 days, 195 a day, Jefferson circuit 225 for 2 days, 150 single day, highway safety 125. Evaluation of gaining new Instructors discussed to happen on Friday.

dB:

 needs articles written up and submitted to Dwight. March 21st cover coming events through August, with some in Sept. One event in July. 20th of June.

Webmeister:

· working on ads

New Business:

• Discuss vir track, car club to be the member.

Calendar of events:

Per the dB except

Next Meeting:

· Meeting in March at Daves

Adjournment A motion to close the meeting was made and seconded.

Board Meeting, March 1999

Officer Reports:

· Minutes from last meeting reviewed and accepted.

President Report:

· Pins for veterans. working on database to gather names

Vice President Report

Treasurers Report:

 Money has begun to arrive as far as advertising. Chapter dues checks in. Sent membership to VIR. And sent for membership to Summit. May move some funds to a interest accrue account. Looking in to legalities. Purchase cones discussion. A sample is due to arrive for review

Secretary Report:

Membership:

Autocross:

 Discussion of Teaching autocross. Need instructors. Dave will Email out several potential instructors. Three dates for second half of year. Looking for VA locations.

Tech Chairman:

· We postponed the dyno session. That will go on a Sunday.

Tours and Rallies:

Advertising Manager: • Proceeding to make contact with adverti

Concours:

 Drivers Schools Insurance rebates were announced to be 50% only. Tshirts were discussed. Steering committee is for the shirts.

Drivers School Steering Committee Shirt were agreed for Instructors. List of names and numbers needs to be provided to fucy Beebe so that shirt sizes can be gathered. Also we need a list of students who have signed up to gather their sizes.

Webmeister:

 Classifieds can now be posted. Member list needs to be forwarded for Sue to verification. Old Business Charity event, Rafael is working with Children's Hospital for a Sept date. Planning on a renting a go cart track to various marks, and get sponsorship.

New Business:

 (Rosecroft Sept 11 nov 7 AutoX) Sept 25 tour. Track masters event 19 & 20 of April on Main track NCC Shirt Design to be finalized after the school shirts are under way and an ad for them to be designed for the future issue.

Calendar of events: GTO

Per the dB

Next Meeting in VA.

Adjournment A motion to close the meeting was made and seconded.

Board Meeting, April 1999

Officer Reports:

· Minutes from last meeting

• President Report:

 c/o Vice President and Secretary; club is looking for a tourmeister. Everyone needs to make contacts to see if anyone is available for the position. May be several persons each with an event in mind.

Vice President's Report:

 Made contacts with contributors for the dB. Brasspins are being ordered by Dwight.

Treasurer Report:

 Refund from deposit. A check from Ron on autoX school.printing expense reimbursement. chapter incentive check. year to date advertising has met last years total. biggest expense is dB. Gary has sent \$10,000 for all schools.

Secretary Report: T-shirts in progress

Membership:

 Crossed threshold 3,179 members, will gain an additional 18. Regional VP will include added zip codes. new member party will be the 12th Mike will email to Dwight the latest update.

Autocross:

 Lost 180.00 Because of no shows. Lincoln tech, next event, April 17th, 900.00 already signed up. May 1st Jack Kent Cook Stadium. Dwight has been emailed all the dates for firm and tentative dates of upcoming events.

Tech Chairman:

 AudioTech in May. They will change the time from 10 am and change to begin at 6pm. Confirm with Dwight the time change. Matt will get a Jim Conforti distribution service and there will be an event happening soon. We are planing a brake session. coming up.

Tours and Rallies:

 Tour planned for late September Fall tour, last Saturday in Sept. David Roach was going to plan an event for June 5th. Approach to see if he is still doing the rally to the road trip Susquehanna.

Advertising Manager:

 Ad revenue collected and proceeding to make contact with all advertisers past and present. Several advertisers are happy to hear from us again, thanks to Marc.

Concours:

 New car of the month supplied for May and June from Paul. DM Concourse coming up. car care clinic at Dent Works in Rockville. Featured speaker looking towards August.

Drivers Schools:

Next event April 24th and 25th. Highway Safety school on Jefferson Circuit.

dB: No report

Drivers School Steering Committee:

 Last meeting they talked about shirts. Gary Ketner, agreed the club will be handling the shirts. The instructors are slim for the Saturday. Highway safety school needs instructors. Woody spoke that there shouldn't be a limit to students. Much discussion about recruiting instructors. Dan Unkefer was mentioned about teaching classes. Chief instructor must give a specific written test for car control to be judge by a group and the score to be an average. Recognize that some potential instructors prove skills earlier than others. Mentioned three important criteria; car control etiquette; rules of safety; and attitude and safety. Create the plan, implement the plan and follow up on the result.

Webmeister Want Ads

1080 + 1060 collected not new customer. Propose a link to classified ads to be on front page. Primary page discussed to have detailed links to important areas. (announce new classifieds, make more prominent.)

Old Business:

VIR; Woody has video and photos of track in progress.

New Business:

 Would like to have a general member participation gathering Possible speakers for tires, police, services, perhaps at a coffee shop for every other Months last Thursday. or NASCAR track early morning Saturday. Secretary will send a mention into the dB about the day and place for the gathering and chatting about their bmw's open for general members. Send you thoughts on suggested locations. Come on out.

Calendar of events:

Per the dB
Next Meeting
Adjournment
 A motion to close the meeting was made and
seconded.

C A S S L I F E D S

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

enno ron	SALEE						
1971 2800CS	five-speaker:). Aqua metallic/ navy leather. 100K miles in regular service. 4sp, stereo, Choice of wheels & tires, Parts available. New exhaust, brake win Webers. \$6,800.					
	Howard	(703) 534-5015 (VA)					
1973 450SLC		OSLC. VIN 10702412000467. Sky Blue/ tan leather interior, beautifully and garaged, 134k, un-needed inheritance. Must sell. \$5500. (410)740-1005 (MD) or email to: < bdruschel@hotmail.com>					
1979 633CSi	VIN 5525226	Blue/blue leather. 4speed, new suspension/brakes. Classic look, runs					
	great, a great buy at \$2,850.						
	Don	(202) 256-0725 (DC)					
1980 635CSi	mufflers, clu roof, no a/c,	10005590072. Silver/blk. 5 spd, 125,000miles. New brakes, alternator, tch master, and major service last 5,000mi., Zender front dam, sun- very clean, light wear on leather, one small rust spot, Current owner 9 w/salt, garaged, well maintained, reliable, fast, looker. \$6400. (804)633-9766 (VA) or email to: <mbutter@bealenet.com></mbutter@bealenet.com>					
1984 528e		E9209576. Beige/tan leather. Auto. Excellent condition. 110k miles. cords. \$4,000 obo. (301) 980-3875 (MD)					
1986 325es	AM/FM/CD, 1	40SG9675061. Bronzit/beige interior. 5 spd, Sunroof, Alpine new Clifford alarm, new AC summer 1998, 187k, everything else origi- kept. Looks and runs excellent. Seats have always been covered and x \$5,200. (540) 891-9877 (VA)					
1987 L6		4402H3266178. Luxor beige/tan. 129K, original owner, garaged ys serviced. \$10,500. nmerman (703)760-7676 (VA) or e-mail <zim01@ibm.net></zim01@ibm.net>					
1988 M6	player, origin	 410J2560880. Red/White. All service records since new, Alpine CD al paint, new transmission, Borbet rims + original rims, short shift nip, Dinan suspension, K&N filter, slotted discs. Excellent condition. (703) 378-4914 (VA) or email to: <gbmarc@aol.com></gbmarc@aol.com> 					
1989 535i	chip. One ye	1310KBF08218. Salmon silver/gray leather 146K miles. 5sp, Dinan ar on new exhaust. New: belts, radiator, water pump, hoses, fan clutch. cared for and serviced. Strong, fast runner. Garaged. One owner.					

Bill (410) 576-4884 (MD)

CARS FOR SALE

1990 325is	VIN. Alpine white/Black leather. 87K miles, 5sp, new tires.Spotless. 1 owner. \$10,200. Tom (703) 560-6975 days (VA)
1993 525i Touring	VIN WBAHJ6315PGD22559. Black / gray leather, automatic, mint condition, only 53,000 miles, heated seats, double sunroof, cross-laced BBS type wheels, computer, inspection II service just completed, needs nothing, gorgeous car. \$19,995. Jay (703)404-3099 (VA) or email:< jjagolta@erols.com>
1995 525ia	VIN WBAHD6326SGK59610. Orient Blue (dk blue)/ silver leather w/wood interior. ASC, heated seats, CD changer, on-board comp., alarm, 17" M5 wheels w/235.45 X17 SP 8000s. 71K miles. \$23,000. Rodney (301) 877-1222 (MD)
1997 M3 Sedan	VIN WBSBG9326VEY77147.Black/black. 5sp, A/C, tinted windows, CD changer, Luxury pkg. (8-way power seats, cruise, computer, M Contour II wheels), heated seats, sun- roof. Like new. 37K miles. \$34,900. Byron (301) 949-2369 (MD) or hyperlink mailto: bmcneilmd@aol.com>
PARTS FOR	SALE
M3 Wheel	One 7.5" X 17" 10 spoke wheel (off a 95 M3). Like brand new \$200. Dave (301) 317-1461 (MD) or email to: <lassalle@erols.com></lassalle@erols.com>
Misc Parts	New E30 center bearing, \$30; set of 2002 6 x 5.5 13" wheels with farly new Bridgestone tires, great shape with chrome center caps, \$200; Nardi wood steering wheel for 2002, \$125. Mohammed Fares (301)984-6146 (MD) home (301)840-0890 (MD) work or email to: <mofares@yahoo.com></mofares@yahoo.com>
Fender	Left front quarter panel for 89 M3. \$125 Rodney (301) 877-1222 (MD)
E30 Wheels	Four (4) BMW/BBS mesh wheels with 195/65-14 Bridgestone Potenza RE910 tires. Less than 5K on tires. Great wet weather tire. John (800) 986-5836 or email to: <jstover@vdo.com></jstover@vdo.com>
Wheels/Tires	Two (2) OEM five spoke rims 16x7, fits BMW Z3 and E36 92-on. \$200 each/obo. Four (4) Dunlop D40M2 tires 205,50x15, used only one month. Best offer. Rodney (410) 764-4949 (MD) or email to: <mototek@aol.com></mototek@aol.com>
Differential	Limited slip diff. 3.73 ratio from an '88 325is. \$350. Al (703)506-9159 eves. until 10 p.m. (VA)
Susp.Parts	Self-levelling rear suspension components. For E24/28: two shocks, no leaks (50kmiles); two upper mounts (new); two accumulators, no leaks; springs included. Only $300 +$ shipping for all the above. Also, Alpine white "turbine" wheel cover pieces for 4 E34 M5 17x8" wheels (but not the wheels!!) - make offer. Charlie (703) 276-1932 (VA) or email to: <hekinc@erols.com></hekinc@erols.com>
Brake Rotors	Zimmerman/Ate oem drilled brake rotors, drilled by the manufacturer, many applica- tions available, more cost effective than Brembo or Stillen, no special adapters need- edremember they're OE. Call for pricing. Leave name, number, year, model, front or rear rotors. Paul (202) 726-7971 (DC)
WANTED	
Contraction of the contraction o	Trailer. Enclosed trailer for carrying E36 325/328 BMW.

(703) 356-8590 (VA)

P.O. Box 356, McLean, VA 22101

E36 wanted, wrecked, blown or inexpensive. Photos returned if mailed to:

email to: <mike772399@juno.com>

Mike

Mike

325

Autodynamics of Maryland

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