

September/October 1999

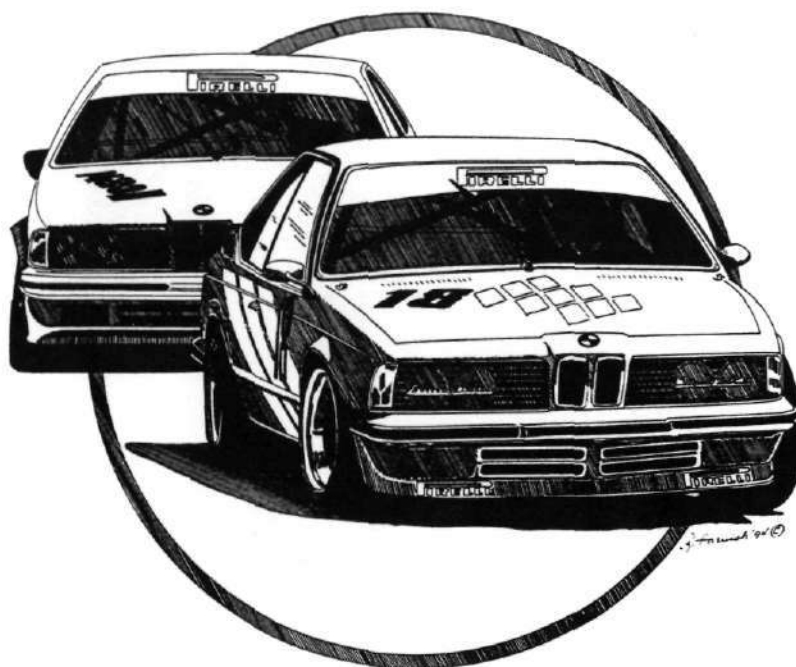
der Bayerische

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)
11 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

September/October 1999



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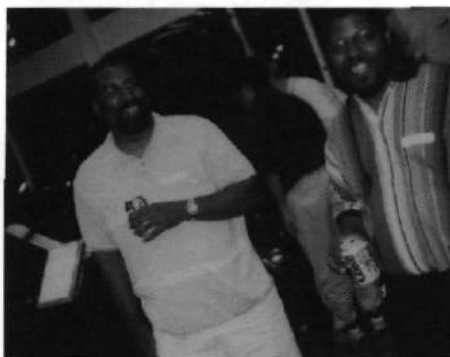
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Dwight Derr

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

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P R E S I D E N T ' S

Message

Hey, it's Fall already—and we still haven't slowed down! There are still a bunch of great events on the calendar to keep us all occupied on weekends. There's the Shenandoah Winery Tour and Concours. There's the return of the Fall Tour (to Ingleside Plantation). After that get ready for Chapterfest, our own slightly scaled back version of Oktoberfest for all of you local members. Then we have our hugely popular Fall Drivers' School at Summit Point's main track. And mixed in with all of this are some more autocrosses and maybe a tech session or two, if you didn't have quite enough. Then there's the Holiday Party...

The Club is continually growing and with that the number of people needed to coordinate and stage all of the great events we stage grows and grows. We are always looking for Club members to help out with these events, in fact, we need you! If you are interested, please contact the chairperson or coordinator for the event you want to help with or call me. All of our phone numbers and e-mail addresses are in the masthead.

Our Annual Elections are just about here. If you are interested in running for any of the elected positions—President, Vice-president, Treasurer, or Secretary—you should notify us with your intentions and submit your candidacy statement to the Editor by October 1. Please see the notice in this issue for details. The elections will be held at our Holiday Party coming up in early January.

I hope to see all of you at the next events.

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>



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- As of mid-September (about the time you read this), Summit Point Raceway will have undergone its largest improvement program since the circuit was built in 1969, including the installation of F1-style gravel traps, new energy-absorbing tire barriers, and most importantly a complete repaving of the track surface. The gravel traps will have pea gravel to a depth of ten inches and will be placed in the high speed runoff areas of selected turns, e.g., Turns 1 and

ShortStrokes

10. Tire barriers comprised of four-foot vertical stacks of bolted-together used tires will be erected around the track and be layered from one to three stacks deep, depending on location. Best of all, the entire circuit will be repaved with a new non-polishing aggregate and polymer, which had already been tested on a section of the track and found to be very smooth, non-slippery, and durable. The asphalt was developed by the French petroleum conglomerate Elf Aquitaine and approximately 3,200 tons of this compound will be applied by Jefferson Asphalt, Inc. The track is expected to be ready for a motorcycle race on 18 September.

- Those new high tech computerized parking meters recently installed around the District of Columbia are becoming more than a source of income—they're becoming a high tech headache for the District. The meters are so sensitive in detecting slugs and foreign coins that sometimes (or oftentimes) they reject U.S. coins that are in not-so-perfect shape, exasperating motorists and leading several to protest tickets they say were the result of the malfunctioning meters. So far the city is denying most, if not all, of the ticket challenges, claiming the meters were functioning properly. Other cities using the same meters, such as Portland, Ore. and Los Angeles, Calif. have voided tickets after determining the meters in question were flawed. Los Angeles is even considering establishing a refund program for tickets given because of a flawed meter. The meters' manufacturer, Duncan Industries, Inc., of Harrison, Ark., claims the coin errors occur very infrequently and the meters can easily be recalibrated. Some officials dispute that, saying that even recalibrated meters sometimes failed to record coins or became jammed. Meanwhile, parking officials are coming under fire from the D.C. Council, which is asking why these flaws weren't disclosed even after two of their own inquiries earlier this year. Currently, there are about 15,000 of the meters in use in the city.

derr

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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



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

Name _____


Address _____

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Present plate number _____

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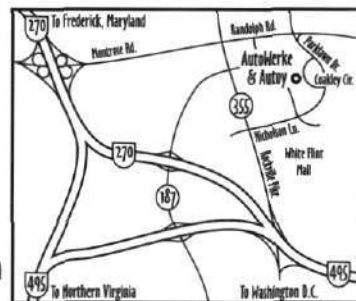


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NCC Autocross #6**Saturday, 11 September 1999****Rosecroft Raceway,
Ft. Washington, MD**

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.

The 3rd Annual Shenandoah Vineyards BMW Car Show and Caravan Tour**Saturday, 11 September 1999****Shenandoah Vineyards
Edinburg, VA**

The event begins with everyone meeting at the Shenandoah Cracker Barrel restaurant parking lot between 8:30 and 9:00am. The tour/caravan leaves the parking lot promptly at 9:00am as the drive time will be approximately 1.5 hours. For directions to the start, contact Paul Vessels. Entry fee is \$20 per car paid at the gate. This includes admission to the Wine Festival, car show, and reception.

- Show grounds open 10:00am
- Judging begins at 1:00 pm
- Awards Presentation and
Wine & Cheese Reception at 3:00pm
- Wine Festival ongoing 10:00 am til 6:00pm

This annual event is sponsored by John Estep, a long time member of the Club and the owner of E&E Auto Sales, an independent previously-owned "BMW only" dealership. The Blue Ridge Chapter will join us for the event as they will

caravan in from the south. Although all cars will be judged, except the display class, this is to be considered a 'low key' fun event and engine compartments are optional. All classes will trophy 3 deep and will be broken-out as follows:

- Display Class
- Special Interest-Racing
- 02 Class
- 3 Series-Early
- 3 Series-Late
- Coupe-Early
- Coupe-Late
- Sedan

This is a family event with the fee covering all the Festival activities including music, good food, arts and crafts, wine tasting and winery tours. For additional information contact Paul Vessels, Concours Coordinator, at (202) 726-7971, <onboost@bellatlantic.net> or John Estep at (540) 432-1138.

**Fall Tour to
Ingleside Plantation Vineyards****Saturday, 25 September 1999****Starts 11:30 am from Giant Food
Oxon Hill, MD****R.S.V.P: (703) 243-5796**

Come out to join your fellow NCC friends for our Fall Tour. Our tour will use easy to follow rally type instructions. The route will take us through historic Charles County, Maryland to the Northern Neck of Virginia, birthplace of George Washington and Robert E. Lee. The Ingleside Plantation Vineyard is one of Virginia's largest and oldest wineries. In 1998 Ingleside won gold medals in several regional competitions with their Cabernet Sauvignon and their '95 Chardonnay won a bronze in the World Wine Championships. Our arrival at the winery will be about 2:30. We will receive a VIP tour that will include cheese, fruit and tastings of their fine wines. Their \$5 per person fee for the V.I.P. tour will be paid by the Chapter. There is a nice picnic area on the plantation grounds. Why not pack the picnic basket for a late afternoon meal? Ingleside would like a head-count of the number attending so they can have the right amount of cheese and fruit on hand. Therefore you are requested to reserve a spot by calling Woody Hair by September 22 at (703) 243-5796.

Directions: From the DC Beltway (I95/I495) take Exit 3 south on MD Route 210. In 2 miles turn right on Old Fort Road. Pass McDonalds and Taco Bell, turn right at light on Livingston Road. Turn right opposite 7-11 into lot on north side of Giant Food.

NCC Chapterfest!**Sponsored by BMW of Fairfax****Saturday, 9 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>.

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>. 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.

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 our last drivers' school for this year. Now 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 9:59am, please.

Directions to Summit Point Raceway. From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charles Town. At about 1/2 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock. From Baltimore, take I70 West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.

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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@dcclink.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): _____

**So you just sneaked another grand or two under your wife's nose
(or so she'd like you to believe) and traded it
for this week's go-fast widget.**

**But what about inside the car—you know, creature comforts? The car audio experts
at Sound Solutions shared their know-how on...**

Keeping Your BMW In Tune

By Marc Plante

On Saturday, May 22, the people at Sound Solutions in Owings Mills, MD hosted an excellent tech session on BMW car stereos, their strengths, their weaknesses, and they discussed upgrade strategies to help owners get the most out of their car audio systems.

Adam Raines and his crew run a very impressive shop including a good-sized display area to try out the different equipment. They also maintain a large, very well kept installation area where they were good enough to have some of their latest projects available for review. The project cars included an E36 318ti that had a moderate upgrade, and E36 M3 and a 750 which included, among other things a \$4,000 eight-channel amp complete with a digital signal processor.

Training Rep Bob from a/d/s/ headquarters in Arizona started his presentation by dispelling some myths about car stereos. Among them:

- Subwoofers are not just for "bassheads." Because of the design limitations of most stock car stereos, they are significantly lacking in their ability to reproduce bass. Adding a balanced subwoofer setup to your car can add to the richness of your sound with balanced bass tones. This is the simplest and most effective upgrade for a car stereo.

- You don't have to give up your whole trunk for a good sounding car stereo. There were several examples of upgrades that Sound Solutions had done on BMWs ranging from a 318ti to a 750. While some of the owners chose to use some of their trunk space to upgrade their sound system, there is significant opportunity to upgrade your car's stereo without any noticeable space or cosmetic changes.

- You don't have to replace the whole system to get better sound. There are several steps to upgrading a stereo that don't necessarily require replacing the whole system. The people at Sound Solutions were able to demonstrate the benefits from incremental upgrades. One noticeable point made was that the BMW head unit (The radio and CD player) is an extremely high quality stock unit.

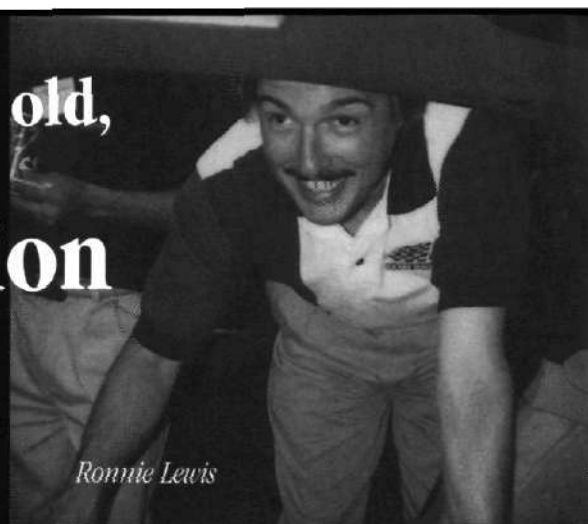
- The major drawback that BMW car stereos have is that their amplifiers have audio crossovers built into them. Crossovers are the devices that decide what frequency sound to send to each of the different speakers that are spread around your car. They make sure that the small tweeters in your door are only asked to reproduce high sounds, while the bass units in your back deck are supposed to manage the heavy lifting producing bass. Usually these devices come with speakers so that they can be matched to the speakers they control. Since BMW has placed these in the amplifier, they are tuned to the BMW amplifier and the stock BMW speakers, so if you simply replace your speakers, chances are the stock amplifier is asking them to make sounds that are outside of their intended design. Making larger changes to your car stereo's sound quality will involve some delicate balancing of fairly sophisticated components and the people at Sound Solutions can help you sort through the technical intricacies to give you effective results from your upgrade.

The most dramatic insight that I gained from the session was how much of an improvement is possible in a car stereo with fairly modest investments. Even though I don't consider myself an audiophile, it was very easy to appreciate the improved sound quality. Though I felt my car's stock stereo system was adequate for my purposes going into the session, I've just added a new item to my upgrade wish list. If you spend any appreciable amount of time in your car, explore a stereo upgrade as a very worthwhile investment in the enjoyment of your time on the road. The people at Sound Solutions are some of the best in the region to help you explore your options.

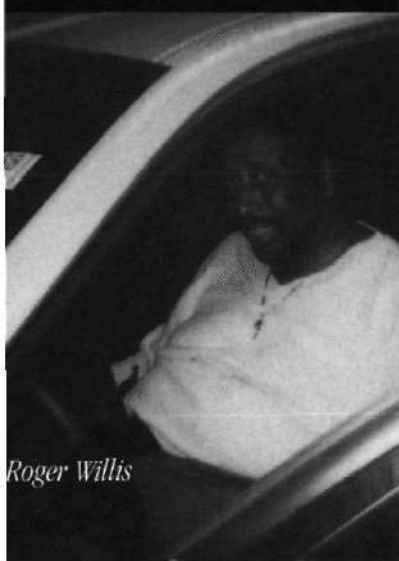
The NCC chapter is thinking of arranging a second audio tech session later this fall. If you are interested in attending, please e-mail Marc Plante at <mplante@va.rr.com>, and you'll be notified when arrangements are made.



Some of the smiling faces, new and old,
at our June
New Members' Reception
Thanks, Passport BMW!!!



Ronnie Lewis



Roger Willis



*Barbara
Nooger*



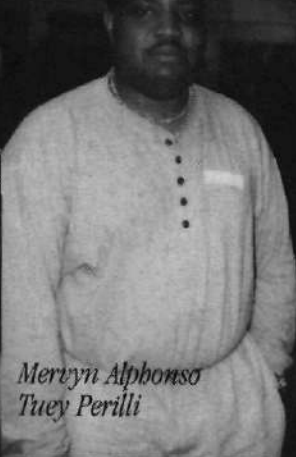
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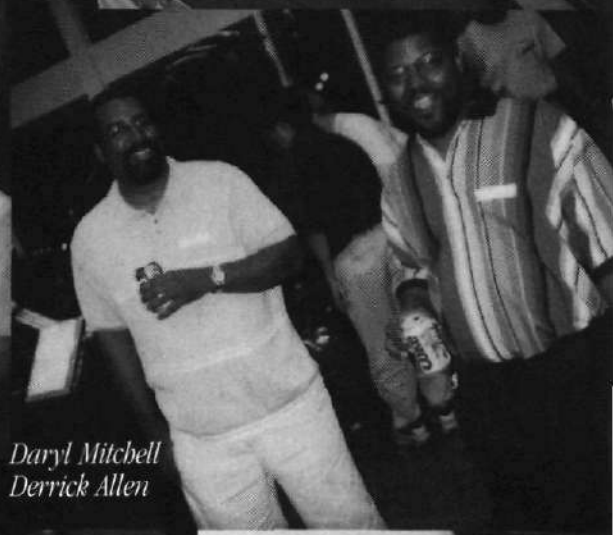
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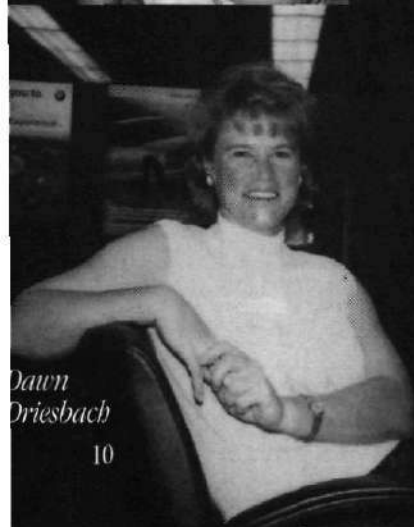
*Matt
Littleton*



*Merwyn Alphonso
Tney Perilli*



*Daryl Mitchell
Derrick Allen*



*Dawn
Driesbach*



*Klaus Hirtles (L)
Mike Gayle*



*Steve
Schlossman*



*Al Zavala
& Friend*

der Bayerische

Obsession

äb-'sesh-ən, n 1 : a persistent disturbing preoccupation with an often unreasonable idea or feeling 2 : an emotion or idea causing such a preoccupation. By Peter Abzug

I'm a sucker for anything that says, "new" and/or "improved"—especially when it comes to cleaning my 318i. I worked hard for years to be able to afford my "baby," and nothing, but nothing, is too good for her. Like the surfers in the film "The Endless Summer," who travel around the world to find "the perfect wave," I hunt the aisles of Trak Auto looking for the perfect product to yield the perfect shine.

This is all very understandable to most BMWCCA members. But to the outside world, who sees an auto simply as transportation, it is an enigma. This bewilderment by the outside world is often expressed by at best, teasing, and at worst, snide remarks. I'm an embarrassment to my kids, who are convinced I secretly go outside at midnight to make sure the 318i is still there (actually, not a bad idea.) My wife thinks I'm obsessed and should join the 12-step program: CWA (Car Washers Anonymous.) The guy next door believes I live in my BMW because I keep it so clean (more on him later.) And everyone who rides with me to the mall gets upset because no matter how many parking spaces there are in front of the entrance, I will park in Outer Mongolia where I have a cushion of at least 20 spaces on either side.

How did I get like this? I lived in Germany for three years. To those who have also lived there, you can stop reading because you understand. For those who haven't lived in performance car nirvana, let me explain.

Germans take their cars very, very, seriously. This is good. This gives us autos like BMW, Porsche, and Mercedes. But they are also obsessed with order and cleanliness. Everything, from the most private areas of one's life to the most public, is clean. This, of course, includes their autos. Some would say the whole country needs to get on Dr. Freud's couch and have a good talk. I say forget it; let's soap up the car! And that's exactly what "Boopsie" and Erik used to do every Saturday.

"Boopsie" (as I used to call her because she looked like Betty Boop) and Erik were my next door neighbors in Germany. A successful professional couple, they owned a 500 series Mercedes and a 740i BMW. You would think a couple like that would pay 200 Deutsche Marks and have a detailer do the chore of cleaning each of their chariots. No way!

I could set my watch every Saturday at 10AM to the sound of their cars being backed out of the garage for the weekly car cleaning (just as frequent as my BMW owner's manual says should be done.) Talk about involvement, obsession, and pride, both Boopsie and Erik worked on their respective cars (she had the Bimmer) for hours. From waxing the door wells to shining the inside vanity mirrors, they had a ball. At first I laughed and made fun of them. But after having settled in the culture, I started to understand their passion. And though I had a modest (by comparison) Audi 90, I started washing the car every Saturday. Just washing. Before I knew it though, I was waxing, polishing, detailing, vacuuming, engine cleaning, buffing, shining, and whatever else daylight hours would allow. I was in heaven. I was a changed man.

Anyway, back in the USA I had brought my Tutonic habits home. So every Saturday, my neighbors set their watch seeing me lug a pail filled with wash, wax, swirl reducer, tire cleaner, wheel cleaner, etc. toward my "baby." Which brings me to the guy next door—the quintessential outside world person.

To be perfectly frank, he doesn't get it. He owns a couple of nice Fords—a Windstar van and a leather-clad Sable wagon. They are basically fine, if not inspiring, cars. But to him they're transportation. He never washes them. As long as they get his family from point A to point B he's happy. He doesn't mind if he's missing wheel covers, that there are bird droppings eating at the clear coat, and that his windows possess more fingerprints than the FBI. In a way I envy him for his ability to let go and let nature take its

course. But he got on my bad side when, after having just detailed my 318i, he decided to water his grass—and also my car. Doesn't he understand about water spots?

So in the end, I guess I'm hopeless. I will always be fodder for jokes in my family ("Going to Trak Auto again, dear? Didn't you max-out the MasterCard there last week?"), ridiculed behind the neighbors' closed doors, and labeled an obsessive-compulsive when it comes to my car. I don't care, let them talk! As my neighbor across the street said with a smile after seeing me wash my 318i after a rain storm, "What are you doing, washing the rain drops away?" Yes, as a matter of fact. Yes!



"Honey, he's at it again... you kids get away from the window! Now!!!"

The engine note on the silver '99 3 Series rose in a velvet crescendo as I nosed onto the freeway. With only two hours to go until flight time and just over 100 miles to the airport, this one would be close.

I really needed to be on that plane. By Gary W. Allen

Dreams for Rent

The traffic ahead cleared as I went up through the gears. I pulled into the left lane and got on the throttle hard—that's what it was going to take to make this flight. The armco barrier just to my left became a blur as the engine's song hardened and the suspension took its set. Cars in the right two lanes seemed to fly by in reverse and I concentrated intently on making sure my lane stayed clear as the six-lane highway bent slightly to the right.

And that's when the nightmare began; the tell-tale multihued sedan with the gumball machine on its roof, accelerating smartly into traffic from a rest area I'd hardly noticed. Instinctively, my gut tightened and my heart sank as I released the throttle. A glance at the speedometer confirmed what I thought; the little Bimmer was dropping through 120 mph as we shot past the police car. That's when it hit me; there was only one thing to do.

I firmly returned the accelerator pedal to the floor. This was no nightmare; it was a dream. I was on the Autobahn. The beautiful 318i belonged to Mr. Hertz, who had willingly rented it to me (or, more accurately and even better, my employer). And I was takin' care of bizness with the blessing of the authorities, who couldn't care less how fast I chose to drive.

For those of us who love cars in general and BMWs in particular, the Club provides wonderful opportunities for exploring the performance potential of these fine machine through drivers' schools, tech sessions, autocrosses, and so on. As valuable as these are, there's another opportunity which is so accessible and financially affordable that I'm surprised it hasn't received more attention in these pages. You can fly to Germany, rent a BMW, and drive it the way the good Lord and Munich intended it to be driven. If you're very fortunate, you might even have someone else pay for it.

I know the drill well now, having had three occasions to savor it in the past two years. Board one of the evening United departures from Washington Dulles, do my best to get some rest on the flight to Frankfurt with the aid of earplugs and eyeshades, and marvel at the sunrise which glows in through the windows by 1:00 am Washington time. On the ground a few minutes later, I get one of the baggage carts whose velvet glide across the floor announces as clearly as the German signs I can't read that we are now in the Land of Precision Engineering. Through passport control and customs, out into the meeting area where early-morning friends and loved ones await fellow passengers, to the left and past the rows of shops shuttered tight on Sunday morning (except for the money exchanges and the sex shoppe) from Terminal One through Terminal Two until at last the rental-car counters come into view. My reservation is for the class of car which includes the VW Passat, the Audi A4, and the BMW 318i, and with studied casualness I inquire as to what they have for me this time. "A silver BMW 318i, Mr. Allen, rather new." Thank you, that will do nicely. Show my Virginia driver's license, passport and credit card, sign the papers, get the remote-control key

fob, and head for the decidedly dingy elevator that will take me down one level to an eagerly-awaited meeting. There it is, sparkling clean and only 10,000km on the clock. Since my first and only BMW is the 1972 Bavaria 3.0 I left at home, the use of a new 3 Series is exciting, even if it is the 1.8 four-cylinder version. It has ASC-T, climate control, a sunroof, air, and the usual incomprehensible German radio which scares me out of my skin every time it interrupts my cassettes or CDs with broadcast traffic bulletins,



Flat out at 207 kph (128 mph) south of Hamburg.

none of which I can understand. I adjust the seat and mirrors, review my planned route out of the city, start the engine and head out. The serpentine airport road leads to the A5 Autobahn, and traffic is light early on a Sunday morning. In no more than a few miles, the tell-tale sign appears: round, with a grey border and four diagonal pinstripes. It means "end of all restrictions". It is not yet 8:00am in Germany, 2:00am back home, and I've been on the ground less than an hour as the speedometer needle moves upward through 160kph (100mph) for the first time. I am wide awake, the car feels wonderful, the four cylinder sings, and the long straight six-lane virtually devoid of traffic lets me get the first question "how fast will it go?" answered right away. The speedometer settles at about 206kph on the level, rising on a slight downgrade to 210kph before the rev limiter softly intervenes to prevent any further increase. That's 128 to 130mph. I'll take it.

There are several things that need to be said here. The first is obvious: no one, not even BMW or the TÜV (which regulates German go-fast matters) can repeal the laws of physics, and a mis-step or component failure at these

velocities can make the only issue how large a grease spot you're going to leave on the pavement. The second is a corollary: unlike the Germans, who must first undergo training whose breadth and expense would almost get you a private pilot certificate in the US, you can jump in the fastest car you can afford to rent and go as fast as you care to with nothing but your US license and whatever skills you have. There's no tech inspection, no safety gear, no instructor to show you the right way and keep you out of trouble. It's all on your shoulders, and I am not suggesting that it is "safe" for you (or me) to do what I'm describing here. That determination is up to you. And that is at once the most sobering and exhilarating part. No one will force you to go a single kph (or "klic") faster than you want to, and no highway patrolman will try to slow you down (on the unrestricted sections, that is). You can decide for yourself what you're comfortable doing.

So, what's it like over there? Well, driving at hypervelocities concentrates the mind wonderfully; you sure don't drink Big Gulps and fiddle with the stereo. Unlike in the States, the trucks all lumber along in the right lane at 80 or

90 klics (they're either governed or VERY disciplined, and they magically disappear on the weekends). The visual sensation of overtaking them at a speed differential of up to 75 mph resembles a video-game, albeit with significantly higher stakes. You are betting your life on the lane discipline of fellow drivers and fortunately, everyone behaves accordingly.

Can you really just open 'er up and cruise flat-out all day long? Well, no. On my last trip, for example, I had to go from a small town near Frankfurt to another one some 350 miles north near Hamburg. Most of the first leg from Frankfurt to Kassel was under a 120kph (74mph) restriction due to road construction, and like most of the other drivers I observe the speed limits where they're imposed. In some urban areas, electronic signs enable the authorities to apply variable limits based on weather or traffic conditions. And in many others, such limits (usually 120kph) are permanently established.

When the "end of restrictions" sign appears, road and traffic conditions hold sway. Autobahn drivers generally maintain strict lane discipline, but plenty of them will be going slower than you are, and when they pull into the left lane to pass, you'll soon discover why BMW brakes are so good: they have to be. I hardly ever find it necessary to touch the brakes in US interstate driving, but on the 'Bahn the speed differential means 50 mph haul-downs are periodically required. As a result, average speed suffers.

In addition to the traffic, there are the limitations imposed by the roadway itself. Frankly, a lot of the Autobahn is far more demanding to drive than a US interstate, with bushy greenery in the narrow, armcoed median strip obscuring your view and curves of considerably tighter radius. While there are six-lane broadly-medianed stretches where the left lane will be available for extended top-speed dashes, there are far more kilometers where your speed will be determined by how comfortable you are slicing you way between the lorries going 100kph slower than you are to your immediate right and the steel barrier a couple feet from your left elbow. In some stretches, especially those in the old East Germany, there is nothing between the roadway and the trees looming alarmingly close to the shoulder of the

road. A bad move here and your car and its contents will be hanging from the trees like Spanish moss.

Some drivers whose experience and cars are suitable the big Bimmers, Audis, Mercedes flash by at their governed maximum of 250 klics (155mph) seemingly regardless of the conditions, and once I was treated to a left-lane fly-by by a 911 Turbo running perhaps 300 klics, a memorable sight—though of very short duration. But in the 318i find that 180 to 200 (112 to 124 mph) feels comfortable as a general rule. A little fatigue, too much caffeine, insufficient sightlines, deer potential or other intuitive factors slow me down. Everything is relative, of course; I felt very prudent slowing dramatically in a rainshower, and then realized I'd slowed all the way to about 85 mph. Likewise, exit ramps are interesting; you have to learn to allow more time on the brakes, as your sense of speed gets warped downwards. You feel like you could get out and walk, and you're still at the US speed limit.

Evenings bring the opportunity to peruse the owner's manual and other documentation. All in German. You would think that with the prevalence of the English language in international commerce, customers from the UK, or at least given its American origins, that Hertz would at least provide an ESL Cheat Sheet for basic car info, but nooooo, they don't. I once spent an entire trip trying to figure out how to activate the power door locks on my very nice 2.0 Ford Mondeo (Contour) from inside the car. I never did. Also, refueling at the fuel plaza at about \$3.60 per gallon is a sobering experience, as it will take about \$55 to top off. But the sound of the traffic whizzing by at close to full throttle is almost worth the price of admission. And the 318i always managed over 26 miles per gallon in the 800 miles I logged last June; in fact, the on-board computer showed the little deer returned about 16 MPG when running close to 120 mph.

Gas prices and indecipherable manuals are minor irritants compared to the satisfaction of driving at speed. Coming south out of Hamburg on my last trip, the A7 was six lanes across and reasonably straight, but a gusty crosswind of 20 to 30 mph was blowing from the right, tossing the trees in the late afternoon sunlight. There was enough of a tailwind component that full throttle got the car up to the rev limiter at 210 klics—130 mph. Slower traffic shot by in reverse in the two right lanes, and the "air pockets" in the strong right crosswind created by each overtaken vehicle were substantial indeed. Yet the 318i felt firmly planted, despite the demanding conditions. It was doing what it was designed and built to do.

The return to the States brings the coming-over elation in reverse. At 8:00am Washington time, I enjoy my last 100+mph sprint before hitting the speed limits at Frankfurt. By late afternoon, driving home on the Dulles access road after almost 800 miles on the Autobahn in the last three days, I feel like a participant in a mass sleepwalking exercise. But I'd never argue that the German philosophy of letting driver intelligence set the pace would work here. [Some would argue it doesn't work in mine.] I'm just glad for the occasional opportunity to travel to a place where drivers can enjoy the best that modern mass-market technology has to offer.

Dreams, after all, can't be bought. But perhaps they can be rented.



Like a primal instinct, the urge to race can smolder deep down inside a man until the day he finally experiences this seminal event for the first time. By Rich Beebe

A Long Time Coming

The front of the grid starts to bunch up as we approach turn 9. I feel the car next to me, a second generation RX7, driven by Kirk Dohne, moving over towards me. I've been told he's a very good starter and loves to play the "racing game". He's obviously taking this opportunity to pressure the new guy. As we head up the hill to the bridge the front cars are slowing the pace to pack up the grid for the start. Kirk is still making a point of moving over the middle line. I decide the best thing to do is to apply a little pressure of my own and I move ahead of his car and cross over the center line. We're now heading through turn 10 and waiting for the green flag. There are a few lurches before we finally get the green and everyone goes full throttle and races to turn 1. As we approach turn 1, the polesitter, Ed York, locks up his front inside tire trying to hold off an RX7 and Porsche 944 from getting by on the outside. I'm on the inside and go into turn 1 through the cloud of smoke.

I arrived at the track early Friday morning. Mike Wendell and I had arranged to get our annual tech inspections done Friday afternoon and I had a few things left to do to the car to get ready. Once the cars were ready, Mike and I started setting up our paddock area for the weekend. By the time we had all the canopies up and the paddock space laid out our appointment with the tech inspector was due. Because both cars had annuals done late last year for the SCCA Drivers School, they made it through inspection without any trouble. The cars were now ready for the race weekend. We arrived at the track at 8:00 Saturday morning. I was in group 8, the second to last group. This meant we had plenty of time to get the car ready for the first qualifying session. I had already done the valve adjustment and replaced the right side tie rod on Friday, so we had plenty of time to do what we needed to. Since the car hadn't been raced since last November, we had some maintenance issues to take care of. We had to put all new brake pads on the car and bleed the brake system. We also had to do a quick alignment, since I had replaced one of the tie rod ends the day before. After that, my crew chief, Bruce Robertson, went over the entire car checking all the nuts and bolts. We had put a new motor in the car just a few weeks earlier so a check of all the important points was in order. We were now down to washing the windows and filling the gas tank.

For the first race of the season we had decided to run Hoosier race tires. We needed every advantage possible if we were to run with the front runners in ITS. I had just picked up the new tires and rims a few days earlier, so this meant that we were going out in the first session with brand new tires and new brake pads. This session was going to be a throw away, as I would have to use it to bed in the new pads and heat cycle the new Hoosiers. I told my crew to grid me near the back of the pack so I wouldn't slow any of the fast cars down.

The first few laps were taken at a slow pace to get the tires up to temperature and to make a few hard stops with the new pads. Unfortunately, I wasn't able to think about lap times during this session at all until the last few laps. To heat cycle the tires properly the last few laps were taken at full race speed.

As soon as the session ended, I brought the car back to the pits where we put the car up and removed the tires to allow them to cure.



I knew after the last few laps of the first qualifying session that the new Hoosiers were going to be worth the money as long as I got a few race weekends out of them. They felt wonderfully sticky. I couldn't wait to actually race on them. The only problem was I knew I was going to have to qualify on an older set of Toyos for the race now. I was hoping for a top 10 qualifying position. I figured that way at least I could make up a few positions during the race and finish in the top 7 or 8.

Mike Fennell, a friend and paddock mate driving a SRX7, was the last one of us to qualify during the morning and once he had come in we all stopped for lunch. We had all made it through our qualifying sessions and our cars were still in one piece. We were all pleased.

After lunch everyone had another opportunity to qualify for Sunday's race. Saturday afternoon's procedure is slightly different though. The qualifying sessions are races. You are gridded for the race from your qualifying time that morning. Surprisingly I had qualified 8th in ITS for this race. I was getting a little nervous by this time knowing that this race was going to set the grid for tomorrow's main race.

As we headed out on the track for the pace lap I realized that I had a big problem. My Toyos, which had worn very well over the last few events, were horribly out of balance. I wasn't sure what I was going to be able to do with them, but I had to make the best of it.

As we came out of turn 10 we got the green flag and the field raced down to turn 1. I was surprised how fast the other cars were compared to me. Going into turn 1 a 944 from behind made a lunge down the middle past me. I thought he was going to take out about 3 cars, but he got it under control after getting a little sideways and made it through the turn okay. My position remained the same through the rest of the first lap.

As we came into turn 1, on the second lap, a friend and NCC member, Rick Ricker, made a nice move down the inside for the position. He came out of turn 1 ahead of me and was now behind Kirk Dohne in his RX7. We were all behind the 944 that made the move on lap one. As we approached turn

5 there was a large cloud of smoke as the 944 overcooked 5 and spun to the inside of the track. The three of us went wide and passed him going into 6. The car was still shaking horribly, but I was determined to get a decent qualifying time out of the Toyos. The rest of the session went as planned, no contact and I kept it on the black part of the track. I had passed Rick back with a few laps to go and turned a decent lap somewhere near the end of the session. A 1:29.5 would qualify me 7th in class and 8th overall. I felt pretty good knowing the Hoosiers were going to be good for around a second a lap over the Toyos and that would put me in the top 5 if I could keep it clean.

The whole crew went out for dinner that night and talked about what might happen tomorrow. It was the first MARRS race for 3 of us and we were a bit anxious.

We arrived early at the track again on Sunday. My race wouldn't be until the afternoon, but half of racing is being at the track. Matt Yip and Mike Wendell's races were before lunch and we all went up on the hill by the stewards tower to watch their races. Just knowing it was going to be me in a short while started to get me worked up. My first

MARRS race was quickly approaching and I couldn't wait. Matt and Mike both did very well in their races improving from their starting positions and finishing strong.

We had gotten the car ready for the race during the morning. The brakes were bled again, all fluids were checked, the fuel tank was filled and the car was put on the scales at the tech shed. We were going to be right above minimum weight after the race starting with a full tank. Tire pressures were checked, wheels were torqued and re-torqued, fender wells were even banged in with a hammer where the new wider Hoosiers were found to be rubbing. The car was ready.

With about 30 minutes to go before my race, I walked off by myself to run the track a few times in my head. It's like taking a few practice laps before you go out. I was a little tense at this point, but I was still excited.

The group 7 race was underway and it was time to grid the car. My wife Lucy got in the car and took the car to the grid, a job I think she enjoys doing. I had a quick talk with 2 National level racer friends of mine, Grant Carter and Rob Hines. Both told me to have fun and race hard. They said I was well prepared and that I would do fine. It helped to hear it, but I wasn't convinced yet.

With 5 minutes to go I got buckled in. I like to get in the car early so I'm not rushing to get ready. When the 1 minute whistle blew I was ready.

As I was saying, I go into turn 1 through a cloud of smoke with Kirk Dohne on my door. He has just outrun me down the front straight on the start and I'm worried he will drive past me into turn 3. As we come out of turn 1 everyone is bunched up and I don't have any opportunity to carry any speed through 2 and Kirk takes advantage of this and drives up next to me out of 2. Aryan Azarsa, in a 944, is directly in front of me and as Kirk drives by me on the left he slots in next to Aryan for turn 2. I duck in behind him and think about taking turn 3 with him under Aryan. Looking back it probably would have worked, but it would have been a bummer to have my first race weekend end there, so I backed off and let Aryan cut across my nose through 3. The only thing running through my mind is I've already lost a position and I need to figure out a way to get it back.

The whole front pack goes down the chute in line with everyone braking early. I'm looking for a way to make a move out of it, but decide that if I try to go wide I may hang myself out and actually lose a position, so I stay in line. I've had many racing friends tell me that patience can win races, within the first 4 turns of this race I have seen this to be true twice. As we leave turn 7, I see Aryan looking to the inside of Kirk into turn 9. He doesn't attempt a move, but he has lost momentum as Kirk cuts across at the apex of 9. I pull Aryan out of 9 and slide to the inside. We drag race down to turn 10 and I make the inside pass going into 10. I have the position back.

In the early portion of the race it is very hard to not pay too much attention to what is going on behind you. As hard as I was trying to get by Aryan and Kirk, people were trying to get by me. It became very apparent early on that my car was slightly down on power, but had great brakes and cornered well. Cornering had also been greatly improved with the new Hoosiers. Where the car used to push and I would have to correct by rotating the car, it now just simply turned in. I REALLY liked these tires.



Photo by Ken Brown

The race continued for many laps with me slowly catching up to Kirk as I had made a gap behind me and was able to focus on what was ahead. As we approached halfway, I was able to start categorizing some of my competitors weaknesses. I saw that the Rx7s had to brake over the crest before



Photo by Competition photographers

the chute and then well before me going into 5. This will be a place for future passes, but today it was simply a place to gain a lot of time on the car in front of me. For the next few laps, every time we came into turn 5 I was a little closer to Kirk. I was going to be able to make a move very soon. Even better was the fact that I was not only catching Kirk in his Rx7, but I was also reeling in the RX7 in front of him. This had me very excited. Maybe too excited.

As we go through turn 10, I've gotten right up behind Kirk and I'm hoping to stay close enough behind him so that I can attempt a late braking move into turn 1. As we approach turn 1, there's a yellow flag as someone has gone off in the gravel trap in 1. I stay behind Kirk as we pass the yellow. After the yellow, my attention is focused on passing Kirk again. We race the following lap nose-to-tail. As we come in to turn 10 I get a great run on him. He sees it and moves to the center of the track. I pull right in behind him knowing his speed will increase and he will hardly hold me up at all. I draft him all the way down the front straight, thinking about nothing but the pass I'm going to make going into turn 1. As we approach turn 1, Kirk moves back over to the outside and brakes early. I pull out and slide by well before turn 1. What I have forgotten is that there was a yellow flag there a lap ago and I did not know whether it was still there or not.

As we make it to station 4, there is now a double yellow being displayed. Two things come to mind. One, this will give me a chance to bunch up behind the cars in front of me and two, this will give Kirk another shot at out-dragging me again on the restart. The pace car picks us up and we circulate the track under yellow for 4 laps. Knowing we're going to get the restart coming out of turn 10, and considering that I'm sandwiched between two RX7s, I'm trying to calculate how I can get to turn 1 without losing any positions.

As we come out of turn 9, I can see up ahead that the pace car has pulled off and I can hear the engines getting louder up ahead of me. I decide that my chance is in a good drive out of 10, so I leave a small gap between me and the RX7 going into turn 10. As I approach the turn in, I roll the power on and get a good shot through turn 10. The cars in front are slightly bunched and the RX7 in front pulls to the middle trying to gain clear track. I immediately get right up behind the RX7 and follow him closely down past the timing and scoring building. At that point, Kirk comes up beside me on the outside. They both pull away slightly down into one. I catch them again under braking, but they pull again out of turn 2 and beat me to turn 3. Going into turn 3 though, they go in side by side and allow me to pull right up behind them. They run side by side down into 4 where the inside car takes the corner and we line up for turn 5. As we come out of turn 10, I have a great pull out of the corner and get up next to Kirk before Timing and scoring. I have both RX7s in front of me and I know I can get one, if not both, under braking for turn 1. Then I notice that the T1 Viper that started from the back of the pack is coming up very fast on me on the inside. He blows by me on the inside and gets between me and

the RX7s. It's at this point that I learn a very valuable lesson from Kirk. Kirk also sees the Viper and pulls all the way across the track, looking as if he wants to pass the other RX7. What he's really doing is blocking the Viper because he knows it will put a car out of class between him and the car in class behind him. We go into 1 and the Viper slows to a crawl. I can't believe it as I watch the RX7s pull away through the corner. If what Kirk did going into turn 1 was good, what he did next was brilliant. The Viper is screaming out of turn 2, they're very fast in a straight line, and catching the two RX7s very fast when Kirk again pulls out as if to pass the car in front of him after turn 3. He blocks the Viper from getting through at turn 3 and he falls right back in line behind the car that was in front of him. As we approach turn 4 and 5, I am right up behind the Viper. The Viper brakes for the chute and then brakes very early for turn 5, forcing me to lockup my front tire as to not hit him. I kept telling myself, "don't hit the Viper, don't hit the Viper". As we go through the carousel, I watch the two RX7s pull away from me and the Viper. I realize that Kirk knew what was going to happen if he got caught behind the Viper and he did everything he could to not make that happen. Clearly the type of thing you learn from experience on the track.



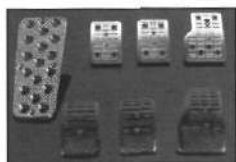
Photo by Roz Rosintoski

We get to the front straightaway and the Viper finally screams off into the distance catching and passing both RX7s, which are now quite a ways ahead. We approach turn 1 again and I catch up to Kirk again under braking. As we head out of turn 2, we pass Brian Zalner's 944. He has gone off and is not at full speed again yet. Brian had been in second place until this point, so I knew I just picked up another position. By the time we approach turn 5, I'm close. I calculate that I'll get a good drive out of turn 10 and out-brake him into turn 1 for the pass. I get a good run out of 10 and I'm right behind him, as I look up at the Timing and scoring station I see the checkered flag. I've run out of laps. All I can think about during the cool-down lap is what I can do differently next time. I finish in fifth place and can't help but think I could have been third. Not bad for my first race. I'm very happy. I pull into the pits

where I'm black flagged. I'm told I have to go to the Stewards tower for an explanation. At this point, I'm not aware of the pass under yellow. At the tower I'm informed of my infraction and penalized 15 seconds. I drop from 5th in ITS to 17th in ITS and 18th overall. I've lost my points, my finishing position and my trophy. Boy, does that hurt. So, the race is over, the car is in one piece and I've made a very costly mistake. But, we proved that we were fast and I'm still very happy to be so close to the front of the pack. I'm really looking forward to this season. I'd like to thank everyone who had something to do with our success that weekend. My crew chief, Bruce Robertson, my wife Lucy, who comes to all my track events and is always a huge help and Brett Anderson, who is Mike Wendell's crew chief, but is glad to help out when needed. I'd also like to invite all our members to come out to the races and watch the National Capital Chapter members who race in the MARRS series. Stop by the paddock and say hi.



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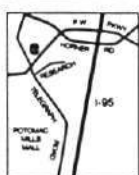
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in MD

SAT. 8:00-3:00
in VA



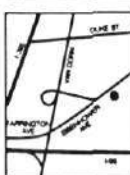
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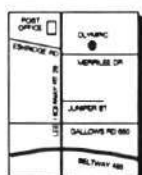
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Telegraph Road, 1/2 Mile on left

ALEXANDRIA



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5158 EISENHOWER AVE
1/2 Mile Inside Beltway
Exit 3

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703 560-8500
2812 A-B MERRILEE DR
2 Blocks From Corner of
Lee HWY. & Gallows Road

GAITHERSBURG



301 990-4100
9136 GAITHER ROAD
I-270 to east on Shady Grove Rd
Left on Gaither Road

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301 474-1030
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From The Autocross Chairman

The following corrections and changes to the season autocross scoring results are made by the autocross coordinator. The complete updated results can be viewed on the autocross page of the Chapter website: <<http://www.bcpl.net/~ncc/autocross/index.html>>.

April 17th:

– The results of the S2M class are revised under protest. The first runs by a driver in any car are their official runs. All subsequent runs are deemed "fun" runs. All protests are decided upon by the autocross coordinator.

– Woody Hair's 4th run is assessed a one cone penalty (no, it didn't just now fall down; Woody pointed out the error).
– All class, PAX, and season points are adjusted accordingly.

May 1st:

– Gary Ngo's NCC class is corrected to SS from SSM.
– Klaus Hirtes' NCC class is corrected to S2M from S2.

– There is a change to the PAX points system. The PAX points are now on a fifty point scale rather than a ten point scale since all competitors run for PAX class points. Rejoice, some of you picked up some BIG points in this change!
Ron Katona

Results: 20 June, 1999 NCC Autocross III

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Harvey Cummins	108	94 325is	S1 BS	O.C.	95.427	O.C.	95.427	10
Ronnie Lewis	114	94 325is	S1 BS	O.C.	95.967	O.C.	95.967	9
Chris LaBaw	239	87 325is	S1 BS	101.277	O.C.	96.236	96.236	8
Eric Ide	116	88 M5	S1 ESP	110.284	99.349	O.C.	99.349	7
Saxton White	112	88 M5	S1 FS	O.C.	O.C.	O.C.	O.C.	6

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Jeff Kohler	205	97 Z3/2.8	S1M CSP	92.116	91.147	88.283	88.283	10
Bob Hausman	134	94 325is	S1M CSP	93.742	90.156	89.505	89.505	9
Rafael Garces	324	96 328i	S1M BS	O.C.	91.433	89.711	89.711	8
Gary Lin	345	88 325is	S1M CSP	O.C.	106.844	91.434	91.434	7
Reggie Kennedy	314	95 325i	S1M CSP	100.323	94.643	96.552	94.643	6
Mike Wenthold	422	87 325is	S1M CSP	O.C.	97.376	99.106	97.376	5
Charlie Grafton	228	89 325is	S1M CSP	O.C.	99.326	100.207	99.326	4

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Steffie Mosff	341	98 Z3/1.9	S2 BS	101.022	99.245	O.C.	99.245	10

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Joel Smernoff	206	96 Z3/1.9	S2M BS	98.173	97.638	97.073	97.073	10

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Joe Murphy	340	99 M3	SS AS	87.538	86.768	85.943	85.943	10
Bred Snakenberg	202	95 M3	SS AS	O.C.	92.252	87.106	87.106	9
Andrej Dolenc	224	97 M3	SS AS	91.956	88.887	88.564	88.564	8
Ron Katona	410	95 M3	SS AS	O.C.	93.273	89.077	89.077	7
Glenn Speakman	132	M3	SS AS	102.433	93.884	91.656	91.656	6
Chuck Grafton	218	90 M3	SS AS	97.287	96.800	94.689	94.689	5
Rich Moraski	110	97 M3	SS CSP	O.C.	108.369	101.771	101.771	4
Ben Pettis	339	99 M Coupe	SS AS	89.056	87.712	87.874	Fun	

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Brian Shipman	236	95 M3	SSM AS	91.707	87.927	85.764	85.764	10
Gary Ngo	424	95 M3	SSM AS	94.55	88.431	88.247	88.247	9
Kirk Shell	230	98 M3	SSM AS	O.C.	90.566	93.229	90.566	8
Woody Hair	310	88 M3	SSM CSP	92.525	91.928	91.436	91.436	7
Mike Donahue	319	95 M3	SSM CSP	93.144	92.264	91.561	91.561	6
Mike Gayle	210	97 M3	SSM CSP	97.189	O.C.	O.C.	97.189	5
(unlisted)	220	98 M3	SSM AS	O.C.	O.C.	O.C.	O.C.	4

Name	#	Car	BMW/SCCA	#1	#2	#3	Best	Class Points
Mohammed Fares	204	76 2002	TM EP	90.407	90.657	88.155	88.155	10
Paul Martino	214	76 2002	TM EP	95.289	O.C.	92.863	92.863	9
Chris Coulter	104	80 528i	TM ESP	O.C.	O.C.	93.912	93.912	8
Tom Martino	338	76 2002	TM EP	98.297	O.C.	96.896	96.896	7
Scott Coulter	129	80 528i	TM ESP	O.C.	98.857	98.633	98.633	6
Paul Martino	344	76 2002	TM EP	93.152	90.968	88.444		Fun
Bill Van Zelm	438	76 2002	TM EP	O.C.	O.C.	O.C.	O.C.	5

NCC Autocross III Results (continued)

Name	#	Car	BMW/SCCA		#1	#2	#3	Best	Class Points
Bob Lower	226	94 RX7	X	SS	O.C.	85.441	83.296	83.296	10
Kurt Gobble	405	87 928S4	X	UNK	92.548	90.144	85.682	85.682	9
Tom Joyce	327	83 911SC	X	UNK	104.895	89.076	88.12	88.12	8
John Todd	121	78 930	X	SS	92.515	90.209	88.5	88.5	7
David Lower	133	94 RX7	X	SS	92.495	91.593	88.637	88.637	6
Noel Hall	127	911 SC	X	UNK	O.C.	94.571	88.776	88.776	5
George James	201	Porsche	X	UNK	93.68	89.643	91.478	89.643	4
James Ravell	207	97 911C4	X	UNK	O.C.	89.907	92.492	89.907	3
Greg Benson	123	95 Cobra	X	CP	O.C.	O.C.	90.698	90.698	2
Mike Ingram	237	78 930	X	AM	O.C.	94.635	90.931	90.931	1
Warren Wang	322	98 A4/2.8	X	CSP	96.57	90.934	90.997	90.934	1
Alex Milenkovic	326	97 Eclipse	X	ESP	91.023	98.473	93.083	91.023	1
Kurt Schwartz	135	81 911SC	X	UNK	105.457	92.762	91.364	91.364	1
John Anderson	233	87 911	X	UNK	O.C.	91.957	91.934	91.934	1
Tim Kearns	303	87 944	X	CS	96.768	93.838	92.074	92.074	1
Ben Pettis	117	88 944T	X	CSP	97.446	93.62	93.174	93.174	1
Andrew J. Toth	215	70 914	X	BS	94.817	O.C.	93.229	93.229	1
Tom Daniels	301	78 911SC	X	ASP	94.134	94.613	93.249	93.249	1
Derek H. Schwarz	103	94 968	X	UNK	O.C.	O.C.	93.666	93.666	1
Ramon J. Hontanon	315	93 968	X	UNK	100.271	O.C.	93.79	93.79	1
Sue Zuramski	238	BMW	X	UNK	110.178	96.977	93.918	93.918	1
Dennis Howard	231	71 911T	X	AP	100.431	109.284	94.397	94.397	1
Robert Sedlak	307	Porsche	X	UNK	97.263	94.784	95.464	94.784	1
Chris Milner	429	87 944S	X	UNK	94.992	96.57	95.267	94.992	1
P James	240	83 924	X	UNK	O.C.	95.559	95.039	95.039	1
Raymond Wach	323	Porsche	X	UNK	97.714	100.807	95.262	95.262	1
Dirk Dekker	317	88 911	X	UNK	98.421	97.272	95.319	95.319	1
Joe Zuramski	137	87 944T	X	UNK	O.C.	102.262	95.369	95.369	1
Antonino Barbaro	227	911SC	X	UNK	115.989	95.407	95.46	95.407	1
Ghattas Hajjo	139	99 911	X	SS	97.29	95.515	O.C.	95.515	1
Peter Grenier	321	911	X	UNK	103.026	96.746	95.578	95.578	1
Ross Dremming	229	93 911RS	X	UNK	O.C.	95.805	O.C.	95.805	1
Tim Eisel	222	914	X	BS	O.C.	98.093	96.813	96.813	1
Roland Frenck	309	Porsche	X	UNK	102.262	96.889	105.328	96.889	1
Don Wohlforth	343	74 914-6	X	AP	O.C.	97.219	D.N.S	97.219	1
Jim Howard	136	99 Corvette	X	SS	97.238	O.C.	O.C.	97.238	1
Manny Alban	217	Porsche	X	UNK	99.251	97.321	O.C.	97.321	1
Jon Krugsund	140	88 924S	X	CS	O.C.	98.173	O.C.	98.173	1
Steve Lorenz	337	928	X	UNK	106.75	100.395	98.187	98.187	1
Mike Howe	130	98 GTI	X	GS	O.C.	103.006	98.671	98.671	1
Ross Hall	335	84 911SC	X	UNK	O.C.	102.507	99.226	99.226	1
Steve Kim	131	BMW	X	UNK	113.404	O.C.	100.371	100.371	1
David Cherry	221	85 944	X	CS	106.628	02.604	100.818	100.818	1
Terry LaBaw	111	87 928S2	X	UNK	123.253	05.991	101.82	101.82	1
Steve Donahue	342	95 Escort	X	E	113.66	02.634	O.C.	102.634	1
Steve Sandberg	109	944	X	CSP	O.C.	O.C.	103.164	103.164	1
UNK	439	Accord	X	GS	105.794	O.C.	O.C.	105.794	1
Tom Wilson	325	84 944	X	O.C.	110.58	106.064	106.064		1
Alex White	126	91 Sentra SER	X	DS	107.678	O.C.	O.C.	107.678	1
Carl Iseli	331	83 911SC	X	UNK	108.78	O.C.	O.C.	108.78	1
Jim Cunningham	115	79 911SC	X	AS	O.C.	O.C.	111.338	111.338	1
Derek H. Schwarz	203	94 968	X	UNK	92.411	100.389	91.447	Fun -	
Kurt Schwartz	235	81 911SC	X	UNK	89.954	91.446	88.532	Fun -	
David Riley	209	71 911T	X	UNK	O.C.	O.C.	O.C.	O.C.	1
Mike Copperchite	113	55 Porsche 550 X	X	CS	O.C.	O.C.	D.N.S.	O.C.	1
Mike Vos	318	99 Camaro	X	FS	O.C.	O.C.	O.C.	O.C.	1



BY WOODY HAIR

Woody's Competition



BMW Autocross Results

April 25 - SCCA Championship, Frederick, MD - Round 1

Bill Brochu	85 535i	3rd E Street Prepared	49.660
Bob Hausmann	94 325is	3rd CSP	50.144
Joe Murphy	99 M3	2nd A Stock	50.951
Jeff Sander	88 635CSI	4th ESP	53.217
Robert Burhenn	95 M3	5th AS	53.759

May 16 - Z-Car Club Championship, Ft. Meade, MD - Round 2

Bob Hausmann	94 325is	4th CSP	68.052
Andrej Dolenc	97 M3	1st AS	70.093
Ron Katona	97 318ti	9th CSP	71.149
Robert Burhenn	95 M3	2nd AS	72.481
Joel Smernoff	96 Z3 1.9	3rd BS	73.014

May 23 - SESCO Championship, Ft. Meade, MD - Round 3

Bill Brochu	85 535i	2nd ESP	61.061
Brian Shipman	97 M3	1st AS	63.244
Tom Baruch	87 535is	3rd ESP	62.320
Joe Murphy	99 M3	3rd AS	63.244
Woody Hair	88 M3	6th CSP	63.278
Andrej Dolenc	97 M3	4th AS	63.770
Kirk Shell	98 M3	5th AS	64.027
Bob Hausmann	94 325is	9th CSP	64.590
Ron Katona	95 M3	6th AS	64.783
Robert Burhenn	95 M3	7th AS	65.575
Angie Tew	85 535i	11th ESP	67.005
John Woodcock	98 M3	8th AS	67.267(2)
Harvey Cummins	94 325is	17th CSP	69.443

June 6, Lotus Club Championship, Fort Meade, MD - Round 4

Bill Brochu	85 535i	1st ESP	47.816
Joe Murphy	99 M3	1st AS	48.257
Brian Shipman	94 325i	3rd CSP	48.590
Jeff Kohler	97 Z3 2.8	6th CSP	48.695
Bob Hausmann	94 325is	10th CSP	49.894
Angie Tew	85 535i	3rd Ladies	50.428
Andrej Dolenc	97 M3	2nd AS	50.488
Joel Smernoff	96 Z3 1.9	8th BS	51.699
Bob Burhenn	95 M3	4th AS	52.188
Harvey Cummins	94 325is	17th CSP	52.836
Craig McGuinness	96 M3	23 CSP	55.710
Paul Hughes	87 535i	16th GS	56.184

June 13, ALTD Championship, Ft. Meade, MD - Round 5

John Woodcock	98 M3	1st AS	52.411
Bill Brochu	98 M3	2nd AS	52.832
Joe Murphy	99 M3	3rd AS	54.144
Ron Katona	95 M3	7th CSP	54.795
Jeff Kohler	97 Z3 2.8	10th CSP	55.927
Kirk Shell	98 M3	5th AS	57.018
Klaus Hirte	88 535is	5th GS	58.402
Bob Burhenn	95 M3	7th AS	58.683
Woody Hair	88 M3	16th CSP	58.941
Chuck Grafton	90 M3	9th AS	60.379
Ryan Keefe	99 323i	13th BS	65.399
Jamie Clark	99 M Coupe	Fun SS	60.917

June 27, SCCA Championship, Frederick, MD - Round 6

Bill Brochu	85 535i	1st ESP	61.383
Brian Shipman	94 325i	1st CSP	61.825
Joe Murphy	99 M3	2nd AS	62.139
Bob Brochu	98 M3	3rd AS	62.692
John Woodcock	98 M3	4th AS	63.459
Angie Tew	85 535i	1st Ladies	63.988

June 27, SCCA Championship, Frederick, MD - Round 6 (continued)

Joel Smernoff	96 Z3 1.9	7th BS	65.456
Bob Burhenn	95 M3	5th AS	66.551
Jeff Sander	88 635CSI	6th ESP	67.203

July 11, SCCA Championship, Frederick, MD - Round 7

Bill Brochu	85 535i	1st ESP	45.999
Brian Shipman	94 325i	4th CSP	46.398
Joe Murphy	99 M3	1st AS	47.298
Klaus Hirte	88 535is	4th GS	47.880
Angie Tew	85 535i	3rd Ladies	48.502
Bob Hausmann	94 325is	11th CSP	48.722(1)
Jeff Kohler	97 Z3 2.8	13th CSP	49.059
Bob Burhenn	95 M3	3rd AS	49.924
Jeff Sander	88 635CSI	6th ESP	53.819

July 25, BMW Club Championship, Ft. Meade - Round 8

Bill Brochu	85 535i	1st ESP	47.521
Bob Hausmann	94 325is	4th CSP	48.081
Rich Beebe	88 M3	5th CSP	48.434
Joe Murphy	99 M3	1st AS	48.526
Brian Shipman	94 325i	6th CSP	48.539
Woody Hair	88 M3	7th CSP	48.546
Paul Martino	76 2002	1st E Prepared	49.297
Andrej Dolenc	97 M3	2nd AS	49.430
Klaus Hirte	88 535is	2nd GS	49.846
Kirk Shell	98 M3	3rd AS	49.867
Benjamin Pettis	99 M Coupe	3rd Super Stock	50.294
Fernando Puig	71 2002	2nd EP	50.400
Garyl Lin	88 325is	11th CSP	50.415
Gary Ngo	95 M3	4th AS	50.908
Rani Emad	98 M3	6th AS	51.320
Bob Burhenn	95 M3	7th AS	51.338
Philippe Emad	98 M3	8th AS	51.507
Lucy Beebe	88 M3	2nd Ladies	51.621
Gonzalo Puig	74 2002	3rd EP	51.704
Joel Smernoff	96 Z3 1.9	7th BS	51.779
Jeff Kohler	97 Z3 2.8	14th CSP	51.897(1)
Mohammed Fares	95 M3	9th AS	52.055(1)
James Sheridan-Peters	98 323is	8th BS	52.501
Jeff Sander	88 635CSI	4th ESP	52.601
Harvey Cummins	94 325i	9th BS	52.652
Kevin Henry	90 325i	10th BS	52.803
Jamie Clark	99 M Coupe	4th SS	53.846
Glen Speakman	95 M3	11th AS	53.984
David Han	91 M3	16th CSP	55.466
Brent Miller	96 328i	11th BS	55.643
Ryan Keefe	99 323i	12th BS	57.114
Steve Schlossman	98 318ti	6th DS	59.621
Ron Katona	95 M3	Fun - AS	49.356
Rich Moraski	97 M3	Fun - AS	53.010
Eric Ide	88 M3	Fun - AS	53.209

August 1, Shelby Dodge Club, Ft. Meade - Round 9

Joe Murphy	99 M3	1st AS	47.078
Brian Shipman	94 325i	6th CSP	47.360
Ron Katona	95 M3	2nd AS	49.779
Harvey Cummins	94 325is	16th CSP	51.327
David Han	91 M3	22nd CSP	56.470
Tom Phillips	94 325is	Fun - BS	59.971

COMPETITION CORNER CALENDAR

Sept 5-6	SCCA MARRS Races, Summit Point, WV
6	SCCA Champ Autocross, Jefferson Circuit, WV (tentative)
11	BMW Club Autocross, Rosecroft Raceway, MD
11	NASCAR Winston Cup, Richmond, VA
18	Petit American Le Mans Race, Road Atlanta, GA
26	SESCA Champ Autocross, TBD
26	SCCA MARRS Races, Summit Point, WV
26	NASCAR, Dover, DE
Oct 3	SVRA Vintage Races, Summit Point, WV
3	Porsche Club Champ Autocross, Ft. Meade, MD
3	USRRRC Races, Watkins Glen, NY
9	Chapterfest Autocross, Columbia, MD
17	SCCA Champ Autocross, Frederick, MD
24	Saab Club Champ Autocross, TBD
Nov 13-14	EMRA Races, Summit Point, WV
14	BMW Club Autocross, TBD

TECHNOID

AIR BAG WARNING LIGHT (SRS)

(Reprinted from *NorthStarBavarian*, newsletter of the North Star Chapter, BMW CCA)

If you have a BMW produced after March '94 and your air bag warning light stays on longer than a few seconds after you start the car, or comes back on and stays on for as long as two minutes before going out, read on. You are most likely having a problem with one of the circuit boards in the seat belt buckles. These circuits signal the air bag control unit (ZAE or MSR) to determine if just the driver's air bag or both the driver's and passenger's air bags are deployed in a crash. In this fault situation both bags will deploy even without a passenger. The fault is detected by the control unit and a diagnostic trouble code is stored in the SRS memory. This allows a technician to determine which latch is defective even if the warning light is not on at the time. This is not to be confused with a SRS light that remains on, (which) indicates that there is a major fault in the system. This will most likely shut down the air bag system and prevent the air bag from deploying, or the potentially dangerous situation of an accidental deployment of an air bag.



"Polesetter" Woody Hair and the gang on the grid at Circuit Gilles Villeneuve in Montreal, Canada.

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M I N U T E S

BMW CCA NCC Board Meeting, July 1999

Minutes from last meeting:

- Handed out on laser print/not reviewed.

President's Report:

- Holiday Party discussion about where it should be held. Election discussed who will possibly run and who will be desirable for various positions.

Vice President's Report:

- Discussed swap meet for Chapter fest. Charity event talked about the details for the autoX to benefit the Childrens Hospital.

Treasurer's Report:

- Discussed about proposing to have a standing audit to review expenses/purchases. Received more Ad fee and Drivers' School fees. Trophies from Concours fees reviewed. Talked about the track dinner August 6th & 7th. Payed for web site hosting and email. New member party was not that well attended.

Secretary's Report:

- Talked about how to get other members more active. Dave suggested if a Member asks why doesn't the club do this or why don't the club to that. We will ask that person to come to our meeting and set up the event.

Membership

Autocross:

- Reviewed about insurance issues. Talked about the members only autoX August 29th. Discussed the events in general.

Tech Chairman:

- Planning a 'brake fest' to learn how to work on your brakes. Woody suggested J&F Motors. Bill Brochu possible contact. Anticipate that to be scheduled for December 99.

Tours and Rallies:

- September 25th Tour. Start Somewhere in Oxen hill. The winery will be doing a VIP tour, so expect a very nice selection of wine to taste beyond the usual tour.

Advertising Manager:

- Collecting some past fees for 1998 ads.

Concours:

- Shenandoah Vineyards Concur, Sept 11th not September 12th, dB printed the dates wrong. NEW MEETING SPOT for Shenandoah Tour; Manassas Cracker Barrel between 8:30 and 9:00am. We propose to place an ad on the front home page. Johnathan Jones will be contacted to update the hotline for the club By the secretary. Secretary posed to send out email to the members we have email for about the concours event.

Drivers Schools: No report given

dB:

- Deadline for the 21st. Ran out of issues since the membership distribution numbers are up from the previous counts. Will print more next month.

Drivers' School Steering Committee: No report given.

Webmeister: no report given

Old Business:

- Fire extinguishers were purchased

New Business:

- Announce to gather e-mail list online. Check at the site to submit your email soon, for upcoming events. Positions open for the next election. Discussed the national position changes.

Calendar of events: Per the dB except

Next Meeting: August 4th meeting at Al Zavala's.

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

der Bayerische

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.

PARTS FOR SALE

2002 Parts

'73 2002 (totaled) to be parted out, 30K on rebuilt engine, BEHR air with new console, new rear glass, front hood, rims from 1987 325, all service records for last 8 years, \$700 takes it all, or call to part out.

Wes (202)238-9589 (DC)
or email to: <wboatwri@walkerdunlop.com>

Wheels

Two (2) factory steel four bolt 13" rims for 2002 or E21 320. Good clean condition, no rust. Any reasonable offer considered.

Geoffrey (202) 546-4899 (DC)

E30 Chips

Dinan chip for E30 318i \$120, for E30 325 \$140.

Eddie (301) 412-1245 (MD)
or email to: <tipo2@hotmail.com>

E36 318 Tires

(4) OE Michelin MX4 185 65TR15. 10K Miles, make an offer.

Kosta (703)-830-2561 (VA)
or email to: <kosta@mitre.org>

Wheels/Tires

Two (2) OEM five-spoke rims, 16"x7", fits BMW Z3 and 92-on E36. \$200 each/obo. Four (4) Dunlop D40M2 tires, 205/50.15. Used only 1 month. Best offer.

Rodney (410) 764-4949 (MD)
or email to: <mototek@aol.com>

Brake Master Cylinder

For 2800, 2800CS, 2500, and 2000. Original BMW/Ate in blue box PN. 03 2123 6802 3. \$220-- well below aftermarket units, made someplace in the 3rd world, price in slick catalogues.

Lawrence (703) 734-4053 (VA)
or email to: <h.c.smith@cpmx.saic.com>

Misc. parts

2 repair manuals for the 1500 to 2002 (one is a Haynes), 4 Bosch sparkplugs (WR9DS), 3 oil filters (4 cyl eng), 1 OEM gas cap, carb rebuilt kit for Solex 36PDSL/40PDSL/40PDSIT, most Roundels and der Bayerisches since 1981-in mint condition, Hella horn for a VW (new). Best offer.

Karl (703)978-6018 (VA)
or email to: <karl_hoffman@hotmail.com>

WANTED

E30 Parts etc.

E30 parts and tools wanted, any and all. Whattayagot?

Ed (410) 296-6410 (MD)
or email to: <macvaugh@home.com>



YOUR CLUB NEEDS YOU!

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

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

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

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

Interested individuals should contact Chapter President, David Lassalle at (410) 763-8159, 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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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:

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

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

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

NAME _____

PAYMENT

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

☐ **VISA** ☐ **MASTERCARD**

CARD NUMBER _____

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SIGNATURE _____

MOVING?

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

NAME: _____ **MEMBERSHIP NUMBER:** _____

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.

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