

November/December 1999

# der Bayerische

National Capital Chapter

BMW Car Club of America





# Calendar of Events 1999-2000

## NOVEMBER

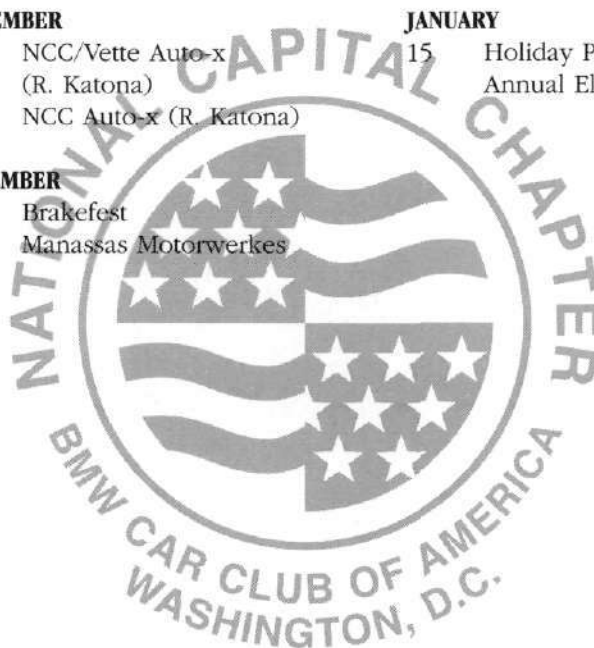
- 7 NCC/Vette Auto-x  
(R. Katona)
- 14 NCC Auto-x (R. Katona)

## DECEMBER

- 4 Brakefest  
Manassas Motorwerkes

## JANUARY

- 15 Holiday Party and  
Annual Elections



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



RECYCLED  
25% Post Consumer Waste

# der Bayerische

National Capital Chapter BMW Car Club of America

November/December 1999



VOLUME 29 NUMBER 6

2

PRESIDENT'S MESSAGE

4

MISFIRINGS

5

SHORTSTROKES

6

COMING EVENTS

15

CAR OF THE MONTH

22

WOODY'S  
COMPETITION CORNER

24

NEW MEMBERS

26

MINUTES

27

CLASSIFIEDS

28

ADVERTISERS INDEX



8

*Oktoberfest '99  
In Indianapolis*

BY WOODY HAIR



10

*Fall Tour Top Ten:  
What You Missed*

BY ERIC KOEFOOT



12

*Petit Le Mans,  
an American Primer*

BY PATTI MASCONI



*Cover photo:  
Dwight Derr*

## BMW CCA National Capital Chapter Officers (Call between 7:30-10:00 p.m.)

### President

David Lassalle .....410/763.8159 lassalle@erols.com

### Vice President

Rich Beebe .....410/944.3449 rich@beebecomm.com

### Treasurer

Al Zavala .....703/506.9159 agzavala@worldnet.att.com

### Secretary

Lucy Beebe .....410/944.5881 lucy@beebecomm.com

### Membership

Mike Gayle .....703/221.6794 Gaylemd@hqda.army.mil

### Social Chairman

Mike Early .....410/484.4620 m3early@aol.com

### Drivers School Coordinator

Adil Desai .....410/727.5259 adesai@btopi.com

### Concours

Paul Vessels .....202/726.7971

### Tourmeister

Open

### Baltimore Activities

Dwight Derr .....410/889.9578

### Autocross

Ron Katona .....301/604.3836 ron3b@cris.com

### Club Council Representative

Position open

### Tech Tips

Terry Luxford .....703/255.0510

### Tech Chairman

Michael Wendell .....703/803.6994 mwendell@kwyjibo.com

### Club Store

Dwight Derr .....410/889.9578

### der Bayerische Staff

#### Editor

Dwight Derr .....410/889.9578 dderr@bcpl.net

#### Production Manager

Raine Mantysalo .....301/933.1880 Fax 301/933.8277  
Mantysalo@aol.com

#### Senior Editor

Woody Hair .....woodym3@erols.com

#### Contributing Writers

Woody Hair, Eric Koefoot, Patti Mascone

#### Advertising Manager

Marc Plante .....703/519.7829 mplante@va.rr.com

#### Club Hotline

.....301/230.9BMW

#### Club Address

BMW CCA NCC, P.O. Box 685, Arlington, VA 22216

#### National Membership Toll Free Number

1-800/878.9296

#### Send Material To

Dwight Derr  
220 E. 31st Street, No.2B, Baltimore, MD 21218  
dderr@bcpl.net

*der Bayerische* is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc., and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. Articles submitted are subject to editing; all copy, photographs and camera-ready advertisements must be received by the Editor by the 1st of even numbered months. Contents may not be reproduced without permission in writing except by the BMW CCA and its Chapters. Copyright © 1999 BMW CCA NCC

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

# Message

I can't believe it--it's already November! And the holidays are just around the corner. It seems that we just had a holiday party and already we're planning another one. That's right, Holiday Party 2000, and it will be held at the beautiful Strathmore Hall in Rockville, MD—about a mile outside the Capital Beltway. We'll have hors d'oeuvres and a buffet dinner for you to enjoy while you compare notes with all of your friends in the Chapter about what mods your car is getting over the winter. It will be a great time as usual but because it will be a catered event, you must RSVP early as we can't accept walk-ons the day of the party. Consider yourself warned!

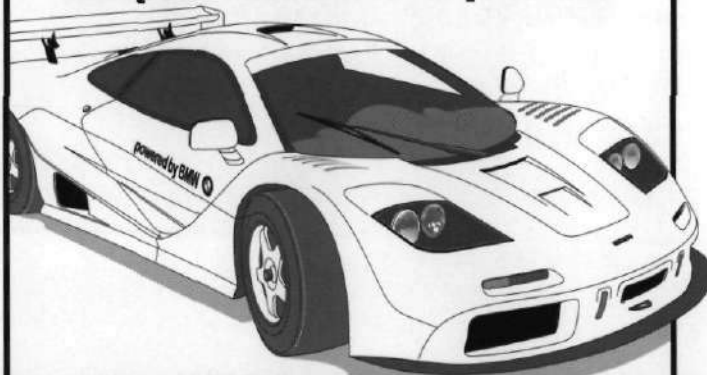
That same evening the Chapter elections will be held. If you are still interested in running for one of the four offices send your intention to Dwight Derr, 220 E. 31st St., #2B, Baltimore, MD 21218 or email to <dderr@bcpl.net>. There's still time to get on the ballot which will appear in the January *dB*, the deadline is December 1st.

In looking back, 1999 has been one truly hectic, but good, year. A lot of people have put in lots of effort to stage a wide range of events for the Club—autocrosses, drivers' schools, tours, concours, dinners—you name it. It was good to see so many Club members come out to participate as well as to help out with running the events. I'm just sorry that I didn't get to meet all of you. But maybe I will at the Holiday Party! It'll be a great kick-off to another great year/decade/century/millennium... you name it!

Dave

## Alexandria Bavarian Service

Independent Service for your BMW



416 E. Raymond Ave., Alexandria

One mile south of Heishman BMW, one block west of the NTB, off of Jefferson Davis Highway (Rt 1)

**703/836.2002**

Open M-F 7:30am-6:30pm

MC/Visa/Discover/Amex Accepted - Shuttle to Metro



# Candidacy Statements for The 2000 National Capital Chapter Elections

## For President: Rich Beebe

As your current Vice-President, I have learned a tremendous amount about this Club and it's day to day functions and I hope to use much of that knowledge to our benefit as your President for next year. This has been a very busy year for many of us on the board, and because of our schedules, I have had the opportunity to take on some of the President's responsibilities on various occasions. This has given me the chance to gain a preview of what I will face next year as your President, if so elected.

*We have had a very successful year as a club. Our overall membership is up, our drivers schools are just as successful as ever, our autocross program was very well attended, the club is financially strong and our board worked very well as a team.*

I have met a lot of new people this year and have enjoyed all the new friendships. We have a few great ideas for new events next year where we hope to get more first timers out and keep everyone else entertained. I'll look forward to working with everyone again next year in making this a great start to the new millennium.

## For Vice President: Michael Wendell

Many of you know me as the Chapter's Technical Chairman, a role which I've filled for a little over a year. In that time I've coordinated a number of events, ranging from a visit to the racing shop at PTG, to Do-It-Yourself sessions at various shops, and even last year's Chapterfest. I've enjoyed working for the club and putting these events together. I know that, as Vice President, I would be an asset to the club and its membership.

So who is Michael Wendell? Well, professionally I am a partner and Creative Director for an online development company based in Gaithersburg, Maryland. I fill my spare time working on my 1984 318i which I race in SCCA ITB competition at Summit Point, Watkins Glen and other tracks around the region. I also enjoy autocrossing whenever I can, and despite my road-racing license, I still plan to attend a few more NCC driving schools next year.

## For Vice President: Gordon M. Kimpel

I believe the National Capital Chapter has and will continue to have a great heritage. Our Chapter has had the good fortune of excellent leadership in the driving school, autocross, social and newsletter areas. Dave Bryan and Walt Selva deserve great credit for elevating our driving schools to be the best in the BMW CCA. *Dwight Derr and Woody Hair have given countless years in service to all areas of the Club.*

My previous duties with the National Capital Chapter include: President, Vice-President, Driving School Coordinator, and Chief Instructor. I also was a coordinator or our 1996 O'fest presentation.

Cars are my hobby-- I have six of them, including a 1996 328is and a 1985 M635CSI. The latter I imported through Excluservice 215,000 happy miles ago.

My professional life is in the life, health and disability insurance field. I am a Registered Investment Advisor. My firm, Partners Financial Solutions LLC, design benefit plans to retain key employees. My purpose is to help people invest wisely so they can have more cars and car stuff! Thank you for your consideration.

## For Secretary: Lucy Beebe

After another year of club involvement and serving as Secretary, I am more of an enthusiast than ever! We sought to make events fun for all and from the compliments given, it appears we are succeeding. I have learned a tremendous amount about our beloved "BMW's" through each AutoX, Drivers' School and Club event. With an enthusiast mindset, and my detailed record keeping, I will be ready to continue helping the Club produce fun events you've all come to enjoy.

## For Treasurer: Ronnie Lewis

My name is Ronnie Lewis. I have been a club and chapter member since 1996. I have been involved with many of the activities of the Chapter: drivers' schools, autocrosses, parties, and other events. I would like to be the chapter treasurer because I want to give something back for all the enjoyment I have gotten from the chapter. This wonderful newsletter and the fabulous events are all the result of volunteers donating their time and energies so we all can enjoy. The finances of the club are in good shape thanks in no small part to the work of the previous treasurer. I would like to continue that good work. I will assist the President and the Vice President in making sound financial decisions for the good of all the Chapter members.

## The Official Ballot

Please select one person for each position.  
Write-in candidates must give their consent  
and signature.

### For President

- ☐ Rich Beebe  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Vice President

- ☐ Michael Wendell  
☐ Gordon M. Kimpel  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Treasurer

- ☐ Ronnie Lewis  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Secretary

- ☐ Lucy Beebe  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

Your Name \_\_\_\_\_

Membership# \_\_\_\_\_

Mail to: Election 2000  
BMW CCA NCC  
P. O. Box 685  
Arlington, VA 22216

# Misfirings

## The Bite that Bites Back

If your fancy is to go to the track and drive the wheels off of your car, some words of caution: you might unknowingly be doing just that! I recently had the startling experience of a wheel breaking while driving on the track at Mid-Ohio. No warning, just a loud grinding halt as I watched my left rear wheel pass me in the Keyhole. The wheel had separated from the hub, which was still nicely torqued to the rear flange. Damage was limited to a bent backing plate, a roughed-up rear rotor, a little re-arranging of the rear valence and the lower fender area behind the wheel well, and a brand new torn up RA-1. In retrospect, I consider myself lucky. It could have been a front wheel. Or the wheel could have let go in a far trickier, far faster turn (the Keyhole is a highly visible and relatively low-speed turn, but still one where a car can see some pretty good side-loading.)

Back in the pits, inspection of the pieces showed some discoloration along the fracture, evidence that the wheel had been cracked some time before letting go. A very close inspection of the remaining track wheels revealed tiny hairlines in the paint at the same locations--they too were breaking. Oh boy--I get to save some gas the rest of the weekend! Denial set in, albeit very briefly, after all, these wheels were only used on weekends; weekends meaning driver's schools--maybe ten to fifteen weekends for the past four or five years--and maybe the same number of autocrosses on the weekends when I wasn't away at the track.

While I've never personally seen a wheel break at the track before, it might not be as rare an occurrence as it seems. I've seen factory BBS wheels with cracked spokes, and others have said that they've seen wheels, good expensive ones, no less, break on race cars. My wheels were a supposedly high-quality German wheel from a company which also manufactures alloys for several big-name German tuners (I've seen one of those wheels with cracked spokes, too!). Admittedly, my wheels were old and fatigued; however, dye inspection of year-old wheels of the same make and model revealed hairline fractures in the same locations!

The cause? After some consideration I'd ultimately point the finger at sticky track tires. Another case where something that much fun just can't be good for you. They do the job all too well, their tremendous grip allowing enormously high cornering forces to build up, forces that most--if not all--equipment just wasn't designed to see more than a few times in their lifetime, let alone ten or more times a lap, a hundred laps per weekend, a dozen weekends per year. Normally the stresses manifest elsewhere--a busted swaybar link, a ripped-out swaybar mount, a cracked strut or control arm or subframe, maybe even a snapped swaybar itself (believe me, I've done them all, some more than others). But probably no one ever thinks a wheel itself would go. I didn't. But if you think about it, of the whole driving environment, wheels are the recipients of the harshest treatment, and the most abuse, especially if the driver doesn't listen to his Instructor and constantly drops wheels off the pavement as a result of his early apexing.

What to do? Take precaution. If you run a separate set of wheels shod with track rubber, take the time to carefully examine every square inch of each wheel before you track the car. New wheels or old. Especially old wheels or cheapo no-name wheels. Check your expensive wheels (or pay someone to check them). If you drive on your sticky rubber all of the time, pick up a copy of Webster's and look up the word "stupid". Consider driving "plain 'ol" street tires on the track. I recently drove Summit Point on street tires, they might have been two or three seconds slower per lap, but certainly no more, and they certainly required more involvement to drive fast; I couldn't be lazy and non-chalant as with sticky rubber. But they were more fun and more satisfying to drive. And I didn't break nuthin' either! You should give it a try!

*derr*

## NOTICE WEB SURFERS!

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

*Sue Bryan*

*Webmaster*

- Well, looks like BMW has had another honor bestowed upon it, albeit one of dubious nature: according to the Environmental Protection Agency, the automatic transmission-equipped 540i brings home the trophy as the least-efficient compact car sold in America, where a gallon of gas gets you only 15 city miles or 21 miles down the highway. *Compact car?!?* Incidentally, the least efficient sub-compact car sold in America is the Ferrari 456 MGT, which squeezes only 10 city and 15 highway miles out of gallon of dead dinosaurs. Must have something to do with those funny Italian shoes.

- Speaking of funny Italian shoes, Bell Atlantic Video of Reston polled several hundred pay-per-view subscribers along the East Coast as to their viewing habits and one of the things they found was that nearly one half of all pickup truck owners said they order foreign films while only a quarter of the BMW owners said same.

- Despite the millions of dollars already spent, it seems the computers of the state of Maine aren't quite Y2K-compliant, as almost two thousand motorists recently received titles identifying their 2000 model cars and trucks as "horseless carriages", the result of those computers misreading the year 2000 as 1900. According to Secretary of State Dan Gwadosky, whose office oversees motor vehicle licensing and registration, vehicles produced before 1916 receive the "horseless carriage" designation. Most recipients were amused and requested a clean replacement. Perhaps a portent of the impending Y2K cataclysm?

- And yet another chapter was added to the saga that is the inter-county connector this past September when Maryland Gov. Parris N. Glendening announced his cancellation of the 50-year-old plans to build the controversial roadway. Glendening (D) said the ICC, intended to create a link between the I-270 corridor at Gaithersburg in Montgomery County and the I-95 corridor in Prince George's County, "would be an environmental disaster" and he would instead push for the development of two new limited-access parkways at each end of the proposed ICC route, which together would cover nearly 10 miles of the original plan's 18 miles. Glendening's abandonment of the project drew sharp criticism from the business

community as well as the executives of both counties, all of whom see the ICC as critical for the economic health and development of the entire region. The move comes as an about-face for Glendening, who was an ardent supporter of the ICC during his stint as Prince George's County executive and then during his first term as governor. "I've seen the light," said the governor.

- Daily commute gritting on you? Irrate that the lane you're in is going backwards while the lane you just jumped out of is screaming by at the speed of light? Well, maybe it's all just an illusion. That's just what Donald A.

Redelmeier of the University of Toronto and Robert J. Tibshirani of Stanford University would like you to believe. After viewing videotapes of real traffic tie-ups and creating computer simulations the two researchers concluded that while the adjacent lane of traffic appears to be moving faster than the driver's present lane, both lanes have the same average speed. Cars tend to spread out when moving quickly and pack together when moving slowly. A driver can pass many slowly-moving or stopped cars in a short time interval but it takes a much longer time for those same vehicles to overtake that driver. Also, passed vehicles soon become invisible whereas passing cars and trucks remain conspicuous far longer and a driver tends to look more at the next moving lane as he sits idly in the temporarily stationary lane. The study appeared in the 2 September issue of *Nature*.

- One motorist lamenting his daily commute is BMW of North America Chairman Thomas Purves, who complains: "I have the shortest commute I've ever had (a 10-minute drive separates his home from BMW NA's Woodcliff Lake, NJ headquarters), and the pity of it is I have the best car (a BMW 740i) I've ever had. I can't test drive cars on the way home." Purves has lived in Europe for most of his career, where his daily commute stretched to more than an hour.

derr

## ShortStrokes

## 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 \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (W) \_\_\_\_\_ (H) \_\_\_\_\_

Present plate number \_\_\_\_\_



**BMWCCA NCC/NVCC Autocross Challenge**

Sunday, 7 November 1999

Old Dominion Speedway

Manassas, VA

Time: 10:30 AM

German engineering vs. American iron—which shall prevail? Come out to Old Dominion Speedway in Manassas and help determine this question at the BMW CCA NCC/Northern Virginia Corvette Club Autocross Challenge. There is NO pre-registration—the event is first-come-first-served. Registration opens at 10:30 AM but plan to get there at least an hour earlier. The first car hits the track (figuratively) at 11:30. Because of the large number of cars running, only NVCC and NCC members are asked to attend. For directions and details visit NVCC's web site at [www.nvcorvetteclub.com](http://www.nvcorvetteclub.com) and follow to the autocross link. For more information contact the NVCC's Mike Woods at [89lingenfelter@email.msn.com](mailto:89lingenfelter@email.msn.com).

**Last Chance Autocross for the Benefit of Mothers Against Drunk Driving**

National Capital Chapter's

1999 Charity Event

NCC Autocross #8

Sunday, 14 November 1999

Rosecroft Raceway Lot

Ft. Washington, MD

Time: 8:30AM

Well, this is it folks, your last chance to run an autocross this year with the National Capital Chapter. Whether you need precious points in the autocross championship (like me) or you just want to take one more shot at a class win, this is it. In addition to that, this autocross is special in that it is the NCC's Charity Event for 1999. So, come out and help the NCC raise much needed funds for the local MADD VA State chapter by attending. All proceeds from this event will be donated to MADD, and the best part is, whatever amount we can raise, the National Office will match that figure for our donation. So, not only is it your last chance this season for an autocross, but you'll know that your support is going to a very worthy cause. This autocross will take place at Rosecroft Raceway in Ft. Washington, MD and registration is being accepting via email or phone by Rich Beebe. Rosecroft Raceway is also adding to our efforts by supplying the lot to us for just the cost of preparation and services. Registration opens Oct 18th and we hope to see as many of you out there as possible. Questions? Contact Rich Beebe @ 410.944.3449 or email to: [rich@beebecomm.com](mailto:rich@beebecomm.com).

Directions:

*Rosecroft Raceway is located just off the I-495 Beltway Exit 4A in Fort Washington, MD. Follow the signs for Rosecroft Raceway once you turn off Exit 4A.*

**Brakefest '99**

Saturday, 4 December 1999

Manassas Motorwerkes

8457-B Park Center Court

Manassas Park, VA

Time: 10:30 am

Everything is a 'fest these days, you've got your Oktoberfests, your Chapterfests and your Pizzafests. How about a tech session 'fest? How about a Brakefest? Okay, it's really just a tech session about brakes, but I couldn't avoid putting 'fest on the end of it. Ron Willis and Lee Jones have been working on BMWs for years, they even race them in SCCA ITB competition. Well, they've recently opened their own shop in Manassas Park, Manassas Motorwerkes, and have offered to show us the ins-and-outs of brake maintenance and repair. You'll find out how to change pads, flush your brake fluid and swap rotors. They'll tell us how to recognize when rotors or pads need to be replaced and how often you should bleed the system. This will be a great session for the novice. If you're just getting started in drivers' schools and autocrosses, this will be a great way for you to learn how to keep your braking system in tip-top shape. In addition to refreshments and snacks, we'll be getting a look at Ron and Lee's brand new full-service BMW shop. They'll also have a few race cars there to show, as well as Lee's pristine '75 2002.

*Directions: From Route 66, take the exit for Route 28 South. Continue into the town of Manassas Park, make a left on Manassas Drive. Proceed through the first light, Euclid Avenue, and make the next left onto Park Center Court. Manassas Motorwerkes will be at the end of the street, on the right, behind FinishMaster. Their number is (703)393-1500.*

**National Capital Chapter Holiday Party and Board Elections**

Saturday, 15 January 2000

Strathmore Hall, Rockville, Maryland

6:30pm–12:00am

See invitation on following page. Hope to see you there.





# Holiday 2000

National Capital Chapter Holiday Party and Board Elections

Saturday, January 15, 2000

Strathmore Hall, Rockville, Maryland

6:30 p.m. to 12:00 a.m.



Our Club has made a tradition of hosting memorable holiday parties. We're planning this year to be no different. This year's party will be held at the Strathmore Hall in Rockville, MD. We hope you can join us for what looks to be a great evening of conversation, a wonderful buffet dinner, classical/pop guitar, flute and violin music and the chance to win door prizes.

The evening begins at 6:30 with wine and beer from the cash bar, a selection of hors d'oeuvres and conversation with your fellow Club members in the many rooms of the Strathmore Hall. You may bring your own wine if you wish and red wine is allowed. Dinner will be served around 7:30 pm. Some of the items on the menu will include:

- Salad
- Beef Tenderloin
- Breast of Chicken
- Red Skin Potatoes
- Mini Crab Cakes
- Pastries and Fresh Fruits
- Coffee

Once dinner and dessert are finished, we will gather in the Music Room to draw winning numbers for door prizes, award the autocross championship winners and announce the results of the chapter elections.



*RSVP* no later than January 7th. We will be unable to accept people at the door, since this is a catered event. You may register either by E-mail or U.S. Mail. Based on available space and expected turnout, we ask that each member bring only one guest.

## **Directions:**

*Strathmore Hall is located at 10701 Rockville Pike in North Bethesda, MD, adjacent to Grosvenor Metro Station (Red Line), 1/2 mile north of the Beltway (Exit 34) and 1/2 mile south of White Flint.*

## **From the North:**

*Strathmore Hall is located on your right 1/2 mile north of I495 Exit 34 (Wisconsin Ave./Rt. 355 to Rockville/Bethesda). Please note that Wisconsin Ave. becomes Rockville Pike just before Strathmore Hall.*

## **From the South:**

*Exit I495 onto Old Georgetown Rd. (Rt. 187, Exit 36). Turn left off the exit ramp onto Old Georgetown Rd. Turn right onto Tuckerman Lane. Turn left onto Rockville Pike. Strathmore Hall is located 50 yards from the intersection on your right.*

*The favour of a reply is requested on  
or before January 7th 2000*

M \_\_\_\_\_

Number of persons \_\_\_\_\_

Please mail to: HOLIDAY PARTY, 2105 Northland Road, Baltimore, Maryland 21207-6063

or E-mail to <holiday2000@beebecomm.com>

# Oktoberfest '99 In Indianapolis

By Woody Hair

Twenty members of the National Capital Chapter drove 600 miles west to attend the BMWCCA's national event in Indianapolis. If you stayed home in the heat and humidity that hovered over the mid-Atlantic states in July, you didn't miss a thing weather-wise. It was hot and humid there too. Some thought it was as bad as '98 in Florida.

they drifted through the turns side-by-side. NASCAR has nothing on these machines in terms of speed, noise, and close racing. Equally thrilling was watching the photographer do his thing from the side-car of a vintage BMW motorcycle that was circulating with the Isettas.

But that didn't stop people from having fun. For some die-hards, the week started a few days early with a Saturday driver school on the Putnam Park Road Course. This perfectly smooth 1.7 mile track has lots of medium-speed turns and more than one that had no consensus on the proper line. Sunday was instructor practice day on the track while most attendees were arriving from all parts of the US and Canada.

The demographics of the Club members' cars are changing so quickly, that the Monday O'fest drivers' school was limited to M3s and M Coupes. Everyone else was autocrossing or participating in a driver safety school at Fort Benjamin Harrison. The autocross course was a rather short, tight affair with two slaloms. There were a lot more gates than what we are used to in the DC area. Tuesday, the M3s autocrossed and everyone else had their day at Putnam Park. Autocross participants were also able to drive TC Kline race-prepared Z3s in a separate timed slalom event. Unofficially, I believe Hans Stuck had the fastest time, but he may have taken more than the three runs that everyone else got.

Wednesday the first car left on the TSD Rally at 8:01 am. The 130 mile course featured an amazing array of twisty and hilly rural roads southwest of Indianapolis. The assigned speeds were more challenging than some recent O'fest rallies too. The rally ended at the Putnam Park Road Course where 52 Club Racers, divided into two groups, were battling for trophies. Between races, a Baby Bimmer exhibition "race" took place on the short course. No less than ten Isettas, two 600s, and one race-prepared 700 thrilled the crowd as



*The fast and the ....*

Wednesday night everyone was bused from the Sheraton/Westin Hotel headquarters to the downtown Rathskeller Restaurant. In operation since 1894, this authentic German restaurant easily accommodated the 500 attendees and served a buffet dinner featuring jagerschnitzel, wursts, and chicken. The Paulaner hefe-weisse beer on tap was quite good too. The raffle drawing for six of the new M5s took place. Sorry, you didn't win. Hans Dunzel, a representative from BMW, spoke about the state of our favorite marque and plans for the future. He assured everyone that Paul Rosche, while in retirement, does come around to help with the continuing development of the Formula One V10 engine. BMW NA M-brand manager Scott Doninger presented a film highlighting BMW's motorsport activities. Autocross and Club Racing trophies were awarded.

By Thursday morning the busy schedule combined with the heat



*Getting ready to start the TSD rally.*

and humidity had taken their toll. Thankfully, a less hectic day was scheduled. Some participated in a new O'fest event - the golf tournament. Others had their first opportunity to test drive some new BMWs provided by BMW NA. Most went to the Major Taylor Velodrome, a world-class bicycle racing track. Races were conducted for those who had brought their own bikes. A gymkhana, and radio controlled car autocross took place at the



Velodrome too. The gymkhana was won by chapter members Rafael Garces and Duane Collie driving Duane's Chevy Suburban tow truck no less. Bus rides to the Indianapolis Motor Speedway museum were available too. The final turns of the new Formula one track were already paved and quite visible from the back of the museum, however officials weren't happy when some of us wandered back there.



As usual with Oktoberfests, the vendor area and tech sessions were available all week for those seeking information about maintenance, modifications, parts, accessories, and tires.

Friday morning the wax and Q-tip crowd had their proud mounts lined up on the roof of the hotel parking garage. Among the rarer BMW models were three M1s, an E30 325i Touring (wagon), and several Isettas. The race car class included an original Schnitzer team E30 M3 Group A car that was raced by Roberto Ravaglia and is now owned by Ron Checca. To this viewer's uneducated eyes, every car in the Concours d'Elegance deserved a perfect score.

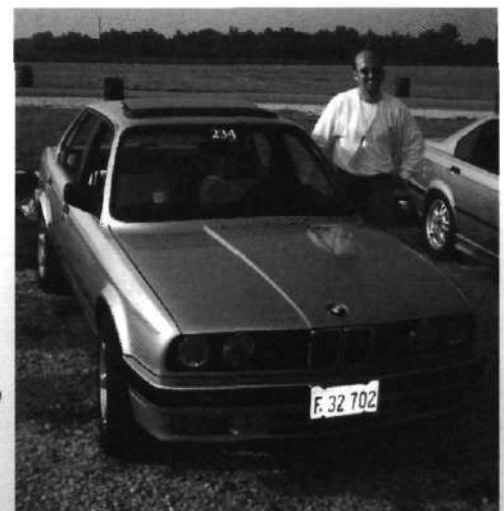
Finally O'fest 99 came to an end with the traditional Friday night banquet. Six more M5s were raffled. If you weren't called by the next day, sorry, you did not win. In fact, there were no winners from the National Capital Chapter. Officers from the three chapters hosting O'fest Y2K formally announced that it would be held in Greenville, SC and the factory and BMW NA will play a significant role. The drivers school will be at the awesome Road Atlanta. For the first time since 1992, the event will be in October. Club

November/December

president Phil Marx assured everyone it will not be called Augustfest. Trophies for the TSD rally, Concours d'Elegance, and all the secondary events were awarded. The winner of the BF Goodrich Challenge Trophy for the best overall performance by an individual at Oktoberfest was won by our own Rafael Garces. Rafael had garnered so many points by winning his class in the autocross, TSD rally, gymkhana,

and radio controlled car autocross, that he didn't need to bother with the Concours.

Next year's event is sure to be special, and it may not be as close to us for a while. Sign up early, particularly if you want to participate in the drivers' school.



*Victor Garces with his '89 325i.*



*Woody Hair & John Hartge at the Indy Museum. It is only a rumor that they were visiting the cars that they were driving in their youth.*



# Fall Tour Top Ten: What You Missed

For those of you who were unable to make the 1999 Fall Tour, I have two words for you: too bad. That's because the event was so good. By Eric Koefoot

For those of you who actually choose not to attend the various BMW Club road tours, I thought that I would rip off one from David Letterman. Here is my personal top ten list of why this tour represents one of the best times that I have in my Bimmer.

## Number Ten: *The Weather*

This fall tour was offered on an 83-degree day without a single cloud in the sky - and I mean none! The humidity, which is really a crap shoot in September in DC, was pleasantly low. And Woody Hair arranged a pleasant breeze off of the Potomac to cool us as we passed the numerous vistas of the water.

## Number Nine: *The Tunes*

I know that everybody has their own taste, but a quick look at the people mulling around the starting point at 11:30am told me that most of the drivers could appreciate my 6-disk changer full of Springsteen tunes. Nothing goes better with a drive in the country than the tunes of your choice. And yes - I'm one of those slightly demented people who regularly turns the music down to hear my Bimmer powerplant sing its own tune!

## Number Eight: *The Stop Offs*

Most drivers make time to stop along the route to take in the local sights. Sometimes it's antiques. Other times it's a great ice cream shoppe. This trip offered a few worthwhile stops. Three that are worthy of note were the one room schoolhouse from the late 1800's, St. Ignatius

Church, and Captain Billy Robertson's Crab House. The schoolhouse was recently restored to its former glory, including the tiny desks (of increasing size for older children), the original wooden floor, and the beating cane in the corner. (Just kidding about the cane, it wasn't there. It's in use at UMD). St. Ignatius is the oldest continuously operating parish in the United



States - c. 1662. It was just letting out a wedding when we drove by, so we pulled in for a look-see. We were not let down, as the church has one of the most stunning panoramic views of the Potomac that I have ever seen. If you missed it - consider going back! As for the crab house, we did not stop in because we had a thirst for wine. But they say it's one of the best!



Reason number 6.

## Number Seven: *The Roads*

You may join everyone else in complaining about the roads in the DC area. But as far as this trip was concerned, except for a short gravel stretch to the winery, we only saw smooth, even blacktop for the entire trip. What a joy to drive on a surface that lets the BMW's road manners show!

## Number Six: *The Company*

For the most part, every car on the Fall Tour had a driver and a copilot: Husband and wife; a dating couple; or good friends. Because it was a non-competitive drive, some people switched drivers during the event, while others chose to go the distance. Because my wife was on bambino duty, I

der Bayerische

was joined by a co-worker with a love of cars. I took the opportunity of the tour to introduce him to a real car, and his life has been forever changed!

#### **Number Five: *The Route***

Not only were the roads in great condition, but the route was very well planned to take us through a great variety of roadways. Per NCC Tour tradition, the route stuck mostly to two lane (or less) blacktop. Drivers consistently showed respect for the safety of others, particularly given the stretches of road in residential areas. But I'd venture a guess that most drivers took advantage of a few of the good visibility, no side roads, no house stretches to safely get their Bimmer humming. I know I did.

#### **Number Four: *The Destination***

Who could ask more than meeting at the end at one of Virginia's best wineries, Ingleside Plantation Winery? Most Club members took in the tour of the winery as well as some of the wine sampling. I for one brought back home some first-rate blue-ribbon award winning wine to the old homestead!

#### **Number Three: *The Escape***

I'm not sure about the rest of you, but between phones, email, faxes, and pagers, I never get a rest. I always make a point of turning off all of the gadgets for the duration of the tour. Perhaps it's my way of just getting away from it all - there's some inner soul or Karma satisfaction on these drives. But that's what makes the Tour so special. There's no place for distractions when driving for driving's sake.

#### **Number Two: *The Club***

I would not be doing the Tour justice without recognizing how much I enjoy the company of the other members of the BMW CCA. They're really fine people who just happen to share one thing in common - a love for the finest automobile on the planet. There's no "stuck up" attitude often attributed to BMW owners, no inappropriate sense of competition, and certainly no improper behavior. Just really kind, decent people sharing a great day together. And everybody who comes, whether their first time or tenth time, is welcomed like family

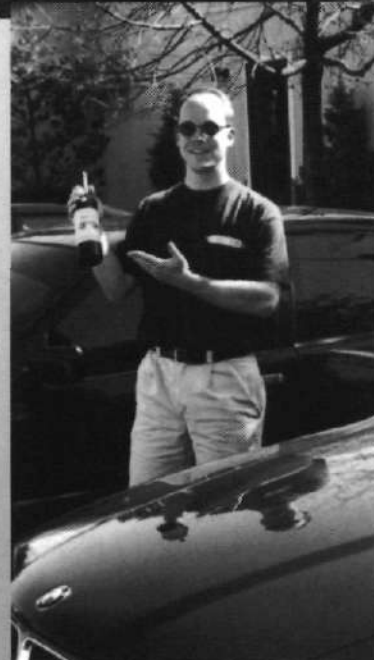
#### **Number One: *The Car***

Isn't that what it's all about? I mean, what would the Tour be without a BMW? Just a drive. That's why I think BMW hit the mark in their new advertising campaign - "The driver loves the car, the car loves the road." Bingo. That's the passion that comes with owning a BMW. And the Fall Tour, with its winding roads and picturesque route, lets every owner experience their own personal BMW commercial for about three hours. Thank you, Woody!



*Reason number 2.*

David Roach photo.



*The author displays reason number 4.*

# Petit Le Mans, an American Primer

Just a simple adrenaline fix *and a winner.*

Tinker with the cars all you like beforehand.

But get the racing done *today*, please  
and *make sure it looks like something we could do*  
(even if we couldn't really) ...

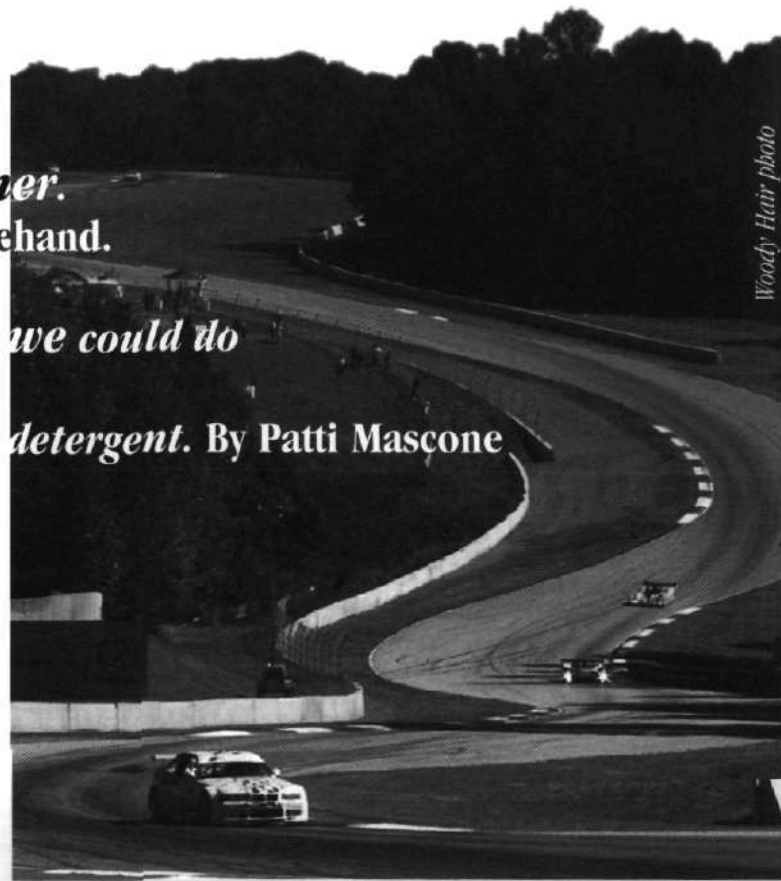
*Hey, if we like you, we may buy your detergent.* By Patti Mascone

**N**o strange open-wheelers driven by men with stranger names; no messy treks through desert; no slippery racing in the rain; no walled-off street courses where you can't see; no all-nighters to find out who won; no thank you.

Enter Don Panoz. Enter American-bred, front-engine prototypes, starring side-by-side with exotic Europeans. And French guys racing Dodge Vipers. Panoz may just stir us from our stupor and keep us awake, at least through the evening.

With a suspense-filled epic rife with rivalries and national pride, lady luck, gentlemen and rogues, international money he may just have a shot. You can't beat a story that pits heroes and expensive machines against other heroes and other fast machines. And he's given the action time within which to unfold; but not too much time. There's 10 hours or 1,000 miles, for plans to ferment or fall apart, for human spirit to prevail or be quashed, for history to be written.

The American psyche, however, prefers hometown heroes who earn millions racing to millionaires who buy drives or purchase race cars. And to be sure, endurance racing is not for those weak of wallet. Only someone of Panoz's magnitude could attempt to take this, perhaps, elitist thing and get an American stamp of approval. He took on the challenge of Le Mans from the ground up. He quietly engineered a solid American prototype, impressed the watching international community, looked to the future and brought back memories of days past.



Woody Hair photo

He purchased tracks, Sebring and Road Atlanta— one, an airport circuit steeped in history, but stranded out in nowhere; and the second, a gloriously hilly circuit, plunked down amid unappealing suburbs. In 1998, Panoz launched the American Le Mans series, eight chapters worth. Panoz assured us we could relate to beautiful prototypes and familiar street-grown GTs, *like we had in the past*. 1999 was year number two at Road Atlanta, where new amenities made it a worthy stage.

## This Years Stage

Hurricane Floyd grabbed headlines on the East Coast, where reports were awash with panic and rain. Fortunately, the airport rental car agent reported that "not a lick of rain fell" near Atlanta.

Once the drive north to Braselton was complete, parched grass and tall trees appeared. And yards full of junk, trash-strewn roadsides, and faded billboards. Amenities were nowhere to be found. It seemed impossible to imagine European visitors sampling local fare— if they could find it—like grease-soaked hush puppies (melted butter on the side!) and fried catfish.

Adjacent to a half-mile oval, Road Atlanta rose like a jewel. Upon passing through an entrance framed with flags and banners, the enormous monetary investment became apparent. This day, major bonus money and precious Le Mans pre-qualifying exemptions were at stake.



David Roach photo



Dedication was on display and prestige also at stake. For when all is done, most teams depart faces unshaved, bright suits dingy as losers in the finishing order. Even winning takes its toll. (After placing 1-2-3 in GTS, Team Oreca waited into the night while their Vipers went through inspection. They then came back the next day, outfitted in team garb, to tear down their site.)

### Spectator Tour

Road Atlanta's landscape allows fans to stand within yards of the action. The event's low-key security opens access to almost everywhere and the few grandstand seats are not assigned. For scouting purposes, practice sessions allow unfettered roaming, however, even at their peak, the crowds never reached claustrophobic proportions.

To start, visit both paddocks, pre- and post-race; the front straight features one on each side. You'll spot drivers strolling, engineers peering into computer screens and cars being assembled, or disassembled. You'll hear elegant French, musical Italian, nervous English with a German accent and, even, Czech. The support-race drivers are also more than willing to engage in conversation and you may find a BMW there similar to yours.

Directly above the paddock, the hospitality tier is ground (a little above) zero for watching the start. Next to the Turn Two fence, you can spy flame-throwing tailpipes, lofty wings and unusual brake lights as cars crest the hill.



JJ Lehto

Earplugs are a must near any acceleration zone, as speeding cars stretch in dizzying blurs. Back up and try one of the many hilltops when sensory overload is reached.

Once the race becomes a rhythm, check out the concessions and the hospitality tents, if you garnered a pass. There, you can peek at closed-circuit TV or strategically placed scoreboards outside. For this year's race, the Viper contingent stood ground above the famed downhill turn, while Porsche and Visteon tents looked down on Turn Ten.

BMW guests seemed exiled, relegated to Turn Five. However, Turn Five is revered as the home of the "rowdies," so you'll find not only the best partying (evidenced by trash cans filled with emptied beverages), but the best spectating. The jumbo screen, restrooms, snack bar and twisty-turn viewing make this area the spectators' choice. From the hill you can peer right into the drivers' cars. (Watch their hands!) In the round Turn Six-Seven area, get close to late braking, late passing, the spins and the blown engines that plague slower corners.

In days past, watching cars disappear down the back dip, reappear under the bridge and then scream down the hill through the final turn was a Road Atlanta highlight. Loud exhausts revealed the "weak-kneed" drivers who lifted. Since Turn Ten now slows the cars as they enter Turn 11, the down hill has become a flat-out, no-brainer, at least for pros.

## Road Atlanta

2.5 miles



Hans  
"Stucky" Stuck

Tom Vable photos.



Boris Said

### Race Detective

One of the biggest disappointments for spectators is that they can't see the whole track, nor know everything that's going on.

It takes a different perspective. Enjoy the opportunity to learn the cars' unique sounds, recognize particular helmets to find your driver or analyze pit stops. Do your own play-by-play. (In fact, during the final laps, I noticed a four-minute lap for the leading BMW and that was a clue something had gone awry. Later, I saw engineers fixated on the computer screen, which gave me the idea it had run out of gas ... *wrong, but worthy detective work nonetheless!*)



Woody Hair photo.



There's time to enjoy a break, much like putting down a good novel and returning to it later. For those less inclined, track announcers, FM radio, scanners and the Internet ([www.americanlemans.com](http://www.americanlemans.com)) offered live coverage. Petit Le Mans Radio Web Crews could be seen scurrying about, reporting the action.

### The Action

For the opening ceremony, gridded cars were draped gracefully in the drivers' national flags. When undraped, the cars were often of a different national origin.

Starting third, BMW LMR driver JJ Lehto made a daring outside pass to take the lead on the start. The low and wide prototype suited his precise, aggressive style. He proceeded to knife through traffic which he caught up to in less than four laps even from great distances behind. (The 22 prototypes ran with headlights on as a precaution.)

However, the Visteon Panoz of David Brabham had put up the fastest qualifying mark. Therefore, the Roadster would not stay behind, swapping leads with the BMW. Both BMWs, however, could call on faster laps when needed, with the leading #42 benefiting from empty track on restarts. The Panoz remained cumbersome and antsy when mired in traffic.

Jorg Muller, Lehto's only co-driver, bull-headedly negotiated traffic. Accordingly, he scraped the wall during one pit stop and missed his stall on another, losing valuable seconds.

With Le Mans rules mandating work not be done until refueling is finished, pit stops seemed in slow-motion. Drivers tossed gloves hurriedly to wrangle with harnesses, stood aside in the open cockpits, then latched their replacement drivers' gear.

The #1 Panoz team used their pit stops wisely. No. 2 Panoz driver Johnny O'Connell commented, "You've got to tip your hat to the No. 1 car; I don't think they had a problem all day." In contrast, a refueling penalty and a pit-road collision with the Mustang marred his team's effort. O'Connell and CART drivers Jan Magnussen and Memo Gidley alternated stints in the eventual fifth-place car.

The two Olive Garden Ferraris succumbed to a spin and electrical problems. The track announcer reported disappointing news that driver de Radigues, upon stalling, "could not find the starter switch."



David Roach photo.

The 1,000-mile mark came about one hour ahead of schedule. The V-12 BMW, at the hands of Muller for the final stint, had a slim lead, so Muller pushed on as dusk's bewitching hours approached. Muller created his own twilight zone, spinning into the Turn Ten gravel. Strangely, a Panoz had trouble with that brake zone earlier, with little consequence. The Visteon fans had a

ringside seat and as they saw their Panoz pass the stranded BMW, cautious celebration began. It was to last for hours.

When the scoreboard flashed "Car 1," had finished "1," the BMW team's day ended with despair. Muller sobbed; the late arriver to the podium appeared red-faced and apologetic, while Lehto never made it to the third-place stand. The BMW Motorsports trio, Steve Soper, Bill Auberlin and Joachim Winkelhock, took the podium in second-place.

Behind, the GT-class M3s were no match for the Manthey Racing Porsche 911. The privateer Porsche drivers won the class, but the second-place BMW team of Hans Stuck and, birthday boy Boris Said stole the day. The Cunningham-Simo M3 team finished third. Darren Law, co-driver of the fourth-place M3, summed it up, "Hey, [we] had 2nd, 3rd and 4th. It was great for BMW."

### Sights and Sounds

A magnificent barrage of sound prevailed, as extensive green flag conditions orchestrated few pauses. It was no symphony, though, as oft described, unless you're describing one that blows the house down.

The Ferraris broke the windows with piercing soprano bellows. The 911s and M3s swarmed the roof in buzzing fury. American muscle – in the form of Panoz Fords, Corvettes and a Saleen Mustang – rumbled out of the orchestra pit with baritone might.

Up and down the scale, passions detonated under acceleration and staccato drumbeats answered when throttles were disengaged. Somehow, the Champion Porsche, the only closed cockpit "prototype," was so elegantly quiet, its turbo wastegate could be heard whistling.

Fires exploded and retreated under blown engines. When darkness fell, brake pads etched glowing red circles on the straining rotors. Vipers displayed dark-yellow headlights against flashy red paint. BMWs sported center-mounted, gleaming noses. And for the finale, multicolored fireworks sprayed the sky. Back down to earth, Georgia's red clay left the most lasting impression, wet or dry. Sparkling black cars turned dusty brown, Jersey barriers splattered red and shoes dragged it home. Fans' skin glowed, beyond the sun's contribution, causing their showers to run red water later.

*Driver comments courtesy of Petit Le Mans Radio Web.*



## November

Car of the month is back for November with the Oxford Green 1994 740i belonging to Donald & Chrystal Wilbanks from Baltimore, MD. Purchased about a year and a half ago with 3K miles, it now has around 60K miles on it. Don racks-up quite a few miles in a year as his job requires him to travel to a different state every four to six weeks, which affords Wilbanks' the opportunity to travel some of the finest stretches of asphalt in the U.S. while putting the 740 through it's paces. To help keep the big 7er glued to the surface Don added a set of 17x8 Fittipaldi "Lago" wheels shod with Yokohama AVS rubber. Front Rotors were replaced with cross-drilled units from BMP along with Metal Master pads. Don & Chrystal say that the handling & stopping have both improved exponentially. You folks keep the shiny side-up!

## December

Steve Kim owns this Cinnabar Red 1987 535is. He purchased the car last year from a fellow club member and has racked up an additional 24k miles since he took ownership bringing the grand total to 184K miles on this daily driver. The car features 16" Alpina wheels with 225/50 Potenzas, Bilstein shocks, 5spd tranny, Turner Motor Sports chip and limited slip diff. Steve has added 750i control arm bushings to the suspension and plans to also add a front stress bar and additional engine upgrades in the future.



Extraordinary  
personal attention  
to meet the needs of the  
discerning driver. Service  
by factory trained BMW experts.  
Professional service by  
professionals. Huge parts  
inventory. Car stereo.  
Accessories.



Body and paint  
repair specialists.  
The best in used cars.  
And, of course, complete  
leasing services. The ultimate  
dealer for the ultimate  
driving machines.  
Virginia dealer  
license #976.

"The World of BMW and nothing less."



**BMW OF FAIRFAX**  
**560-2300**

8427 Lee Highway (at Prosperity Avenue), Fairfax, VA



# From The Autocross Chairman

Hi cone crushers! A few words from your formerly humble (up 'till last week - HA!) autocross chairman:

First, I'll be out of town on an extended business trip/vacation all of November and December. Rich Beebe is handling registration for the Nov 14th event. If you called or e-mailed me, rest assured that I have forwarded your request to Rich. Please direct all questions and future registrations for this event to Rich at: <rich@beebecomm.com>, or 410-944-3449.

The on, then off, Nov 7th event at Old Dominion speedway is ON again! This is the banked oval track near Manassas that the Vette club runs on with cones slowing the action just enough to make it sane. To register, contact Mike Woods of the Northern Virginia Corvette Club at: <89Lingenfelter@email.msn.com>. No, he doesn't have an 89 Lingenfelter...he just sold it. And their club prez just bought an M3! Hey, we're rubbing off on those guys! Good people, fun event.

Lastly, the results web page was recently updated with the exception of the season points. All results are now up and corrections have been made. I still forgot to Change Mo Fares' 2002 into an M3 in the NCC standings for the June 20 event, but don't worry Mo, I have it right on my records. If any of you see any errors for you or your car, PLEASE LET ME KNOW! When I get back I'll be ordering trophies and it will be too late to b\*\*ch then!

See you all out there somewhere...

Ron

*(A fan appreciation letter)*  
Dear Ron,

*I just wanted to drop a note to you in thanks for all that you and others do to make our autocrosses a great experience. As a new member to the Club (1 year) and a rookie autocrosser, the experience that I have had over the summer has been beyond expectation. The members and participants have been friendly and helpful. The have been well organized and really fun to run. Everyone has been more than kind and not one has been unfriendly when I introduce myself. People like Chuck Grafton, Rich and Lucy Beebe, yourself and others have made me feel welcome in the Club. Thank goodness I have a wife who doesn't complain when I leave on a beautiful day as Saturday was to "play cars" with friends. I have learned a lot about my driving abilities and my car over the summer season and fellow autocrossers are always willing to give advice and pointers. I don't want to prattle on too much, but I did want to let you know that the NCC chapter has been a truly fun learning experience and I hope I am able to participate as much as I can.*

*Thanks again,*

*Saxton White*

## NCC Autocross Results

NCC Event #4: 25 July									
Name	#	Car	BMW	SCCA	#1	#2	#3	Best	Class Points
James Sheridan-Peters	326	98 323is	S1	BS	53.237	53.423	52.501	52.501	10
Harvey Cummins	118	94 325is	S1	BS	52.652	.595	54.146	52.652	9
Kevin Henry	418	90 325i	S1	BS	53.034	53.211	52.803	52.803	8
Eric Ide	113	88 M5	S1	FS	O.C.	53.209	53.018+1	53.209	7
Brent Miller	406	96 328i	S1	BS	60.737+	1 56.568	55.643	55.643	6
Ryan Keefe	121	99 323i	S1	BS	59.310	58.170	57.114	57.114	5
Bob Hausmann	230	94 325i	S1M	CSP	48.081	48.867+1	48.970+1	48.081	10
Brian Shipman	403	94 325i	S1M	CSP	49.016	48.539	O.C.	48.539	9
Gary Lin	306	88 325is	S1M	CSP	O.C.	50.415	58.625+2	50.415	8
Jeff Kohler	109	97 Z3	S1M	CSP	O.C.	49.897+1	50.881+1	51.897	7
Steve Schlossman	319	98 318ti	S2	DS	59.621	61.457	60.990	59.621	10
Bill Brochu	430	85 535i	S2M	ESP	47.521	47.548	48.865+1	47.521	10
Klaus Hirtes	107	88 535is	S2M	GS	50.610+1	50.699	49.846	49.84	9
Joel Smernoff	334	96 Z3	S2M	BS	52.071	51.779	53.959	51.779	8
Jeff Sander	106	88 635CSi	S2M	ESP	O.C.	52.601	O.C.	52.601	7
Ron Katona	125	95 M3	SS	AS	49.596	49.819	49.356	49.356	10
Andrej Dolenc	210	97 M3	SS	AS	49.716	50.182	49.430	49.430	9
Benjamin Pettis	333	99 M Coupe	SS	SS	50.747	50.294	51.734	50.294	8
Rani Emad	320	98 M3	SS	AS	53.130	51.515	51.320	51.320	7
Robert Burhenn	220	95 M3	SS	AS	51.808	51.683	51.338	51.338	6
Philippe Emad	305	98 M3	SS	AS	O.C.	51.507	51.717	51.507	5

Name	#	Car	BMW	SCCA	#1	#2	#3	Best	Class Points
Mohammed Fares	233	95 M3	SS	AS	51.559+1	50.055+1	O.C. 5	2.055	4
Rich Moraski	108	97 M3	SS	AS	O.C.	53.076	51.010+1	53.010	3
Jamie H. Clark	426	99 M Coupe	SS	SS	53.658+1	53.846	O.C.	53.846	2
Glen Speakman	212	95 M3	SS	AS	57.871	54.134	53.984	53.984	1
David Han	304	91 M3	SS	CSP	O.C.	O.C.	55.466	55.466	1
Rich Beebe	227	88 M3	SSM	CSP	49.118	48.434	O.C.	48.434	10
Joe Murphy	213	99 M3	SSM	AS	48.607	48.526	48.359+1	48.526	9
Woody Hair	311	88 M3	SSM	CSP	49.757	49.459	48.546	48.546	8
Kirk Shell	315	98 M3	SSM	AS	51.325	49.867	50.573	49.867	7
Gary Ngo	404	95 M3	SSM	AS	50.908	51.062	50.341+1	50.908	6
Lucy Beebe	211	88 M3	SSM	CSP	55.117	51.632	51.621	51.621	5
Paul Martino	225	76 2002	TM	EP	O.C.	49.297	50.555	49.297	10
Fernando Puig	105	71 2002	TM	EP	O.C.	O.C.	50.400	50.400	9
Gonzalo Puig	119	74 2002	TM	EP	52.384	D.N.E.	51.704	51.704	8

#### NCC Auto-X #5: 29 August

Name	#	Car	BMW/	SCCA	#1	#2	#3	#4	Best	Class Points
James Sheridan-Peters	308	98 323is	S1	BS	63.897+1	65.072	64.360	63.992	63.992	10
Harvey Cummins	108	94 325is	S1	BS	67.226	65.941	66.128	65.338	65.338	9
Eric Ide	217	88 M5	S1	ESP	66.147	66.125	65.343	64.889+1	65.343	8
Kevin Henry	318	90 325i	S1	BS	68.387	67.655	67.978+1	65.480	65.480	7
Matt Littleton	106	98 323is	S1	BS	69.009	67.052	66.125	66.567	66.125	6
Saxton White	110	88 M5	S1	FS	68.649	67.430	67.608	68.009	67.430	5
Reggie Kennedy	214	99 328	S1	BS	73.608	69.533	O.C.	O.C.	69.533	4
Rafael Garces	109	96 328i	S1M	BS	62.453	62.050	62.615+1	61.110	61.110	10
Jeff Kohler	203	97 Z3 2.8	S1M	CSP	62.714	62.199	61.913	61.200	61.200	9
Bob Hausman	219	94 325i	S1M	CSP	O.C.	62.537	O.C.	61.862	61.862	8
Pat Donahue	221	96 328i	S1M	BS	O.C.	66.159	65.06	O.C.	65.069	7
Gary Lin	309	88 325is	S1M	CSP	66.996	66.847+1	63.845+2	63.364+1	65.364	6
Charlie Grafton	218	89 325is	S1M	CSP	70.177	O.C.	80.389+2	O.C.	70.177	5
Scott McElfresh	209	89 325i	S1M	BS	O.C.	77.644	71.162	70.891	70.891	4
Steven Schlossman	311	98 318ti	S2	DS	71.262	71.995	71.021	70.681	70.681	10
Bill Brochu	312	85 535i	S2M	ESP	61.626+1	60.699	60.098	59.888	59.888	10
Dwight Derr	313	84 635CSi	S2M	ESP	62.498	62.239	O.C.	61.771	61.771	9
Klaus Hirns	107	88 535is	S2M	GS	O.C.	62.662+1	62.732	68.177+1	62.732	8
Angie Brochu	302	85 535i	S2M	ESP	62.824	75.506	63.554	64.253	62.824	7
Joel Smernoff	206	96 Z3 1.9	S2M	BS	66.173	O.C.	64.617	64.255	64.255	6
John Woodcock	201	98 M3	SS	AS	60.238+1	61.730+1	60.949	61.282+1	60.949	10
Joe Murphy	307	99 M3	SS	AS	62.943+1	62.429+4	63.950+1	61.577	61.577	9
Bob Hopkins	316	97 M3	SS	AS	62.546	O.C.	61.040+3	61.693	61.693	8
Ron Katona	118	95 M3	SS	AS	63.922	62.292+1	61.885	62.891	61.885	7
David James	202	99 M Coupe	SS	SS	62.632	63.214	64.330	62.905	62.632	6
Michael Wendell	119	95 M3	SS	CSP	O.C.	62.928	62.835+2	62.685+1	62.928	5
Rich Moraski	204	97 M3	SS	CSP	65.821	63.856	63.117	65.074	63.117	4
Rani Emad	305	98 M3	SS	AS	64.717	77.614	63.821	64.511	63.821	3
Beth Wendell	111	95 M3	SS	CSP	69.067	66.545	64.305	64.115	64.115	2
Bob Burhenn	215	95 M3	SS	AS	65.136	64.636	64.888	64.395	64.395	1
Silviu Marghescu	306	98 M3	SS	AS	65.727	66.018	65.581	64.897	64.897	1
Sylvan Kline	216	99 M Coupe	SS	SS	68.850	66.858	65.764+1	64.907	64.907	1
Chuck Grafton	208	90 M3	SS	AS	O.C.	O.C.	67.473	66.393	66.393	1
Bruce Shipman	314	95 M3	SS	AS	O.C.	74.285	O.C.	67.635	67.635	1
Rich Beebe	103	88 M3	SSM	CSP	62.203	60.340	59.944	60.544	59.944	10
Duane Collie	116	95 M3	SSM	CSP	60.594	60.791	O.C.	60.535	60.535	9
Gary Ngo	310	95 M3	SSM	AS	62.764	61.210+1	61.606	60.636	60.636	8
Woody Hair	213	88 M3	SSM	CSP	O.C.	61.790	61.172	61.473+1	61.172	7
Brian Shipman	205	94 325i	SSM	CSP	61.939	61.943	61.368	61.868	61.368	6
Mike Donahue	212	95 M3	SSM	CSP	63.169+1	63.470	62.683+1	62.026	62.026	5
Lucy Beebe	113	88 M3	SSM	CSP	O.C.	64.908	63.690	64.169+1	63.690	4
Steve Nash	115	89 M3	SSM	CSP	69.434	65.905	64.295	64.574	64.295	3
Eli Jackson	207	96 M3	SSM	CSP	O.C.	O.C.	67.856+2	74.646	71.856	2
Paul Martino	211	76 2002	TM	EP	64.036+1	65.200+1	O.C.	64.879	64.879	10
Scott Coulter	114	80 528i	TM	ESP	69.637+2	68.389	69.172+1	67.865	67.865	9
Richard Bennett	105	74 2002	TM	CSP	73.873	68.999	68.677	68.374	68.374	8
Mark Child	102	80 528i	TM	ESP	73.437	71.537	70.110	O.C.	70.110	7
Phillipe Emad	315	93 Civic	X	CSP	65.068	62.274	62.443	63.500+1	62.274	10
Greg Winston	112	92 Miata	X	BS	67.262	67.027	67.503	67.405	67.027	9
Mike Fennel	104	RX7	X S	RX7	67.493	68.917	O.C.	67.070	67.070	8
Larry Newman	220	88 323	GTx	X ES	O.C.	O.C.	O.C.	68.788	68.788	7
Mike Howe	120	98 VW GTI	X	GS	69.345	69.052	68.926	68.686	69.052	6
Tom Lacompte	317	88 944T	X	AS	71.593	74.223	70.643	O.C.	70.643	5
Frankie Cheng	319	97 Accord	X	HS	O.C.	71.676	O.C.	O.C.	71.676	4
Wendy Winston	210	92 Miata	X	BS	O.C.	O.C.	73.235	72.870	72.870	3
Onion Chung	320	97 Taurus	X	HS	87.207	O.C.	80.016	O.C.	80.016	2

#### NCC Auto-x #6: 11Sept

James Sheridan-Peters	213	98 323is	S1	BS	68.974	67.449	68.091	66.961	66.961	10
Harvey Cummins	101	94 325is	S1	BS	68.328	68.872	68.444	70.403	68.328	9
Kevin Henry	218	90 325i	S1	CSP	71.293	70.801	69.752	69.580	69.580	8
Ronnie Lewis	124	94 325is	S1	BS	O.C.	70.211	70.056	68.819+1	70.056	7
Saxton White	206	88 M5	S1	FS	72.996	73.408	73.278	73.509	72.996	6
Jeff Kohler	211	97 Z3 2.8	S1M	CSP	65.244	65.435	64.726	64.441	64.441	10
Bob Hausman	106	94 325i	S1M	CSP	66.961	65.253	64.606	65.353	64.606	9
Brian Shipman	110	94 325i	S1M	CSP	65.480	65.951	64.723+1	65.786	65.480	8

Name	#	Car	BMW/	SCCA	#1	#2	#3	#4	Best	Class Points
Gary Lin	220	88 325is	S1M	CSP	66.512+2	70.971+1	O.C.	67.760	67.760	7
Charlie Grafton	121	89 325is	S1M	CSP	O.C.	73.223	72.371+2	72.696	72.696	6
Steven Schlossman	207	98 318ti	S2	DS	74.083	74.723	O.C.	O.C.	74.083	10
Bill Brochu	226	85 535i	S2M	ESP	O.C.	64.738	O.C.	65.291	64.738	10
Joel Smernoff	115	96 23 1.9	S2M	BS	66.387+1	O.C.	66.322	65.289	65.289	9
Klaus Hirte	107	88 535is	S2M	GS	67.814	66.710	66.772+1	65.798	65.798	8
Angie Brochu	219	85 535i	S2M	ESP	74.269	73.707	70.832	D.N.S.	70.832	7
Mark Conley	205	87 535is	S2M	ESP	O.C.	73.969	73.741	71.782	71.782	6
John Woodcock	222	98 M3	SS	AS	66.126+3	66.306	65.943+5	65.849	65.849	10
Mohammed Fares	117	95 M3	SS	AS	68.835	67.692+1	68.383	66.101	66.101	9
Ron Katona	126	95 M3	SS	AS	68.030	67.137	66.364	67.183+1	66.364	8
Mike Donahue	227	95 M3	SS	AS	70.161	69.620	68.469	67.679	67.679	7
Chuck Grafton	108	90 M3	SS	AS	O.C.	70.129	O.C.	69.506	69.506	6
Dave Hogg	112	98 M3	SS	AS	69.945	74.316	69.648	69.920	69.648	5
Bruce Shipman	120	95 M3	SS	AS	77.939	74.245	O.C.	73.410	73.410	4
Woody Hair	113	88 M3	SSM	CSP	65.252	64.530	64.240	63.922	63.922	10
Gary Ngo	111	95 M3	SSM	AS	66.367	64.641	65.360	64.567	64.567	9
Marshall Gregory	221	00 M Roadster	SSM	ASP	67.363+2	65.148	65.326	65.409	65.148	8
Paul Martino	102	76 2002	TM	EP	66.812	67.721	68.002	66.354	66.354	10
Scott Coulter	118	80 528i	TM	ESP	75.882	72.784	72.224	71.144	71.144	9
<b>NCC Auto-x #7: 9 October</b>										
J. Sheridan-Peters	310	98325is	S1	BS	61.735	62.118	60.350	60.327	60.327	10
Kevin Henry	319	90 325i	S1	BS	63.069	60.996+1	61.496+1	61.034	61.034	9
Brandon Lindley	317	93 325iC	S1	BS	64.798	64.673	63.421	63.936	63.421	8
Reggie Kennedy	309	99 328i	S1	BS	66.481	66.057	65.651	65.120	65.120	7
Amanda Clairmonte	119	95 325iC	S1	BS	69.087+1	O.C.	66.041	65.196	65.196	6
Bruce Montgomery	209	328i	S1	BS	O.C.	O.C.	65.974	DNS	65.974	5
Bruce Robertson	225	86 325es	S1	BS	70.285	O.C.	O.C.	O.C.	70.285	4
Janet Montgomery	220	325i	S1	BS	83.914	84.141	79.590	DNS	79.590	3
Brian Shipman	103	94 325i	S1M	CSP	58.842	58.589	57.828	59.175	57.828	10
Jeff Kohler	207	97 23 2.8	S1M	CSP	60.646	59.335	58.107	58.558	58.107	9
Bob Hausman	202	94 325i	S1M	CSP	59.012	58.901	57.663+1	57.406+1	58.901	8
Gary Lin	301	88 325is	S1M	CSP	O.C.	61.392	60.712	DNF	60.712	7
Tom Philip	213	94 325is	S1M	CSP	68.792	66.388	68.640	67.359	66.388	6
Steve Kim	308	87 535is	S2	GS	69.275	65.106	64.308	63.803	63.803	10
Steven Schlossman	315	98 318ti	S2	DS	66.724	66.148	65.643	64.472	64.472	9
Berkeley Jeffress	116	87 535i	S2	GS	66.850	65.100	67.066	65.359	65.100	8
Stewart Loeb	306	97 540i	S2	FS	O.C.	67.875	67.298	65.881	65.881	7
Bill Brochu	311	85 535i	S2M	ESP	57.443	57.418+1	57.209	56.702+1	57.209	10
Angie Brochu	205	85 535i	S2M	ESP	61.415	59.982	59.574	59.913	59.574	9
Joel Smernoff	206	96 23 1.9	S2M	BS	60.883+1	59.843	60.206	59.242+1	59.843	8
Klaus Hirte	107	88 535is	S2M	GS	60.612	59.560+1	60.666+1	60.459	60.459	7
Bob Hopkins	313	97 M3	SS	AS	O.C.	60.375+1	58.746	59.231	58.746	10
Mohammed Fares	204	95 M3	SS	AS	O.C.	60.451	59.455	58.548	59.455	9
John Woodcock	312	98 M3	SS	AS	60.044	59.519	60.598+1	59.511	59.511	8
Eric Carnell	12	M3	SS	AS	65.242	62.756	61.651	61.181	61.181	7
Chuck Grafton	211	90 M3	SS	AS	61.820	61.464	61.735	61.297+1	61.464	6
Bob Burhenn	212	95 M3	SS	AS	61.672	61.549	64.107	O.C.	61.549	5
Dan Schilling	321	98 M3	SS	AS	63.106	69.955	63.007	61.745	61.745	4
Gary Clairmonte	111	98 M3	SS	AS	63.719	O.C.	62.953	62.610	62.610	3
Steve Nash	203	88 M3	SS	AS	64.433+2	62.656	62.791	62.744	62.656	2
David Ortiz	327	97 M3	SS	AS	66.245+1	63.141	62.658	62.715	62.715	1
Sylvan Kline	216	99 M Coupe	SS	SS	64.613	64.152	63.153	O.C.	63.153	1
Rich Beebe	314	88 M3	SSM	CSP	57.656	56.685	56.941	55.928	55.928	10
Dave Lassalle	125	95 M3	SSM	AS	57.852	56.238	56.154+1	60.476	(Fun) 56.238	9
Ron Katona	305	95 M3	SSM	AS	57.834	59.746+1	57.052	56.427	56.427	8
Woody Hair	307	88 M3	SSM	CSP	57.839	57.401	56.965	56.863	56.863	7
Joe Murphy	324	99 M3	SSM	AS	57.702	56.948	56.822+1	57.402	56.948	6
Michael Koo	325	95 M3	SSM	AS	58.473+1	57.441	94.524	57.040	57.040	5
Gary Ngo	320	95 M3	SSM	AS	59.429	58.812	57.783+1	58.136	58.136	4
Lucy Beebe	304	88 M3	SSM	CSP	O.C.	62.973	61.143	58.781	58.781	3
Marshall Gregory	110	00 M Roadster	SSM	ASP	O.C.	59.666	O.C.	O.C.	59.666	2
Mike Donahue	201	95 M3	SSM	AS	60.594	61.011	60.125	59.908+1	60.125	1
Louis C. DeNonno	208	96 M3	SSM	CSP	65.152	O.C.	61.423	62.240	61.423	1
Derrick Blikken	115	90 M3	SSM	CSP	O.C.	65.486	62.070	61.997	61.997	1
Paul Martino	214	76 2002	TM	EP	59.664	60.265	59.750+1	59.621	59.621	10
Fernando Puig	224	71 2002	TM	EP	61.662+1	60.078	60.970	61.231	60.078	9
Mike Wendell	118	85 318i	TM	DSP	O.C.	63.553	68.023	60.146	60.146	8
Danny Wendell	108	85 318i	TM	DSP	66.060	69.161	64.555	62.383	62.383	7
Dave Weismantel	302	85 318i	TM	DSP	68.580	62.421	61.219+2	61.622+1	62.421	6
Richard Bennett	210	74 2002ti	TM	CSP	65.636	64.069	63.950	62.940	62.940	5
Dave Burke	106	82 535i	TM	ESP	O.C.	68.980	66.324	65.553+2	66.324	4
Robert Lawrence	316	85 318i	TM	DSP	73.663	70.401	O.C.	66.804	66.804	3
Beth Wendell	217	85 318i	TM	DSP	71.397	70.073	68.391	67.489	67.489	2
Nathan Williams	123	83 320i	TM	DSP	83.467	74.415	72.103	70.509	70.509	1





*There's Only One Level of Quality – The Very Best...*  
**Dulles International Motorsport, Ltd & Momo**



- VISA/Mastercard/MOST
- Bosch Authorized Service
- Bosch Factory-Trained Technicians
- UPS Shipments Daily

**DULLES INTERNATIONAL MOTORSPORT, LTD.**

2875-C Towerview Road • Herndon, VA 20170

(703) 471-4499 Direct Parts Line • (703) 471-4111 Service Line

www.dullesmotorsport.com (888) 547-3070

**Dave Ocel -**  
*Parts Manager*

• ACURA • ALFA ROMEO • AUDI • AUSTIN • AUSTIN HEALY • BMW • CAPRI • CHEVROLET • COLT • COURIER • DAIHATSU • DATSUN • DODGE • EAGLE • FIAT • FIESTA •

FORD • GEO • HONDA • HYUNDAI • INFINITI • ISUZU • JAGUAR • LANCIA • LEXUS • LUV • MAZDA •



Specializing in **BOSCH** Automotive Products

**olympic imported parts** WHOLESALE RETAIL

QUICK DELIVERIES TO WHOLESALE ACCOUNTS

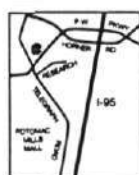
MON.-FRI.  
8-6

SAT. 8:30-3:30  
in MD

SAT. 8:00-3:00  
in VA



**WOODBIDGE**



**703 494-0111**  
 TOLL FREE Dial 11\* & Then  
**800 787-2440**

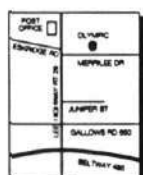
13851 TELEGRAPH RD., #201  
 I-95 Exit Homer Road, Left onto  
 Telegraph Road, 1/2 Mile on left

**ALEXANDRIA**



**703 370-0850**  
 5168 EISENHOWER AVE  
 1/2 Mile Inside Beltway  
 Exit 3

**FAIRFAX**



**703 560-8500**  
 2612 A-B MERRILEE DR  
 2 Blocks From Corner of  
 Lee HWY. & Galloway Road

**GAITHERSBURG**



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

**COLLEGE PARK**



**301 474-1030**  
 6105 GREENBELT ROAD  
 1/2 Mile From Beltway  
 Exit 23

**CROFTON**



**301 261-0077**  
 2431 CROFTON LANE  
 Off RT 3 - 1/2 Mile South  
 of RT 424

**COMPARE OUR LOW PRICES AND SAVE**

SAAB • STERLING • SUBARU • SUZUKI • TOYOTA • TRIUMPH • VOLVO • VOLKSWAGEN • YUGO •

MERCEDES BENZ • MERCURY • MERKUR • MITSUBISHI • MG • NISSAN • OPEL • PEUGEOT • PININFARINA • PONTIAC • PLYMOUTH • PORSCHE • RENAULT • ROVER •

## A BMW Marketing Story:

A mid-aged professional, recently relocated to Reston, Virginia drives to local BMW dealer A to replace a roundel that was previously stolen from his 1984 318i. As a new resident of the area, he also wanted to find a reputable BMW dealer and arrange annual servicing of his car (affectionately referred to as "Boo Boo") which consisted of the typical tune-up, valve adjustment, etc. Since he was devoting his lunch time for this typical evolution, he also wanted to visit the sales department to inquire about the purchase of another BMW (pre-owned) to replace his wife's car.

Oddly enough, on his way to the dealership his directional and hazard lights become inoperative. After arriving and buying the roundel, he mentioned the problem encountered with his lights to the parts representative who courteously referred the customer to the service department.

The problem being posed to the Assistant Service Manager, the reply was "We don't have anyone certified to work on electricals for a car of that age. You'll need to make an appointment with the manager who will look at the problem and refer you to a technician who will set up an appointment for repair." Incredulously, the customer was stunned by the statement that there were 1) no certified technicians and 2) that he would need to get a referral from his car's HMO (this is in the words of the customer). While thinking through the reply, the young manager continued, "that's just the way it is." "You know" said the customer. "I took my car to BMW dealer B for a tune-up, valve adjustment and air conditioning repair and had wonderful service...They didn't have such a referral system!" he departed. Seeing the parts representative on his way out, the stunned customer described what had just transpired with the Service Department which was received a reply of indifference.

Being intercepted by another part representative, he asked the customer what was going on. The scenario was again briefly described. "That's wrong!" was his quick reply. He then notified the Service Director who later phoned the customer and attempted to explain that BMW dealer A was "burned in the past for approximately \$12K as a result of working on an older BMW. He further described the screening process that takes the place to ensure that they don't service lemons that will later cause problems. "Surely," the customer thought, "this sounds unusual. But, if we were his business, it makes sense that certain measures would need to be taken to protect against unscrupulous customers that are looking for a "free" lunch.

Returning to work, the mid-aged professional spoke with a co-worker who recently purchased a new 5 Series from the same dealership. As a previous owner of two BMWs, the co-worker stated, "Over the years I've seen this dealership grow to the point where they don't need any more business. It used to be that I could take my car in without an appointment and they would service it. A few years later, I scheduled a few days ahead. Now, it can take two-weeks ahead to schedule an appointment. He continued. "They've grown beyond their capability to provide prompt service. I'm held hostage because it's too far to go to another BMW dealership. I put up with it because I have to."

## Now the Rest of the Story:

As it just happens, I am the very same middle-aged professional described above. Having set the above stage of events, the question is asked, "Would you conduct business with such an organization?"

The conclusion of the matter is that I have doubts stemming from a lack in either sound business practice or ability to properly communicate the proper conduct of business. *I never want to see any business fail* and raise the aforementioned situation not as a means to vent. Rather, it is submitted to provide customer feedback that is an endeavor to spur healthy business practice as it relates to public relations, exercise of sound management and meeting the customer needs as they are reasonably presented in good faith.

Sincerely,

D. L. Hertig  
1225 Woodbrook Court  
Reston, VA 20194  
(703) 808-6240 (WK)

P.S. If I have mischaracterized the above situation in any way, I sincerely apologize. The above reflects my own perception that something is seriously amiss and may shed light on a potential chronic problem.

## Autodynamics of Maryland

BMW, Audi, and Mercedes specialist since 1974



Audi A4

***For discriminating customers who demand the  
best in repairs and service***

Major and Minor repairs  
Factory recommended services  
Regular Maintenance  
Pre-purchase inspection

**301-948-4744**

15862 Somerville Drive, Rockville, MD 20855  
1 block to Shady Grove Metro  
***All major credit cards accepted***

**"No Matter  
What you Drive,  
Michelin has  
a Performance  
Tire for You"**



**Great Discounts for Club Members!**

**Radial  
Tire Co.**

9101 BROOKVILLE ROAD  
SILVER SPRING, MD  
**(301) 585-2740**



## HEISHMAN THE BMW STORE



At Heishman's we make it our job to be Washington's #1 dealer in new and used sales and parts. We appreciate the support of BMW CCA in helping make us #1. BMW CCA members will receive a discount of 15% on parts and labor at Heishman's.

*There is a dealer who appreciates your business.  
Give us the opportunity to show you.*



**703-684-8500**

3154 Jefferson Davis Hwy., Arlington, VA

# AUTOTHORITY

P E R F O R M A N C E R E P A I R

Proudly serving the Washington D.C. Metropolitan area's BMW and Porsche enthusiasts since 1975.

**A**t AutoThORITY we are truly your one stop BMW facility. We offer a complete range of services for your automobile, all performed with our trademark dedication to quality. Whether your BMW is a daily driver, a club racer, a show car, or something in between, our staff of professionals is uniquely qualified to satisfy your automotive needs. From complete engine and transmission overhauls, to race car preparation, to bodywork, to interior and exterior restoration services - whatever you require, AutoThORITY is equipped to do the job.

3763 Pickett Road Fairfax, VA. 22031  
Phone: 703.323.7830 Fax: 703.323.9826

**W**inter is a great time to take advantage of our expert repair and restoration services including:

- Interior / Exterior Collision Repair
- Rust Repair and Restoration
- Upholstery and Electrical
- Frame and Unibody Straightening
- Paint work from Prep to Finish
- Insurance Work Welcome
- Free Estimates

Shuttle to and from the Vienna Metro Station.  
Visa, Master Card, Amex, and Discover accepted.

Service - Repair - Collision - Restoration - 12/12 Warranty - ASE Certified - Bosch Certified





BY WOODY HAIR

# Woody's Competition

C O R N E R

I've attended many races in my day, but the Petit Le Mans event at Road Atlanta on September 18 was one that will go down as one of the best. I arrived on Friday morning, parked the car in the infield, and walked over the hill overlooking turn 5 just as a practice session for the Prototypes, GTS, and GT cars started. After a year of SCCA and BMW Club races, the contrast was startling. It is a combination of two elements: speed and noise. Despite the relative lack of ground effect add-ons the "P" cars corner at phenomenal speeds while overtaking the significantly slower GT cars. Most tracks impose some sound restrictions for club races. The big race at Road Atlanta featured ear-shattering BMW and Ferrari V12s, Judd V10s, and Ford V8s. Normal conversation is out of the question. The Peachtree Chapter of the BMW Club, with support from the National Office and BMW NA had arranged for a large three-sided tent overlooking the downhill esses and turn 5. This is one of the prime viewing spots of all of the tracks in North America. Tables, chairs, two TVs tuned to non-stop coverage of the proceedings, water, iced tea, soft drinks, and a keg were provided for the club. Saturday had a catered breakfast, lunch, and dinner. A Jumbotron TV screen was situated straight across the track for those not in the tent. Free programs were provided, but of course I had bought one at the gate for \$8. In addition to National Capital and Peachtree Chapter members, I soon ran into friends from Chicago, St. Louis, and Raleigh. We left the track Friday evening knowing the BMW LMRs had qualified 2nd and 4th to the 1st and 3rd place Panoz-Ford roadsters. Three red Oreca Team Vipers, one driven by ex-BMW driver David Donahue, topped qualifying in the GTS class, and the three PTG M3s had qualified 4th, 5th, and 6th behind three Porsche 911 GT3s. But the Petit Le Mans race was to be 1,000 miles or 10 hours, whichever came first. With 46 starters, and the potential mayhem, most were counting on 10 hours. Friday night the Peachtree Chapter had arranged the exclusive use of a buffet-style restaurant for a BMW Team dinner. Teams was more like it. Tom Milner had brought all eight of his PTG M3 drivers - Hans Stuck, Boris Said, Mark and Brian Simo, Johannes van Overbeek, Brian Cunningham, Darren Law, and Peter Cunningham, as well as some of the support crew. The BMW Motorsports team had J.J. Lehto, Jorg Muller, Steve Soper, Bill Auberlen, and Jo Winkelhock on hand. Also, the Frank Blan Team that had M3 and 328is entries in Sunday's Motorola Cup race were present. All of the drivers stuck around after the dinner for questions and autographs. Saturday started early with an 8:30 start for the Women's Global GT Series race. Nineteen identical Panoz coupes with Ford V8 power ran for 45 minutes. It seemed like more than half the race was run behind the safety car due to accidents. Patti Hughes, daughter of long-time club members Scott and Fran Hughes of Ohio ran into a car that had spun off the track and then backed into traffic. Scott was on the radio with Patti, "Can you drive it back to the pits?" Patti replied, "Daddy, one of my front wheels is on the other side of the track."

As for the Petit Le Mans race, you should have been there. If not, I hope you saw it the next day on NBC. The start was at 11AM and was to last for 1,000 miles or 10 hours, whichever came first. Most expected full-course cautions to slow the pace enough for a 10 hours race. In fact there were very few cautions and the 1,000 miles was covered in 8 hours, 56 minutes. Briefly, the BMW LMR driven by J.J. Lehto and Jorg Muller lead most of the race, but was never able to get away from the #1 Panoz roadster. When Muller spun the BMW into a gravel trap with 4 laps to go, the Panoz was about 1/2 lap behind. By the time the BMW was pulled from the gravel and got going again, the Panoz was 1 lap ahead and the other Team BMW LMR had gone past too. The Oreca Team Vipers had finished 1, 2, 3 in GTS, and a Porsche GT3R won the GT class by 3 laps over the Stuck/Said BMW M3. The other M3s were 3rd and 4th. The *Roundel* will have extensive race coverage. It was announced that next year's Petit Le Mans race will be on September 30 and support races October 1. You might note that Oktoberfest 2000 in Greenville, SC will start October 1. This is good news because it will be much easier to justify the 10 hours drive to attend the race. This is bad news because O'fest 2000 had planned to include three days of driver school at Road Atlanta starting that same weekend. Stay tuned. Also, I asked the BMW Motorsports Team manager if they would be running the LMRs next season in light of the Formula 1 program. He said no one knows at this time. Next year's American Le Mans Series schedule will include the usual Sebring 12-Hour on March 18 and an event at Charlotte (Lowes) Motor Speedway on April 1. What is interesting is that some events will have the SCCA TransAm as support races. The SCCA's rival USRRC series has gone kaput and the last two events of '99 were canceled. So will Don Panoz's ALMS finally have sole possession of professional sports car racing in the U.S.? Unfortunately, no. Bill France and Rob Dyson are reportedly putting together another series to be called the Grand American Road Racing Association. It will include the Daytona 24-Hour and some nearby tracks including Lime Rock, Mid-Ohio, and Watkins Glen. It sure would be nice for the teams not to have to split their loyalties. One other interesting bit of news concerning the TransAm series. For many years the rules have restricted engines to American pushrod V8s. Apparently the SCCA is considering an equivalency formula to allow overhead-cam engines. Might we see an M3 or M5 in the TransAm?

**SCCA RACING:** The SCCA National runoffs at Mid-Ohio didn't see any BMWs win their class. TC Kline in a 1.9 Z3 finished fourth in Showroom Stock B, a class dominated by Miatas. The race was run in the rain. Shauna Marinus, featured in *Bimmer* magazine, was uninjured in a wreck that totaled the other TC Kline Z3. Two local autocrossers-turned-road racers, Neal Sapp (Civic Si) and Jeff Altenburg (Corvette C5), won their classes. The local MARRS regional series still had up to ten 2002s running in ITB. And Mike Wendell finished as high as sixth in his 318i.

ITS has become the most interesting class to my mind. Five 325is BMWs were regular competitors and were always mixing it up with RX7s, 240Zs, and Porsche 944s. Some drivers are talking about the E36 325is being the car to have in ITS next year. You may have heard that long-time BMW driver Jim Epting was involved in a massive wreck in his SpecRX7. Well, Jim and daughter Leah have already built a replacement Mazda and he drove it in the MARRS finale September 26.

**AUTOCROSS:** The eight-event National Capital Chapter autocross series has been very successful this year with large fields and good competition in various classes. With two events still to be run, class standings showed:

**Sport 1:**

James Sheridan Peters	(323is)	48 pts
Harvey Cummins	(325is)	44 pts
Kevin Henry	(325i)	41 pts

**Sport 1 Modified:**

Bob Hausmann	(325is)	45 pts
Jeff Kohler	(Z3 2.8)	43 pts
Gary Lin	(325is)	38 pts

**Sport 2:**

Steve Schlossman	(318ti)	47 pts
------------------	---------	--------

**Sport 2 Modified:**

Joel Smernoff	(Z3 1.9)	44 pts
Bill Brochu	(535i)	40 pts
Klaus Hirtes	(535is)	39 pts

**SuperSport:**

John Woodcock	(M3)	36 pts
Ron Katona	(M3)	32 pts
Andrej Dolenc	(M3)	26 pts

**SuperSport Modified:**

Woody Hair	(M3)	42 pts
Gary Ngo	(M3)	33 pts
Rich Beebe	(M3)	30 pts

In the MWCSCC Championship series, only two BMW drivers are winning their classes with several events still to be run: Bill Brochu (535i) is beating the E Street Prepared Camaros and Firebirds, and Joe Murphy (E36 M3) is leading A Stock. If you look at the results of the SCCA autocross on the Jefferson Circuit, you will see a wide variance in the times. Some got to run on a dry track and some got to run in the rain. This is not the first time that happened in autocrosses, but the time differential seemed very acute at the JC.

The SCCA is planning some changes to the Solo II (autocross) Street Prepared classes next year. The E36 M3 is going from CSP to a newly formed FSP with the V8 pony cars. The 325i and 318 16-valves in all their variations are going from CSP to DSP, as will the 2002tii and ti. The regular 2002, 320i, and 318 8-valves will now be in ESP. Only the E30 M3 and Z3 1.9 remain in CSP. Six-cylinder Zs will be in ASP or BSP. That's still undecided. Of course, in their usual thoroughness, the SCCA doesn't even list the 328, 323, 535, 635, M5 or M6.

**FORMULA ONE:** The '99 season, which was expected to be a runaway for Mika Hakkinen in the McLaren after Michael Schumacher was injured at the French GP. With two races left, both Eddie Irvine (Ferrari) and

Heinz-Harald Frentzen (Jordan) have a chance of overtaking the Finn. Ralf Schumacher driving for Williams has done surprisingly well in contrast with Alex Zanardi who has had a poor season. The Williams team has high hopes for 2000 when they will be using a BMW V10 for power. At the official press introduction of the BMW-Williams at the A1 Ring in Austria, the car did one lap before springing an oil leak. Reportedly a backup car ran well in a closed session later in the day.

## BMW AUTOCROSS RESULTS

### August 15 - PCA Championship, Front Royal, VA

Bill Brochu	85 535i	1st E Street Prepared	58.337
Joe Murphy	99 M3	1st A Stock	58.352
Chuck Wasserott	95 M3	2nd AS	59.497
Woody Hair	88 M3	2nd CSP	59.689
Gary Lin	88 325is	3rd CSP	60.350
Angie Brochu	85 535i	1st Ladies	61.297
Joel Smernoff	96 Z3 1.9	3rd BS	61.381
John Woodcock	98 M3	7th AS	61.512
Klaus Hirtes	88 535is	4th GS	61.712
Chris Labaw	87 325is	5th BS	69.016
Jeff Sander	88 635CSi	5th ESP	69.324
Terry Labaw	87 325is	6th BS	69.451
Tom Phillips	94 325is	7th BS	73.274

### August 22 - SCCA Championship, Frederick, MD

Bill Brochu	85 535i	1st ESP	47.671
Brian Shipman	94 325i	5th CSP	49.860
Joe Murphy	99 M3	1st AS	50.522
Jamie Clark	99 M Coupe	6th SuperStock	51.731
Angie Brochu	85 535i	4th Ladies	52.700
Bob Burhenn	85 M3	3rd AS	52.971

### September 6 - SCCA Championship, Jefferson Circuit, WV

Woody Hair	88 M3	3rd CSP	70.806
Gary Lin	88 325is	6th CSP	71.289
Ron Katona	95 M3	1st AS	71.340
Bob Hausmann	94 325is	7th CSP	71.596
Klaus Hirtes	88 535is	3rd GS	73.152
Bob Burhenn	95 M3	2nd AS	75.226
Lee Hassig	95 M3	3rd AS	75.930
Angie Brochu	85 535i	3rd ESP	76.141
Joe Murphy	99 M3	4th AS	80.158
Tom Phillips	94 325is	4th BS	82.675
Bill Brochu	85 535i	6th ESP	92.850
Brian Shipman	94 325i	21st CSP	95.614

# NEW MEMBERS WELCOME!

Name	Car	Referred By	Name	Car	Referred By
Celeste Adams			Larry N. King	92 325i	
James Artz	99 323ic		Gerald Kirby	97 Z3	
Gary Balaban	84 325e		Martin Krohl		
Christopher Beccles	91 525i		David Kurniawan	95 M3	
Robert Bigler			Aubrey Mansfield	95 M3	
Jim Bruno	00 540iA		Daniel W. Martin	95 535i	
Jose Burgos	75 2002		Jay McConnell	98 328i	
Calvin Chadwell	88 535i		Mark McRoberts		
Raymond Connolly	99 328i		Molly Meegan	99 328i	
Jerry Cott	95 M3		David Michaels	00 M Roadster	
Patrick D'amore	93 325i		J. C. Moore	94 525i	
Sandra Davis	94 325i		Roger Moos	00 328i	Peder Anderson
Michael Defontes	92 750iL		Peter Neus	95 M3	Scott Waterworth
Edward C. Dukehart Jr	85 528e		Thomas O'Sullivan	98 M3	
Jim Elston	99 Z3		Christopher Oliver	95 325i	
Mark Ennen	91 535i		Jonathan Olshaker	94 325i	Kenny Hamad
Danny Espinoza	99 M3		Christopher M. Peacor	71 2002	Thomas Peacor
Timothy Euler	96 328i		Frank Prescimone	99 M3	
Michael Fay	94 740i		David Prudente	00 M Roadster	
Mike Ferrell	93 325is	Larry Boehley	Michael Radcliffe	90 325i	Ed MacVaugh
David D. Foy	91 318i		Timothy Ramsey	88 M6	
Wayne Fuller	99 328ic		Michael Resnick	96 328i	
Michael Garrett	98 M3		Greg Rhins		
Maria Glezos	00 323i		Donald Rigamonti		
Stuart Gold	00 328Ci		Randy V. Sabett		
Allen G. Goldstein, MD	76 2002		Kwasi Safo-Mensa	85 535i	
Ross Gosnell	95 325i		Charles Schwenz	94 740iL	
Christopher Guethe	88 M3		John Seitz	96 328i	
Phillip Harris	98 M3		Vincent Shaw		
William C. Harvey			David Schiff	99 M3	
John Hendrix	91 735i		Robert Strickler	99 Z3	
Noel Hinrichs	97 M3		Daniel Summer	91 M5	
Judith Howard	98 318ti	Tom Lombardo	Steffen Tengesdal	99 M3	
Dan Hower	99 M3		Ted Titcomb	00 Z3	
Chad Hurst	99 323i		David Truong	95 325is	
Troy Jacobson	99 M Roadster		Sophia Stratis Varlas	89 325is	
Michael Kabay	85 325e		Bill Williams	72 2002ti	
Robert Kats	92 735iL		Natalie Wymer	99 Z3	Chris O'Brien
Matthew Kelly	99 540i		Scott Youngman	95 740i	
Stephen M. Ketyer	96 318is	Gary Allen			



• BALTIMORE AREA •

Don Miller's



Factory Trained BMW  
& Jaguar Technicians

**BMW • Mercedes •  
Jaguar**

1796 Union Avenue  
(In the Clipper Mill Industrial Park)

**(410) 662-4746**

• BALTIMORE AREA •



**We're Santa's Source,**

**Let  
Us Be  
Yours!**

Order  
early  
or by  
Dec. 23 for  
overnight  
delivery!

We'll  
gladly  
help  
with  
sizing.

- Dear O G,
- ✓ **BELL** SA Helmets
  - ✓ **Sparco** Jackets & Travel Bags
  - ✓ **HOT LAP** Timing Systems
  - ✓ **RaceQuip** Driving Suits
  - ✓ **SIMPSON** Gloves & Shoes
  - ✓ **Gift Certificates**

Santa

(703) 257-0009 • (800) 934-9112

7204 South Hill Dr • Manassas, VA • 11am-7pm M-F • 10am-4pm Sat

VISA/MC/Discover • UPS Delivery • Prices subject to change. • Items intended for racing purposes.



## CURRY'S AUTO SERVICE, INC.

complete automotive service

14210 F&G Sullyfield Circle • Chantilly, VA 20151

**(703) 502-0400**

- Full service shop.
- Certified emissions repair facility.
- Racing & street applications.
- Guaranteed lowest tire prices.
- Largest selection of tires and custom wheels to choose from.
- New, state of the art tire machines, balancers and computerized alignment machines.
- Vibration control and road disturbance specialists.
- Loaner cars available.
- Complete automotive repairs available.

**Racing Seats,  
Suspension Set-up, Brakes, Tune-ups, Timing Belts,  
New Car Maintenance, Engine Diagnostics.  
We Do It All!**

Website:  
[www.currysauto.com](http://www.currysauto.com)

PERFORMANCE  
FRICTION Carbon®  
Metallic Dealer.

• Authorized **FIKSE** Dealer. Authorized  
**Hoosier** & **BFGoodrich** Race Tires Available.



## BMW CCA NCC Board Meeting, September 1999

### Officer's Reports:

- Minutes from last meeting: to be reviewed by email.

### President's Report:

No report.

### Vice President's Report:

- Discussed potential new candidates for office. Actively seeking new people. Reviewed the potential charity event.

### Treasurer's Report:

- Ron presented report from phone conversation with Al.  
No advertising money deposits. Outstanding invoices all paid.

### Secretary's Report:

- Discussed worker shirts to be provided at the upcoming drivers' school. Reviewed the progress of compiling an email database of members on the club web site.

### Membership:

- Per Woody's e-mail 3,367

### Autocross:

- Reviewed the storage arrangement for the AutoX equipment with Al via phone. Rosecroft Raceway event is almost full. Mentioned Chapterfest autoX sign up will begin Sept 8th. Proposed purchase of small AutoX trailer and other equipment.

### Tech Chairman:

No report.

### Tours and Rallies:

- Report provided by Woody via email. Fall tour for September 25th is set. He will contact Jonathan about posting on the hotline.

### Advertising Manager:

No report.

### Concours:

- Paul called in to review current events.

### Drivers' Schools:

No report.

### dB:

No Report Given.

### Drivers School Steering Committee:

No report given.

### Webmeister:

No report

### Old Business:

- Woody proposed via email that the Steering Committee be encouraged to vote on having a school at VIR.

### New Business:

- Woody mentioned via email that BMWCCA banners are available from National Office Calendar of events: Per the dB

### Next Meeting:

- October 6th meeting at Al's

### Adjournment:

motion made and seconded.

## BMW CCA NCC Board Meeting, October 1999

### Officer's Reports:

- Minutes from last meeting: reviewed via email.

### President's Report:

No report.

### Vice President's Report:

- Reviewed the potential charity event. Jenny offered to review who would be a worthy cause. A group who doesn't usually get monies donated. Plan to donate monies from the next AutoX

### Treasurer's Report:

- Concours fees all in. Will incur added fees to increase the dB. Due to increased membership, more copies of dB will be ordered, resulting in higher printing expense.

### Secretary's Report:

Discussed worker shirts.

### Membership:

No Report

### Autocross:

- Ron will be away for the final Charity event AutoX. Researching locations. Discussed beginning committee for AutoX events.

### Tech Chairman:

- Will put together a BrakeFest event in a new shop in Manassas.

### Tours and Rallies:

No Report

### Advertising Manager:

- Doing a mailing to advertisers for new ads and revue current ad standings.

### Concours:

- Shenandoah Vineyards was a great success. Chapterfest Concour all planned very well. Ingleside Winery Plantation Vineyards Tour - 50 people attended. It was a very wonderful event for all who attended.

### Drivers' Schools:

No report.

### dB:

- Deadline was 2 weeks ago. Discussed PDF or html format being posted to the web for review and how they may be categorized.

### Drivers School Steering Committee:

- Reviewed dates for next season. Made a decision not to have school at VIR, but after a discussion of the pros and cons, they will gather more information before making a final decision.

### Webmeister:

No report

### Old Business:

Discussed the holiday party location.

### New Business

### Calendar of events:

Per the dB

### Next Meeting:

- November 3rd meeting Hosted by Mike Wendell

### Adjournment:

motion 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

### 1980 733i

VIN 7350297. Silver/ Blue leather. 4 speed, excellent condition. New radiator & water pump, new tires, all four rotors, calipers, steel lines, brakes, total steering linkage replaced. 165K miles. \$3,500 or best offer.

**Chris** (410) 893-8726 eves (MD)  
(301)595-2139 work (MD)

### 1987 325is

VIN WBBA130XH2320569. Black/black. 174,000 miles. Standard features include leather sport seats, sunroof, on-board computer, cruise. Upgrades include 15" 6-spoke alloys with almost new 205/55-15 Toyo T1s. Bilstein struts/shocks, Suspension Techniques springs and reinforced anti-sway bars, Hartge strut tower brace, braided steel brake lines, Super Blue fluid. Timing belt, battery, radiator, and muffler recently replaced. Four 325 alloys with winter tires included. \$5,500 OBO.

**Woody** (703) 243-5796 (VA)  
or email to <[woodym3@erols.com](mailto:woodym3@erols.com)>

### 1995 325is

VIN WBABF3324SEF49115. Boston green/Grey lthr. 5 spd, premium pkg, traction control, heated pwr seats, pwr sunroof, 6 disc CD, onboard computer, keyless entry, factory alarm, AutoThorty chip, shift kit, Flow Tech w/ K&N, Borla exhaust, Eibach springs/sway bars, Bilstein shocks, subframe brace. \$22,000 OBO.

**Louis** (703) 779-3694 eves (VA)  
or email to: <[louis.denonno@inova.com](mailto:louis.denonno@inova.com)>

### 1995 525i

VIN WBAHD6323SGK84822. Green/tan leather. AT, A/C, p/s, ABS, all power accessories, sliding sun roof, telescoping wheel, cruise, AM/FM cassette stereo, and alloy wheels. 82,000 miles. \$20,000 or best offer.

**Adil** (410) 727-5259 (eves prior to 10pm) (MD)  
(301) 808-8328 days (MD)  
or email to: <[adesai@btopi.com](mailto:adesai@btopi.com)>

### 1999 540i

VIN WBADN633XXGM60292. Titanium Silver/Silver A/T, heated seats, CD, Xenon lights. 6K miles, Garaged. \$47,500.

**Scott** (703) 924-0831 (VA)  
or email to <[SEshleman@att.net](mailto:SEshleman@att.net)>

## MOTORCYCLE FOR SALE

### 1978 R80/7

Blue. Good rider, garage kept, 60k miles. \$3000/ OBO

**Steve** (301) 390 - 1666 (MD)  
or email to: <[pitout@dclink.com](mailto:pitout@dclink.com)>

## PARTS FOR SALE

### Misc. Parts

Bavaria/2800 lower engine \$50, fr. grills, rear lights, set fr blinkers, 4 speed Getrag \$100, set hubs w/rings, starter, alternator, 2 distributors, drive shaft, 733i radiator \$10(4 Speed), 2002tii fr & rear subframes, doors, fender, VDO console w/3 gauges \$100, drive shaft, '74 front bumper, radiator \$10, drive shaft.

**Chris** (410) 893-8726 eves (MD)  
(301) 595-2139 days (MD)

1981 320i misc. interior & exterior, separate or \$100 for all. 1981 733i parts car separate or all \$400. One set (4) 15" TRX wheels w/tires, \$25 each, one set (4) 15" Basket weave for 5, 6, or 7 series w/tires \$400.

**Steve** (301) 390-1666 (MD)  
or email to: <[pitout@dclink.com](mailto:pitout@dclink.com)>

Chrome 16" Moda M1wheels w/ 225.50VR16 Yokohama A509 tires for 92-on 3ers. \$900 (Orig. cost \$1800). Photo avail. upon request. Seat vests (beige) for 3- or 5-series. \$85 plus shipping (orig cost \$160).

**Kennith** (410) 654-5589 (MD)

### E30 Snow Tires

4 Yokohama Guardex studless snow tires on steel rims from '87 325 (E30). With plastic covers. Lightly used, good condition. \$250/OBO.

**Bill** (703)522-1472 (VA)  
or e-mail to: <[welch@pressroom.com](mailto:welch@pressroom.com)>

### Misc. Parts

1985 318i parts. Exhaust manifold with O<sub>2</sub> Sensor, \$75; stock springs, \$15; strut and shocks mounts, \$25; stock rims (fair cond), \$125; 4 Firehawk SH 195/60/R14, \$180 <500 miles on them or take rims/tires for \$260; stock air filter assembly w/ K&N filter on it, \$30.

**Alberto** (443) 621-6252 (MD)

### E 36 Car Cover

Evolution Car Cover for E36, with storage bag and locking cable. Excellent condition, used three times! \$95.

**Peter** (301) 230-7116 (MD)  
or email to: <[abzugp@wizard.net](mailto:abzugp@wizard.net)>

### 2002 Parts

1971 Runs good/frame is bad. Trans and engine in good condition. Many usable parts, extra trunk lid and fenders. Selling as a package. Make offer.

**Peter** (301)831-9719 (MD)



## 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](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.



# AutoWerke & Autoy

Service, Parts & Fine Accessories - for your BMW, Porsche, & Audi

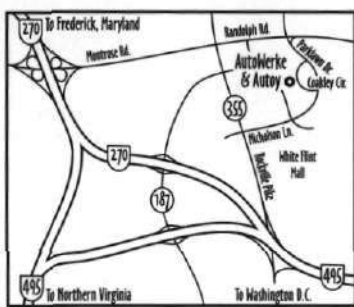


Personal service, by factory-trained techs, for over 25 years.  
Open Weekdays, 8:30 am - 6 pm, and Saturdays\*, 10:30 am - 2 pm  
\* For pick-up, drop-off, and parts only. No Saturday hours on holiday or race weekends.

**301.770.0700**

11848 Coakley Circle  
Rockville MD 20852

Distributors for:  
Recaro - MOMO - VDO - Bilstein - Hella  
and stocking a wide selection of OEM parts



## A D V E R T I S E R S

Alexandria Bavarian Service . . . . . 2

Autodynamics . . . . . 20

AutoThority . . . . . 21

Autoy & AutoWerke . . . . . 28

Blue Ridge Sports Cars. . . . . 25

BMW of Fairfax . . . . . 15

Curry's Automotive. . . . . 25

Dulles International Motorsport . . . . . 19

Heishman BMW. . . . . 21

J&F Motors . . . . . 28

OG Racing. . . . . 25

Olympic Imported Parts . . . . . 19

Radial Tire . . . . . 21

## WE REPAIR AND SERVICE BMW's, VOLVOs AND MERCEDES.

SINCE 1979



## J&F MOTORS LTD.

■ PARTS & SERVICE  
■ MACHINE SHOP



■ USED CAR SALES

**671-7757**



Shuttle to/from Metro available  
4076 SOUTH FOUR MILE RUN DRIVE  
ARLINGTON, VIRGINIA 22206



**ARLINGTON - ALEXANDRIA - FALLS CHURCH**



## 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          |

FOR FASTER SERVICE CALL (WITH CREDIT CARD READY):

# 800.878.9292

☐ **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:

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.

(Please allow three weeks advance notice)  
Address changes will NOT be accepted by phone

# der Bayerische

National Capital Chapter BMW Car Club of America

BMW CCA

P.O. Box 685

Arlington, VA 22216

Bulk Rate  
US Postage  
PAID  
Arlington, VA  
Permit #2314

30168\*200007\*4  
JOHN B CARPENTER  
4644 DULEY DR  
WHITE PLAINS MD 20695

1/3