

May/June 2000

der Bayerische

National Capital Chapter BMW Car Club of America





Calendar of Events 2000

JANUARY

- 15 Holiday Party and Annual Elections (R&L Beebe)
 29 Winter Tour to Prototype Technology Group (W. Hair)

JUNE

- 4-5 Drivers' School (G. Ketner)
 17 New Members' Reception
 18 NCC/German Marque Corral
 24 NCC Autocross #2 (A. Dolenc)
 25 Summer Tour (S. Schlossman)

FEBRUARY

- 26 AutoThority Dyno Day Tech Session (M. Wendell)

JULY

- 23 NCC/MWCSCC Championship Auto-X/NCC Autocross #3 (A. Dolenc)

MARCH

- 18 Tour to White Post Restorations (P. Vessels)

AUGUST

- 5 Seafood Feast/Peoples Choice Concours Chapterfest
 12 NCC/Branded TSD Rally (S. Schlossman)
 13 Drivers' School, Jefferson Circuit (G. Ketner)

APRIL

- 1 NCC AutoX School (A. Dolenc)
 2 Spring Tour (S. Schlossman)
 8 Highway Safety School (G. Ketner)
 9 Drivers' School, Jefferson Circuit (G. Ketner)

SEPTEMBER

- 9 Shenandoah Vineyards Tour and Concours (P. Vessels)
 24 Autocross #5

MAY

- 7 Deutsche Marque Concours (P. Vessels)
 20 Tour and Display at Carlisle Import (P. Vessels)
 21 NCC/Radial Tire Corral at the Jefferson 500 Vintage Races (M. Early)
 28 NCC Autocross #1 (A. Dolenc)

OCTOBER

- 15 Autocross #6
 21-22 Fall Drivers' School (G. Ketner)
 29 Fall Tour (S. Schlossman)

NOVEMBER

- 12 Autocross #7

(Future events will be listed as soon as information becomes available.)



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



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May/June 2000

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National Capital Chapter BMW Car Club of America



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New Power*

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Cover photo: The new M3 (BMW NA)

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P R E S I D E N T ' S

Message

So, who's as surprised as I am that Williams/BMW did as well as they did in their most recent Formula 1 debut? For anyone who doesn't know me, I'm a huge racing fan and an even bigger Formula 1 fan. I must admit, I'm a big fan of Michael Schumacher and the Ferrari team, and I was thrilled to see them finish 1-2 at the Australian Grand Prix. Although, I think the biggest news of the event was Ralf Schumacher's podium finish for Williams and Jenson Button running as well as he did (as high as 6th place) until retiring. Now, I realize that the Jordans had mechanical trouble and that they are probably the third best team on the grid and I also understand that the McLarens won't blow up engines forever, but a podium finish is a podium finish. I'm very excited about BMW's future in Formula 1. If you're not a fan yet, watch a race and see if you don't become one.

Speaking of racing, it has been discussed recently that we attempt a BMW Corral, just like we do at the Jefferson 500, for some of the SCCA races that run at Summit Point. It was an interesting coincidence then when one of the SCCA board members (also a friend) gave me a call to see if our Club would be interested in having a "corral area" at some of this year's MARRS races. So, what it looks like for now is that we will be part of a German Marques event at one of the races and, if we want, a corral of our own at more events. There are a number of NCC members that race in the MARRS series, including your current President and Vice President, and a fair amount of BMWs in general. Check the Competition Corner section in this issue for dates of the MARRS series at Summit Point. We'd love to see you out there.

If anyone is interested in getting involved with the BMW Club Racing Program, please visit their web site @ www.bmwccaclubracing.com or you can give Scott or Fran Hughes a call at 614-760-RACE. I believe there are now 500+ licensed BMW racers around the country, including myself, and the series is doing quite well. The only drawback for me is that there is a substantial amount of travel and towing necessary to run in the BMW Club races. The advantage, on the other hand, is that you get the opportunity to run tracks such as Mid-Ohio, Lime Rock, Watkins Glen, Laguna Seca and many others.

I hope some of you have had a chance to attend some of the early NCC events this year. Our tour to White Post was a great success. We had a great turnout, they could barely keep us in one group for the tour there. I can't thank everyone at White Post Restorations enough for their hospitality. What a wonderful place. It was probably the only opportunity many of us will ever have to see an original Scarab, one of 7 built. One of our Club members even has a car being 'restored' there. A 9,000 original-mile 2002. What a beauty.

Our Drivers' School and Autocross seasons are about to start. I understand the Drivers' Schools are quickly filling up. If you had hoped to attend one of our events this year, but you haven't signed up with Gary Ketner yet, do so quickly. I'd like to see everyone who is interested in going to a school, able to attend. As for the NCC Autocross season, we're having a harder time this year lining up lots to use, but we will run all the scheduled events. Try to make time to come out.

Our Chapterfest event will happen a bit early this year, so mark your calendars. The last few years we have had Chapterfest sometime in October, but this year we have moved it up to Saturday, August 12th. We will have the usual events, with the addition of one new one. Adding to the Swap Meet, Autocross, Concours, catered lunch and vendors this year will be our first attempt at an R/C Autocross. R/C stands for "radio controlled" and the idea here is to hopefully make Chapterfest a bit more 'family oriented'. We're hoping that many of your sons and daughters might have radio controlled cars and trucks and might be interested in trying autocrossing themselves. We plan on setting up a scale version of the same autocross course from Chapterfest that day and have a time during the day when the R/C Autocross event will run. More details on this will follow in a Chapterfest writeup. We're hoping the 4th Annual NCC Chapterfest is the biggest and best yet.

Well, there's more, but I guess I better leave that for the next issue. See you at an upcoming event.

Rich

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

Sue Bryan
Webmaster

Application for Customized Club License Plates



Interested in having personalized National Capital Chapter license plates? If you live in Maryland, you can now have them. The four digit number on the plates will be given in sequential order as applications are received. To apply, fill out this

application form and send it, along with a photocopy of your BMW CCA membership card, to Rich Beebe at the address listed below. You will receive an MVA form from Rich that you can take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you can return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please don't send money with your application.). Allow 1-2 weeks for your MVA form to arrive.

Mail to: Rich Beebe
2105 Northland Road
Baltimore, MD 21207

Name _____

Address _____

City _____ State _____ Zip _____

Phone (W) _____ (H) _____

Present plate number _____

• After six years of throwing billions of dollars down the loo, BMW has finally decided to end its nightmare and let go of British money pit Rover Group, first selling its Rover, MG, and Mini brands—but not the upcoming "new Mini"—to the British investment group Alchemy Partners Ltd. for approximately \$80 million (for a debt-free balance sheet worth more than \$1 billion) and then dumping the profitable Land Rover line into the Ford Motor Company for \$2.9 billion. BMW lost over \$1.25 billion on its investment in Rover, mostly at Rover's Longbridge plant; in 1999 alone, Rover Group losses accounted for a 28 percent reduction of BMW's profit level. The move sparked speculation that BMW was ripe for a takeover by Volkswagen,

Ford, or General Motors, speculation later dismissed by the majority-shareholder Quandt family. The deal also fueled a bitter dispute between Britain and Germany—the

British government, which pledged an aid package to the plant was furious that it was not consulted on the secret deal and accused BMW of reneging on its commitment to maintain its investment in Longbridge; the Germans, in response, criticized Britain for not keeping the pound in check, allowing it to rise so high relative to the mark making Rovers too expensive to sell abroad. The German government also warned that the Brits reaction to the deal could harm Britain's reputation as a magnet for foreign investment. Meanwhile, British labor unions, reacting to Alchemy's thinly veiled intention to slash Longbridge's labor force, are calling for a boycott of BMW cars. Many in the auto industry were surprised that BMW was able to unload Rover Group. As the British auto magazine *Car* observed (before the announcement of the deal): "It's a scary thought, but if BMW had paid each of Rover's employees £30,000 to stay at home last year, the company would have lost less money."

• Just a few weeks prior to BMW's shedding of Rover Group, Land Rover North America announced the pullout of its national headquarters from Lanham, MD for the purpose of consolidating it with the headquarters of its then parent company, BMW Group in Woodcliff Lake, NJ. The consolidation of Land Rover operations actually began in 1998; about 40% of Lanham's full-time employees have

been slowly transferred to Woodcliff Lake since then. Lanham was also the site of the Land Rover University, a 10,000 square-foot training campus for mechanics, retailers, and sales staff with an accompanying six-acre off-road training course which opened in 1996. Land Rover intended to retain use of the University. So far, there has been no word on what impact the Rover Group sale will have.

• Audi is responding to complaints from motorists concerning high-speed instability problems in its recently introduced TT (Topsy-Turvy) sports coupe. After a number of high-speed crashes in Europe, resulting in five fatalities, Audi A.G. recalled the Bauhaus-inspired sports car to fit a rear-deck spoiler and suspension upgrades. Despite these fitments, incidents of crashes continued to pile up, one claiming the life of former East German rally driver Peter Hommel. Audi then announced that it would soon offer TT owners the option of fitting its E.S.P. stability system for \$325. While there have been no reports of TT handling complaints in America, Audi of America recently announced that it will offer the same retrofits to North American owners, although, due to a parts shortage, the suspension and spoiler upgrade won't begin until May and the E.S.P. retrofit can't start until at least the end of the year due to the lack of suitable facilities. The suspension and spoiler upgrade will be at no cost and Audi of America hopes to offer the stability package for the same \$325 fee.

• Some people will do anything while driving, and some people will pay to find out what's being done. Recently, Response Insurance, a direct-to-consumer auto insurance company, conducted a survey to determine what drivers did while driving. Respondents indicated a number of distractions, including: taking their eyes off of the road to speak to passengers (56%), spilling hot coffee on self (26%), nose picking (17%), combing hair (17%), arguing with passenger (16%), applying make-up (10%), and, putting in contact lenses (3%). The survey indicated that 76% of motorists were engaged in such activities while behind the wheel.

derr

NCC E-Mail Database

Don't Miss Out!

Include yourself in the Club's e-mail database

The NCC is currently compiling a mailing list for event notification purposes. Initially, this directory will be used for notifying chapter members of an event that has been planned too close to a newsletter deadline or that has had last minute changes to its schedule. We're hoping everyone with an email address will provide it to the Chapter so we may have a way to let the members know about late breaking events. This list will be for the purpose of NCC events only and will not be distributed freely or sold.

Please send your email address to Sue Bryan at <ncc@bcpl.net> with the subject and body of the message reading "subscribe" along with your name (an alternate e-mail address should be included, if different from the one you're using to send the request). If you have any questions, please contact Sue at the above email address. Thanks in advance for your participation.

COMING EVENTS

Deutsche Marque Concours 2000

Sunday, 7 May 2000

Woodlawn Plantation

Alexandria, VA

Time: 9:00am-3:00pm

Spring will be here soon and that means so will the 17th annual Deutsche Marque Concours! This magnificent event will once again be held on the lawn of the historic and scenic Woodlawn Plantation. If you've missed this event in the past, then you owe it to yourself to make this one. Where else can you see old and new machinery from the three premier German marques mixing and mingling together as spectators admire the level of preparation and care of each vehicle. Last year featured not one but two 1938 327 cabriolets, a 56 502 cab and a 507. Most BMW enthusiast only see these cars in magazines, we are fortunate enough to get them on the field with many other rare and exotic Porsches and Mercedes and them mix them in with some very nice later model machinery! Have I got your attention yet? Now we need you, the members of NCC, to clean-up your cars and get them out there on the field. Both the Mercedes and Porsche Clubs promise to put a whipping on us this year in terms of cars shown...with over 3500 members in our chapter we can't let this happen. So clean'um up, old and new and bring them out and show them. I even heard a rumor that the concours chairman may even show a car this year!

As usual, this will be a top only concours and we will also have a display class. There will also be a race car class if there is enough advanced registration from the racer boys & girls. The entry fee is \$25.00 (if pre-registered by April 28th) and \$30.00 thereafter including registration on the field the day of the show. Entry fee includes 1 ticket to the wine and cheese reception which immediately follows the awards presentation. Additional tickets are available at \$10.00 per person. There is no charge for admission to the event as a club member, although you MUST present your membership card at the gate to obtain free entry. Non-club members and general spectators must pay a \$5 admission.

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

As the morning progresses, coffee, Mimosas, Bloody Marys, and danish will be available for a nominal charge. As we move into early afternoon barbecue sandwiches, select beer and wines and premium cigars will also be offered by the staff of Woodlawn and their vendors. Also warm sunny weather has been requested! Volunteers are needed to help with registration, judging, scoring etc..questions/concerns? Contact the Concours Chairman: Paul Vessels at (202) 726-7971. Also, look for the registration form in this issue.

Directions: from the Capital Beltway take I395 south to exit 166 (FT. Belvoir/Newington), follow signs toward FT. Belvoir/US Rte 1, follow to end of road and turn left onto US Rte 1, Woodlawn will be approx 1.25 miles up on the left. From DC take 395 south past the Capital Beltway

then follow above. Woodlawn is at the intersection of US route 1& VA Rte 235 south.

Carlisle Import, Kit/Replicar Nationals Show/Tour & Club Display

Saturday, 20 May 2000

Carlisle, PA

Time: 9am

On Sunday, May 20 we will tour/caravan to the Carlisle, PA fairgrounds for the Carlisle Import, Kit/Replicar Nationals. This event has been around since 1996 originally known as the Carlisle Import Auto Festival, it has grown to its current status to include both imports and kit /replicas. The event offers all import swap meet, Specialty Car Manufacturer's "midway", Kit/Replicar corral, Import & Specialty car show fields, club gatherings, seminars and much more. You can expect to see anything from Ferraris to Porsches to British makes including Cobras and the awesome Ford GT-40. Car Clubs that display at least 20 vehicles will be given a free 20x20 canopy to use as club headquarters during the event. 1st, 2nd, and 3rd, place trophies will be presented to clubs with the highest participation. I understand that the Nittany Bimmers Chapter usually has an impressive turn out of members each year...what can we at NCC do? The fairgrounds also has a huge concession area or you may pack your own pick-nick, this is a family event so bring the kids if you like... you probably should because if they find-out

that you ate all that funnel cake...your done! The entry fee is \$20 or less per car depending on the number of participants. The tour will leave at 9:30am sharp as the travel time is close to 2 hrs (so please don't be late). The tour will proceed up I270N to US 15 north to PA Rte. 94, from this point we will take backroads (all paved) into Carlisle. Those who wish to travel directly or show up later should continue north on PA Rte. 94 to junction PA Rte. 34 north into Carlisle (approx. 9 mi) make left at Hardees onto Spring Rd, then right at 2nd traffic light. Hope to see you there! For more info/contact Paul Vessels @ (202)726-7971 or e-mail to <onboost@bellatlantic.net>.

Directions: The tour will leave from the Red Lobster parking lot on Shady Grove Rd in Rockville, MD. Take I270N to Exit 8, follow exit around to left to Shady Grove Rd and make right. Red Lobster will be on your left before "U" turn at next light.

BMW CCA NCC Corral at the Jefferson 500 Vintage Races

Sponsored by Radial Tire Company

Sunday, 21 May 2000

Summit Point Raceway, WV

Time: 10am til the last race

Do you want to see beautiful vintage race cars hustling through tight turns? How about grabbing some of the best pulled pork or bar-b-qed chicken this side of the Mississippi? Well then you need to mark your calendar and plan a drive to Summit Point Raceway for a day of vintage racing the Jefferson 500 Vintage Races. If you have never visited Summit Point before this event is a great way to check it out. Wandering through the pits you can see anything from a BMW-powered Elva racecar to a vintage

Sunoco Camaro from the thundering 70's. Tiny tires on an old Morgan screaming through a turn is the perfect backdrop for telling your latest car story or just enjoying a beautiful day. Thanks to Paul Moorcones at Radial Tire Company, we will be treated to Mike Brown's famous rolling feast. The cars start rolling around 9:00 am and lunch is served between noon and one o'clock depending on how the race schedule is running. There is no charge for Club members and guests are \$5. Please RSVP to Mike Early, (410)484-4620 or via e-mail <m3early@aol.com>. Hope to see you there!!

Directions to Summit Point Raceway. From No. Va, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charles Town. At about 1/2 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock. From Baltimore, take I70West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.

NCC Autocross Series: Event #1

Sunday, 28 May 2000

Time: 9:00 am

Rosecroft Raceway, Ft. Washington, MD

After a long winter, it's time to kick off the NCC's annual autocross series. Time for all you hot-shoes to clean off the sticky tires, and those of you who attended the autocross school to put those new skills to use! If you missed our autocross school, or are new to autocrossing, we'll have plenty of people in attendance who can ride with you or provide advice. The autocross will feature 3 heats of 4 runs for 30 cars, so please pre-register for this event starting April 28th by contacting the Andrej Dolenc at (240) 305-5167 or by e-mail at <ncc_autox@yahoo.com>. A \$15 entry fee will get you all the cone dodging fun you can stand for a day!

Directions: Rosecroft Raceway is located just off the Capital Beltway (I-495) Exit 4A in Ft. Washington, MD. Follow the signs once you turn off Exit 4A.

Drivers' School

Sunday-Monday, 4 - 5 June 2000

Summit Point Raceway, WV

The first drivers' school on the "BIG TRACK" and our second annual Sunday/Monday drivers' school at Summit Point Raceway. This is not a "girlyman" track, but a place where high speed and skill come into play. Not as technical as the Jefferson Circuit, but a lot of fun. To register, call Gary Ketner at 410-715-9317 evening before 10pm.

Directions: See previous Summit Point events.

C O M I N G E V E N T S

New Members' Reception

Saturday, 17 June 2000
Curry's Auto Service
Chantilly, VA
Time: 3:30 - 7:00pm

So, you just joined the BMW CCA in the last year and you want to know how in the world can a "club" benefit me. On Saturday, June 17th at 3:30 PM to 7:00 PM, enjoy a afternoon on food, fun, conversation and prizes with members of the friendliest and most active car club in the Washington, DC Metro area. The location will be Curry's Auto Service, Inc in Chantilly, Virginia at 14210F Sullyfield Circle. This will be the perfect opportunity to meet new people with similar interests, from "shade tree" mechanic's conversation, social events, to high performance driving schools. We are the second largest BMW CCA chapter in the nation with nearly 3,500 members. However, we would boast that no chapter comes close to the variety and sheer number of events and activities. RSVP with Mike Gayle, via email at <gaylemd@gateway.net> or phone (703) 221-6794. Location: Located in the Sully Industrial Park in Chantilly, VA. Curry's is just south of Route 50, and just east of Route 28 near the Capitol Expo Center, (703)502-0400.

Directions: Take I-66 West to VA Route 28 North toward Dulles Airport. Turn right at the stop light on Willard Road. You'll go past the Expo Center on the left, then turn left at Brookfield Corporation Dr., turn right at the stop sign on to Sullyfield Circle. You'll see the signs on the right directing you to 14210F Sullyfield Circle—Curry's Auto Service, Inc.

NCC/German Marque Corral at the SCCA MARRS Races

Sunday, 18 June 2000
Summit Point Raceway
Summit Point, West Virginia
Time: 9am til the last race

The National Capital Chapter has been invited to join the BMW/German Marque Corral at the 3rd SCCA MARRS race of the 2000 season. There will be 8 races throughout the day with many different types of cars, ranging from open wheel to showroom stock to all-out GT race cars. There will be a number of classes that will contain BMWs, but all the racing will be exciting. So, if you've ever wanted to attend a real road race or you haven't been for a while, come out and join the other NCC chapter members for a full day of spectating. If you happen to be very interested in the race cars, take a walk through the paddock. Be sure to visit NCC members Mike Wendell, Pat Donahue, James Sheridan-Peters, Matt Yip and Rich Beebe, as they will all be racing that weekend.

If we have enough people attend the event, our members will be admitted at a discounted rate of \$10 per person. So we can tell the organizers of the event

how many we will have attending, please RSVP for this event to Rich Beebe at rich@beebecomm.com (preferred) or 410.944.3449. If you have any questions about the event, call Rich at the same number. Hope to see you at the races.

NCC Autocross Series: Event #2

Saturday, 24 June 2000
Lincoln Technical Institute
Columbia, MD
Time: 8:30 am

The region's motorsports events are in full swing, the NCC's autocross series is no different. This event will be the second in our autocross series. For this autocross, we return to one of our more technical lots, Lincoln Technical Institute. An autocross where horsepower is not necessarily an advantage, where handling is the key to a fast time! The event will feature three 30 car heats. The first heat starts promptly at 9:00 AM, please allow time for tech inspection and preparation if you are in the first heat. You may pre-register starting May 24th by contacting Andrej Dolenc by e-mail (preferred) at <ncc_autox@yahoo.com> or by telephone at (240)305-5167.

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

Summer Tour: The Plains/The Planes

Sunday, 25 June 2000
Tour starts 10:00am from Centreville, VA
The Flying Circus Airshow
Bealeton, VA

Pack a picnic basket and come out with us to enjoy a leisurely, self-guided drive through the back roads of Virginia where we will meet up with fellow NCC members at The Flying Circus Airshow in Bealeton, VA. The Flying Circus Airshow features stunt pilots, barnstormers, wing walkers and more. This date is also their "Women in Aviation" day. Airplane rides are available before and after the show. Food is also available on the field. You can visit The Flying Circus's website at <http://www.flyingcircusair.com> for more information. Departure will be at 10:00am and travel will be approximately 2 hours through the Virginia countryside using standard TSD rally instructions. A navigator will be helpful. The road leading into the airport is gravel and there may be less than 1/2 mile of gravel en route. The gates open at 11:00 and the airshow starts at 2:30. Admission to the Flying Circus is: Adults-- \$10.00, Children-- 3-12 \$ 3.00, and Children under 3--FREE. (Advance group tickets yet to be determined.) Please RSVP (include home phone number and tickets needed) by June 11, 2000, by contacting Steven Schlossman at

(301) 515-7655 or, preferably, by email at <steven@happytogether.com>. Visit the NCC website at <http://www.bcpl.net/~ncc> or call the Club Hotline at (301) 230-9BMW for the latest details.

Directions. From Baltimore: Take I95 South to the Capital Beltway (I-495) West (towards Silver Spring) to Exit 9 (I66 West) in Virginia (Continue below). From Maryland/Virginia: I-495 to I-66 West (Exit 9) to US Route 29 (Exit 52). Left at traffic light onto North 29. Right at Centrewood Rd. Left at St. Germain Dr. We will meet in front of HAO HAO Buffet. Bagel Bakery, Jamie's Coffeeshop and a Mobil gas station are near the start.

FYI – originally planned for this date was a lighthouse tour. After visiting the lighthouses, I found two were behind barbed wire fences, two did not have ample parking, and one was too short of a drive to be called a "tour." Also, I would like to invite anyone who is interested in hosting/planning a tour to contact me.

NCC Autocross Series: Event #3/MWCSCC Championship Auto-X

Sunday, 23 July 2000
Rosecroft Raceway*
Ft. Washington, MD
Time: 8:00 am

Our third NCC series autocross will be our annual Metro Washington Council of Sport Car Clubs (the "MWCSCC") contribution. The autocross that the NCC hosts, but where BMW's are in the minority. Many drivers with a wide range of cars will participate, a great opportunity to test your skills against the rest of the autocross enthusiasts in the area. This event is part of both the NCC's Autocross Series, as well as the MWCSCC's Championship series. As such, the event will be classified both according to the NCC's autocross classification system and SCCA classes. The event will have 120 cars running in four heats. Pre-registration is strongly encouraged, as the MWCSCC autocrosses often fill to capacity. To pre-register, point your browser to <http://members.aol.com/mwscscc/mw-ax.htm> or call (202)726-2289. Pre-registration will open starting June 23rd.

* The Autocross is tentatively set to be run at Rosecroft Raceway, though there is a possibility that this event may be held at a new, never before used lot. Please check the NCC's web site: <http://www.bcpl.net/~ncc> or with Andrej Dolenc at 240-305-5167 for the latest information on the location of this autocross.

Directions: Rosecroft Raceway is located just off the Capital Beltway (I495/I95) Exit 4A in Ft. Washington, MD. Follow the signs once you turn off Exit 4A.

C O M I N G E V E N T S

Summer Seafood Feast and Peoples

Choice Concours

Saturday, 5 August 2000

Patapsco State Park - Avalon Branch #105

Noon til dusk

I have had 2 years to rest up for this event and am ready to top my last effort. Nick's Inner Harbor Seafood will be serving up steamed shrimp, crabs, and corn with a few yet to be determined surprises to make

up a traditional Baltimore Crab Feast (Hon!). The Avalon Branch of the park is right off of Interstate 95 (about 15 minutes south of Baltimore) providing a beautiful setting for a top up concours. The Club has use of a covered Pavilion big enough to hold 200 people so this is a rain or shine event. Please watch the next issue for further details.

National Capital Chapter's Chapterfest

NCC Autocross Series: Event #4

Saturday, 12 August, 2000

Lincoln Technical Institute*

9325 Snowden River Pkwy.

Columbia, MD

Time: 9:00am - 5:00pm

It may be the heat of summer, but the National Capital Chapter is in full swing, bringing an event-filled Chapterfest that will have something for everybody. Again, we will have a wonderful catered lunch from Santonis of Owings Mills, the same caterer that brought such great food last year.

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

Is your garage bulging at the seams with parts and knick-knacks? The Chapterfest will feature a swap meet that is a perfect opportunity to sell some of these car parts (to free room for new projects!). Spaces for the swap meet measure approximately 9 feet wide by 19 feet deep. Spaces are free to club members, and \$25 per spot for commercial vendors. To reserve your space, contact Andrej Dolenc by e-mail (preferred) at: <ncc_autox@yahoo.com> or by phone at (240) 305-5167.

9:00am - 12:00pm - Concours

Do you religiously wash your car every weekend, keeping it so clean it's the envy of your block? Why not enter it in the Concours, where it will be compared to other cars maintained just as fastidiously. All cars will be judged for exterior and interior cleanliness, with the engine compartment optional. Trophies will be awarded to the 1st, 2nd, and 3rd place cars in both the clean car concours and people's choice categories. A \$10 fee is required for entry. To enter the concours, contact Paul Vessels at (202) 726-7971

9:00am - 5:00pm - Autocross

The National Capital Chapter's Autocross Series continues with this, our fourth points event. For those not familiar with autocrossing, it is a low-speed precision driving event, where drivers compete against each other by driving the fastest time on a well-defined course. Instructors will be available to provide help to beginners. A Snell rated helmet and a brief tech inspection will be required. An entry fee of \$15 will be charged. Trophies will be awarded to top finish-

ers in all autocross classes. If anyone is interested in participating in the concours and the autocross, you should try to register early for the autocross so you may secure an afternoon slot. You may pre-register for the Autocross starting July 12th by contacting Andrej Dolenc by e-mail (preferred) at: <ncc_autox@yahoo.com> or by phone at (240) 305-5167

11:00am - 3:00pm - RC Autocross

Introducing a brand new event for our Chapterfest, a Radio-Controlled car autocross. Perfect for drivers of all ages, including those too young to possess a drivers license! Bring out the kids and watch them race, or even compete against them, you never know who'll win! A limited amount of cars will be on hand, if you have an RC car, please bring it (including batteries and chargers). For more information, please contact Andrej Dolenc by e-mail (preferred) at: <ncc_autox@yahoo.com> or by phone at (240) 305-5167

This years Chapterfest promises to be a day packed with BMW camaraderie and events. Please come and join us! Questions? Contact Andrej Dolenc by e-mail at: <ncc_autox@yahoo.com> or phone at: (240) 305-5167. Please indicate which events you will be participating in, and how many persons will be attending. See you then!

* The Autocross is tentatively set to be run at Lincoln Technical Institute, though there is a possibility that this event may be held at a different lot. Please check the NCC's web site: <http://www.bcp.net/~ncc> or with Andrej Dolenc at 240-305-5167 for the latest information on the location of the Chapterfest.

Directions. From DC: Take I-95 North to Md Rte. 32 West towards Columbia. Exit at Broken Land Pkwy and bear right at the end of the ramp. Immediately bear right onto Snowden River Pkwy. Lincoln Tech is on your right. From Baltimore: Take I-95 South to Exit 41 West (MD Rte. 175) towards Columbia (bear right on ramp). After 1.2 mi, turn left on Snowden River Pkwy. Lincoln Tech is about 2 miles on the left

NCC/Branded TSD Rally:

Basic Training

Sunday, 13 August 2000

Start: Centreville, VA

TSD rallying comes back to the NCC. O'fest is only a couple of months away, so let's get some practice before we go to Greenville, South Carolina. This rally will end with a delicious German buffet, which is included in the entry fee. There will be a cash bar for those adults who would like to partake of a good German beer (but make sure you have a designated driver). For anyone new to rallying, a TSD rally is NOT a race. It is a contest that follows a set of written instructions that dictate speeds at or below posted speed limits on a route that passes checkpoints at precise locations and times. Contestants are penalized for being either early or late at these checkpoints. Rallying is a family sport, enjoyed by young and old alike. Each team consists of a driver and navigator. For more information about local TSD

rallying, visit <http://www.branded.org>. Further details to follow in the next dB.

Drivers' School

Saturday-Sunday, 26 - 27 August, 2000

Jefferson Circuit

What have you been waiting for? Every year we try to convince you to attend our drivers' schools. You've read about them in the dB and the Roundel. You must be curious? So, what are you waiting for? This is one of the best venues for your first time. Give it a try. Learn how to drive your BMW at speed. Learn the skills that will make you a better driver year round. Although curiosity killed the cat, you must remember that satisfaction brought him back. Join us. You will be satisfied. And if you're still wavering, we throw an amazing barbecue at the end of the evening that is sure to please you. To register contact registrar Gary Ketner at 410-715-9317 evenings before 10pm.

Directions: Under previous Summit Point events.

Drivers' School

Saturday-Sunday, 21 - 22 October, 2000

Summit Point Raceway, WV

This is one of the last drivers' schools of the year. This is the time to put everything you learned from the prior three schools together. Summit Point in the autumn is beautiful. Come out for the scenery. Come out to see old friends. Just come out. It will be six months before you drive on the track again; eight months before the next school at Summit. That's a long time. Come on out and drive the Big Track for the last time in 2000. To register contact registrar Gary Ketner at 410-715-9317 evenings before 10pm.

Directions: Under previous Summit Point events.

Fall Tour

Sunday, 29 October 2000

Make sure to mark this date on your calendar for the Chapter's last tour of the year. We will be travelling through Pennsylvania, possibly to the East Broad Top Railroad in Orbisonia or taking a driving tour to the D.G. Yuengling and Son Brewery in Pottsville. This is surely going to be an enjoyable drive, taking in the fall foliage with your newfound friends on this all day trip. Drop the top and turn up the heat as we explore some beautiful stretches of roads! Visit the NCC website at <http://www.bcp.net/~ncc> or call the Club Hotline at (301) 230-9BMW for the latest details.



Registration Form 2000 Deutsche Marque Concours

BMW year _____ Model _____

Concours _____ \$25 per entry

Display _____ \$25 per entry

Reception _____ \$10 for each
additional person

Total Enclosed \$ _____

Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

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

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

Please photocopy from magazine.

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NATIONAL CAPITAL CHAPTER BMW CCA

2000 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form at least seven days prior to the event. One applicant per form; photocopy as needed. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Postmark date determines admission order. NCC members have admission priority until **four weeks** before the event. Members of other chapters will be admitted to space available at that time.
- **Drivers** must have a full, valid driver's license. If the applicant is under 18, a *notarized* parental permission form (supplied) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but may *not* register for the second day only.
- **Cars** must be insured, street-legal, quiet, and must have a passenger seat. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems (for example, if the driver has a five-point harness available, the passenger must have a five-point harness available as well).
- **Convertibles**, motorcycles, and rental cars are not allowed. Trucks, SUVs, and vans are allowed in the Highway Safety School only.
- **Cars must be inspected** by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy.
- **Helmets** must be rated Snell M90 or later. Full face helmets with Snell SA90 or SA95 ratings are strongly recommended. The Snell Memorial Foundation's rating will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

Indicate school(s) below:

8-9 April (Jefferson Circuit)

\$95 Saturday Highway Safety School
\$150 Sunday Drivers' School / \$220 both days

4-5 June \$275 both days / \$195 Sunday or Monday

26-27 August (Jefferson Circuit)

\$225 both days / \$150 Saturday or Sunday
21-22 October \$275 both days / \$195 Saturday or Sunday

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

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

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

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

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address (Adult S, M, L, XL, XXL)	
City _____	State _____	Zip _____
Phone (home) _____	(work) _____	Chapter _____
Car Color _____	Year _____	Make _____
		E-mail _____
		Model _____

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

And don't forget our three-for-one deal: corner-work any three track days and get a day at the track as a student FREE!!! *

* Note: To be eligible for credit for free schools, workers **MUST** pre-register with Steve Lowry (telephone: 301-390-1666 before 10:00 PM; e-mail: pitout@hotmail.com). Worker spaces are limited, so contact Steve early.

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

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

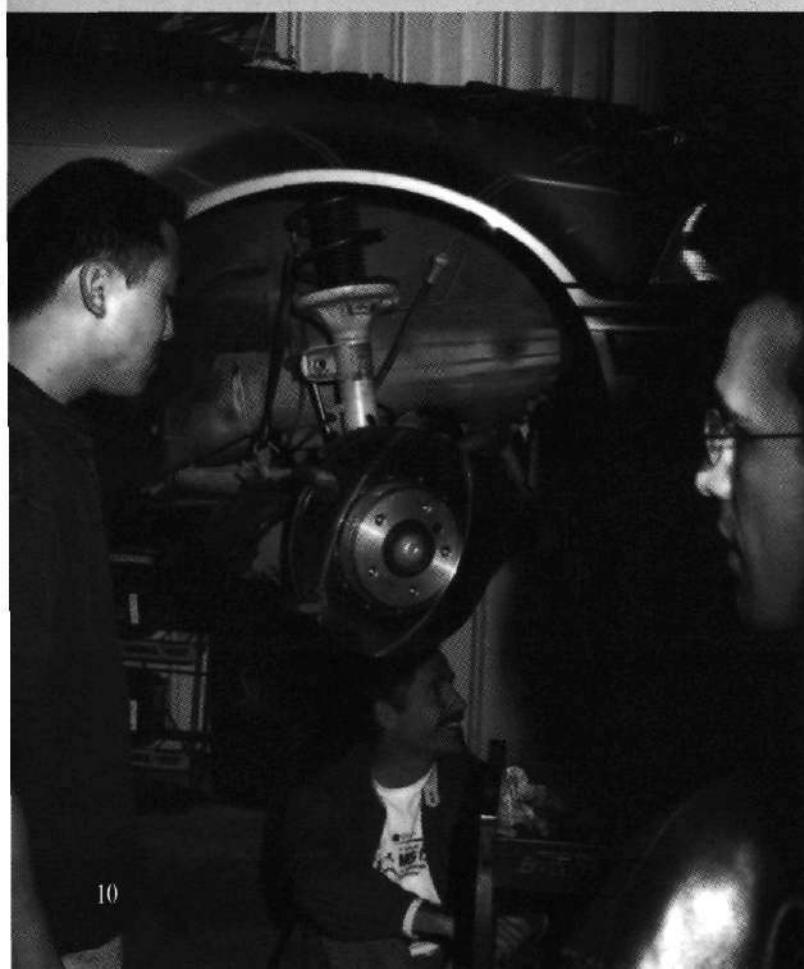
Days at other tracks (please list individually): _____

Please photocopy from magazine.

Brakefest '99

Hosted by Manassas Motorwerkes

About 40 diehard BMW faithful gathered on an exceptionally beautiful December day at the Manassas Motorwerkes shop in Manassas Park for a demonstration and explanation of how to maintain and service BMW brakes. By Mike Wendell



We didn't have room in last month's issue for a full description of the wonderful event thrown for the Club by the folks at Manassas Motorwerkes, so we're going to spend a few minutes telling you about it right now. Manassas Motorwerkes is a new BMW shop located in Manassas Park, Virginia. Lee Jones and Ron Willis have been waist-deep in BMWs for years now, and it's wonderful to add them to the list of local shops specializing in our favorite marque.

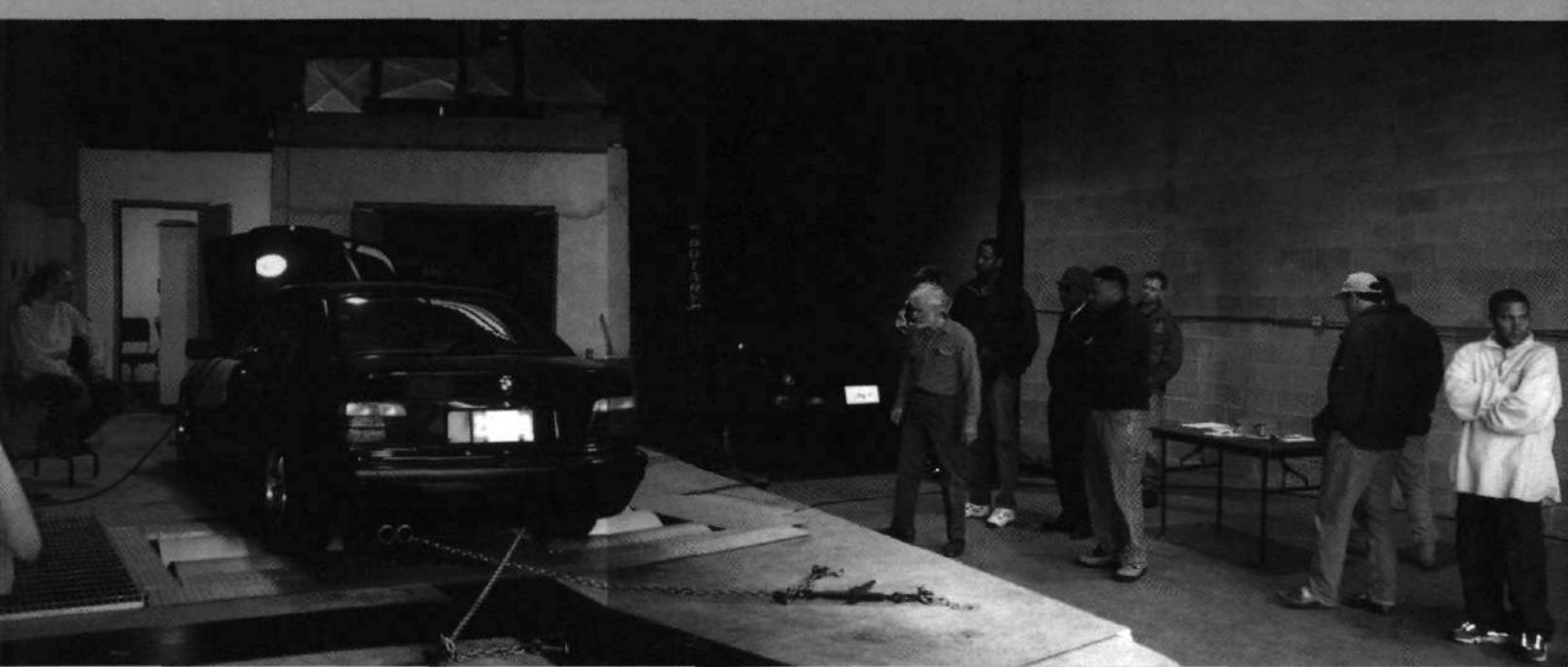
Not only do they specialize in BMWs, but both Lee and Ron race them! Ron has been racing a 2002 in the hotly-contested SCCA ITB class out at Summit Point, and now that Lee has his SCCA competition license as well, I'm sure we'll see him out there dicing with his partner in another fast 2002. Naturally, two guys who race BMWs are sure to know about brakes, which is why we picked them to host the Brakefest event back in December.

About 40 diehard BMW faithful gathered on an exceptionally beautiful December day at the Manassas Motorwerkes shop in Manassas Park for a demonstration and explanation of how to maintain and service BMW brakes. The demonstration began when Membership Chairman, Mike Gayle's beautiful Estoril Blue 1995 M3 was hoisted up into the air on the twin post lift. Then Ron Willis set about removing each brake component and explaining its function and what's required to service it. Pads and rotors were discussed, as was the proper way to bleed the system. A crowd of club members, including many new faces, watched and asked questions of Ron and Lee.

When Mike's M3 was put back together, an gorgeous old 2002 was lifted skyward and everyone looked at how the older machine's brakes compared to the M3 they'd seen earlier. The 2002's non-vented rotors looked tiny in comparison. Ron showed us a neat little product they'd fabricated to cool the solid rotors on their racecars. Constructed from a piece of exhaust tubing, with brackets welded onto it, a splitter inside, and a cap on the end, it directs air from a brake duct hose, around to both sides of the rotor. This allows the solid rotor to be cooled evenly from both sides, and helps their racecars stop better throughout the race.

Everyone was enjoying the company of other BMW folk, and the atmosphere of the shop, when suddenly the food showed up! Manassas Motorwerkes provided the crowd with hot dogs, exceptional chili (Ron's own recipe, so I'm told), sodas and cookies. A wonderful end to a great day hanging out at the shop.

BMWCCA-NCC Charity DynoDay Hosted by AutoThority. By Brian Shipman



First, I want to thank everyone who came out on a day that was supposed to be 70° and sunny and turned out to be 50° and dreary, never thought there were that many guys in the club who were as die hard as I am. I would also like to thank AutoThority for the time they generously donated, they have run this type of event in the past and they have told me that they enjoy supporting charities in any small way they can.

For our first charity event of the 2000 season we did pretty well, we had a total of seventeen participants mostly M3s but a few others such as a 3.0CS, a 535i, a 635CSI, and also a couple of Porsches which unfortunately did not fare too well. I apologize for the inaccuracy of the torque curves, the calculation for the torque was input into the computer wrong, but all the horsepower

ratings were accurate. If you would like a new print-out of your results please e-mail me at Brian325i@hotmail.com with your name, car type, and home address and I will make sure to get it to you as soon as possible. I would also like to thank Mike Wendell, who couldn't attend this event due to a prior commitment, for giving me the opportunity to take the lead on this event.





White Post Restorations Tour

What a beautiful day for a tour, what a wonderful route for a tour and man, what a facility to tour! By Paul Vessels

On Saturday, March 18th, no less than 65 National Capital members travelling in roughly 28 BMWs made the trek from McLean, VA to White Post, VA, just outside of Winchester. With the weather sunny and a light wind blowing, we departed from our meeting point and headed west on Georgetown Pike through Great Falls. Now for those of you who don't know, Georgetown Pike is like a tour within itself with its winding roads and million dollar homes. Anyway, we continued on as we reached main roads which allowed the group to "bunch" a little, it must have been quite a site as kids and adults looked and pointed. On to the back

roads again which wound through Leesburg and touched Winchester then back to the main roads until we reached Blue Ridge Mountain Rd! Can you say FUN!? This winding road which starts out as a twisty uphill, levels off

(twisty) starts down hill (twisty) as it circles a FEMA compound is so incredibly fun, that you owe to your bimmer to take it owe there and play with it! After all the "twisties" we ended up on "Old Car Lane" and White Post Restorations. Billy Thompson, our gracious host and owner of the facility greeted us, and after a brief break for lunch led us on a very informative tour. There were vehicles of every dif-



ferent kind in various stages of the restoration process. One of our Club members, David Landow's '74 tii was at White Post for some minor detailing it didn't need much w/9K original miles showing on the clock! Billy showed everyone how a car is "staged" when it arrives at White Post Restorations. As the car is disassembled, everything that comes off is tagged, marked, and cataloged and follows the car through its restorative stages. We then paraded through the staging area, the trim shop where interiors are re-created, on to the metal fabrication area, the spray booths where parts of and entire cars are painted, then to the machine shop and finally to the area where the final assembly takes place. I think everyone who attended now has a fine appreciation for what goes into making an older car "new" again. We would like to thank Billy

Thompson and the staff of White Post Restorations for hosting us and also thank our "tourmeister" Steve Schlossman for putting together a wonderful drive! Until next time "keep the shiny side up"!



A German Experience with a Southern Touch!



That's how my wife, Susan, described the delivery experience of our new 2000 M coupe through BMW's new Performance Center. Simply stated, and absolutely correct. We also happened to be the first to take delivery of a BMW utilizing BMW's new Performance Center Delivery Program in Spartanburg, SC. By Bruce Baicar

Where do I start to describe our experience/adventure? I guess it really began when I (we) first saw the new M coupe at the Washington Auto Show last year (it was the ONLY reason I went!). That car was silver, and it drew quite a crowd, and an amazing love it/hate it response from many. For me, it exemplified BMW's perfection of a true "purpose built" performance vehicle (as did the boy-racer E30 M3, which I had owned and loved for six years and 140,000 miles). The M coupe was car-love at first sight, even though the color was wrong (not Dakar yellow!). There is nothing understated about the M coupe, from its body flares to accommodate the 9-inch wide rear wheels, to the four exhaust pipes from which the 3.2-liter M-engine plays its wonderful music! BMW performance enthusiasts know what I mean! From that first sighting, it was only a matter of "When do I commit" to order

one. Complicating this purchase decision was the new M3 (when would it be available, and with what engine?) and the simple fact that I loved my current ride, a 1995 M3 (Dakar yellow), which (of course) has its own story. Susan says I would keep every car I have owned, if possible (she is right). And she is tired of all the fuss I make when I have to give up a car to make room for the new ride! Only Susan, the dealer, and the car know what that really means! Are there others out there who are as attached to their cars as I am? My dealer is Tischer BMW, and my client advisor is Mike Mills. Both patiently waited as I made my purchase decision over several months. As I said, I wanted to learn more about the upcoming M3, the availability of the Sequential Manual Gearbox (SMG) from BMW NA, and the upcoming M3 powerplant for the US. During this "What to do? What to do?" period I became

aware of the Spartanburg delivery program through BMW NA's web page. I keep saying that we are going to take a European Delivery of a BMW car or motorcycle, but time never seems to allow this to happen. The Spartanburg Performance Delivery Program sounded like the next best thing, and it presented a great opportunity and reason to travel to the assembly plant to see BMW in action! My son purchased my 1995 M3 (keeps it in the family) and all of a sudden I needed a car. In desperation I was ready to purchase an M-Roadster (Dakar Yellow) from Tischer, when Mike called and said NO! He said I needed to be in the M coupe, it was the car I really wanted, he would make something happen, and he did! Within two days Mike had located a

Dakar Yellow M coupe scheduled for October production, and it had my name on it. In addition, he contacted Spartanburg, and requested delivery of this car through BMW's new Performance Center Delivery Program. Normally, the program requires a six-week lead-time to schedule a delivery, but Mike persuaded them to give me a slot; he didn't know I was to be the first to take advantage of the Program. Mike and Tischer went the extra mile to make this happen, and I'm glad they did!

Spartanburg called me to arrange the delivery date. Then BMW NA called to say we would be the first to take delivery of a car through the Performance Center. More calls followed, asking if we would allow the press to be with us during the "event." I said ok, but did not realize just how important BMW is to Spartanburg. All was handled well, and it made the trip even more fun. I made flight arrangements to get to Spartanburg, from BWI, to DCI, to Cincinnati to Greenville-Spartanburg (whew!). It definitely pays to plan ahead, something I am not good at. Oh well, we got there just the same, but not as the proverbial crow would have flown! BMW (Spartanburg) handled the hotel accommodations, travel from the airport to the hotel, three meals, travel to the BMW Performance Center, provided a VIP factory and Zentrum tour, and the delivery of the car. We stayed an extra night in Spartanburg in order to see all of the BMW facilities. Each of the Spartanburg facilities, be it the new

Performance Center, or the assembly plant, or the Zentrum is outstanding. The BMW employees were all very friendly and proud to be a part of BMW. The tour of the factory and the Zentrum Museum was great. BMW's attention to quality is apparent everywhere you look. While I have been a long time BMW enthusiast, there is much I simply do not know about BMW's past, and the Zentrum displays to you a sample of the marque's long heritage. The new Performance Center Delivery Program had been developing for months and they were as excited and enthusiastic as we were to have it begin! But the best part was the driving school, because I simply was not expecting this much attention to learning about the car through track time!

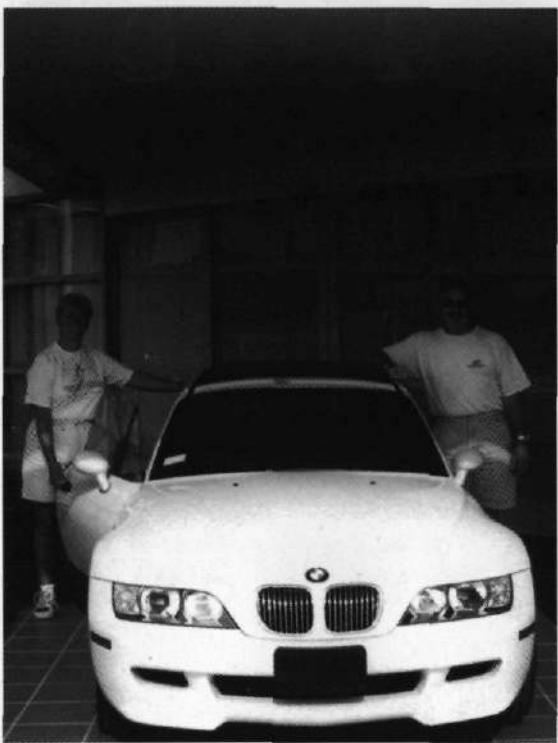
For the driving school, the Performance Center provided an M coupe for me to use, while Susan was provided an M roadster in which to practice her driving skills! We each had a personal driving instructor. This program instruction is designed to demonstrate to the driver how well BMWs react to daily driving experiences, and to enhance the participants driving skills. The driving school included driving time on the slalom course (I only knocked down two pylons, Sue none), the skid pad (I looped my car several times, Sue spun once), and the water wall (a lot of fun trying to avoid). The track time provided each of us the opportunity to experience ABS braking on a wet surface and driving on the road course at controlled speeds to learn and improve on the correct braking points, driving lines and entry/exit speeds at corners. What a great time! I could have spent the rest of the week right there! I will do this again, and take the optional two-day driving school offered by the Performance Center. The instructors were patient in trying to break both of us of old driving habits (old dog, new trick), explaining why the habits were bad, how to correct for these, and carefully showed us how well the cars do react to real driving situations. We both learned a lot and had a really good time with this segment and with the instructors. The skid pad was truly exiting! BMW had photographers present for the entire event and the Performance Center sent us a set of photographs taken during our time behind the wheel at the driving school. Following our driving school experience we were interviewed by several newspapers, magazines and Fox TV news. Clearly BMW is viewed as a major employer of the local area, and there was real interest in how BMW was planning to use the Performance Center. Prior to our departing, and at my request, the driving instructors took us for a demonstration ride on the test track in the new M5. WOW! While I do prefer the size of the M3 and the M coupe, the M5 could make me change my mind about four door sedans. For those who have an M5 on order, you are in for some true BMW excitement! The M5 never quits; it keeps pulling and pulling and well, you get the picture.

The next day we stopped by the Performance Center to say thanks for our experience (we gave them a box full of local pastries) and to say goodbye; saying goodbye to such a great group of BMW enthusiasts was a little emotional. It was like we had been friends for years! They provided us some "scenic" route



maps to Asheville, NC, with some really nice twisty roads to play on with the new M. First things first! The M coupe's acceleration is addictive. Combine that with the sweet rumbling exhaust note of the 3.2 liter M, and soon I found myself trying to play "Stairway To Heaven" or "Name That Tune" through the M-Coupe's four pipe sound machine! Who needs a CD? How do you break-in a car like this? How am I to keep it below 80 mph? How do I control my right foot on exit ramps? Like the song says "Breaking up IN is hard to do" or something like that. We decided the Blue Ridge Parkway would provide a "leisurely" return from Spartanburg back to Crofton, and its controlled speeds would safely break-in our new Dakar Yellow two-seater M (not to mention the fact that I forgot the Valentine One safety box!). This route worked out superbly. We stayed overnight two nights on the return home; it could have been three, but the M coupe felt like driving, go figure!

One thing was consistent on the entire trip; the M coupe generates a lot of attention. Every time we stopped, or parked, someone came over to talk or look the car over more closely. This still continues. People seem amazed and



impressed that BMW builds such a unique car. Even more surprising is that most everyone who sees the Dakar M coupe likes it! As an example, we pulled into a roadside restaurant on the Parkway and noticed a waitress run out from the restaurant to the M, walk around it, go back, get her friends and co-workers, and all go out to examine the car! All enthusiasts, young and old, male and female, seem to want a closer look, even the teenagers in the TransAm who got out, walked around the coupe, counted the four exhaust pipes, and gave us a solid thumbs-up!

I highly recommend BMW NA's Performance Center Delivery Program to any BMW enthusiast, regardless of the BMW purchased. BMW NA does not charge any additional fee for this delivery program, although you can elaborate/personalize the experience through several available options for a unique trip with your new BMW. For those

interested in learning more about how BMW's are manufactured and how these unique cars really can perform on skid pads and on a "controlled" road-course, this is a must do opportunity!

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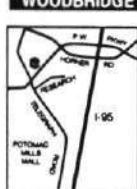
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BMW Unveils New Models, New Power

By John Hartge

The 3rd generation M3 is revving up and heading to the USA with an ETA in the fall. It will pack an estimated 330 horsepower, 90 more than the E36 M3. Due this summer is a new engine for the non-M 3 Series. This 3 liter replacement for the 2.8 will have 225 horses, nearly as potent as the E36 US M3.

BMW unveiled the US spec M3 at the New York Auto Show in April. Serious M fans probably got their preview first from www.bmw.com, the international web site that featured a multi-media M3 show as soon as the car got its worldwide introduction in Geneva early in the year. The car is very aggressive — 18 inch wheels, flared fenders, and a power dome hood.

The 3.2 six is very slightly bored out from the old Euro-spec engine and the head is a new design. BMW was still tinkering with certification in April but estimated the output at 330 horsepower with 255 lb. ft. of torque. The engine is the same as the 343 horsepower Euro M3 but the number is lower because of the conversion from the European DIN formula to the US SAE horsepower formula. Also apparently the placement of cats in the US car, near the exhaust manifolds, slightly changes output. BMW says 0 to 60 will be about 5 seconds. There's no official price yet but plan on a base of 47ish. The show car, a Euro spec car, had grippy cloth seats. The steering wheel is very thick, serious track stuff. It has six throttle bodies, unfortunately covered by a big intake box. Those throttle bodies are controlled electronically, drive-by-wire, allowing the M driver to select a sport mode for snappier throttle response.



BMW also unveiled the 330xi, an E46 with all-wheel drive. Remember the 325iX, last available in 1991? The AWD is similar to the full time system in the X5. Plus there's a special version of BMW's Dynamic Stability Control – DSC-X. It uses the throttle and brakes to help control vehicle stability when cornering. It used to be the driver who controlled vehicle stability, but this is the 21st century.

The 3.0 motor (code M54) has 225 horsepower and 214 lb. ft. of torque. BMW says acceleration to 60 should be in the low six seconds. Though Europe will get the 3.0 in the sport wagon, which will also be available in all wheel drive, there's no plan now for anything other than a 2.5 liter rear drive sport wagon for the US. The 330 sedan, coupe and convertible will start arriving this summer. The Z3 gets the 3.0 in the fall.

The 2.5 liter engine also gets an update this fall. It has a very slight boost in torque and a bump in horsepower (up to 20 more in Euro spec). With this upgraded 2.5, the nomenclature will change. The 3 Series with the 2.5 liter will actually be called a 325, correcting the improper 323 designation the cars have carried for several years. And, the Z3 2.5 will be called that.

The 2001 model year 7 Series is out now. The big news here is that the sport package, previously available only on the short wheelbase 740i, is so popular it will be available on long wheelbase 740 and 750 models. The sport option was selected by more than half the 740i buyers this past year.



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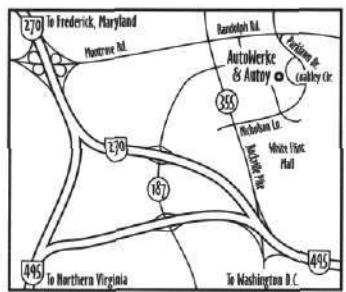
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The new engines probably will be ULEV, Ultra Low Emission Vehicles, to satisfy California's tougher new standards. It's incredible over the years how power and fuel economy have gone up while pollution has decreased. The new 2.5 six is about as quick as the original M3, the 3.0 engine nearly as strong as the 2nd generation M3 and the new M engine ... imagine that in a little M coupe. Perhaps a helmet should be standard equipment for street driving a new M. At least, on track performance driving school experience should be a prerequisite.

Photos by John Hartge and BMW NA.





BY WOODY HAIR

Woody's Competition CORNER

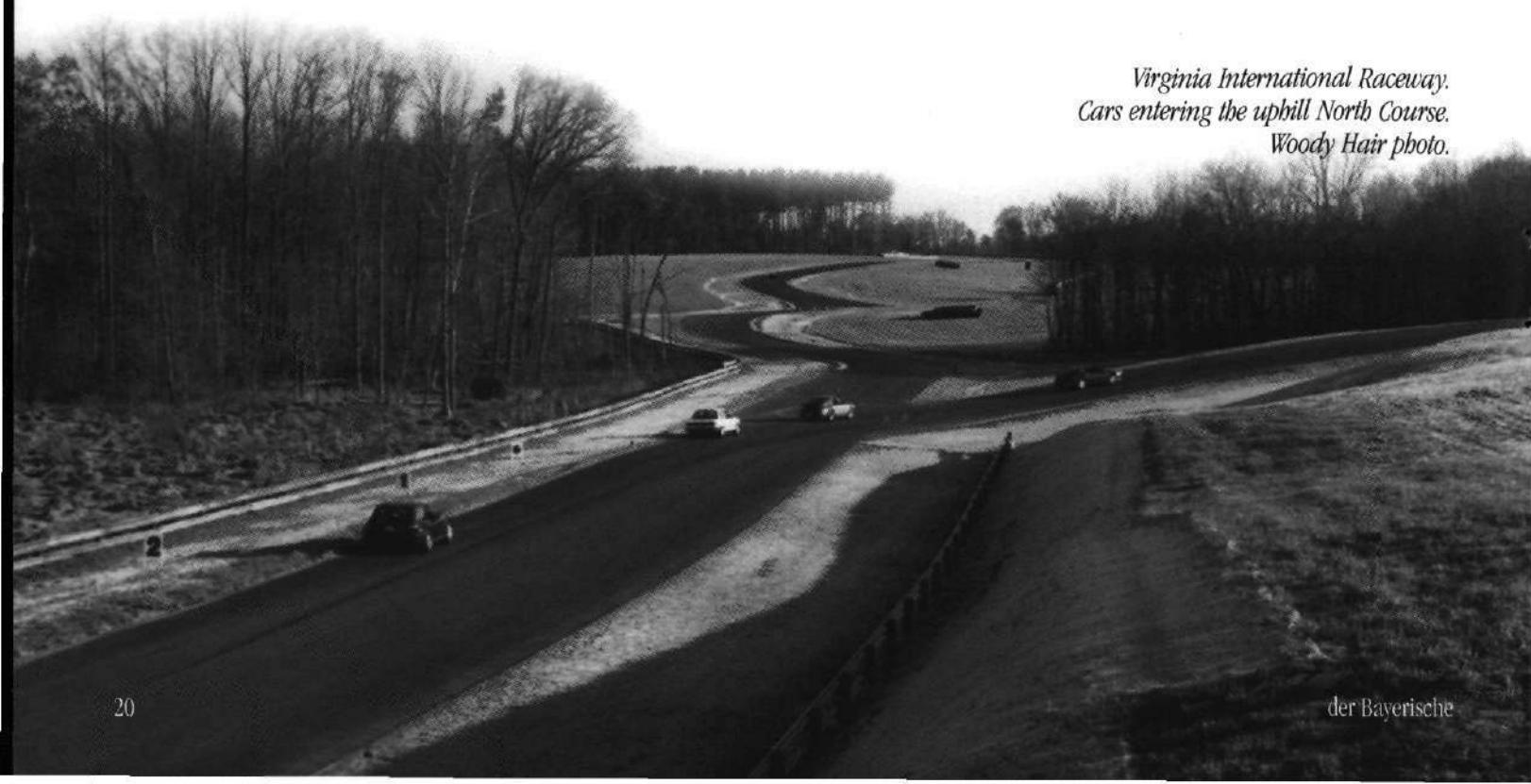
The 2000 Formula One season has gotten off to a terrific start for the BMW-Williams team. Team spokesmen were cautiously optimistic in hoping for mid-field finishes at the beginning of the season. After two events, Ralf Schumacher has a 3rd and 5th place record. Twenty-year old rookie Jensen Button has a DNF (he was running 6th) and a 6th. It is true that attrition and a disqualification have helped push the BMWs up in the standings, but both the cars and the drivers have been quick and reliable. As successful as the BMWs have been, Michael Schumacher and Ferrari have been even more so. Schumacher's two first place finishes, combined with two DNFs by arch-rival Mika Hakkinen in the McLaren, would have to be the perfect start to the season for Ferrari. Only a DNF by Rubens Barrichello in the second Ferrari has marred their record. It is shaping up to be a very interesting year with the Jordans and Jaguars capable of running at the front of the pack too. Between Speedvision's live coverage, Fox-Sports live or tape delayed coverage, and two events within an eleven hours drive from DC, you shouldn't miss a single race.

VIR OPENS: Virginia International Raceway is up and running with what is being billed as their Reunion 2000 season. Starting with an SCCA test and tune weekend in early March, every weekend is booked into December. The facility is truly first class. Rumor has it that development expenditures doubled the \$5 million budget. Originally opened in 1957, during the heyday of SCCA sports car racing, VIR is 3.27 miles long and incorporates 19 turns. From the end of the 4,000 foot back straight, there is a 150 foot vertical drop

to the sweeping Hog Pen turn which leads onto the 3,000 foot straight. Two totally new sections of track turn the full course into a 15 turn 2.25 mile North course and an 8 turn 1.6 mile South course. The main paddock serves the North and full course. It is absolutely huge, with parking space for over 300 cars and trailers. Within this paddock is a timing and scoring building with first floor classroom, restrooms, and medical services. An enclosed 3-bay tech shed is nearby. A separate "snack bar" can seat 200 and holds a Driving Impressions store. On the other side of the paddock is a large restroom with separate showers for men and women. By the time you read this, self-serve gas pumps will be operating with 93 and 100 unleaded gas, as well as 100 and 110 leaded racing fuel. A short walk from the paddock is a large autocross/skid pad. The South course paddock will have its own timing and scoring building that will afford a view of that whole circuit. When Tony Phelps of K&K Insurance made an inspection visit in early March, he was quoted as saying, "Alan Wilson (SCCA Inspector and race track designer) and I agree that VIR already is one of the best road courses in North America and, when finished, could be the best."

A number of chapter members had the opportunity to drive the North course at a NASA event in late March. The surface was sticky and absolutely smooth. Curbs at the apexes and trackout points are low and can be effectively run over in the two sections of esses. Except for the two straights on the North course, this is a third gear track for most BMWs. The front (pit) straight has a flatout kink similar to Mid-Ohio, but you cannot see beyond the apex until you are

*Virginia International Raceway.
Cars entering the uphill North Course.
Woody Hair photo.*



there. Top speed for me was slightly higher than Summit Point. The first spectator event is May 6-7. It will include a BMW Club Race hosted by the Tarheel Chapter, vintage races put on by the Vintage Sports Car Club of America and a Skip Barber Racing Series event. Spectators are welcome to view the time trials when the One Lap of America makes a stop at VIR on the morning of Wednesday, May 10. (Plug: yours truly will be participating.) Then on the following weekend, May 13-14, the SCCA MARRS (mid-Atlantic) series will be joining the SARRC (South-Atlantic) series for two days of championship races. A number of chapter members will be racing then.

The official grand reopening event will be the VIR Homecoming featuring the Gold Cup Historic Races on June 9-11. Slated to be a fixture on VIR's annual schedule, the Gold Cup Historics will feature many of the cars and drivers who raced at the track in years past. At least two members of our chapter, Jim Epting and Jim Harrison, raced at VIR in the late sixties. Perhaps they will be there along with internationally famous drivers Carroll Shelby, Dick Thompson, Roger Penske, Augie Pabst, and Richard Petty. Virginia International Raceway is 4 hours/240 miles from Washington, DC. You really should see it. And when you see it, you will want to drive it. (www.virclub.com)

AMERICAN LE MANS SERIES: The BMW V12 LMRs that fought with the Panoz-Ford roadsters for supremacy in the AMLS last year, now have a new competitor to worry about, and it comes from Bavaria. New Audi R8 twin-turbo V8 roadsters were clearly faster in the Sebring 12-Hour, and finished first and second to the two BMWs. Round two of the ALM series was on the hybrid road course/oval at Charlotte - oops, Lowes Motor Speedway. The 2000 Audis were practicing at Le Mans and Audi Sport North America had entered two of last year's R8s. The JJ. Lehto/Jorg Muller BMW won, followed by a Panoz, a Lola Judd V10, and the Auberlen/Gounon BMW. Peter and Brian Cunningham (no relation) lost the GT class lead with just a few minutes to go in last year's PTG M3 4-door. The Stuck/van Overbeek E46 M3 was 4th in class. This was a big improvement over Sebring where neither of the PTG BMWs finished.

SPEED SHIFTS: At least three chapter members participated in the SCCA Race Drivers' School at Summit Point on March 25-26. Brian Shipman (E36 325i), Derek Blinken (E30 M3), and James Sheridan-Peters (Spec RX7) took the plunge. Brian and James plan to start their careers in the SCCA MARRS series, whereas Derek hopes to compete in some BMW Club Races. The SCCA continues to try to get things right in their Solo II (autocross) classes. They are considering moving the E30 M3 from A-Stock to G-stock where it would join all versions of the 325/328. On the other hand, the new M5 has been placed in Super Stock, a class dominated by the light and nimble twin-turbo Mazda RX7. A heavy 4-door sedan has no place in this class no matter how much horsepower it commands. It will be interesting to see where the SCCA places the soon to be released 330i. Should it go with the 325/328s in GS or the E36 M3s in AS? There was a new M5 participating in the NASA driver school at VIR in March. The SCCA Speedvision World Challenge series seems on track to continue has the most hotly contested professional road racing series. Over a dozen BMW 328is are running the series. Local autocrosser Neal Sapp from Ellicott City has signed to drive one of TC Kline's 328s. It wasn't ready for the first round in Charlotte, so Neal got a ride in a Honda Prelude and finished 13th in the Touring class. PTG M3 driver Peter Cunningham is an owner of the RealTime Racing Team of Integra Type Rs

From BSR to SPARC – Full Speed Ahead

by Patti Mascone

If there is one track owner who's always looking ahead without losing reverence for both "place" and "history," it's Bill Scott. Since he bought Summit Point Raceway after racing on its secluded pavement, he's kept it pretty low-key, improving amenities bit by bit; building accident avoidance, police pursuit, security and other automotive training programs; and renting out the track to car clubs. A few decades later, he took up selling apples, since the area has been known for orchards since George Washington's brother Charles took up residence there. West Virginia's orchards are disappearing fast amid encroaching development and Scott is one of the few keeping the colonial-era tradition alive (800-927-7531).

Back to more automotive-related endeavors, Scott successfully added the Jefferson Circuit to his ventures, a small track where cornering and braking drills could be performed, often in supplied cars. On either of the two tracks or on the skidpad, retired police cars have become familiar sights and sounds. Now Jeeps join the brigade, to be used in off-road programs.

By word of mouth-Bill Scott Racing (BSR) does little advertising-news of Summit Point has spread, so much so that *Autoweek* magazine recently lavished praise on BSR's training courses. What's next? Only a third track and expanded programs, that's all. And a new name to cover all the bases-SPARC or Summit Point Automotive Research Center.

Now that the apple business is fully operational and the main track renovated, Scott has moved resources into designing another two-mile track, replicating some favorite turns, perhaps, from venues like Road Atlanta. And the future should also bring to Summit Point those groups interested, not only in improving the skills of their drivers, but in advancing the technology of automobiles (summit-point-raceway.com).



that dominated the Touring class last year. PTG owner and chapter member Tom Milner didn't like it when Peter planned to drive one of the Acura, so PTG built a 328 for him. Cunningham finished 3rd at Charlotte, ahead of the 328s of Will Turner and Don Salama. Another local autocrosser, Jeff Altenburg, landed a ride in the Trans-Am series. He is teamed with old pro Paul Gentilozzi in a Jaguar XKR. Do you think that's neat with a supercharged Jag V8 competing against the tube-framed Camaros and Mustangs? I hate to disappoint you, but the "Jaguar" is nothing more than a re-bodied '99 Trans-Am Mustang complete with pushrod Ford V8. This year's One Lap of America is somewhat of a mis-nomer. The course never leaves the eastern time zone. The event starts and ends with time trials at Gingerman Raceway in Michigan. Other venues in the week-long endurance contest are Michigan Speedway, Road Atlanta, Sebring (Florida), VIR, Lime Rock (Connecticut), and Nelson Ledges (Ohio). (www.onelapofamerica.com)

Crunch.



VIR. The downhill esses...

...the lower esses. Woody Hair photos.

COMPETITION CORNER CALENDAR

May 6-7	BMW Club Race/Vintage races, VIR, Danville, VA
May 6	NASCAR Winston Cup, Richmond, VA
May 7	SESCA Champ Autocross, (location tbd)
May 10	One Lap of American Time Trials, VIR, Danville, VA
May 13-14	SCCA MARRS/SARRC Races, VIR, Danville, VA
May 21	Jefferson 500 Vintages Races, Summit Point, WV
May 28	BMW Club Autocross #1, Rosecroft Raceway, Oxon Hill, MD
May 27 & 29	Grand American and Speedvision Races, Lime Rock, CT
May 28-29	NASA Races, Summit Point, WV
June 3	SCCA 12-Hour Race, Summit Point, WV
June 4	ALTD Champ Autocross, Fort Meade, MD
June 4	NASCAR Winston Cup, Dover, DE
June 4	Grand American/Motorola Cup, Mid-Ohio
June 10-11	VIR Historic Races, Danville, VA
June 11	Z-Car Club Champ Autocross, (location tbd)
June 17-18	SCCA MARRS Races, Summit Point, WV
June 18	NASCAR Winston Cup, Pocono, PA
June 24	BMW Club Autocross #2, Rosecroft Raceway, Oxon Hill, MD
June 25	SCCA Champ Autocross, Frederick, MD
June 24-25	NASA PRRCA Races, VIR, Danville, VA
July 8-9	SCCA MARRS Races, Summit Point, WV
July 9	ALTD Champ Autocross, Fort Meade, MD
July 15-16	HSR Vintage Races, VIR, Danville, VA*





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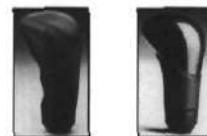
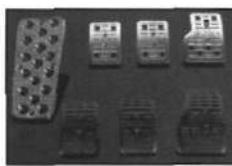
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C A R O F T H E M O N T H

by Paul Vessels

This is a continuing series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn our membership will see the variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your photos returned. Send your submission to me at the address listed here. But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars

of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

Send your photos and the description of your car to:

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

May



June



May's car of the month belongs to Robert Bullett of Chantilly, VA. This car is a Y2K 323Ci done in Alpine White over Sand. The options list on Roberts car included the sports package which gave him the heated pwr sport seats, stickier suspension w/17" wheels and the power moonroof. Road tunes are taken care of by the upgraded Harmon-Kardon/CD sound system. Robert is very fond of his daily driver and recently purchased a bra and mirror covers to help it remain "nick" free.

This 1980 Alpina 323i Baur Cabrio belongs to .you guessed it, your concours chair, Paul Vessels. These cars were produced for European consumption only, in limited numbers, about 4500 between 77-83 for the E21 body, this particular example at one time in its life had received an Alpina C1 conversion and was later stripped of many of the precious Alpina parts. It currently serves as a "rolling" restoration as bit by bit the missing parts are sourced and added, or stock-piled until a full restoration can be done. This particular car is Ascot grey w/black cloth Recaro interior and a/c. It is also equipped w/Bilstein shocks and Alpina springs. Engine mods to follow next year along w/paint, upholstery and new top. I can't wait. See you on the concours field!

N E W M E M B E R S W E L C O M E !

Ah, the rites of spring.... Love is in the air, birds are singing and BMW's are out on the track in all their glory. How many of you made it out to Summit Point for the Highway Safety School and follow-on High Performance Driving School? I was there and saw plenty of old faces and a lot of new ones. Well the National Capital Chapter is doing very well with respect to membership. The current membership rolls include 3475 people, that is up from 3454 last month and up from 3172 this time last year. The chapter is growing at approximately 0.61% per month. That's not bad considering Nationwide the BMW CCA is growing at 0.31% per month. Keep up the good work! Don't forget about the National Capital Chapter's New Members' Party. It is scheduled for June 17th from 3:30 PM to 7:00 PM. The location of the event will be Curry's Auto Service in Chantilly, Virginia. Hope you can join us, there will be plenty of food, fun and prizes. See you at Curry's!!

*Mike Gayle
Membership Chairman*

Name	Car	Referred by
Todd Adams	98 740iL	
Muzammil Anwar	00 323	
Kyle Baca	89 325is	
Stephan Barbour		
James Barrett	00 X5	
Todd E Barrineau	93 740iL	H.E. Barrineau
William Bass	94 318is	
T Scott Beckman	90 M3	A. Thomas Beckman
Ryan Blace	00 328i	Stuart Mackenzie
David Boyce	00 M coupe	
Burns Mark	92 525iT	
Ian Cameron	99 M coupe	
Robert Campbell	00 M4	
Jon Cantor	00 528i	James Miner
Jed Carmona	94 325is	
Gerald Chen-Young	00 528i	
Rene Louis Costa	99 540i	Nicholas Popouici
Mark Cunningham	87 535i	
Anh Minh Duong Tran	840Ci	
Cynthia D Ebertz	00 323i	Richard Bennett
Steve Fantigrossi	99 528i	
Mazen Fawaz	88 M3	
Charles Fine	98 528	
Seth Garfield	96 328iC	
Eric Gary	00 528	Alberto Zamorano
Lowell Glazer		Allen Manison
Stephen Glenman	00 Z3 2.8	
Stepheni Granen	98 Z3	Mike Miller
Gerald Griffin	00 M roadster	
Bruce K Griger	95 M3	Andrew J. Grigor
George Haritos		
Cynthia Henenberg	00 Z3 2.3	
Michael Hennessy	00 M coupe	
Javier Hernandez Jr	00 323Ci	
John Higbee		
Antonia Hock	97 528i	Joseph Hock
Eric Hollins	95 325i	
Vince H Hu	99 M3	
Keith Hudson	97 328i	
Phong Huyhn	00 323i	
Mathew Jewett		David Miller
Cynthia Jones	90 M3	
Keith Kedrowski	86 535i	Don Curtis
Joseph Kerber	00 528i	Leonard A. Portela

Name	Car	Referred by
James Kress	97 740iL	Andrew Mesterhazy
Mark Leckert	97 M3	
Javier Liceaga	98 528	Mario Cartagena
Bill Lonchas		
Lance Macnevin	00 323Ci	Serge Ambrose
Forrest Medley	88 528e	
Scott A Melville		Mike Forrester
Dean Meyer	98 528i	
Louis Mezo		
William Milligan	96 328is	Andrew Smith
Mahmoud Moasser	95 525	
Sung-Jun Moon	97 M3	
Susan Moore	85 318i	
John Moyers	99 328is	
Said Negah	94 325i	
Thomas Neighbors	00 Z3	
Lockhart Nimick	00 540i	
Meredith Olson		
Brian K Pawsat	93 740i	
Kevin Pereira	94 318is	
Tom Pettrash	98 Z3	Deborah Kaplan
Jeff Pierce	86 528e	
Alex Pivovarov	84 533i	
Gene Reece	99 Z coupe	Kevin Mellett
Tony Rounds	95 740i	Phil Ackley
Gintaras Sakalauskas	93 325is	Dave Milligan
Rick Schmidt	90 325	
Duane Scott	00 740i	
Erik Seibold	00 323Ci	
Robert Shaughnessy	00 328i	
Dave Sherrill	00 528	
Jay Sipper	00 M coupe	
Ron Sleyo	88 CSi	
Jeffrey H Smith		
Mark Sutton	99 528i	
Timothy Taylor	94 540i	
Jerry Towns	95 M3	
Byron Tucker	83 633CSi	
Daraius A Unwalla	00 528i	
Denis Vo	00 528	
Rufus Washington		Walter Skdd Jr.
Michael Weiner	94 325	
Charles Whitechurch	73 2002	
Peter Woronkowicz	95 318Ti	

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Greg (202)686-9813 (DC)

1981 528i WBACJ9507B6784147. Black/black. Car is in very good condition with minimal rust, all trim exterior and interior is intact, all power options work, has a/c but isn't operating at this time, this is an excellent example of an E12, 5-speed, sunroof. 101K miles, 2nd owner. \$3500 obo.
Tim (301)261-3752 (MD) or e-mail to: <tcoates@deltek.com> or <Miquail@aol.com>

1983 633CSi VIN WBAEB7402D6725330. Grey, fixer-upper, 5 speed manual. \$3,500.
Greg (202)686-9813 (DC)

1984 M635CSi (Euro) VIN WBAEE310101050470. Schwarz (blk)/anthracite lthr; superb cond. 80k miles. Originally owned by golf legend Sam Snead. DOT/EPA cert, 286hp, S/R, new A/C, ABS, ltd slip, Nakamichi/ADS stereo. \$21,000, neg.
Alex (703) 276-7557 (VA) or e-mail to: <bergera@howrey.com>

1987 325is VIN WBAA1304H2322253. Bronzit / black. 185K miles. 5-speed, S/R, 6 wheels w/ 4 new Blizzaks, recent cam belt. Excellent general condition. No rust but paint becoming weathered. Most drivetrain parts original. \$4,795.
Jim (301) 975-5623 d (MD)/(410) 635-2989 e (MD) or e-mail to: <k4cgy@yahoo.com>

1993 325i VIN WBACB4315PFL03203. Red metallic/beige leather. 4 door, auto, trunk CD, heated power seats, computer. Very clean. 127,300 highway miles. \$11,500/OBO.
Bill (301)460-3889 h (MD) (703)277-1578 w (VA) or e-mail to: <wbrasil@mrj.com> or <dbrasile@erols.com>

1994 325iC VIN WBABJ532XRJC80436. Red/tan/black. Beautiful condition. 36,000 miles. Premium 2K Alpine CD changer/MB Quart Stereo system, 5-speed, heated electric seats, on-board computer, pop-up roll bars, BMW Star alloy wheels, sport seats, cruise. Pampered, always garaged and hand washed, ashtrays never used, dealer serviced, original owner. \$25,000. Available early May.
Bob (301)656-3590 (MD) or e-mail to: <bruskinr@howrey.com>

1994 325iC VIN WBABJ6325RJD37597. Burgundy / tan leather / black convertible top. Auto, all options— pwr top, traction, heat seats, roll-over, 6-CD—on and on. Never smoked in. Excellently maintained. Looks and drives like new. 115K pampered highway miles. New transmission, new tires. Too much to list. Just in time for cruising this summer! First baby on the way and wife making me sell: (I will e-mail you photos.) \$21,500.
Chef Robert (301) 251-2894 (MD) or e-mail to: <ChefRobert1966@hotmail.com>

1995 318is VIN WBABE5320SJ11520. Black /tan leather interior. 16" factory ten spoke wheels, sunroof, sport package, 60k miles, very good condition, asking \$12,300. Hate to sell but need two more doors for baby!
Jim (540) 635-8117 (VA) or e-mail to: <tailwhl@rma.edu>

2000 328i VIN WBAAM5335YEJ40441. Red/tan leather. 5sp, Premium package, Sport package, Harman-Kardon stereo w/ CD and cassette, heated seats, moonroof, cruise, fold-down rear seat, keyless entry, xenon lights, rain-sensing wipers, park distance warning, Colgan bra. Loaded and flawless. Non-smoker. M3 coming... \$36,500.
Dan (804) 237-2012 (VA)

PARTS FOR SALE

Wheels/Tires

1 Set of 4 used wheels: M technics, 8x17, in excellent condition, with 235/45-17 tires on them (3 Pirelli P7000's with 5-10,000 miles left; 1 Pirelli P700Z with hole in inside sidewall). Fits 5 Series (and my 850Ci). BMW list price, new, is \$659/wheel. Asking \$1,200. Three used tires: Yokohama AVS, 245/40-18, with 13K miles (less than 1/2 worn). The Tire Rack price, new, is \$254/tire. Asking \$75/tire, or \$200 for all three. You p/u in Alexandria, VA.

Dave (301) 495-6611 work (MD)

BMW Roof Racks

For E36 95 325 4 door. Includes bike rack attachment and surfboard pads. All recently new. \$250.

Charles (410) 421-5225 (MD)

2002 Parts

Getrag 245 5 spd, \$325/obo; Freshly rebuilt engine, new parts top to bottom, 121 head, flat tops, Weber/Korman 300 cam, figure 8 intake, \$450/obo; 121 head, \$200; E21 motor, runs but don't know history, \$275. Many more misc. parts.

Paul (301) 527-1576 evenings (MD)

E36 Interior

From 1992 325i. Sand color. Both mechanical front seats and rear seat back and bottom. Just the thing for a worn interior, make offer. Other interior parts available.

Ted (301) 854-2496 (MD) (410) 531-1969 (MD)

2002 Barn Finds

'63 1600 VIN 1522677 very rough but 90% there, factory 6v air! No title. \$1000; '69 2000a VIN 1160031 fair condition, complete, last run in 93, \$2000; '74 2002 VIN 2378609 very rough parts car, missing seats. No title. Free; '72 2002 VIN 2580006 very rough parts car, missing head. No title. Free; '72 2002ti VIN 2760370, rough, needs rt door rust but built, Bilstein susp, Recaro seats (need covering), Momo wheel, BBS alloys, strut bar, quick ratio box, front and rear spoolers, last run 96, \$1800; '72 2002ti VIN 2760321, runs and drives, "restoration" started 8 years ago not finished, all stock, lots of new old parts, \$2200; '74 2002ti VIN 2780203, sunroof, air, rear floor patched, last run 97, \$2000; '75 2002 VIN 2366502, 320i motor with Calloway turbo, 5sp conv, Bilstein susp, Vial alloys, Momo wheel, Pinto radiator. Fast and fun, needs some rust repair and paint. Registered as antique (thanks Gov), \$3000; '72 2002ti shell w/sunroof & suspension, \$500. 10x20 mini storage full of engines and parts also available make offer Delivery available, serious inquiry only.

Paul (804)932-4768 or email to: <phn4me2@erols.com>

E30 Parts

All parts factory originals taken off a '91 318iS (E30/M42): Calipers, front, (Girling) taken off at 105K miles, \$15 each; rotors, front (vented) and rear (solid) taken off at 93K miles , make offer; wiper motor taken off at 95K miles, \$30; wiper mechanism taken off at 95K miles, make offer; lower control arms and control arm bushings taken off at 85K miles, \$40; front and rear shocks (same P/N as M3) taken off at 85K miles, \$50. Coupon for free set of Performance Friction brake pads, make offer.

Will (703)406-5427 work (VA) (703)437-6728 home (VA) or e-mail to: <kim.will@orbital.com>

Free 2002 Parts Car

Free 2002 Parts Car. 73 2002, Malaga. A/c, Weber, Alpina sway bars.

Pete (301) 294-2904 (MD)

M5 Wheels/Tires

Set of four Toyo Proxes FZ4 235.45x17 directionals on E34 M5 OEM wheels. Very cool 5 spoke black with silver perimeter. Fits early 5's 6's 7's. \$1,100. They are ready to run. (you can have the not so cool wheel covers).

Andy (703) 222-7535 (VA) or email to: <walkeasy@erols.com>

WANTED

325i

Wrecked, blown, or inexpensive project car ready to be towed away. I am looking for any BMW that needs major work. Will the car roll? Any pictures? How much do you want?

Mike (703) 356-8590 (VA) or email to: <mike772399@msn.com>

320i Driver's Seat

Tan/beige driver's seat in "good - top condition" for a 1976 2002.

Lewis (202)726-5547 home (DC) (202)401-1980 work (DC)

FREE

1973 2002 Parts Car

VIN 2590818. AC, Weber carburetor, Alpina sway bars. Malaga.

Pete (301) 294-2904 (MD)

M I N U T E S

BMW CCA NCC Board Meeting, February 2000

Officer's Reports :

- Minutes from last meeting reviewed via e-mail.

President's Report:

- Reviewed the club site domain name to change to natural acronym. Discussed the standardizing of the NCC logo. Summarized the Holiday party details and responses. Discussed the submitting of forms to National for reimbursement.

Vice President's Report:

- Discussed the purchase of new computers for the Club.

Treasurer's Report:

- Ronnie is now set up as our new treasurer. No activity in January. We all thank Al for being such a great treasurer.

Secretary's Report:

- Reviewed the production of T-shirts for drivers' school.

Membership:

- 3,452 members reported via phone from Mike. Discussed the New Member Party date to be June 10th. Reviewed the plan for a Membership Drive with nice awards for the member who signs up the most members.

Autocross:

- School is almost full, with 5 spots left. Working on instructors for our Autocross school. Arrange the transport for equipment. Plan to prepare to print out times for each heat and to post after each heat. Discussed providing coffee, tea and hot chocolate at the Autocross school.

Tech Chairman:

- 18 people signed up the Dyno charity event.

Tours & Rallies:

- Scenic Tours and Rallies April 2 Spring Tour, We Drive and Dine - Rain or Shine will be about 2 1/2 hours; June 25 - Summer Tour, Lighthouses of Southern Maryland; August 13 - TSD Rally, May start in Centreville and end in Uppererville; October 29 - Fall Tour - Not determined yet. Steve intends to hand out evaluation reports at the drives to help plan for next year.

Advertising Manager:

Concours:

- Paul reported that the site for Woodlawn is to be determined. Interested members should check with the web site since it is tentative. White Post is on with no limit to people.

Social:

- Planning to secure a date for the crab feast during the year potentially August 5th. Working on the Jefferson 500.

Drivers Schools:

- No report given.
- Reviewed the items still needed for the upcoming issue. All progressing OK.

Advertising:

Drivers' School Steering Committee:

- Have the Summit contracts and will sign and return promptly.

Webmeister:

Old Business:

- N/A
- Brian working on possibly offering Virginia BMW club plates. Woody mentioned to gather at MARRS corral.

Calendar of events:

Per the dB.

Next Meeting: At Ron's in Laurel, MD.

Adjournment: motion made and seconded.

BMW CCA NCC Board Meeting, March 2000

Officer's Reports :

- Minutes from last meeting reviewed via e-mail.

President's Report:

- Charity fund raising followup from 1999. Discussed to have bmwccanc.org as an new domain. Reviewed posting the Holiday Party write up on the web site.

Vice President's Report:

- Paid drivers' school deposits and received monies for various items.

Secretary's Report:

- Coordinating providing advertising information for prospective advertisers in the dB, as Marc requests. Coordinating driver school t-shirts.

Membership:

- No report given.
- Reviewed the upcoming AutoX school. Will have beginner and Intermediate level instruction. Discussed the format for Rosecroft setup and layout of the school and future AutoX. Andre check into USAir arena and still waiting. Tipton is a possibility for a location. Transportation and equipment storage is set for the rest of the season. Contacted by an art vendor to request coordinating sales at our AutoX events.

Tech Chairman:

- Brian reported that 17 cars arrive at the Dyno day and there were many spectators as well.

Tours:

Whitepost restoration tour is progressing nicely.

Rallies:

- April 2, Spring Tour, Rain or Shine, We Drive and Dine. Route is complete. Total distance is 82 miles and will take up to 2.5 hours to complete. Have a few cars pre-registered. June 25, Summer Tour Lighthouses of Southern Maryland, Need to change plans. Previous information seems to be out of date. Two lighthouses are behind barbed wire, one has a state park fee, one does not have adequate parking and another will be too crowded in the summer for parking. Any suggestions? August 13, TSD Rally & October 29, Fall Tour, nothing new to report.

Advertising Manager:

Concours:

- The Woodlawn Plantation is open at 9:00 for general public and cars are open at 8:00.

Social Chairperson:

- No report given.

Drivers' Schools:

- The Highway Safety school April 8th is filling quickly and the 2nd day at the Jefferson Circuit is full. The other schools are filling fast.

dB:

- Should be going into the mail today. Deadline for this issue is March 21st.

Advertising:

Webmeister:

- January broke all records for web hits and February broke them again. The web logs are available for board. There were 175 for pdf downloads 79 for html of the driver school application.

Old Business:

- Reviewed the possibility of coordinating with Summit Point and the MARRS series to have corral for gathering and viewing the races on the Sunday of races. To be determined.

New Business:

- Rich has been approached by Klaus Hirtes to look into the availability of membership pins for the various membership durations.

Calendar of events:

Per the dB.

Next Meeting: At Al's in Virginia April 5th.

Adjournment: Motion made and seconded.

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MEMBERSHIP APPLICATION

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

NAME: _____

ADDRESS: _____

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

HOME PHONE: _____ **BUS. PHONE:** _____

BMW MODEL/YEAR: _____

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