

July/August 1999

# der Bayerische

National Capital Chapter

BMW Car Club of America



# Calendar of Events 1999



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

## 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

- 1 NCC Autocross #2/PCA  
Challenge #1 (R. Katona)  
2 Deutsche Marque Concours  
(P. Vessels)  
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/MWCSCC ChampAuto-x  
(R. Katona)

## AUGUST

- 7 Mid Summer's Eve Dinner  
(G. Ketner)  
7-8 NCC Drivers' School  
(G. Ketner)  
28 Chips 'n Wheels Tech  
(M. Wendell)  
29 NCC Auto-x #5 (R. Katona)

## SEPTEMBER

- 11 NCC/Vette Autocross  
(R. Katona)  
12 Shenandoah Vineyard  
Concours (P. Vessels)  
25 NCC Fall Tour (W. Hair)

## OCTOBER

- 9 Chapterfest  
16-17 NCC Drivers' School  
(G. Ketner)

## NOVEMBER

- 7 NCC/Vette Auto-x  
(R. Katona)  
14 NCC Auto-x (R. Katona)



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# der Bayerische

National Capital Chapter BMW Car Club of America

July/August 1999



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BY WOODY HAIR

*Cover design:  
Rich and Lucy Beebe.*

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Open

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## P R E S I D E N T ' S

# Message

Holy smokes, it's already the middle of the year! The first half of the year has just flown by and everything's been so hectic I feel like I'm bouncing around in the turbulence! Maybe the second half will be a little calmer, I hope.

So far we've had great turnouts for our events like the Vintage Race corral and the Deutsche Marque Concours, and really overwhelming turnouts for our Drivers' Schools and the Autocross Series. You are to be congratulated! Don't forget to compliment the hard working guys and gals who organize these Club events, either. They truly deserve it!

There are some great events still to come in the second half of the season so don't go away. In August we'll again throw a big dinner party on Saturday evening of the Mid-Summer's Eve Drivers' School. Last year everyone had a great time and this year will be better. Don't forget to head up to the Jefferson Circuit early Saturday afternoon to get some "orientation" laps around the course with our great corps of Instructors. This Fall, we'll again throw our own Chapter get-together, Chapterfest, of course, so set aside October 10th your calendars for this one. In between these two events we'll have more of our Autocross Series, some Tech Sessions, and even a couple of Tours, too!

Well, I guess the second half won't be that much quieter after all!

*Dave*

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# ELECTION NOTICE!

*To all members:*

Although it's just barely the middle of summer, your consideration should be given to the Annual Elections for the year 2000 which are coming up at the end of the year. If you are planning on running for an office (President, Vice President, Treasurer, and Secretary) in the National Capital Chapter of BMW CCA, you should have your candidacy statement and photo ready to be published in the November/December 1999 issue of *der Bayerische*.

The election candidacy submission deadline is October 1, 1999.

Submit your letter of intention to:

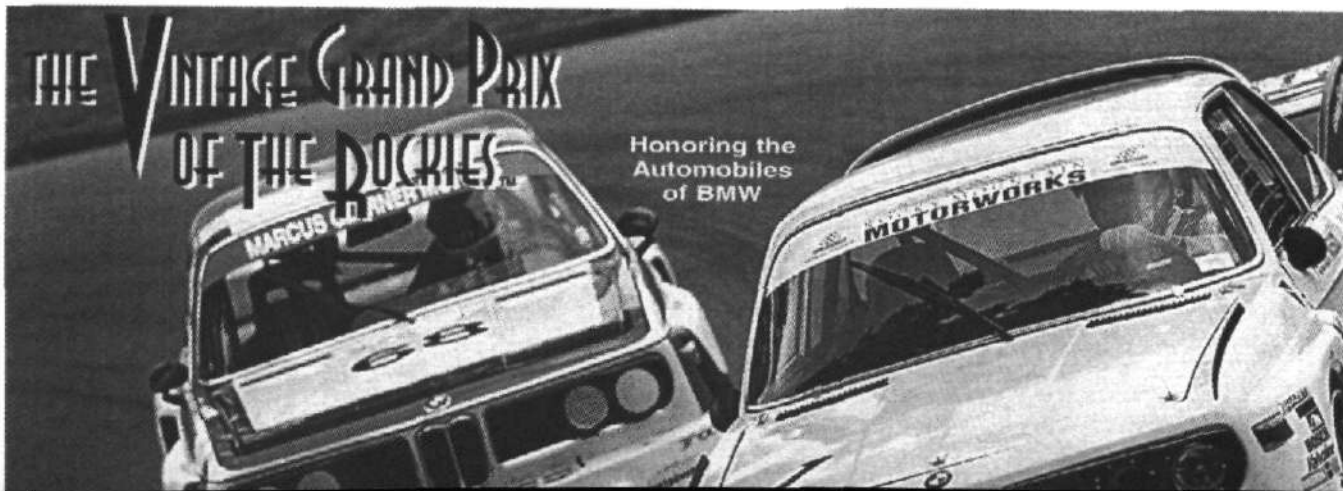
**NCC Candidates**

**c/o Dwight Derr**

**220 E. 31st Street, #2B**

**Baltimore, MD 21218**

**or e-mail to: <dderr@bcpl.net>**



- There's another BMW Art Car in town—this time it's the Lichtenstein 320i and it is on display at the Corcoran Gallery of Art (500 17th St., NW) as part of a retrospective, "Roy Lichtenstein: Sculpture and Drawings". Lichtenstein painted the 320i race car for his friend, racer and art broker Herve Poulain. Poulain and Merce Mignot drove the 320i to a first in class and ninth overall finish in the 1977 24 Hours of LeMans. The exhibit closes on 30 September. The Corcoran can be reached at (202) 639-1700 or [www.corcoran.org](http://www.corcoran.org).

- "You Gotta Pay To Zoom" just might be the next catchy slogan of Maryland, the Free State, which is considering a proposal to allow lone commuters the privilege of buying their way onto the region's HOV lanes during the morning and evening rush hours. With encouragement from the Federal Highway Administration, state planners are taking a long look at "congestion pricing" as a means of both easing rush hour congestion and generating another

## ShortStrokes

source of revenue. Under the proposal, the state would initially create High Occupancy Toll or HOT lanes to one of the Washington-area's most congested highways, i.e., the Capitol Beltway or Route 210, with either a fixed toll or a variable toll—one that increased as the volume of traffic increased. Variable tolls might also be tried on the Chesapeake Bay Bridge as well as Baltimore's three harbor crossings. Such congestion pricing is already in use in California and Texas. While transportation officials are excited by the congestion pricing, the American Truckers Association sees it as an unnecessary toll and the American Automobile Association sees it as double-dipping into the pockets of American motorists, whose taxes have already paid for the roads.

- Montanans are also faced with a pay-to-zoom scenario of their own—even though they don't have a traffic congestion problem—as that state has recently re-implemented daytime speed limits on its roadways, dumping its "reasonable and prudent" daytime limit in favor of full-time numerical limits—75 on interstates and 70 on secondary roads—which were set by the state legislature after the

Montana Supreme Court ruled the existing law too vague. And Montana motorists won't be given a grace period to adapt to the new limits, either.

- The District of Columbia is joining the traffic-cam-to-nab-red-light-runners club—maybe. In May, the District announced it had entered a contract with the Lockheed Martin Corporation to install 40 automated cameras for the purpose of catching red-light runners at some of the city's most notorious intersections. While the idea has received widespread applause the city has come under fire after the terms of the contract were revealed: Lockheed Martin will set up the 40 cameras with associated computers and hardware (with a value of \$50,000 each) at no cost in exchange for a cut of the revenue generated by each ticket—initially \$32 of each \$75 fine paid and eventually dropping to \$16 a ticket as the number of citations increases. If the cameras perform as touted, Lockheed Martin could receive around \$28 million over the next three years, the contract's duration, for its generosity. The American Automobile Association is urging DC Mayor Anthony A. Williams to rescind the contract. "The goal of the program should be to see the number of red-light runners reduced to zero," and not to "make money, or worse, make money for Lockheed Martin," said Lon Anderson, director of public and government relations for the mid-Atlantic division of AAA.

*derr*

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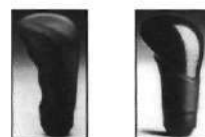
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**BMW CCA Oktoberfest**  
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**BMW CCA**

18-23 July 1999

Indianapolis, Indiana

Time's about to run out! See the *Roundel* for details...

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

**The NCC**  
**Mid-Summer's Drivers' School**  
**Saturday-Sunday, 7-8 August 1999**  
**Jefferson Circuit,**  
**Summit Point Raceway, WV**  
**Time: 7AM**

What have you been waiting for? Every year we try to convince you to attend our Drivers' Schools. You've read about them in the *dB* and the *Roundel*. You must be curious? So, what are you waiting for? This is one of the best venues for your first time. Give it a try. Learn how to expertly drive your BMW at speed. Learn the skills that will make you a better driver year round. Although curiosity killed the cat, you must remember that satisfaction brought him back. Join us. You will be satisfied. For more information or to register, contact Gary Ketner at (410) 715-9317 eves til 9:59PM. And, don't forget about the...

**The Second Annual**  
**"Mid-Summer's Eve Dinner"**

Saturday, 7 August 1999

Jefferson Circuit Paddock,

Summit Point Raceway, WV

Time: 6:30PM

Due to popular demand, we have decided to once again dine *al fresco* under the tents or stars, whichever you prefer, at the wonderful Jefferson Circuit, at our Second Annual Mid-Summer's Eve dinner. If you have never been out to Summit Point, or the adjoining Jefferson Circuit, this is your big chance. We will try to arrange for rides on Saturday afternoon for those who have never been around the track! Last year saw a wonderful group of people get together on Saturday night, after the Drivers' School, for a terrific catered dinner. So, once again, Mr. Mike Brown of Mr. B's Catering will take care of our meal. Expect the same delicious menu as last year, which consisted of filet mignon, stuffed chicken breast and a shrimp dish, accompanied by a variety of salads, baby potatoes, rice, and scrumptious desserts. Soft beverages included. What? You did not make it? You missed an excellent dinner and camaraderie with other club members. Make sure to mark your calendar for the evening of Saturday, August 7, 1999. Other drinks: BYOB. Dinner should start at around 6:30 p.m. Cost? A nominal \$5.00 per person, but, you MUST let us know you are attending. Please call Gary Ketner, registrar *extraordinaire* at (410)715-9317, evenings before 10:00PM. You may also e-mail Gary at: <gketner@jhsph.edu>. It is *essential* that you RSVP, as space is limited. Deadline for registration is July 31, 1999.

*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 I70West 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.*

**Tech Session:**  
**Jim Conforti Chips & Fikse Wheels**  
**Saturday, 28 August 1999**  
**Curry's Auto Service**  
**Chantilly, Virginia**  
**Time 3:00pm-7:00pm**

Many BMW enthusiasts seek to add more horsepower to their already powerful machines. Most would agree that when it comes to adding horsepower, an ECU upgrade, referred to as a chip, is often the easiest and most efficient way to breathe new life into a stock, late model BMW mill. Well, if you've ever thought about chipping your car, you've most likely heard the name Jim Conforti mentioned. Jim is the undisputed king of BMW ECU upgrades and has been involved in the creation of some of the most powerful E36 M3s ever built. And he's coming here. Jim will be coming to Curry's Automotive Service (the exclusive Conforti chip installation center in Northern Virginia) on August 28th to discuss ECU upgrades, as well as general BMW performance issues. He'll show us how the upgrades are done, and tell us what you can expect from an upgraded computer system. But that's not all. Also on hand will be representatives from Fikse wheels. Fikse is the manufacturer of some of the most stunning forged alloys ever to grace a BMW. They'll explain the latest in wheel technology, and how performance, not just looks, can be improved with the addition of a set of Fikses on your ride. Of course, and as usual, Matt Curry knows how to throw a party. Food and beverages will be provided for all of those in attendance, and some adult beverages should make their appearance following the 'official' end of the event. Matt will also be giving away a number of door prizes, including a set of tires. You don't want to miss this one folks! Naturally, this event is going to be a hot-ticket, and unfortunately, space is limited, so we'll be requiring RSVPs in advance. RSVPs are being taken by Judy Curry via email at <jlcurry@aol.com>. You may also RSVP by phone to (703)707-9771, but in the interests of Judy's sanity, email is strongly encouraged.



*Directions: From the Capital Beltway, take Rte. 66 West. Exit onto Rte. 50 West, towards Winchester. Some miles later, and just before you cross Rte. 28, make a left at the traffic light onto Sullyfield Circle. Curry's Auto Service will be on the left, building 14210, units F & G. Check Curry's advertisement in this dB for a map to the shop as well.*

**NCC Autocross #5**  
**Sunday, 29 August 1999**  
**Rosecroft Raceway**  
**Ft. Washington, MD**

A special BMW CCA members only autocross with a reduced \$10 entry fee! Heats will be at 9:00, 11:00, and 1:00. We hope to have time for fun runs after the scheduled heats. This event does not include dinner or entry to the races as our September 11th event will, but we will provide lunch. Facilities will be available.

Pre-registration begins July 29th via the autocross chairman at 301-604-3836, or e-mail [ron3b@cris.com](mailto:ron3b@cris.com). Please include your membership number (any chapter) when registering. See the September 11th event for directions.

**NCC Autocross #6**  
**Saturday, 11 September 1999**  
**Rosecroft Raceway,**  
**Ft. Washington, MD**

The \$25 entry fee for this event includes admission to the evening's harness racing, racing program, and a delicious buffet dinner! Autocross class winners will also ride in the pace car during one of the harness races!

You may also bring friends or family to join us for dinner and harness racing after the autocross. Guests will be charged the same \$25 entry fee as autocross contestants. Please advise the autocross coordinator of paying dinner guests when registering for this event.

Special thanks to Duane Collie for arranging this event for the NCC this year.

*Directions: Rosecroft Raceway is located just off the I-495 Beltway Exit 4A in Fort Washington, MD. Follow the signs once you turn off Exit 4A. Registration opens August 11th via the autocross chairman at 301-604-3836, or e-mail [ron3b@cris.com](mailto:ron3b@cris.com).*

**Shenandoah Vineyard Tour and Concours**  
**Sunday, 12 September 1999**

**FALL TOUR**  
**Saturday, 25 September 1999**  
**Time and Place to be determined**

Prepare to pack up the significant other and kids. We're going on our annual Fall Tour. Where to? Well, we don't know yet. Where will it start from? Not sure yet. Check the Coming Events section in the next issue for all the necessary details.

**NCC Chapterfest!**  
**Sponsored by BMW of Fairfax**  
**Sunday, 10 October 1999**  
**Lincoln Technical Institute**  
**9325 Snowden River Pkwy.**  
**Columbia, MD**  
**Time: 9:00am - 5:00pm**

Unable to make it to Indiana for Oktoberfest this year? Why don't you join the National Capital Chapter for Chapterfest instead (even if you did go, you can still join us!) Chapterfest is a great way to enjoy the company of other BMW enthusiasts with three different events throughout the day.

**9:00am - 5:00pm - Swap Meet**

Our swap meet is the perfect place to sell those car items before you store them for the winter in the garage or to buy the necessary parts for that wintertime project. Spaces for the swap meet measure approximately 9 feet wide by 19 feet deep. Spaces are priced at \$10 per spot for members and \$50 per spot for commercial vendors. To reserve your space, contact Rich Beebe at (410) 944-3449 or email to: [rich@beebecomm.com](mailto:rich@beebecomm.com).

**9:00am - 12:00pm - Concours**

Ever thought that you have one of the nicest examples of your specific BMW model in this area? Why not clean it up and bring out to Chapterfest and put it in the Concours. All cars will be judged for exterior and interior cleanliness, with the engine compartment optional. Awards will be given to the 1st, 2nd and 3rd place cars in the clean car concours and one for people's choice. A \$10 fee is required for entry. To enter the concours, contact Paul Vessels at (202) 726-7971.

**9:00am - 5:00pm - Autocross**

An autocross tests a driver's ability by competing on a well defined closed course against the clock. Runs are low speed on a course defined by traffic cones to ensure safety. A Snell-rated helmet and a brief tech inspection will be required. Instructors will also be available the day of Chapterfest for any beginners interested. An entry fee of \$15 will be charged. If anyone is interested in participating in the concours and the autocross, you should try to register early for the autocross so you may secure an afternoon slot. For pre-registration contact Ron Katona at (301) 604-3836 or email to: [ron3b@cris.com](mailto:ron3b@cris.com).

Grab that spare front fender from the car you sold 2 years ago, do a little detailing work to the car, throw your autocross tires (optional) in the trunk and join all your BMW friends for a day of fun before the season comes to a close. Hope to see you there. For more information, contact Rich Beebe at (410) 944-3449 or email to: [rich@beebecomm.com](mailto:rich@beebecomm.com)

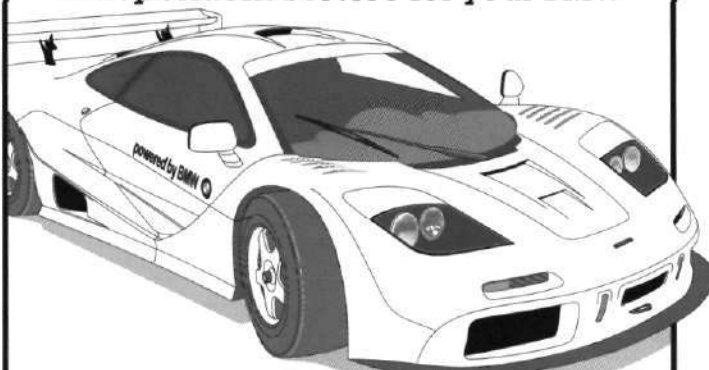
*Directions. From Baltimore: Take I95 south to Exit 41 West (MD Rte. 175) towards Columbia (bear right on ramp). After 1.2 mi, turn left onto Snowden River Pkwy. Lincoln Tech is about 2 miles on the left. From DC: Take I95 north to MD Rte. 32 West towards Columbia. Exit at Broken Land Pkwy and bear right at the end of the ramp. Immediately bear right onto Snowden River Pkwy. Lincoln Tech is on your right.*

**The Autumn Leaves Drivers' School**  
**Saturday-Sunday, 16-17 October, 1999**  
**Summit Point Raceway, WV**  
**Time: 7AM**

This is one of the last Drivers' Schools of the year. This is the time to put everything you've learned from the prior three schools together. Summit Point in the autumn is beautiful. Come out for the scenery. Come out to see old friends. Just come out. (Who knows, there just might be another one of those impromptu big-bash barbeques on Saturday evening!) It will be six months before you drive on the track again; eight months before the next school at Summit. That's a long time. Come on out and drive the Big Track for the last time in 1999. To register contact Gary Ketner at (410) 715-9317 eves til 9:59PM, please. (*Directions: see above.*)

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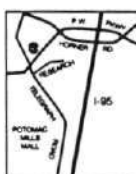
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8-6

SAT. 8:30-3:30  
In MD

SAT. 8:00-3:00  
In VA



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TOLL FREE Dial \*1\* & Then  
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I-95 Exit Hornet Road, Left onto  
Telegraph Road, 1/2 Mile on left

## ALEXANDRIA



**703 370-0850**

5168 EISENHOWER AVE  
1/2 Mile Inside Beltway  
Exit 3

## FAIRFAX



**703 560-8500**

2812 A-B MERRILEE DR  
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Lee HWY. & Gallows Road

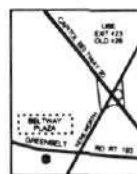
## GAITHERSBURG



**301 990-4100**

9136 GAITHER ROAD  
I-270 to east on Shady Grove Rd.  
Left on Gaithers Road

## COLLEGE PARK



**301 474-1030**

6105 GREENBELT ROAD  
1/2 Mile From Beltway  
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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 # \_\_\_\_\_ T-shirt size \_\_\_\_\_  
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 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): \_\_\_\_\_

Please photocopy from magazine



**So what's the best thing for wiping that silly grin off your face after your first Drivers' School? I'm going to need a lot of it! By James Sheridan-Peters**

# The First Time Always Makes You Grin

I'm one of the new NCC members that helped push the Club over 3000 last year, but I became a member too late to participate in any of the fun. That's changed already and Drivers' School looks to soon become a serious addiction.

On April 24th, with a lot of anticipation, a touch of trepidation and a wake-up call that came far too early, I was off to Summit Point Raceway for my first weekend at the track. Saturday was the Highway Safety School and Sunday the Chapter's first Drivers' School of 1999. Both days dawned cool but clear and after an hour-plus drive from DC, I pulled into the paddock at the Jefferson Circuit, the smaller and more technical of the two tracks at Summit Point.

I'd already read and re-read the information sheets and I'd been to a couple of autocross events as well (a different story), so I knew how to prepare my car: dump everything out. I also cleaned the glass, checked tire pressure and bolted my video camera to its approved mount. (I wanted to be able to bore others to sleep with replays of my weekend, you see.)

The Safety School focuses on skills that you rarely have a chance to practice in daily driving and that are potentially lifesaving when needed. With an instructor onboard, you take to the track to learn full braking and avoidance of an obstacle, high speed obstacle avoidance, threshold braking (braking to the limits of the vehicle/tires), and obstacle avoidance while in a turn. All of these exercises are performed in a controlled manner that lets you feel how your car will react in each instance and learn what you must do to keep the car under your control the entire time. The skidpad was used to demonstrate what happens when your front or rear tires lose adhesion. In a safe environment, you learn what actions cause you to enter a spin and what YOU can do to prevent or control one. I believe that the skidpad is, for most drivers, the single most valuable exercise at the Safety School. Most people know how to brake, some even know how to brake and control their car at the same time. They can both be practiced everyday on the road. Once you enter a spin, however, most people panic. You (hopefully) don't have a chance to practice spins during your daily commute. The skidpad gives you a concentrated dose of your worst nightmare and teaches you how to deal with it—plus it's a blast!

In addition to track and skidpad sessions, there are classroom sessions where the things you see and feel in your car are explained so your mind, as well as your body, can understand them. You may feel oversteer and even correct it instinctively, but until you understand why it happens and what you did to cause it, you are at best reacting instead of controlling your car. These classroom sessions are so important that they are mandatory for all students.

The list of vehicles that you may take to the Safety School is more extensive than that allowed at a Drivers' School because you will be going slower with

only one car negotiating an exercise at a time. Regardless of what you drive, this school and its exercises will teach you to drive it better and safer. Don't think you must bring out an M3 to enjoy yourself or learn anything. Once the day was over, it was time for a drive back home to a very early bedtime so I could be up way too early once again. The concentration, sun, and tension make for a day that takes more out of you than you might expect, and I'd been up later than I wanted to the night before putting on new brake pads in anticipation of the weekend's activities. I'd suggest getting things like this done a little earlier and not trying to do it at the last minute like me. The chance of forgetting something or being more tired than you ought to be when driving at or near your limits is too great (driving at your CAR'S limits will come much later).

Sunday was another great day. A Drivers' School, however, requires more organizational prep work from the staff running the school, so getting there a little early is a good idea. Tech inspection for a Drivers' School is more involved than that for a Safety School and there are usually more drivers to tech. Since you won't be allowed out until your car has been inspected and the inspectors have other jobs once the sessions begin, make sure you get your car inspected early.

Saturday's Safety School was, in retrospect, a perfect way for me as a new driver to become accustomed to the track, the procedures, the people, everything. The focus was different on Sunday, but I already felt comfortable with all the other aspects of the track. I would highly recommend this combination for others looking for a nice way to ease into the Drivers' School experience.



...still grinning

D. Derr photo



I ended up with the same instructor (Bob King) for the Drivers' School as I'd had for the previous day's Safety School, a practice that makes sense and helps make the drivers more comfortable at their (likely) first School. We went out on the track with the instructor driving first to show me the line (the fastest way around the track), a practice that I strongly recommend, but that is not mandatory. The instructor lap(s) gives you a feel for what a good lap should look like in distinct contrast to what your first laps, or even whole sessions or schools, will look like. Take the opportunity to watch where your instructor turns in, how the weight of the car shifts before a corner, where they shift (if at all), what gears they are using, when they get on the gas and when they lift, etc. If this sounds like an awful lot to remember in a couple of laps, it is. Do your best on the track as a whole and concentrate on particular points that give you trouble. Then, next session, if you don't remember exactly what, you need to do to get through turn 7 correctly, let the instructor take a couple of laps again and watch that part more intensely.

My Drivers' School day went about average, I'd guess. I'd taken part in some autocross events before the schools, and I had gained some feel for taking corners at the limits of the tires (albeit at much lower speeds), so by the end of the day I was humming along pretty quickly. The combination of the track and my skill level made third my best gear all the way around the track. I hit around 90mph down the straights with room to spare before the rev limiter kicked in and the engine wasn't lugging in the turns so staying in third worked out well—your car may work out differently. For me, not having to shift gears meant one less thing to worry about in my first school.

I have subsequently driven on the Main Track at Summit Point on a FATT day (Friday At The Track) which is similar to a BMW School, but run by Bill Scott Racing. I very strongly recommend doing a school at the Jefferson Circuit first if these are your first driving schools. The smaller, slower, more technical track will allow you to become comfortable with taking your car out on a race track without the added speed and complexity of the Main Track distracting you. You are also, in my opinion, less likely to have off-course excursions, and if you do they will be at lower speeds. I speak here from personal experience.

At the end of my second session during the FATT, I came down the main straight into turn one with my brakes beginning to fade. Neither my instructor nor I realized this beforehand. I braked before the turn and slowed down, but with the brakes fading, not enough. My previous Safety School and Drivers' School classroom and particularly the skidpad sessions properly prepared me for what resulted. I smoothly straightened the wheel, kept the car balanced, and brought it under control. I was going slow enough by then to complete the turn with only part of the left front tire hitting the dirt. I was completely ready to drive straight off the track (as taught in the schools) and had no fear of doing so. If I had been put in that situation without my previous experience, I'd have spun out. I probably

wouldn't have been going fast enough to damage anything but my ego, but I'd have spun nonetheless.

My feelings on the whole weekend? I went in thinking I was a pretty good driver. I came out a far better driver in large part because I'd had actual experience with controlling my car approaching its limits (I've a long way to go yet to be a good enough driver to reach them) and with responding to emergency situations. You just don't get a chance to practice those skills in day-to-day driving.

My suggestions? I would like to see more emphasis on driver condition. The heat on the track wasn't so bad in April, but we still had a sunny, warm day and dehydration is a very real problem. If you're driving your car hard you need to be focused and with all of your brain working. If you're dehydrated and fighting a headache, your skills will deteriorate. A mandatory "Drink a paper cup of water every classroom session" rule wouldn't be a bad idea.

I'd like to see students be required to ride with an instructor in the afternoon, at least before their last session. This could be during the instructor runs or for a few laps during the session, but there is so much you don't pick up from your instructor's first laps because you've no personal experience to compare it to. Getting back in the passenger seat after two or three sessions where you've been driving gives you a whole different perspective and was very worthwhile for me.

There was a little problem near the end of the day on Sunday when a number of students were looking for rides during an instructors-only session, only to be left waiting the entire session or walking away in frustration. I'd like there to be a rule that says if you have a spare seat and there's a student waiting for a ride, you as an instructor should come in and pick them up.

Finally, related to the previous comment, I'd like to see more instructors. The waiting lists for the schools are getting huge and if the Chapter is not filling the track to near its practical limits, we're turning away people that want to become better, safer drivers. I know I'd be much happier knowing the drivers around me on the roads had been to a school. So, look for a silver 98 323is at the next school, FATT, autocross or even at O'Fest (yes, I'll be driving there, too) and say hi. I'm hooked and will be happy to tell you more about the schools and my experiences. Be safe.



# The 16th Annual Deutsche Marque Concours

has come and gone. The beautifully manicured lawns and gardens of the Woodlawn Plantation again played host to this year's event. Porsche and Mercedes both had a wonderful turnout of participants.....and of course, so did BMW.

With the help of folks like Bob Warren, John Bragale, John McWilliams, Joe Luongo, Mike Tillson (who travels from Philly to participate) and last but certainly not least, Lothar Schuettler (who brings personal cars as well as client cars) this event continues to be a success. I mention these folks because year after year, almost as long as I've been Concours Chairman, they come out to participate and offer their help and support, to help me pull this event off, this is not to slight any of our other participants, or those of you who volunteer to help out but meant only as a thank you to all because Deutsche Marque Concours is a lot of work!

This year's event offered a very rare sight, three 30's-vintage 327 cabriolets in one place at the same time. Throw in a 507, a 502 cabriolet, an Isetta, and mix in a few CS coupes with a dash of Z3 and bring to a boil, I'd say we had pretty good Bimmer stew! This year's most hotly contested class was the late coupe class which boasted no less than four very clean 635s. The competition came down to a tie breaker for 1st place between two bright red 635CSis....it got down and dirty as both cars had to have areas re-judged where points were close...it was very close and the cleanliness of one of the coupes' sunroof track area ended up being

the deciding factor...whew! I hadn't planned on working that hard.

Anyway, a great time was had by all who participated and spectated alike, after the awards presentation mass quantities of German beer and finger foods were consumed at the awards reception as discussion turned to what one could do to beat-out their opponents next year. Until next time, keep the shiny side up!

*Paul Vessels*



Best of Marque: Mike Tillson and Howard Finkleman, 1938 327 Cabriolet (center)

## DEUTSCHE MARQUE CONCOURS RESULTS

### Display Class:

1st	Kevin Kearny	58 507
2nd	Henry Stran	58 Isetta
3rd	Lothar Schuettler	59 R50 motorcycle

### Misc. Class:

1st	John Bragale	98 M coupe
2nd	Chuck Joesten	96 328is
3rd	Ben Petis	99 Z3

### Honorable Mention:

	Keith Frech	86 735 Hartge H7S
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### Vintage Class:

1st	Lothar Schuettler	56 502 cabrio
2nd	Lothar Schuettler	38 327 cabrio
3rd	Howard Moon	37 328 cabrio

### Early Coupe:

1st	Bob Warren	3 3.0CS
2nd	John Bragale	72 3.0CS

### Late Coupe:

1st	Ginger Miller	89 635CSi
2nd	Wayne Berkmyer	87 635CSi
3rd	Joe Luongo	85 M635CSi

### Early 3 Series:

1st	Richard Pineda	91 M3
2nd	Mike Lohr	92 325ic
3rd	Greg Wise	90 M3

### 2002 Class:

1st	John McWilliams	76 2002
2nd	Lothar Schuettler	72 2002 Baur cabrio
3rd	Jake Wright	72 2002tii

**Over 100 Chapter members and guests  
gathered at Summit Point Raceway  
on May 15 to watch the vintage sports cars race  
and feast on a roasted pig. By Woody Hair**

**T**he affair was supported with a generous donation from Radial Tire Company. Paul and Ann Moorcones, Radial's owners, came out in their Triumph TR3 to join the fun. As usual, the BMW parking area put all of the other marque clubs to shame. Besides several 2002s and 3.0CS coupes, there were some pristine examples of newer models. M5s and 6-series coupes were abundant, and at least four Z3s were parked together. Besides the pig provided by Mike Brown's Catering, there was grilled chicken, beans, rice, coleslaw, apple and pecan pie. This writer ate way too much. Our corral location at Summit Point's turn 8 gives a good view of turns 4 through 9. Although the races seemed to be lacking some of the more exotic entries of the past, the racing was spirited with several good dices. Unfortunately, the day ended on a somber note when it was learned that a beautiful Jaguar E-type had rolled several times at turn 1. The driver, Ray Kennedy of Hilton Head, SC died from his injuries.



Lucy Beebe photo



# The VIR CLUB

**Virginia International Raceway. We are not talking about Virginia Motorsports Park, the drag-racing facility located near Petersburg. This is an existing road-racing track near Danville. Maybe you haven't heard about it because it has not been used since 1974. I think you will be hearing a lot more about it in the near future. By Woody Hair**

**VIR** opened in 1957. Despite the total lack of professional road-racing in the US, many of the best road courses in the country were built at that time. Bridgehampton, Watkins Glen, Road America, Riverside, Laguna Seca and Lime Rock are others that come to mind. At 3.2 miles, it was longer than all of these except Road America and Riverside (the Glen was 2.3 miles in its original configuration). The first race was an SCCA National, the ultimate in US road-racing at that time. Among the entrants was Texan Carroll Shelby in a Maserati 450S. This 4.5-liter car had been winning in the hands of Juan Manuel Fangio and was considered the fastest racing sports car that year. Shelby was quoted as saying of the new track, "One lap of Virginia International is like 100 at Watkins Glen." Other stars of that time that raced at VIR included Walt Hansgen, Briggs Cunningham, Dr. Dick Thompson, Roger Penske, Bob Holbert, Mark Donahue, and Peter Revson. VIR hosted a Trans-Am race in that series first year. Among the entrants were NASCAR favorites Richard Petty, Curtis Turner, David Pearson, and Danville's own Wendell Scott. Scott was the only African-American to win a race in NASCAR's top level. Two BMW 1800 TIsAs competed in the 2-liter class against Alfa GTAs and a factory-backed Lotus-Cortina team. The very first IMSA race, then known as the Camel GT Series, was held at VIR in 1971.

However, over time, VIR was abandoned by the DC SCCA Region as a venue, and the professional series could not make a financial-go there. The problems were the very primitive facilities and the fact that Danville is not near any big population center. The last race, a Carolina Region event, was held in 1974. Since then only cows have roamed the 1,200 acre site.

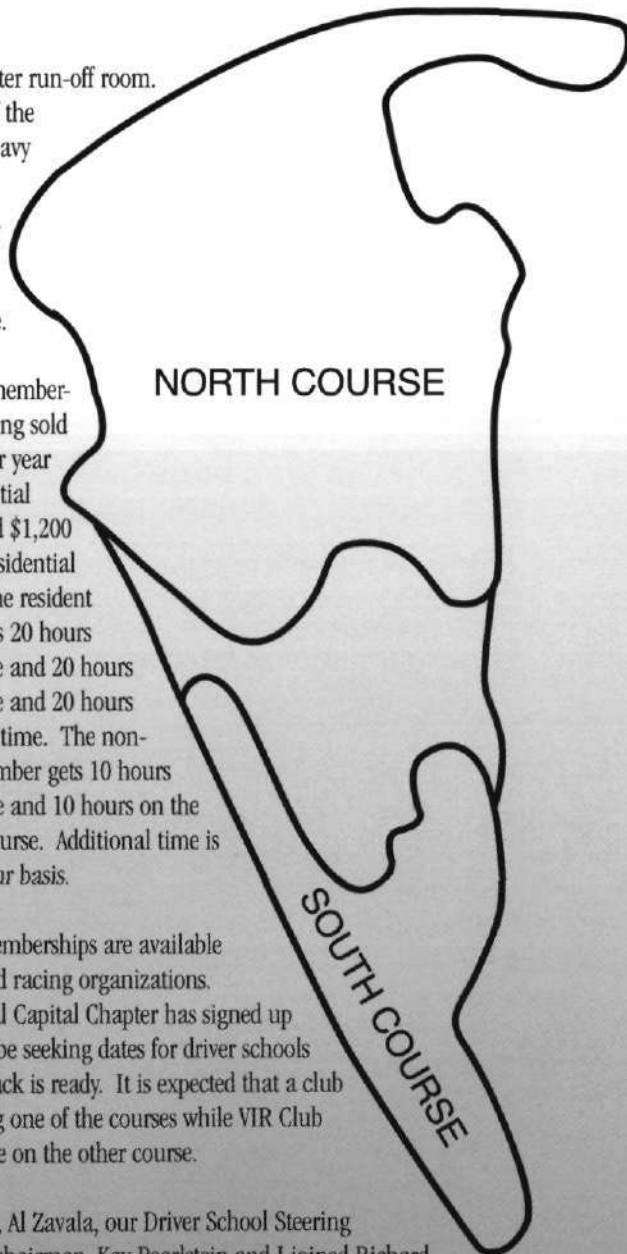
Soon the sounds of mooing will be replaced with squealing tires and high-revving engines. Harvey Siegel, a New York real estate developer and vintage sports car racer is building the Virginia International Raceway Motorsports Club. Eventually it will have all of the requisite amenities of a country club: club house, swimming pool, tennis courts, and skeet range. What it won't have is a golf course. In addition to the 3.2 track, a large asphalt rectangle for skid pad and autocross training will be included. Expect garages and private home sites too. The original track will be widened and repaved. Two winding crossover sections will enable the simultaneous use of two shorter courses. One will be 1.6 miles in length and the other 2.2. Much of the work going on right now involves tree and brush removal, filling swampy areas, and cutting back earth banks to

provide greater run-off room. Due to all of the necessary heavy equipment, the repaving will be the last step of phase one.

Individual memberships are being sold at \$2,400 per year for a residential member and \$1,200 for a non-residential member. The resident member gets 20 hours of track time and 20 hours of track time and 20 hours of "Solo II" time. The non-resident member gets 10 hours of track time and 10 hours on the autocross course. Additional time is on a per hour basis.

Associate memberships are available for clubs and racing organizations. The National Capital Chapter has signed up and should be seeking dates for driver schools when the track is ready. It is expected that a club will be using one of the courses while VIR Club members are on the other course.

In late April, Al Zavala, our Driver School Steering Committee chairman, Kay Pearlstein and I joined Richard and JoElla John from the Tar Heel Chapter at a VIR Club open house. After a tour of the track and the proposed club house site, we were allowed to tour the track in our own cars "at reasonable speeds". Considering the pot holes, dirt, and general state of 42-year old asphalt, there was no danger of us





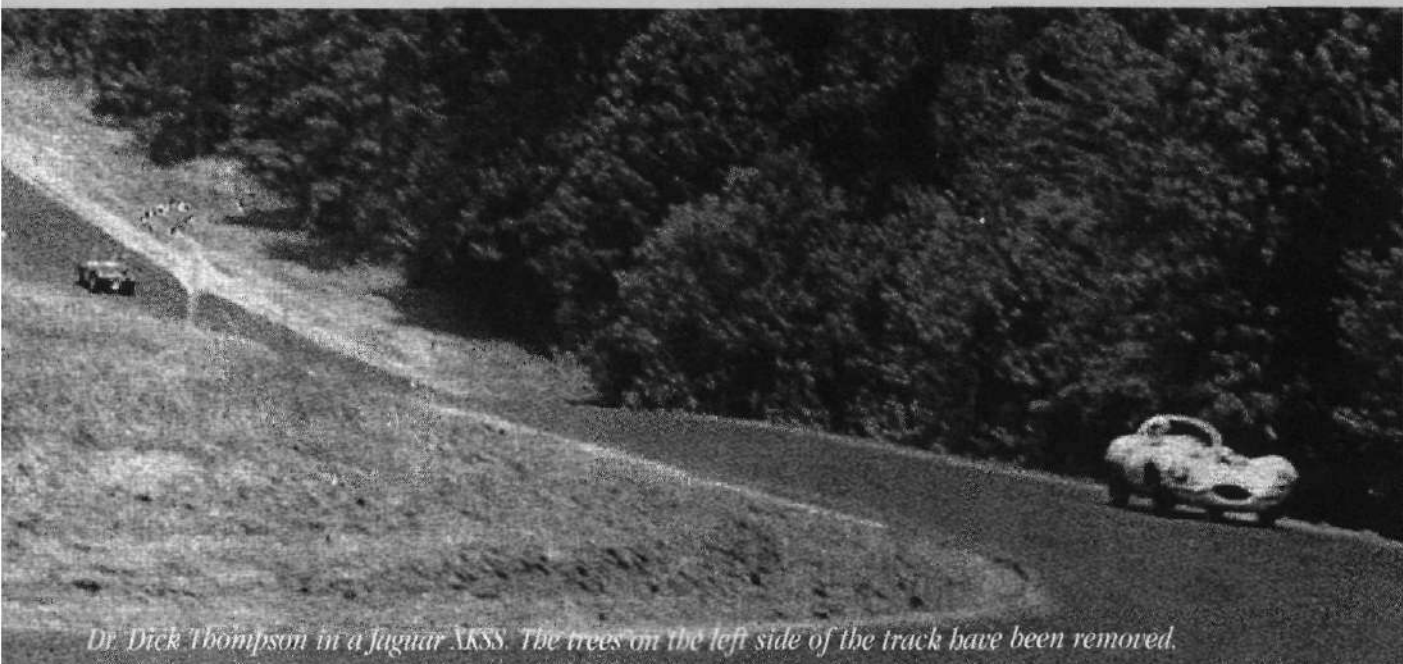
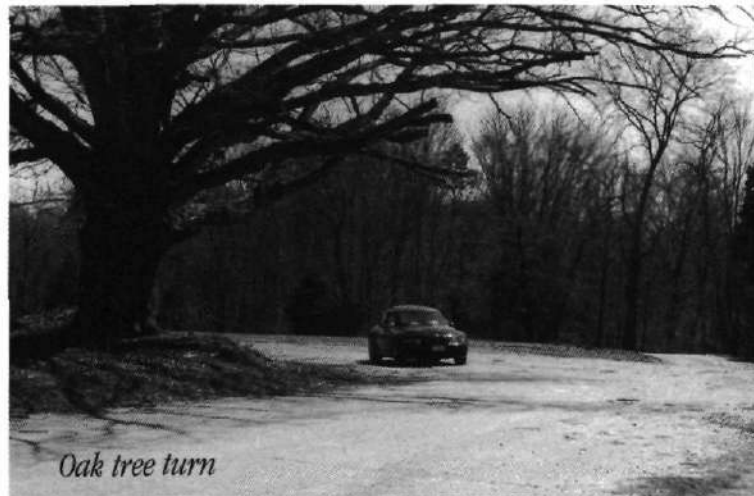
exceeding "reasonable speeds". However, we were able to sense what an awesome this track this must have been (and will be!).

The pit straight is about as long as the main straight at Summit Point. It ends in a 180 degree increasing radius turn that is very similar to turn 1-2 at Summit Point. This is followed by three left-hand turns (on a clockwise track no less), each with a tighter radius than the preceding one. A fast right then leads into the lower esses which are followed by a fairly long gradual uphill straight. As the climb gets significantly steeper, the straight becomes a series of slight left and right turns. Vintage and 2002 racer Peter Krause is quoted as saying, "you can take the upper esses without braking at the bottom, or without braking at the top, but not both". After a very fast left, the track drops down into a dip and climbs again to two fairly slow 90 degree rights. The second right is famous for the large oak tree that sits 12 feet from the apex. This oak will remain in place.

The Oak Tree turn leads onto the 0.8 mile back straight. It initially dips and then begins a long climb to a blind crest. Beyond the crest the straight just keeps on going, only to end in a left-hand kink in the braking zone. After a sharp right the track drops down hill through two fast lefts and a sweep right back onto the pit straight.

Each of the shorter courses will have an equal share of the special features of VIR and some new challenges built in to the crossover sections. The short South course will utilize the upper esses, Oak Tree, most of the long back straight and a winding down crossover road that includes a "corkscrew" ala Laguna Seca. The longer North course will have the pit straight, three lefts, lower esses, a steeply climbing crossover road that has several fast turns, followed by the downhill esses.

After a number of laps and some late-morning Bass Ale under the sprawling Oak Tree, we left the track for a buffet lunch at a nearby inn. All of us seemed to feel that VIR will become the track to drive in the near future. VIR is about 250 miles and 50 traffic lights south of the DC Beltway via US route 29. An alternative route using I-95 to Richmond may be faster, if slightly longer. Stay tuned.



## CAR OF THE MONTH



### July

This '88 325i with 275K miles was bought by Pat Donahue for conversion to an SCCA Club Racer. Pat prepared it to ITS specs and has spent a bit more on the car than intended. The #56 on the car was for a school and turns out to be Ed York's number—another 325 racer. The major enhancements include a fresh rebuild of the engine, lowered Ground Control suspension, as much interior removed as allowed, full cage, harnesses, and a racing seat. The paint job is Rustoleum Safety Yellow done with a roller—ya gotta cut corners somewhere.

### August

August Car of the Month comes to us from Michael Kasum of Herdon Va. Mike's car is very special in that it is powered by an E30 M3 engine! Mike recently purchased the car sight unseen after viewing pictures and "build-sheets" detailing the cars many tricks and mods on the previous owner's web-site. The car is now with a local shop to have a few small details sorted out after which it will officially become stable-mate to Mike's daily driver...a 91 M5. We definitely will be looking forward to seeing this Frankenstein at some of the upcoming events!



Send your Car of The Month entries to: Car of The Month, c/o Paul Vessels, P.O. Box 1784, Washington, D.C. 20013

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# Battery Maintenance

By Bill Ballon

(Reprinted from the Newsletter of the Allegheny Chapter BMW CCA)

Ever wonder why BMWs don't come equipped with maintenance-free batteries? BMWs come with lead-acid batteries, but most maintenance-free batteries are of lead-calcium construction. Interstate's new Pinnacle battery line uses silver-calcium chemistry. These battery types differ in their characteristics and operation. Maintenance-free batteries require a higher charging rate than lead-acid batteries, but BMW voltage regulators are calibrated to a lower charging rate than the maintenance-free batteries require. Another difference between the two types is that lead-acid batteries have a different internal resistance than maintenance-free batteries. This difference in internal resistance causes the voltage regulator to set the charging rate even lower than it would if a lead-acid battery were installed. In effect, it "fools" the voltage regulator into thinking that the battery is in a higher state of charge than it really is. What occurs is that the maintenance-free's need for a higher voltage is not met, but the battery's different resistance causes the charging voltage rate to be lower resulting in a perpetually undercharged battery condition. Recharging a lead-acid battery requires around 14 volts. Many maintenance-free batteries need closer to 15 volts to fully recharge (a Delco Dura-Power, for example). A typical BMW charging system ranges between 13.8 to 14.5 volts. I have personally seen a 0.5 volt drop caused by a maintenance-free battery installed in a BMW. Dropping volt of charging rate causes the charging voltage to fall out of the acceptable range if that particular car was marginal to begin with. One case in particular stands out in my mind. A BMW owner was mystified that his battery would discharge after sitting in the garage for only a few days. The combination of maintenance-free battery and a typically low charging rate setting for that model caused the battery to never attain a full charge level. In normal driving the battery would slowly discharge, so that when he garaged his car it already had a partially-discharged battery. The normal radio memory, accessory draw, and computer draw would finish what little charge was left. When he went to start the car, the battery would be stone-cold dead. Testing for a parasitic drain would always come up with no drain, and the charging rate was a bit low, but changing the voltage regulator or testing the alternator and circuits would yield no conclusive fault. Installing a new lead-acid battery cured his problem. It is amazing to me that many of the chain stores' application guides continue to recommend a maintenance-free battery for BMW applications, even when it is clear that they aren't correct for use in BMWs. Be sure to specify the correct lead-acid battery fitment for your BMW.

## Door Latch Buffers

By Chris Joyner

(Reprinted from Footnotes, newsletter of the Tarheel Chapter, BMW CCA)

Door latches of older (pre-1990) BMWs are a two-stage, two-finger design with a plastic buffer that presses onto the top finger. When the buffer gets old, quite often they break and fall off the car. After one breaks, the top finger will not rotate far enough to lock the second stage of the latch, making it very difficult to completely shut the door. The new buffers that BMW supplies (a dealer-only item, PN 51 21 1 809 735, about \$1.05 list) are made of a more durable plastic than the original buffers. Installation is simple: Place the new buffer onto the top finger and press down firmly.



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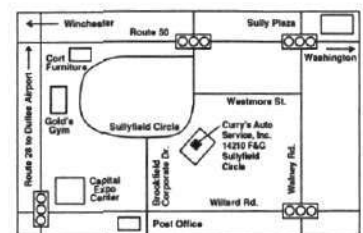
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# NEW MEMBERS WELCOME!

I love the summer! Everyone goes out and buys a new car! That means new members! By the time you read this the Annual New Member Party held at Passport BMW will be history. I hope all the new members that were able attend took the plunge and came out for the free food, conversation, informative discussion by their elected Board Members and got a chance to meet some of the "characters" that make this Chapter so unique and special. The folks at Passport always come through for us and this was no exception. Oktoberfest is fast approaching. Have you made your plans for the trek to Indy. Don't worry, next year the BMW CCA

National Convention will be in Spartanburg, NC. Start planning now; you don't want to miss that one. We still have many events and activities planned for the rest of the year. Get out there and enjoy your friends, family, the weather, and your cars! Remember, . . . "Happiness IS the Corner!"

*Mike Gayle,  
NCC Membership Chairman*

Name	Car	Referred By
Tina Ang	99 Z3	
Joseph Barbano	98 740i	
William Barrett	95 740i	
Alexander Berger	84 635CSi	Michael Stoneman
Raji Brimah	95 M3	Madani Tall
Dan Brooks	99 323i	
Brian Brooks	89 535i	Jeff Coshland
Stevens Brown	95 535	
John Bullis	97 540i	Timothy Weiss
Todd J. Burns	97 328i	
Jorge Campos		
Sam Chaudhuri	93 325i	
Benjamin Chou	99 323i	
Sonia Clark	88 325i	
Dean Cole	71 2002	
Matt Curry	88 325is	Mike Gayle
John Dimiceli	96 318ti	
Erhan Dincer	88 525e	
Grif Drew	89 635CSi	
R. Warren Eisenhower	93 740i	Bill Shook
Jerry Enstrom	99 M3	Michael Kasun
David Filiatrault	88 325iC	John Tisch
Keith Fleming		Marc Plante
Greg Flyte	95 M3	
Ila Griffith Forster	99 328i	Michael Reamy
Philip Forsythe	98 318ti	Chris O'Brien
David Freni	90 735i	
Colin Gilyeat	99 328i	
Arthur Goldvarg	98 528i	
Jose Gomez	95 M3	Jose Toha
Scott Gowland	97 M3	Bill Radford
Gloria Grandolini	97 M3	
Andrew J. Grigor	99 323i	
Gary Hargraves		
Chris Hill	89 325is	
Sameer Khatri	99 323i	
Minchul Kim	99 Z3	
Sean King	95 540i	
Randy Lenetsky	99 Z3	
J. D. Leonard	87 325is	
Tom Loukas	99 M3 Coupe	
Jefferey Lowe	95 530i	
Peter Mangelli	99 Z3	

Name	Car	Referred By
Tom Marbury	90 325i	
Warrick N. McDuffie	95 525i	
Miller Terry Tyrone	98 M3	
John Miller	87 325	Dave Schloss
Bill Moss	90 535i	
Scott Muchow	95 325is	
Ukachi O. Munonye		
Bryan Nally	88 535is	
Jonathan Newman	93 325is	
James Notter	98 M3	
Ralph Palompo	94 325i	
Himanshu Palsule	99 528i	
Todd Pantezzi	73 3.0 CS	Tom Baruch
Gimbel Paul		
Shirley W Pendleton	99 328i	Steven Spulock
Mike Peters	98 M3	
Eugene Pohlen	90 750iL	Ben John Feng
Doros Polydorou	99 323i	
Richard Prentiss	99 328i	
Maurice Rifkin		
Arthur J. Roberts	85 325e	
Rhonda Sanders	99 528i	
Mark Sentner	88 735i	
Pearl G. Shapiro	99 Z3	Michael Znilek
Eric Shepard	96 M3	
Adam Steinback	99 323i	
Mark Sullivan		
Patrick Templeton	93 318ic	
Nicholas A. Testoni	99 540i	
Vyckie Thomas	96 Z3	
Jared Townshend		
Bill Trainor	89 325ic	
Michael C. Vojtasko	88 325i	
Brenda Wencke	99 Z3	
Catina Wheaton		
Geoffrey A. Willing	99 Z3	NCC Website
Julie Willis		
David Winger	89 635CSi	
Herbert Wong	89 525i	
Amanda Yarusso Horan	73 2002	Peder Anderson
John Yates	95 525it	



BY WOODY HAIR

# Woody's Competition



For the first time in the long history of the 24-Hours of Le Mans, a factory entered BMW has won the overall prize. I know, a BMW-powered McLaren won several years ago, but it was not a factory supported car. Anyway, the BMW V12 LMR driven by Pierluigi Martini of Italy, Yannick Dalmas of France, and Joachim Winkelhock of Germany finished one lap ahead of a Toyota GT One. A privately entered BMW V12 LM98 driven by Bill Auberlen, Steve Soper and car-owner Tom Bscher finished in fifth. Another LMR BMW lead most of the race but crashed with four hours to go. At this writing it is not known whether the accident was driver JJ Lehto's error or due to a mechanical failure. Unfortunately, this will race will probably best be remembered for the incredible quintuple back-gainer executed by a Mercedes CLR that was running in third place at the time. If you haven't seen the replay on TV yet, you must have been on another planet. I am sure the *Roundel* will have extensive coverage of Le Mans.

Before the race, BMW announced that the Williams-built and Schnitzer-entered V12 LMRs will compete in the remainder of the 99 American Le Mans Series, probably starting with the Mosport event on June 27. Anyone for a road-trip to Road Atlanta for the Petite Le Mans event on September 18-19? Of course the unanswered question at this point is whether BMW will return as a factory entry to defend their Le Mans title in 2,000. Remember, they are expected to put all of their resources into Formula One next year.

BMW Club Racing. Is it a hit or a miss? The National Capital Chapter, the second largest in the Club, and with one of the biggest and best drivers' school programs, has yet to have a regular participant. The first few races this year were held on the West Coast and some races had as few as six cars. In that particular race, five drivers won first in class! Through the first seven races of the season, only one race had a class with a fourth place finisher. On the

contrary, in the New Jersey Chapter's event at Lime Rock on June 7, they were expecting over fifty entries. This was the first event of the year in the Northeast. I've given up on trying to rationalize why our Chapter has stayed away. Sure, we have lots of members in SCCA racing, and more on the way. Apparently they feel the SCCA gives more bang for the buck. BMW Club racing is supposed to be cheaper and safer to the car. It's still not a cheap activity, but certainly not everyone in the DC/Baltimore area is poor.

So far, there has been just one race weekend in the SCCA's regional MARRS series. Ed York's 325is was the only BMW winner, taking the Improved Touring - S class. Rookie, and Chapter VP Rich Beebe crossed the finish line in fourth place, but was moved back to fifteenth after being reported for passing under a full-course yellow flag condition.

The DC Region's 12-Hour endurance race was held on June 5 and only one BMW started the race. Al Bell's 2002, shared by Ed York, and Ted Gianvanis ran at the head of the IT-B class until the engine declined to run at full song about 7 hours into the race. They lost 15 laps diagnosing the problem (carburetor, fuel regulator, etc.??) until it was discovered that a simple screw had loosened on the distributor. They eventually finished 2nd in class, eleven laps down to a VW Golf GTI. Congratulations to Rick and Cindi Ellinger who finished 2nd overall and first in IT-E with their Mercedes 190E 16-V. They were 5 laps behind the overall winner, The Spirit of DC Datsun 240Z. This car has won the 24-Hour race at Nelson Ledges previously. Thirty out of 41 entries finished the Summit Point event.

As discussed in the previous issue, the biggest challenge facing autocrossers these days is getting in the event. Both our National Capital Chapter events and the DC Council Championship autocrosses are filling up with pre-registration weeks ahead of time. The

Windy City Chapter has instituted a policy of allowing members to bring one non-member to participate. The guest must (1) show up with the member, and (2) be driving a BMW or the member's car. The Boston Chapter recently had over 100 entrants show up for an autocross that had a 75 second course and the course design did not allow for more than one car on course. Each driver got two runs. To avoid this problem in the future, Boston now requires pre-registration, payment by mail and limits the number of drivers to 75. Incidentally, Boston Chapter is using the exact same course all season. Not only does this give a big disadvantage to someone running their event for the first time, one of the unique aspects of autocrossing is the challenge of a new course to immediately master every event.

Our Chapter events continue to see a ton of E36 M3s show up. There were 22 drivers in this model at the May 1 event. M-Coupes and Roadsters are showing up too. My nominee for the most improved driver of early 1,999 has to go to Brian Shipman. While his 325is is being "improved" by AutoThority, Brian has driven his dad's M3 to 1st in SuperStock on April 17, 3rd in SS-Modified on May 1 (to Terry Baker and Dave Lassalle), and first in A-Stock at the SESCO Championship event May 23. But watch out Brian! There are lots of others gunning for that top spot.

Crunch



# 17 April Autocross #1 Results

Name	#	Car	BMW	SCCA	#1	#2	#3	Best	Class Points
Kevin Henry	318	90 325i	S1	BS	61.151	62.060	61.300	61.151	10
James Sheridan-Peters	114	98 323is	S1	BS	O.C.	O.C.	62.197	62.197	9
Ted Staib	316	91 325i	S1	BS	65.568	63.097	62.234	62.234	8
Ron Lewis	126	94 325	S1	BS	O.C.	DNF	62.742	62.742	7
Harvey Cummins	202	94 325is	S1	BS	67.055	63.962	62.920	62.920	6
Saxton White	207	88 M5	S1	FS	63.009	63.870	63.590	63.009	5
Jim Frankiewicz	212	95 325iC	S1	BS	67.794	67.403	69.600	67.403	4
Scott McElfresh	323	89 325i	S1	BS	74.301	68.482	67.997	67.997	3
Maurita Soltis	315	94 325i	S1	BS	76.687	72.747	O.C.	72.747	2
Bob Hausmann	313	94 325is	S1M	CSP	57.938	56.959	57.394	56.959	10
Rafael Garces	325	96 328i	S1M	BS	59.067	57.902	57.748	57.748	9
Jeff Kohler	201	97 Z3 2.8	S1M	CSP	59.201	DNF	57.860	57.860	8
Gary Lin	309	88 325is	S1M	CSP	O.C.	58.760	61.353 +1	58.760	7
John Hartge	102	88 M5	S1M	ESP	61.140	59.346	DNF	59.346	6
Brian Hannon	314	92 325i	S1M	CSP	O.C.	63.250	61.391	61.391	5
Reggie Kennedy	104	95 325i	S1M	CSP	65.446 +1	65.226	62.462 +1	64.462	4
John Langenfelder	308	97 Z3 1.9	S2	BS	O.C.	66.120	64.043	64.043	10
Berkeley Jeffress	109	98 535i	S2	GS	67.916	66.879	65.465	65.465	9
Steven Schlossman	215	98 318ti	S2	DS	66.794	O.C.	66.400	66.400	8
Bill Brochu	310	85 535i	S2M	ESP	56.591	57.252 +1	56.039	56.039	10
Dwight Derr	224	84 635	S2M	ESP	57.390	57.096	56.690	56.690	10
Joel Smernoff	226	96 Z3 1.9	S2M	BS	59.690	61.058	59.062	59.062	9
Klaus Hirtes	120	88 535is	S2M	GS	59.372	59.835	O.C.	59.372	8
Ron Katona	211	97 318ti	S2M	CSP	59.507	60.050	60.135	59.507	7
Mike Whitley	108	96 Z3 1.9	S2M	CSP	66.566	66.058	65.349	65.349	6
Bill Brochu	118	98 M3	SS	AS	61.660	56.688	56.707	56.688	10
Brian Shippman	214	95 M3	SS	AS	59.240	57.950	58.005	57.950	9
Gary Ngo	203	95 M3	SS	AS	DNF	59.980	60.751 +1	59.980	8
Silviu Marghescu	311	98 M3	SS	AS	62.803	60.910	59.996	59.996	7
John Woodcock	221	98 M3	SS	AS	60.130	60.472	DNF	60.130	6
Tracy Meyer	223	97 M3	SS	AS	62.630	60.541	60.324	60.324	5
Robert Burhenn	111	95 M3	SS	AS	62.774	61.555	DNF	61.555	4
Chuck Grafton	320	90 M3	SS	AS	O.C.	62.092	62.228	62.092	3
Kathy Meyer	302	97 M3	SS	AS	69.023	65.150	62.363	62.363	2
Dave Hogg	107	98 M3	SS	AS	65.096	63.410	62.507	62.507	1
Steve Yang	218	95 M3	SS	AS	75.460	65.130	O.C.	65.130	1
John Wang	105	97 M3	SS	AS	67.221	68.010 +1	65.442	65.442	1
Mike Frost	213	89 M3	SS	AS	O.C.	O.C.	O.C.	O.C.	1
Rich Beebe	228	88 M3	SSM	CSP	57.940	55.812	55.808	55.808	10
Woody Hair	219	88 M3	SSM	CSP	57.970	56.358	56.049	56.049	9
Joe Murphy	209	99 M3	SSM	AS	59.789	57.780	67.064	57.780	8
Tarun Kundhi	312	91 M3	SSM	CSP	60.685	58.169	58.225 +1	58.169	7
Mike Donahue	326	95 M3	SSM	CSP	58.607	58.383	58.236	58.236	6
Andrej Dolenc	113	97 M3	SSM	AS	60.970	58.864	58.250	58.250	5
Lucy Beebe	122	88 M3	SSM	CSP	63.382	61.278	59.582	59.582	4
Joel Bossard	121	98 M3	SSM	CSP	65.681	63.568	61.404	61.404	3
Fernando Puig	220	71 2002	TM	EP	60.082	59.272	58.179	58.179	10
Paul Martino	206	76 2002	TM	EP	60.051	58.850	59.860	58.850	9
Gonzalo Puig	204	74 2002	TM	EP	62.826	63.008 +1	60.770	60.770	8
Mohammed Fares	205	76 2002	TM	CSP	63.021	63.050	63.882 +1	63.021	7
Brad Burns	322	91 MR2T	X	AS	57.533	56.832	56.548	56.548	10
Phillip Emad	317	93 Civic	X	CSP	58.377	58.512	57.955	57.955	9
Mark Ralston	225	93 Cobra	X	CP	59.040	59.083	58.141	58.141	8
Greg Benson	103	95 Cobra	X	CP	59.845	59.231	58.281	58.281	7
Steve Brown	127	94 Miata	X	BS	59.977	59.936	60.030	59.936	6
Kiri Georgiou	229	97 Cobra	X	CP	61.500	O.C.	60.859	60.859	5
Pete Hodge	119	91 Miata	X	CSP	62.849	DNF	61.148	61.148	4
James Cunningham	115	79 911	X	AS	62.281	61.461	O.C.	61.461	3
Mark Sentner	307	92 Talon	X	ESP	62.484 +1	62.647	62.068	62.068	2
Rob Simons	304	98 Z28	X	FS	65.363	62.756	62.340	62.340	1
Drew Senko	216	98 A4 2.8	X	GS	63.370	62.659	62.420	62.420	1
Jeff Martini	227	89 M740T	X	HS	66.180	63.712	DNF	63.712	1
Chris Boyd	222	98 GTI	X	DSF	64.603	64.721	64.014	64.014	1
Kosta Tombras	106	98 A4	X	GS	65.142	64.466	64.195	64.195	1
Derek Engelhaupt	123	97 Miata	X	CSP	O.C.	68.155	64.641	64.641	1
Virginia Dunfee	217	93 Trans Am	X	FS	67.930	67.750	65.592	65.592	1
Kevin Capinpin	112	88 Volvo	X	HS	67.462	67.960	65.964	65.964	1
Alex White	208	Sentra SE-R	X	DS	68.038	67.060	66.020	66.020	1
Mike Howe	116	98 VW GTI	X	GS	69.971	66.449	O.C.	66.449	1
Carey Fullmer	324	89 M740T	X	HS	76.267	70.180	O.C.	70.180	1
Anthony Depella	210	75 MGB	X	HS	80.520	75.012	74.640	74.640	1
Brian Schalik	327	97 3000 GT	X	AS	O.C.	DNF	DNF	DNF	1
Josh Campbell	303	93 RX7	X	SS	O.C.	O.C.	DNF	DNF	1
Rich Hsu	128	95 Camry	X	GS	O.C.	O.C.	O.C.	O.C.	1

# 1 May Autocross #2 Results

Name	#	Car	BMW	SCCA	#1	#2	#3	#4	Best
Don Wohlfarth	301	74 914	X	AP	OC	64.069	62.252	60.485	60.485
Dennis Howard	219	70 911	X	AP	64.195	63.218	68.898	63.620	63.218
Terry Baker	137	99 Z3 2.8	SSM	AS	63.424 +1	61.769	DNF	60.936	60.936
Dave Lassalle	401	95 M3	SSM	AS	60.940	61.814 +1	61.764	61.653	60.940
Brian Shippman	230	95 M3	SSM	AS	64.558	63.350	62.498	62.143	62.143
Steven A. Roberts	216	99 911	X	AS	67.847	64.811	64.268	64.236 +1	64.268
Kirk Shell	120	98 M3	SSM	AS	66.808	66.111	64.846	64.839	64.839
John Woodcock	302	98 M3	SS	AS	65.822	65.411	66.450	65.356	65.356
Brad Snakenberg	308	95 M3	SS	AS	65.421	65.370	65.477	67.486	65.370
Mohammed Fares	204	95 M3	SS	AS	OC	69.953	65.985	65.715	65.715
Tracy Meyer	201	97 M3	SS	AS	67.697	66.554	66.065	65.899	65.899
Joe Zuranski	321	87 944T	X	AS	67.791	67.034	65.935	66.806	65.935
Silviu Marghescu	206	98 M3	SS	AS	67.764	67.904	66.898	66.027	66.027
Carlos V. Roberts	134	99 911	X	AS	67.951	DNF	68.348	66.143	66.143
Paul Martino	304	95 M3	SS	AS	66.665	66.471	66.639	66.284	66.284
George James	213	911SC	X	AS	68.856	67.154	66.352	OC	66.352
Rani Emad	306	98 M3	SS	AS	70.053	69.558	67.978	66.863	66.863
Gary Ngo	203	95 M3	SSM	AS	67.121	68.303 +1	68.878	67.591 +1	67.121
Bob Burhenn	106	95 M3	SS	AS	70.303	69.739	69.783	68.764	68.764
Rich Maraski	402	97 M3	SS	AS	70.705	77.482	OC	68.920	68.920
Steve Yang	309	95 M3	SS	AS	OC	OC	70.062	69.224	69.224
Jim Cunningham	114	79 911	X	AS	OC	70.226	69.998	69.227	69.227
Kathy Meyer	128	97 M3	SS	AS	74.731	69.548	70.803	69.257	69.257
Chuck Grafton	212	90 M3	SS	AS	OC	71.886	69.301	69.531 +1	69.301
Ghatts Hajjo	214	99 911	X	AS	74.683	90.107	OC	69.570	69.570
Frank Huang	430	98 M3	SS	AS	74.155	71.249	72.059	70.281	70.281
Jason Cho	326	95 M3	SS	AS	76.535	OC	71.129	70.928	70.928
JoAnne Degnan	217	97 911	X	AS	80.224	76.817	75.806	72.583	72.583
Jony Shen	116	78 911	X	AS	OC	76.417	OC	OC	76.417
Mark Heaney	125	95 M3	SS	AS	OC	OC	OC	OC	OC
Tom Daniels	336	911SC	X	ASP	64.291	64.695 +2	63.347	63.680	63.347
Robert Sedlak	417	84 911	X	ASP	65.672	65.525	64.111	63.988 +1	64.111
Jack Walker	228	96 Viper	X	ASP	OC	72.865 +1	DNF	OC	74.865
Tom Wilson	409	84 944	X	ASP	84.350	81.988	OC	82.566	81.988
Mike Woods	334	89 Corvette	X	BP	61.540	60.051	59.581	71.519	59.581
Chuck Wassercott	322	94 Corvette	X	BP	62.233	61.255	60.249	60.025	60.025
Rafael Garces	225	96 328i	S1M	BS	64.074	63.812	63.548	63.070	63.070
Andy Poling	432	97 Miata	X	BS	63.651	DNF	63.654 +1	63.202	63.202
Joel Smernoff	207	96 Z3 1.9	S2M	BS	68.234	66.500	DNF	65.601	65.601
Ronnie Lewis	416	94 325is	S1	BS	72.014	79.709	69.104	68.463	68.463
James Sheridan-Peters	105	98 323is	S1	BS	OC	70.084	68.883	68.494	68.494
Kevin Henry	318	90 325i	S1	BS	69.798 +1	68.698	69.436	70.819	68.698
Harvey Cummins	312	94 325is	S1	BS	73.547 +1	71.829	70.485 +1	70.082	70.082
Scott McElfresh	305	89 325i	S1	BS	80.069	OC	OC	74.865	74.865
Hans Miller	406	91 Miata	X	BS	80.388	77.708	76.850	75.444	75.444
Barry McKibben	332	92 Corvette	X	BSP	65.804	OC	64.123	DNF	64.123
Greg Benson	435	95 Cobra	X	CP	65.090	64.448	64.597	DNF	64.448
Kiriakos Georgiou	418	97 Cobra	X	CP	OC	64.727	66.173	OC	64.727
Colin Youngman	423	93 MR2	X	CS	75.007	OC	70.381	69.682	69.682
Gary Lin	408	88 325is	S1M	CSP	OC	64.291	OC	62.595	62.595
Duane Collie	132	95 M3	SSM	CSP	64.450 +1	63.000	62.858	63.142	62.858
Woody Hair	211	88 M3	SSM	CSP	64.416	63.718	63.325	62.895	62.895
Mike Gayle	313	97 M3	SSM	CSP	OC	66.886 +1	67.164	63.557	63.557
Bob Hausman	124	94 325is	S1M	CSP	66.993	65.629	65.444	63.865	63.865
Jeff Kohler	205	97 Z3 2.8	S1M	CSP	65.151	64.942	64.704	64.415	64.415
Mike Donahue	227	95 M3	SSM	CSP	OC	OC	65.149	65.091	65.091
Pat Donahue	215	88 325is	S1M	CSP	67.813	67.414 +2	OC	65.103	65.103
Derek Blinken	414	90 M3	SSM	CSP	69.739	68.549	66.411	65.338	65.388
Ron Katona	331	97 318ti	S2M	CSP	68.035	66.789 +1	65.848	65.496 +1	65.848
Marc Plante	222	93 325i	S1M	CSP	68.327	66.238	64.748 +1	65.170 +1	66.238
Joel Bossard	422	98 M3	SSM	CSP	67.462	66.527	70.745	66.418	66.418
Pete Hodge	111	91 Miata	X	CSP	69.570	68.783	66.641	67.480	66.641
Tarun Kundhi	415	91 M3	SSM	CSP	68.470 +1	DNF	DNF	DNF	70.470
Mike Whitley	412	96 Z3 1.9	S2M	CSP	73.140	73.665	88.641	72.367	72.367
Reggie Kennedy	315	95 325i	S1M	CSP	77.528	OC	OC	OC	77.528
Steven Schlossman	220	98 318ti	S2	DS	OC	73.421	DNF	73.882	73.421
Paul Martino	209	76 2002	TM	EP	72.802	67.512	66.346 +1	68.107 +1	67.512
Bill Brochu	310	85 535i	S2M	ESP	63.422	63.398	62.358	63.042 +1	62.358
Dwight Derr	224	84 635	S2M	ESP	64.536	63.903	63.650	64.802	63.650



# 1 May Autocross #2 Results (continued)

Name	#	Car	BMW	SCCA	#1	#2	#3	#4	Best
Angie Tew	210	85 535i	S2M	ESP	69.794	68.260	67.105	68.354	67.105
Mike Snyder	123	97 Firebird	X	FS	64.311	63.616	DNF	62.210	62.210
Mike Cole	335	98 Z28	X	FS	64.680	63.295	63.169	DNF	63.169
Timothy Dunfee	333	93 Trans Am	X	FS	69.947 +1	69.067	69.862	68.647	68.647
Charlie Goettelmann	127	77 630 CSI	T	FS	75.970	73.682	74.142	72.323	72.323
Virginia Dunfee	231	93 Trans Am	X	FS	OC	73.458	OC	73.049	73.049
Terry Baker	324	99 Z3 2.8	Fun	Fun	62.126	60.958	60.167 +1	59.981	59.981
Bill Brochu	410	98 M3	Fun	Fun	OC	62.418	61.801	62.058	61.801
Brian Shippman	314	95 M3	Fun	Fun	63.259 +1	62.354	62.444 +1	62.599	62.354
Pete Kauffman	436	98 Integra R	Fun	Fun	DNF	64.085	63.823	63.608	63.608
Marc Plante	328	93 325i	Fun	Fun	63.856	65.308	DNS	DNS	63.856
Klaus Hirtes	117	88 535is	S2	GS	68.656	66.544	66.775	67.198	66.544
Curt Kiser	428	85 535i	S2	GS	68.896	68.058 +1	67.718	67.146	67.146
Drew Senko	426	98 A4 2.8	X	GS	68.865	69.738	67.939	68.282	67.939
Eric Carnell	115	95 540	S2M	GS	73.013	72.171	71.124	71.088	71.088
Kosta Tombras	434	98 A4	X	GS	77.535 +1	OC	71.915 +1	71.783	71.783
Mike Howe 107	98	W GTI	X	GS	OC	OC	73.530	72.212	72.212
Todd McKenzie	122	91 735iL	T	HS	79.927	75.122	74.092	73.641	73.641
Greg Eberley	411	94 RX-7	X	SS	65.047	63.485	64.386 +1	64.897	63.485
Sam Youngman	404	97 911	X	SS	77.380	76.320 +1	64.654	67.583	64.654
Chuck Schwantes	330	93 Corvette	X	SS	OC	67.838	67.113	66.780	66.780
David Riley	226	82 911 T	X	SS	72.445 +2	71.345 +1	69.981	70.571	69.981
Chuck Veres	235	73 911	X	UNK	64.439	62.775	62.520	62.378	62.378
Derek Schwarz	327	968	X	UNK	64.459 +1	64.512	DNF	63.597	63.597
Phillip Emad	317	93 Civic	X	UNK	DNF	64.839	63.717	63.858	63.717
Kurt Schwarz	323	911	X	UNK	68.351	67.394	65.897	68.609	65.897
Dan Cignatta	316	87 924S	X	UNK	OC	68.867	66.347	66.544	66.347
Mark Sentner	234	92 Talon	X	UNK	68.546	66.560	68.601 +2	DNF	66.560
Manny Alban	319	73 914	X	UNK	69.104	66.835	67.040	67.761	66.835
Pete Kauffman	237	911	X	UNK	72.031 +1	68.860 +1	69.141	65.015 +1	67.015
Benjamin Pettis	102	951	X	UNK	OC	68.765	68.293	67.148	67.148
Richard Hall	233	Audi	X	UNK	67.354	OC	68.302	DNS	67.354
Paul Auger	104	912E	X	UNK	69.396	68.296	67.778	68.441	67.778
Luis Silva-Pinto	121	96 911	X	UNK	OC	68.204	67.829	70.517	67.829
Ramon Hontanon	218	93 968	X	UNK	71.780	71.412	68.363	68.035	68.035
Karen Gladie	202	911	X	UNK	71.979	69.578	68.379	68.247	68.247
Charlie Murphy	136	78 911	X	UNK	75.038	69.772	69.566	68.777	68.777
Mark Francis	208	83 944	X	UNK	OC	70.224	OC	69.091	69.091
Wally Swift	325	Sunbeam	X	UNK	OC	69.117	69.072 +1	69.779 +1	69.117
Warren Wang	407	Audi A4	X	UNK	OC	76.626	71.939	69.417	69.417
David James	403	88 924S	X	UNK	69.593	70.045	69.580	69.446	69.446
Dirk Dekker	307	88 911	X	UNK	74.185	69.635	69.915	69.486	69.486
Vince Iatesta	118	90 911 4	X	UNK	OC	70.017	70.785 +1	69.563	69.563
Terry LaBaw	126	X	X	UNK	OC	72.876	DNF	69.583	69.583
Chris LaBaw	236	928	X	UNK	OC	70.460	70.226	69.831	69.831
Peter Grenier	329	78 911SC	X	UNK	77.831	71.872	70.316	70.691	70.316
Ray Wach	431	928	X	UNK	74.998	73.995	70.838	71.369	70.838
Kurt Gible	413	944S	X	UNK	73.705	71.452	70.873	DNF	70.873
Chris Milner	421	944S	X	UNK	77.387 +1	75.562	72.264	71.152	71.152
Roy Postell	229	99 Passat	X	UNK	OC	69.866 +1	OC	OC	71.866
Will Mitchell	419	88 M3	SS	UNK	86.501	74.754	72.992	71.900	71.900
Linda Riley	232	71 911SC	X	UNK	78.089	OC	72.377	71.684 +1	72.377
Kevin Leavitt	433	2002	TM	UNK	OC	74.412	82.262	73.770	73.770
Lee McGraw-Leavitt	420	2002	X	UNK	OC	74.873	75.655 +2	75.069	74.873
Chris Zach	303	914	X	UNK	77.671	76.032	DNF	74.911	74.911
Chris Zach	221	914	X	UNK	96.113	OC	79.343 +1	76.369	76.369
James Reeve	223	87 911	X	UNK	OC	76.821	76.646	OC	76.646

## 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 Grab 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](mailto: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.

## M I N U T E S

### Board Meeting, May 1999

#### Officer's Reports:

- Minutes from last meeting - distributed

#### President's Report:

- no report given

#### Vice President's Report:

- Presented Lincoln Tech press release written about the auto-x where students participated. The press release was submitted to most major newspapers across the country. Suggested that helmets and fire extinguishers be purchased for the auto-x program.

#### Treasurer's Report:

- Reviewed P&L. Auto-x and ad funds collected.

#### Secretary's Report:

- The drivers' school t-shirts production. T-shirts in progress for future schools. Working on gathering cover photos for future *dB*s.

#### Membership:

- 3,172

#### Autocross:

- Agreed to helmet and additional fire extinguisher purchase. Mentioned future event schedule.

#### Tech Chairman:

- Vice president gave report. Mentioned upcoming event to be announced by tech chairman.

#### Tours and Rallies:

- Still looking for person or persons to coordinate a tour or tours.

#### Advertising Manager:

- no report given

#### Concours:

- no report given

#### Drivers' Schools:

- no report given

#### dB:

- Reminded everyone present to submit articles and items for upcoming events 2 issues in advance. Discussed that the full year's activities should be included in the upcoming *dB*.

#### Drivers' School Steering Committee:

- No report given

#### Webmeister:

- no report given

#### Old Business:

- no report given

#### New Business:

- Secretary to request that want ads should move or be linked more prominently on front page(s). Need to submit elections notice for upcoming *dB*. Proposed to place an ad in the next *dB* to request donated helmets for autocross program. The club will pay a modest fee. Limited to the first 10 persons.

#### Calendar of events:

- Per the *dB*

#### Next Meeting:

- To be in Virginia

#### Adjournment:

- A motion to close the meeting 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](mailto:dderr@bcpl.net). Ads must be received by the first of the even-numbered months for inclusion in the next issue.

## CARS FOR SALE

**1973 2002** VIN 2590220. White/blue interior. 77K miles, 4spd, A/C, no sunroof. Bought from original owners. Not perfect, but a very nice car. Offers around \$5K. Call or e-mail for details.

**Robert** (703) 425-1063 (VA) or email to: [arvel@erols.com](mailto:arvel@erols.com)

**1973 2002tii** VIN 2763156. Orange/black, body restored to pristine condition, recent major brake work, garaged. \$7500.

**Dan** (703) 250-8350 (VA)

**1974 2002tii** VIN 2781696. Calypso red/black interior. 31K since complete rebuild/refinishing. Alpine stereo, 5speed. Showroom condition-a gem! Karl and Gordon at J&F know car. \$12,000

**David** (703) 256-0073 (VA)

**1977 630CSI** VIN 5505409. Silver/Blue on black interior. 4speed, all new interior except for front hides, new exhaust, new exterior light covers, needs throwout bearing to make roadworthy. This car was driven daily prior to bearing failure. Approximately \$2,000 in new parts. Asking \$2,500!

**Mike** (301) 748-1001 days (MD)  
(301) 432-4754 eves (MD) or  
e-mail to: [wb3dvy@arri.net](mailto:wb3dvy@arri.net)

**1980 323i Baur Cabrio** VIN Wba18310007223220. Gray/black 2-piece top/black interior. 4-speed, A/C, AM/FM cassette, lowered suspension, new tires, seat covers, diagnostic and repair manual. Complete maintenance records. Runs excellent, fun to drive. \$4,500/OBO.

**Jeff** (703) 729-3698 (VA)

**1984 318i** 2-door, 5-speed, 177,000 miles, runs. \$500.

**Dan** (410) 239-5579 (MD)

**1985 M635CSI** VIN WBAEE310901051821, Alpenweiss/black leather, 285HP M88/3 engine, BMW rebuilt 5 speed, 16" BBS 3pc. wheels, H&R springs/Bilstein Sports, 8 speaker/2 amplifier/10 CD changer Sony stereo, 135k miles, excellent condition inside and out, all EPA/DOT releases. Baby forces sale, \$12,000.

**Steve** (804) 443-8212 (VA)

**1986 325es** VIN WBAAB5407G9631756. Bronzit/black. 5speed, 210,000 miles. Must see! Bilstein susp. Brembo front rotors. Repco pads. Viper code-jump alarm w/remote entry, anti-car jack & silent disarm. Kenwood KRC 802 "STEALTH" radio w/Kenwood KDC C-604 10-disc CD-player, Colgan hood bra (hides dent), 15" Antera 129 wheels/15" centra deep-dish, Ansa cat-back exhaust. Engine ready for another 200,000 miles. Mobil 1. Very nice looking. Vehicle not perfect. \$3700.

**John** (202) 269-9681 (DC)

**1986 325es** VIN WBAAB540SG9675061. Bronzit/Beige interior. 5 spd, Sunroof, Alpine AM/FM/CD, new Clifford Alarm, New AC summer 1998. 187k, everything else original. Garage kept. Looks and runs excellent. Seats have always been covered and look like new. \$4,000.

**Tim** (540) 891-9877 (VA)

## CARS FOR SALE

**1987 325is** VIN WBBA130XH2320569. Black/Black, 173,000 miles, Bilstein Sports, Korman springs, re-enforced S/T anti-roll bars, Hartge stress bar, AutoThorty chip, six-spoke 15x7 alloys with 205/55-15 Toyo Proxes T1 (5,000 miles), oil changed every 3,000 miles. Stock springs, bars, chip, 325 alloys with snows included if you want them. \$6,000/OBO.

**Woody** (703) 243-5796 evenings (VA)

**1997 540i Sport** VIN WBADE5325VBV92307. Silver/black. 17,500 miles. 6-speed, heated seats/steering wheel, premium hifi w/factory CD, split fold down rear seat, comfort front seats, factory phone. One owner, garaged, non-smoker. Mobil 1. \$45,900/OBO

**Hugh** (301) 320-0181 (MD)

## PARTS FOR SALE

**Wheels** 7-Series (E32) Wheels. Set of 5 factory rims (Cross-Spoke Style), P/N 36 11 9 061 377, off 1994 740i with 4 Dunlop D60A2 225/60HR15 tires (less than 2,500 miles), 1 Pirelli spare (original, unused). \$600 for everything and buyer pays shipping. Items located in New Orleans area.

**Don** (602) 524-3785 (24/7 cellular)  
or email to: [asphaltgypsy@earthlink.net](mailto:asphaltgypsy@earthlink.net)

**Harnesses** Simpson 4-point Harnesses. Perfect for keeping you from sliding around during autocrossing or track events! Two 3" black Y-shoulder harnesses and lapbelts with camlocks, including attachment hardware. SFI 2-99. These are extras and have never been used. \$100 per each set.

**Joel** (202) 986-1039 (DC)

**1991 318 Accessories** BMW Car Cover used one season. Front end hood/grill bra like new. Sheep skin seat covers in good condition. Any reasonable offer considered.

**Robert** (703) 573-1098 (VA) or  
email to: [oursea@prodigy.net](mailto:oursea@prodigy.net)

**Misc. Parts** Complete '73 tii interior (blue), very good condition \$350. 1973 tii parts car-engine/4speed/all windows/diff/bumpers/doors/etc. No title-make offer. 745i rear spoiler, \$150. WEDS wheels (black spokes, polished lip) fits early 5-/6-/7-series, \$350. Kleen wheels, new in box, \$20.

**Wayne** (301) 615 - 4430 (MD) or email to:  
[wayne1129@aol.com](mailto:wayne1129@aol.com)

**Wheels** Four (4) 6x14 BMW-Lemmerz OEM steel "artillery" wheels; no tyres mounted; 5-bolt pattern (off a 80s 5er?); perfect for winter rubber, \$30 each, set for \$100. Four (4) 69-73 2.8/3.0CS 14" mags w/decrepit Michelins and OK hub caps mounted, \$400 the set -- will not sell separately.....

**Dave** (703) 360-1890 after 6 (VA)  
or e-mail to: [cdgtheskier@aol.com](mailto:cdgtheskier@aol.com)

**E24/E28/E34 M Parts** Self-levelling suspension parts for E24/28 5/6 M series. Pair of: 50k mile shocks (no leaks, excellent), new upper shock mounts (5k miles); high mileage but functionally perfect springs and accumulators (shocks alone are \$700-\$800 new). Also, from 90k mile E34 M5: excellent radiator w/broken plastic neck; all four springs and rear self-levelling hardware (incl. perfect accumulators, no shocks). Make reasonable offer on any.

**Charlie** (703) 276-1932 (VA) or email [henkinc@erols.com](mailto:henkinc@erols.com)

## WANTED

**Wheels** 1 or 2 "Style C" 6X14 factory wheels for E30 series in good shape with little or no pitting. Also need 2 Yokohama U plus 4 tires size 205-60-14 with good thread and no dry rot.

**Louie** (703) 425-7241 (VA)

**Wheels** Three 8x17 7-spoke wheels off 97-99 540 6-speed.

**Stan** (336) 854-7962 (NC) or email to:  
[stanwilson@aol.com](mailto:stanwilson@aol.com)

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## 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.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ BUS. PHONE: \_\_\_\_\_

BMW MODEL/YEAR: \_\_\_\_\_

RECOMMENDED BY CLUB MEMBER: \_\_\_\_\_

MEMBER'S NUMBER: \_\_\_\_\_

**MY SPECIAL INTERESTS ARE:**

- |                                   |                                    |                                      |   |
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| <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

CARD NUMBER \_\_\_\_\_

EXPIRATION DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

## MOVING?

PLEASE PRINT YOUR NEW ADDRESS AND HOME PHONE NO. BELOW:

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ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

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 bmwclub@aol.com.

(Please allow three weeks advance notice)  
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