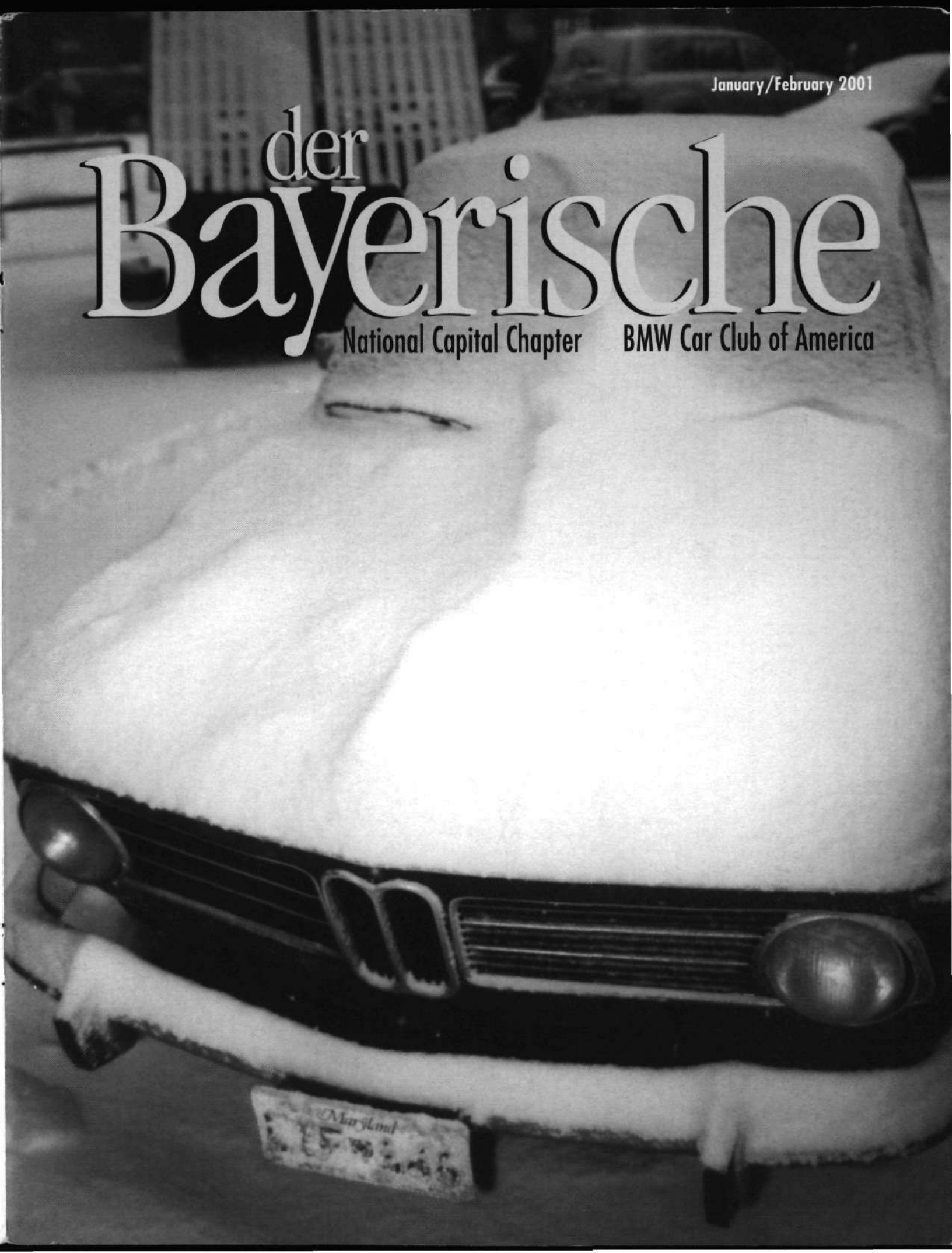


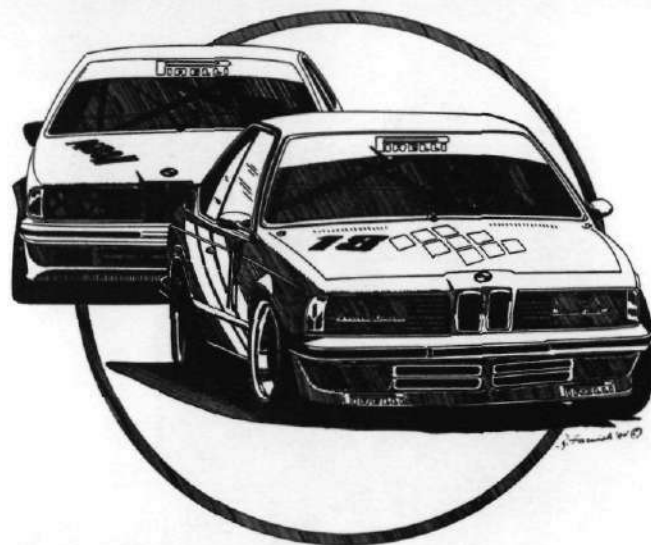
January/February 2001

der Bayerische

National Capital Chapter

BMW Car Club of America





Calendar of Events 2001

JANUARY

- 20 NCC Holiday Party 2001
- 27 PTG Tour
Winchester, VA

MARCH

- 31 NCC Highway Safety School
Jefferson Circuit
Summit Point, WV

APRIL

- 1 NCC Drivers' School
Jefferson Circuit
Summit Point, WV

AUGUST

- 12 NCC Drivers' School
Jefferson Circuit
Summit Point, WV
- 13 NCC Drivers' School
Summit Point Raceway, WV

SEPTEMBER

- 15-16 NCC Drivers' School
Summit Point Raceway, WV

OCTOBER

- 20-21 NCC Drivers' School
Jefferson Circuit
Summit Point, WV



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



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

January/February 2001

der Bayerische

National Capital Chapter BMW Car Club of America



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Wrapup*



Cover: Mother Nature's 2002 redesign.
Dwight Derr photo.

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BMW CCA NCC

Invites You to Share As We Celebrate the Holiday Season!

Our Annual Holiday Party planning is under way for the January 2001 Party. The January 2000 Party was a raving success with a great turnout by our members and was held at the elegant Strathmore Hall in Rockville, Maryland.

This event looks to be even better, and will be held at the gorgeous B&O Railroad Museum. You can check out their web site at <http://www.borail.org/>

You're Invited

Saturday, January 20th, 2001, Eight O'clock in the evening

B&O Railroad Museum

901 W. Pratt Street, Baltimore, MD 21223

Entry fee is \$10 per Member/Associate Member (\$15 for non-members) at the door. There will be ballots for voting for new representatives in the Chapter's Annual Elections. The votes (both mailed in and filled out at the event) will be tallied and the winners of the Elections will be announced during the evening. There will be a drawing for door prizes, and based on this year's donors, we should have plenty to give away this January too. And of course, there will be trophies presented to the Autocross class winners for the 2000 season.

As always, please drink responsibly, we have provided a list of hotels close to the museum on our website <http://www.nccbmwcca.org/> for your convenience. We look forward to seeing you all there! RSVP by January 12th, 2001 via standard mail with slip below to (please photocopy):

RSVP/Kristine Shipman

6821 Malton Ct.

Centreville, VA 20121

Or RSVP by January 12th, 2001 via email to: nccautox@visto.com

When you e-mail your RSVP please include all of the information requested below.

☐ Yes, I will attend and have noted my guest's name below.

☐ No, I will be unable to attend, in the event I have a trophy please mail it to this address

Name _____ Membership # _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

Guest Name _____ Membership # _____

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ShortStrokes

• Just crazy. That's what officials of the State of Florida think about Wesley Ridgwell, who was recently apprehended and charged with failing to pay tolls at 705 toll booths in the Sunshine State, giving Ridgwell the distinction of being one of the state's biggest toll scofflaws. The state's evidence? 705 photos snapped by automatic cameras of a Honda bearing Ridgwell's Virginia vanity plate "JST CRAZY". Ridgwell insists he's innocent — that someone stole one of his tags and put it on a car similar to his. If found guilty, he faces a \$15,000 fine.

• The Osterizer Mixing Bowl? That's not such a far-fetched idea, according to the Northern Virginia Transportation Compact, a document drawn up by an association of 17 business groups, chambers of commerce, and transportation advocacy groups. The group wants the State of Virginia to spend more money to improve transportation in the region and the standout proposal — other than the more mundane tax this and place a toll there — is to sell naming rights for area roads and intersections, akin to a business' ability to plop down millions of dollars for the right to place its name on a stadium or arena. Reactions varied, of course. Some thought the idea tasteless. And some didn't think it a good idea to associate their firm's name with a traffic accident or bottleneck. But Charles D. "Chip" Nottingham, commissioner of the Virginia Department of Transportation, hasn't dismissed the idea. "We are always looking for ways to increase transportation funding without raising taxes. If Whirlpool or any other maker of mixers want to come up with a couple of hundred million dollars, we'd be happy to give them naming rights to the Mixing Bowl." *Sans-a-Beltway*, anyone?

• There's one top-ten list which BMW has failed to crack: Most-stolen-cars. According to the non-profit National Insurance Crime Bureau, Honda Accords and Toyota Camrys are the hottest cars — in more ways than one — amongst car thieves followed by the Olds Cutlass, Chevy full-size pickups, Honda Civic, Toyota Corolla, Jeep Cherokee and Grand Cherokee, Chevy Caprice, Ford Taurus, and Chevy Cavalier. Accords and Camrys have topped the list for the past few years. But BMW is bound to move up a notch or two, the result of ...

• The Demise of Oldsmobile. In December, General Motors announced the shut down of its Oldsmobile division, thus ending production of the 103-year-old division, the nation's oldest automotive brand. The phase out will occur over the next few years and is a result of GM's plan to trim worldwide production to return the company to overall profitability. Wall Street welcomed the news and investors drove up the price of GM stock. Oldsmobile enjoyed

a number of firsts in its 100+ years: it created the first automobile assembly line in 1901 — three years before the creation of the Ford Motor Company — producing the Curved Dash, America's first mass-produced gas-powered car (which also was the first car to feature a speedometer); it was the first to produce and market the automatic transmission with the Hydra-Matic drive in 1939; it introduced the first modern America mass-production front-wheel drive car in the 1966 Toronado, which in 1974 was the first American car to offer a driver's side air bag. Oldsmobile became part of General Motors in 1908, partly as a result of the popularity of the Ford's Model T, introduced that same year. Oldsmobile was once considered the crown jewel of the GM lineup and sales peaked in the mid-1980s, with over a million cars sold per year for three years running. But sales have been declining since, and by 2000, slightly more than 260,000 cars were sold, not even 2 percent of the overall market, trailing even Hyundai. GM will continue to sell current models but no new models will be developed; that money will be directed to other vehicles, particularly Saturns, which GM now relies on to compete with the foreign brands.

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National Capital Chapter Holiday Party 2001!

Saturday, 20 January 2001
B&O Railroad Museum
Baltimore, MD
Time: 8 PM-til

See invitation on page 2.

PTG Tour

Saturday, 27 January 2001
Winchester, VA
Time: 10am

If you missed the tour of the PTG facility in Winchester last January, then join the members of Blue Ridge Chapter on their tour Saturday, 27 January at 10:00 am. Tom Milner extended this invitation when we saw him at Oktoberfest. The 2001 race season starts with the running of 24 Hours of Daytona. Let's see what he'll be putting on the track to blow those Porsches away. Any questions call Byron at 804-296-3772 or e-mail at <lbn2e@yahoo.com>. Hope to see you there

Directions: To get to the shop take I66 west to Rt 17 north. Left on Rt 50/17 to Winchester. Just before I81 turn left on Victory Road (RT 728). The shop will be on the right.

NCC Highway Safety School

Saturday, 31 March 2001
Jefferson Circuit
Summit Point, WV

NCC Drivers' School

Sunday, 1 April 2001
Jefferson Circuit
Summit Point, WV
Time: 7am

So, the snow's melted (probably) and you're itching for a day at the track, right? Here's your chance: the first NCC Summit Point event for 2001. On Saturday, polish your everyday driving skills at Highway Safety School - learn threshold braking, practice obstacle avoidance, try the slalom course and more, all at moderate speeds. Great for that new teenage driver in the family, too! On Sunday, discover for yourself the satisfaction that comes from driving your BMW under control at speed, or from a perfectly-executed tail-out lap of the skidpad. 2001's still young — get your Drivers' School season started early! To register, use the application in this issue. Questions? Contact Gary Ketner at <gketner@jhsph.edu> or (410) 715-9317 evenings before 10:00 PM.

NCC Drivers' School*

Sunday, 12 August 2001
Jefferson Circuit
Summit Point, WV
Monday, 13 August 2001
Summit Point Raceway
Summit Point, WV

NCC Drivers' School*

Saturday-Sunday, 15-16 September, 2001
Summit Point Raceway
Summit Point, WV

NCC Drivers' School*

Saturday-Sunday, 20-21 October, 2001
Jefferson Circuit
Summit Point, WV

**NOTE: These dates are tentative and subject to change. Applications are NOT being accepted for the August, September, and October schools at this time. Check the March/April issue of the dB for confirmed dates, or contact Gary Ketner <gketner@jhsph.edu> or (410) 715-9317 evenings before 10:00 PM.)*





NATIONAL CAPITAL CHAPTER BMW CCA

2001 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form at least seven days prior to the event. Each applicant must submit a separate 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. National Capital Chapter 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 full, valid driver's licenses. 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 passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **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 certified to Snell M- or SA-standards, 1990 or later. Full-face helmets with SA-95 or SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification 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 National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

Indicate the school(s) to which you are applying below:

March 31–April 1 (Jefferson Circuit)

\$100 ☐ Saturday Highway Safety School

\$160 ☐ Sunday drivers' school / \$240 ☐ both days

Additional drivers' schools are tentatively scheduled for August 12-13, September 15-16, and October 20-21, 2001. Applications for these schools are **not** being accepted at this time. See the March/April issue of *der Bayerische* magazine or the chapter Web site for confirmed dates, tracks, and fees.

Fees: Non-members add \$35 per event; the non-member fee is waived for the Highway Safety School. Add a \$25 **late fee** if the 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 \$1.00 postage** to: NCC Drivers' School
c/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044

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

Name _____ Membership # _____ T-shirt size _____
Address _____ ☐ Check here if new address (Adult S, M, L, XL, XXL)
City _____ State _____ ZIP _____ Chapter _____
Phone (home) _____ (work) _____ E-mail _____
Car Color _____ Year _____ Make _____ Model _____

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

And don't forget our three-for-one deal: 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): _____



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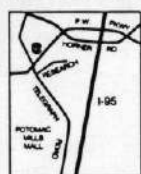
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8-6

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In MD

SAT. 8:00-3:00
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800 787-2440

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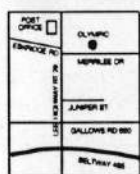
ALEXANDRIA



703 370-0850

5168 EISENHOWER AVE
1/2 Mile Inside Beltway
Exit 3

FAIRFAX



703 560-8500

2812 A-B MERRILL DR
2 Blocks From Corner of
Lee Hwy. & Gallows Road

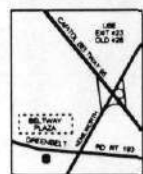
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NCC E-Mail Database

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 it's 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.

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
1258 Nursery Manor Drive
Finksburg, MD 21048

Name _____

Address _____

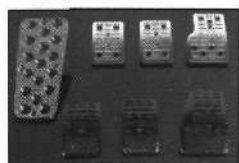
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Phone Number _____ Membership Number _____
E-mail Address _____
Signature _____ Date _____

M3 Cabrio Madness

By Phil Cataldi



BMW ownership is a wonderful thing. In some of us the joy of just seeing these purposefully engineered cars can even inspire madness. That's how it all starts, just a glimpse, a bit of exhaust note, and you're hooked.

In my case this madness started when I replaced my old Acura with a 1991 318is. The pure joy of driving this car sparked an upgrade frenzy that still continues to this day.

AUGUST 1998

I then managed to convince my wife that we needed a Z3 for recreational travel. After much searching and haggling, I purchased a 1998 Z3 1.9. I loved the car, it was SO much fun and handled wonderfully, but for some reason it didn't quite have the soul of an E30. A trip on the Blue Ridge Parkway quickly revealed a lack of horsepower in hilly country, but that still wasn't the only missing ingredient

OCTOBER 1999

All the while, I was gathering information and diving deeper and deeper into the BMW community. My E30 upgrade frenzy led me to worship the ultimate E30, the M3 coupe. I really wanted (needed) an E30 M3, but there was no way I could support four cars. I had so much invested in the 318is, that I was not about to part with it. That left one possibility, the Z3. I couldn't replace a convertible with a coupe, and was forced to sit back and consider things. That is until I discovered the E30 M3 cabrio. An afternoon BS session with Will Mitchell, a local BMW guru and service writer, produced a startling piece of

information (to me.) BMW had actually built a convertible version of the E30 M3. The questions flew.

Q: "How come I've never seen one?"

A: "They were never sold in the U.S."

Q: "Are there any around?"

A: "Sure, in Europe."

Q: "How many were ever built?"

A: "Not many."

I had a mission, find an M3 cabrio!

DECEMBER 1999

Being a BMW junkie, I subscribe to and monitor many BMW-related mailing lists and message boards on the Internet. It was a chance encounter on one of these message boards that gave me my first solid lead. Jim Baxter of

Vancouver was inquiring about the relative worth of an E30 M3 cabrio. A few quick private e-mails revealed that he was in fact purchasing a white 1990 model in Switzerland and importing it to Canada. He also knew of a single-owner Misano Red 1989 with 47,000 miles for sale. He had passed on

the 1989 because the 1990 had only 2,250 miles on it! Jim also provided much guidance and help during this entire process. He put me in

***I had
a mission,
find an M3 cabrio!***

touch with the seller, who was kind enough to e-mail me several pictures of the car.

JANUARY 2000

Now that an M3 cabrio was within my grasp, the legwork began. I found a Registered Importer and Federalizer close by in Baltimore. A quick trip to J.K. Technologies showed them to be a top-notch operation, and they agreed in principle to import/convert the car. My particular cabrio was a perfect choice for importation, because it had an O₂ sensor/catalytic converter setup, and preceded the airbag requirement date. J.K. Technologies also recommended a shipper to handle the transport from Zurich to Baltimore. I wired a deposit to the seller in Switzerland, and asked that they transport the car to a Swiss BMW garage for pre-purchase inspection.

MARCH 2000

The cabrio passed the pre-purchase inspection with nary a hiccup, and I began the task of arranging shipping and beginning the importation process. Of course the Z3 had to be sold immediately to finance this endeavor. A chance meeting with an old friend (and admirer of the Z3,) led to a test drive and eventual sale. It was unbelievable, all of the pieces were just falling into place. The abundant opportunities for disaster seemed not to matter, and the process clicked like a well-oiled machine.

APRIL 2000

The M3 was transported overland from Zurich to Bremerhaven and loaded on a ship. An uneventful two-week trip found the car in Baltimore and sitting in the customs. My previous time spent filling out forms and researching the importation process resulted in the car being released from the customs in only one day. J.K. Technologies picked up the car and called to let me know

it was in their shop. I quickly made the short trip to see the car in person for the first time.

One look at the cabrio showed it to be everything I had expected and more. Any of the doubts I may have had about this whole project quickly evaporated. Greg Battistone, the shop foreman and resident conversion expert at J.K. Technologies (who has a B.S. in Physics), assured me that this would be a quick and easy process. Seeing the work he had performed on Ferraris, Porsches, etc., I had no reason to doubt him. Of course being the expectant owner, I made weekly trips to the shop just to check on the progress.

As part of the conversion process, U.S. spec parts had to be installed to meet DOT/NHTSA regulations. Side markers were added, a U.S. gauge cluster was fitted, DOT approved headlights were also installed, as well as many other small changes. Since European E30s don't have a VIN tag on the dash, one had to be manufactured and fitted. The car was also transported to an emissions test lab to verify that it met the EPA's federal emission standards. This is not your standard tailpipe or state dyno test, a lot of cars with more than 50,000 miles will fail due to degraded catalytic converter performance.

JULY 2000

The day had finally arrived, all of the mandatory hold periods expired. DOT and EPA had received the proper paperwork and released the import bond on the car. A state inspection and a suprisingly quick trip to DMV result in an officially registered E30 M3 cabrio. The long road has finally ended. Even though this process went so smoothly, I doubt that I would do it again. Possibilities for snags and difficulties lurk at every corner, not to mention the cost. But I don't regret my decision for a single minute, especially after I take a drive in the M3 cabrio, the ultimate E30 convertible. See you on the road!



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Autocross Season Wrapup

Well, it hardly seems like a year has passed, but it has! The Autocross Committee has survived the entire autocross season despite feeling a bit overwhelmed at times. By all accounts the season was successful: the autocross series was highly competitive, incident free autocrosses all year long, nice weather for our autocrosses, and most of all, everybody that attended had lots of fun!

Here are the results for our last three autocrosses, August 12th (ChapterFest), October 14th and November 12th. The ChapterFest results did not get compiled in time for printing in the last *der Bayerische*. The October 14th autocross was somewhat sparsely attended, so we were able to provide five runs for everybody. See what you get for slacking after O'Fest, you miss all the fun!

After the 10/14 and 11/12 autocross results are the Autocross Series year-end results, both the BMW Class Championship and the PAX Championship results. Because we dropped an autocross from the schedule, we dropped the minimum required events to four to be eligible for the series. Shown are the drivers who attended at least four events, though the Chapter's Web site contains the entire results of everybody who autocrossed with us this year. Thanks to everybody that participated, the series can't be successful without a strong contingent of die-hard autocrossers!


We'd like to thank everybody that helped out at the autocrosses, volunteering for the myriad tasks that it takes to put on an autocross.

Without you guys our autocrosses could not have been run as smoothly as they were. We appreciate everybody helping out!

The Autocross Committee will return next year with the same crew in charge, so look for our autocrosses next year to run even smoother than this year's did. We will be starting next season with an Autocross School just like we did this season, so keep an eye out on the upcoming schedule (both in the *der Bayerische* as well as the Web site) for those details. Additionally, while the Autocross Committee for next year is capable of running the season, we'd love to spread the workload among more people. If you would be interested in joining the Autocross Committee, see what it takes to organize an autocross, helping out with some of the behind-the-scenes duties, we'd love to have you on board! Drop us an e-mail <ncc_autox@yahoo.com> and we'll chat about it.

See ya next year!

The Autocross Committee



*The 2000 autocross season
is just a blurr.*

NCC Autocross Series 2000 Final Results

Name	Model	Class	28 May	24 June	23 July	12 Aug	14 Oct	12 Nov	Best 4
Harley, Eric	00 328i	S1	9	10	7	-	-	9	35
Henry, Kevin	90 325i	S1M	10	10	10	10	10	10	40
Sheridan-Peters, James	99 323is	S1M	-	-	8	7	9	8	32
Hausman, Bob	325i	S1M	-	9	-	8	8	6	31
Lin, Gary	85 325i	S1M	8	-	6	6	7	7	28
Schofield, Bill	96 318ti	S2	10	10	8	10	9	9	39
Brochu, Bill	85 535i	S2M	10	10	-	10	10	10	40
Brochu, Angie	85 535i	S2M	8	8	-	8	9	9	34
Schlossman, Steven	96 328ti	S2M	7	7	-	-	8	8	30
Shipman, Brian	97 M3	SS	10	10	-	10	10	9	40
Dolenc, Andrej	97 M3	SS	5	6	10	8	9	6	33
Emad, Rani	98 M3	SS	6	3	6	6	-	7	25
Katona, Ron	95 M3	SSM	10	9	10	10	9	9	39
Hair, Woody	88 M3	SSM	6	8	8	9	0	10	37
Nash, Steve	89 M3	SSM	7	-	5	4	8	7	27
Smernoff, Joel	88 M3	SSM	-	3	4	2	7	-	16
Grafton, Chuck	90 M3	SSM	4	-	2	3	-	6	15
White, Saxton	88 325	T	-	10	10	10	10	10	40
Martino, Paul	76 2002	TM	10	9	10	-	9	-	38

NCC Autocross Series 2000 Final PAX Standings

Name	Model	Class	28 May	24 June	23 July	2 Aug	4 Oct	12 Nov	Best 4
Brochu, Bill	85 535i	S2M	50	50	41	49	48	50	199
Henry, Kevin	90 325i	S1M	46	48	49	43	44	47	190
Shipman, Brian	97 M3	SS	49	45	48	-	45	45	187
Katona, Ron	95 M3	SSM	48	42	45	46	42	30	181
Brochu, Angie	85 535i	S2M	32	38	14	45	39	44	166
Hair, Woody	88 M3	SSM	22	35	28	41	46	40	162
Dolenc, Andrej	97 M3	SS	40	32	35	39	43	35	157
Hausman, Bob	325i	S1M	-	47	-	37	34	24	142
Martino, Paul	76 2002	TM	37	37	37	-	31	-	142
Sheridan-Peters, James	99 323is	S1M	-	-	30	36	40	33	139
Emad, Rani	98 M3	SS	41	25	1	31	-	36	133
Schofield, Bill	96 318ti	S2	29	30	1	23	36	31	126
Emad, Philip	98 M3	SS	28	-	-	32	28	28	116
Harley, Eric	00 328i	S1	30	28	4	-	-	43	105

NCC Autocross Series Event #4 Results (12 August 2000)

Name	Model	Class	Run 1	Run 2	Run 3	Run 4	Best Run
Brochu, Bob	Z3 Coupe	S1	42.558	41.953	41.731	41.934	41.731
Jannsen, Neil	96 328i	S1	47.959	46.591	46.144	46.473+1	46.144
Lewis, Ronnie	325i	S1	DNR	OC	OC	47.114	47.114
Hartge, John	01 Z3 3.0	S1	OC	47.374	OC	47.193	47.193
Jeffress, Burkley	91 M5	S1	49.290	47.308	48.347	47.735	47.308
Marshall, Robert	00 323Ci	S1	48.488	50.845	48.686	48.039	48.039
Blinken, Marsha	325	S1	OC	55.170	OC	OC	55.170
Henry, Kevin	90 325i	S1M	43.609	43.607	43.855+1	43.047	43.047
Garces, Rafael	96 328i	S1M	43.441	43.490	43.053	43.206	43.053
Hausman, Bob	325i	S1M	OC	43.989+1	43.857	44.919	43.857
Sheridan-Peters, James	99 323is	S1M	44.640+2	44.164	43.876	43.261+2	43.876
Lin, Gary	85 325i	S1M	51.833+2	OC	OC	44.859	44.859
Schofield, Bill	96 318ti	S2	OC	49.010	46.875	48.628	46.875
Kim, Steve	87 535is	S2	OC	47.670	46.990	48.103	46.990
Davey, Steve	98 540i	S2	49.974	48.193	50.055	48.087	48.087
Schofield, Bill	96 318ti	S2	OC	FUN	OC	FUN	FUN
Brochu, Bill	85 535is	S2M	41.259	41.372	41.304	41.290+2	41.259
Brochu, Steve	85 535is	S2M	43.065+3	42.029	42.049	41.688	41.688
Brochu, Angie	88 535is	S2M	OC	43.026	42.219	41.992	41.992
Devlin, Kristi	96 Z3	S2M	OC	50.470+3	48.325+1	49.659	49.659
Shipman, Brian	97 M3	SS	42.962	42.262	42.019+1	41.961	41.961
Beebe, Rich	97 M3	SS	45.489	43.250	42.708	42.729	42.708
Dolenc, Andrej	97 M3	SS	43.555	43.826	43.538+1	43.788	43.555
Simpkins, Dean	99 M3	SS	46.570	45.183	44.144	44.000	44.000
Emad, Rani	98 M3	SS	46.053	45.262	45.069	44.498	44.498
Miner, Jim	00 M Coupe	SS	OC	OC	45.560	44.545	44.545
Kline, Sylvan	99 M Coupe	SS	OC	46.147	OC	44.810	44.810
Emad, Phillip	98 M3	SS	45.022	44.884	44.702+1	44.123+1	44.884
Steele, Bill	99 M3	SS	47.101+2	46.527	45.922	45.205	45.205
Johnson, Gregory	M Coupe	SS	OC	46.576+1	51.770	46.805	46.805
Pasquinelli, Matt	00 M Coupe	SS	53.467	OC	49.159	47.781	47.781
Fox, Michael	98 M3	SS	54.380	OC	49.819	60.806	49.819
Katona, Ron	95 M3	SSM	41.559	40.763	40.569	40.722	40.569
Hair, Woody	88 M3	SSM	42.807	41.900	41.743	41.512	41.512
Murphy, Joe	99 M3	SSM	43.229	42.233	OC	42.272	42.233
Polk, Matthew	M Coupe	SSM	47.977	43.786	43.320	43.318	43.318
DeNonno, Louis C.	96 M3	SSM	46.537	DNR	44.337	44.207	44.207
Beebe, Lucy	88 M3	SSM	50.450	46.953	45.161	44.368	44.368
Nash, Steve	88 M3	SSM	47.879+1	44.722	44.527	44.508	44.508
Grafton, Chuck	90 M3	SSM	55.191	45.688	44.522	44.875	44.522
Smernoff, Joel	88 M3	SSM	OC	45.409	45.894+1	46.575	45.409
Goodman, Barrett	88 M3	SSM	OC	46.561	46.461	45.957	45.957
DeNonno, Louis C.	96 M3	SSM	FUN	FUN	FUN	FUN	FUN
Polk, Matthew	M Coupe	SSM	FUN	DNR	FUN	FUN	FUN
White, Saxton	88 325e	T	49.966	48.545	48.990	48.419	48.419
Puig, Fernando	71 2002	TM	45.786	45.025+1	44.442	43.717	43.717
Bennett, Richard	74 2002 ti	TM	46.477	45.070	44.447	43.859	43.859
Beste, Ron Jr.	74 2002 ti	TM	47.373	46.774	OC	45.162	45.162
Puig, Gonzalo	74 2002	TM	48.420	47.039	47.048	46.528	46.528
Ado, Gabriel	97 Saturn SL2	X	43.424	43.725	42.373	42.284	42.284
Bodensteiner, Peter	94 Miata	X	42.994+2	43.527	43.155+1	42.888	42.888
Brown, Steve	Miata	X	43.933+1	43.797	OC	43.373+1	43.797
Simmons, Rob	00 Chevy Z-28	X	43.110+1	43.917	43.821+1	43.935+1	43.917
Mattran, Don	99 Porsche 966	X	OC	OC	46.450	44.408	44.408
Zapol, Jason	86 Honda CRXsi	X	OC	45.882	44.694	45.200	44.694
Blinken, Derick	94 Mazda RX7	X	OC	48.028	OC	45.166	45.166
Cunningham, Jim	79 Porsche 911	X	45.831	OC	OC	45.313	45.313
Interdonato, Louis	00 Ford Cobra R	X	OC	45.798	OC	45.673	45.673
Cummins, Harvey	00 Porsche Boxter S	X	46.030	46.091	45.781	46.089	45.781
Stewart, Adam	VW Jetta	X	48.679	47.768	46.709	46.413	46.413
Boss, Grant	96 Chevy Impala SS	X	48.783	46.462	OC	46.566	46.462
Johnson, Mark	Porsche 911	X	48.081	OC	OC	OC	48.081
VanDonnlin, Wayne	00 VW GTI	X	OC	OC	48.565	49.057	48.565
Zanchettin, Dan	Subaru Impreza RS	X	OC	51.936	OC	49.114	49.114
Werneth, Laura	Ford Contour SVT	X	OC	OC	OC	51.766	51.766

NCC Autocross Series Event #6 Results (14 October 2000)

Name	Model	Class	Run 1	Run 2	Run 3	Run 4	Run 5	Best Run
Clairmonte, Amanda	95 325i	S1	51.294	48.955	47.767	47.424	48.255+1	47.424
Tomlinson, Steve	89 325i	S1	O.C.	O.C.	O.C.	48.506	49.197+1	48.506
Shay, Eddie	89 325i	S1	O.C.	51.547	50.260	O.C.	50.437	50.260
Bickers, Keith	325is	S1	60.425	O.C.	53.504	O.C.	53.756	53.504
Tomlinson, Wayne	89 325is	S1	59.452	57.767	53.563	54.267	57.759	53.563
Shay, Martin	325i	S1	O.C.	O.C.	60.756	O.C.	O.C.	60.756
Henry, Kevin	90 325i	S1M	45.227	43.975	44.294	44.494	43.872	43.872
Sheridan-Peters, James	98 323is	S1M	44.810	45.168	45.256	44.844	44.309	44.309
Hausmann, Bob	325is	S1M	46.961	44.047+1	45.285+1	45.465	45.024+1	45.465
Lin, Gary	325i	S1M	47.094+1	54.074+2	45.900	45.690	47.298	45.690
Lytle, Marshall	88 325is	S1M	O.C.	46.341	45.976	46.023	46.996	45.976
Gallun, Joel	87 325is	S1M	49.396	49.761	50.778	49.432	47.869	47.869
Lytle, Janice	88 325is	S1M	56.448	51.876	O.C.	50.047	48.346	48.346
Hirtes, Klaus	88 535is	S2	46.489	47.060	45.504	45.116	45.509	45.116
Schofield, Bill	96 318ti	S2	50.019	47.323	47.115	47.507	47.189	47.115
Brochu, Bill	85 535i	S2M	42.457+1	42.163+1	42.265	42.665	DNS	42.265
Brochu, Angie	85 535i	S2M	46.767	44.184	45.093	DNF	DNF	44.184
Schlossman, Steven	328ti	S2M	51.897	50.432	49.327	50.167	49.785	49.327
Shipman, Brian	97 M3	SS	44.413	44.783	43.960	46.583	43.777	43.777
Dolenc, Andrej	97 M3	SS	45.222	45.329	44.275	44.223	44.146	44.146
James, David W.	M Coupe	SS	45.629	45.300	46.604	46.948	45.712	45.300
Steele, Bill	M3	SS	50.770+1	46.340	46.835	46.185	45.934+1	46.185
Miller, Michael	M Coupe	SS	53.656	50.132	49.989	49.145	48.705	48.705
Milligan, Billy	M Coupe	SS	51.050	O.C.	49.011	49.544+1	O.C.	49.011
Simon, Neil	M Coupe	SS	52.533	50.316	50.645	49.440	49.748	49.440
Milligan, Billy	M Coupe	SS	47.655	47.882	46.336	47.036	48.740	FUN
Hair, Woody	88 M3	SSM	42.750	O.C.	42.159	41.974	42.274+1	41.974
Katona, Ron	95 M3	SSM	43.823	43.461	43.217	42.859	42.369	42.369
Nash, Steve	88 M3	SSM	47.711	45.792	44.606	44.234	44.043	44.043
Smernoff, Joel	88 M3	SSM	45.017	45.619	45.542	46.465+2	44.677	44.677
Torok, Ron	88 M3	SSM	47.019	45.410	45.256	46.409	O.C.	45.256
Donahue, Mike	95 M3	SSM	45.945	O.C.	45.511	45.718	O.C.	45.511
Donahue, Mike	95 M3	SSM	44.208	44.006	44.164	43.517	43.787	FUN
White, Saxton	325e	T	51.373	50.573	50.153	53.023	51.045	50.153
Bennett, Richard	2002tii	TM	50.316	46.488	45.922	46.237	45.878	45.878
Martino, Paul	2002	TM	O.C.	O.C.	46.076	46.413+1	O.C.	46.076
Meyers, Chuck	Lotus Seven	X	39.869+1	41.873+1	40.041	O.C.	40.155+1	40.041
Siebert, Chuck	Lotus Esprit	X	41.510	40.284	40.053	39.925+1	40.187	40.053
Heberle, Greg	Mazda RX7	X	43.866	43.986	42.438	44.178	42.625	42.438
Catlin, Stephen	Chevy Z28	X	43.754	43.760	43.624	43.295	43.411	43.295
Ado, Gabe	Saturn SL2	X	45.133	44.916	44.629	44.198	44.436+1	44.198
McGroarty, Joe	Toyota MR2	X	44.644	44.461	44.570	44.615	44.527	44.461
Schooler, Carlos	Toyota MR2	X	O.C.	46.449	46.219	45.384	44.877	44.877
Olson, Matt	Mazda Miata	X	O.C.	47.052	45.580	44.886	45.917	44.886
Zapol, Jason	Honda CRX	X	47.594	46.485	45.572	45.341	45.347	45.341
Benson, Greg	Ford Mustang Cobra X	X	47.218	46.293	45.387	45.936	45.425	45.387
Benson, Matt	Ford Mustang Cobra X	X	46.895	47.549	46.549	45.502	46.182	45.502
Gerrard, Mark	Subaru Impreza RS X	X	46.997+2	46.409+2	O.C.	45.948	45.566	45.566
Wilson, Aaron	Chevy Z28	X	O.C.	O.C.	48.492	48.069	46.575	46.575
Howe, Mike	VW GTVR6	X	50.302	O.C.	49.481	48.272	48.826	48.272
Werneth, Dave	Ford Contour	X	52.707	50.912	50.755	49.758	51.109	49.758
Davis, Matthew	Mazda 626	X	O.C.	O.C.	O.C.	49.767	49.899	49.767
Jenkins, Ryan	Saturn SC	X	O.C.	O.C.	48.679+2	46.167	46.659	FUN
Jenkins, Ryan	Saturn SC	X	O.C.	O.C.	O.C.	O.C.	O.C.	n/a

NCC Autocross Series Event #7 Results (12 November 2000)

Name	Model	Class	Run 1	Run 2	Run 3	Run 4	Best Run
Hartge, John	00 Z3 3.0	S1	51.533	50.517	49.467	49.098	49.098
Harley, Eric	00 328i	S1	OC	52.057	50.867	50.016	50.016
Ketner, Gary	M6	S1	58.318	OC	55.261	54.188	54.188
Todd, David	Z3	S1	58.512	55.245	58.435	54.410	54.410
Smith, Andrew	95 325i	S1	59.970	61.496	58.474	57.411	57.411
Henry, Kevin	90 325i	S1M	48.567	47.104	46.925	46.928	46.925
Zavala, Al	00 323i	S1M	OC	48.662	47.783	48.512+1	47.783
Sheridan-Peters, James	98 323is	S1M	50.502	49.351+1	48.428+1	49.033	49.033
Lin, Gary	325i	S1M	51.706	54.648+1	51.459+2	49.920	49.920
Hausmann, Bob	94 325i	S1M	51.948	51.511+1	49.969	50.427	49.969
Puig, Alvaro	89 325i	S1M	52.745+1	DNF	OC	52.377	52.377
Gallun, Joel	87 325is	S1M	OC	58.518+1	OC	OC	60.518
Hirtes, Klaus	88 535is	S2	50.891	50.606	49.965	49.761	49.761
Schofield, Bill	96 318ti	S2	60.329	52.387	51.539	59.225	51.539
Brochu, Bill	85 535i	S2M	OC	45.956	46.203	45.714+4	45.956
Brochu, Angie	85 535i	S2M	49.402	49.053	47.010	47.056	47.010
Schlossman, Steven	96 328ti	S2M	OC	54.904	52.644	51.242	51.242
Burns, Brad	99 M3	SS	49.115	47.254	46.973	47.855	46.973
Shipman, Brian	97 M3	SS	48.109	47.514	47.136	OC	47.136
Camell, Eric	99 M3	SS	50.919	49.223	48.357	48.082	48.082
Emad, Rani	98 M3	SS	49.685	49.883	48.954	48.555	48.555
Dolenc, Andrej	97 M3	SS	49.968	48.677+2	48.798	OC	48.798
Boschetti, Max	99 M3	SS	OC	51.031	49.334	OC	49.334
Shepard, Eric	88 M3	SS	57.212	51.428	50.837	49.432	49.432
Pettis, Ben	99 M Coupe	SS	52.706	51.244	51.371	49.871	49.871
Barenholtz, Ian	M3	SS	OC	56.090	52.297	51.640	51.640
Boyce, Jeff	00 M Coupe	SS	61.740	OC	57.097	53.291	53.291
Simon, Neil	99 M Coupe	SS	54.992	54.664	54.003	53.684	53.684
Han, Helen	99 M3	SS	OC	57.004	55.185	57.663	55.185
Boyce, David	00 M Coupe	SS	62.193	60.395	57.653	57.767	57.653
Emad, Philip	98 M3	SS	48.157	47.752	48.046+1	48.214	FUN
Hair, Woody	88 M3	SSM	OC	46.346	46.023	OC	46.023
Katona, Ron	95 M3	SSM	OC	47.540	47.392	47.497	47.392
Miles, Scott	88 M3	SSM	50.438	OC	47.981+1	47.876	47.876
Nash, Steve	88 M3	SSM	51.668	48.921	47.982	47.990	47.982
Grafton, Chuck	88 M3	SSM	48.238+1	48.862+1	48.614+2	48.186	48.186
Lytle, Marshall	97 M3	SSM	51.559	48.789	48.401	49.480	48.401
Goodman, Barrett	88 M3	SSM	54.473	50.905	49.415	49.351+1	49.415
Julidosi, Anna	88 M3	SSM	65.056	59.164	58.240	55.169	55.169
Cocca, Fred	97 M3	SSM	OC	OC	OC	56.625	56.625
Cocca, Fred	97 M3	SSM	DNF	54.518+2	58.635	53.578	FUN
Cocca, Fred	97 M3	SSM	OC	58.931	50.772	53.215	FUN
White, Saxton	88 325e	T	55.958	54.647	54.168	53.807	53.807
Beck, Fred	73 2002ti	TM	50.349+1	48.756	49.008	56.878	48.756
Puig, Fernando	2002	TM	51.288	49.333	48.814	48.464+1	48.814
Scriba, Fred	84 318i	TM	OC	66.914+1	56.289	53.541	53.541
Balanc, Andrej	94 Corvette	X	48.399	46.479	47.378+1	45.196	45.196
Emad, Philip	93 Civic Si	X	49.793	48.216	OC	46.882	46.882
Ado, Gabriel	Saturn SL2	X	OC	56.662	48.306	47.583	47.583
Zapol, Jason	Honda CRX	X	OC	50.932	48.545	48.239	48.239
Lowe, Rob	Olds 442	X	52.349	50.093	49.805	48.532	48.532
Bataresh, Matt	Audi S4	X	50.406	49.456	49.277	48.869	48.869
Cunningham, James	Porsche 911	X	49.903	68.305+1	64.950	49.109	49.109
Freedman, Dan	Porsche 914	X	56.356	51.736	51.018	49.316	49.316
Blinken, Derek	Porsche 944T	X	OC	51.408	DNF	49.436	49.436
Mattran, Don	99 Porsche C4	X	OC	OC	48.667	49.569	49.569
Sander, Jeff	Acura Integra Type R	X	50.760	56.224+1	49.574	50.463	49.574
Puig, Gonzalo	90 Ford Mustang	X	50.936	60.832	49.866	49.709	49.709
Cummins, Harvey	00 Porsche Boxster S	X	51.942	50.533	50.257	OC	50.257
Howe, Mike	98 VW GTI VR6	X	54.415	52.131	52.330	50.357	50.357
White, Alex	91 Nissan Sentra	X	53.113	52.216	51.287	50.997	50.997
Simons, Rob	Chevy Z28	X	51.340	OC	49.319+1	49.111+2	51.319
Zapol, Jason	83 Chevy Malibu	X	51.345	54.585	DNF	DNF	51.345
Brown, Stephen	86 Ford Mustang	X	49.830+1	OC	48.278	46.750+1	FUN
Emad, Rani	93 Honda Civic Si	X	49.812	48.521+1	48.183	47.368	FUN
Bossano, Brian	86 Ford Mustang	X	47.035+3	47.614+1	47.280+1	DNS	FUN

Why Modify Your BMW?

by Eric Carnell

Almost from the day I purchased my first BMW three years ago, I have been inundated with catalogues urging me to make my car crisper and faster. After-market tuning of BMWs is a big business and there is a lot of sales pressure out there to get you to spend your money. These companies know we are car enthusiasts and have this need for performance. They often take advantage of our weakness.

I am glad I refrained from spending \$2,500 on suspension modifications on my '95 BMW 540iA. My new 330i has since replaced the 540iA and money for the new suspension would have been lost. Instead, I spent my \$2,500 on BMW performance driving schools. The skills I have gained are transferable to every new BMW I drive and increase my safety in everyday driving. I urge everyone to stop and think hard before modifying his or her car. Not only is it expensive, but you might not end up with a faster, safer, or better handling car. I can guarantee you that a performance driving school will make every car you drive faster, safer and better handling.

BMW's are pretty darn good cars right out of the box. They are comfortable, fast, and forgiving. They are designed by real engineers unlike many of the after-market parts advertised in magazines and on the Internet. They allow you to drive safely on rutted roads and in the pouring rain with your children in the back seat. They protect you from inattentiveness by building in a certain amount of understeer. In spite of what you are told, this is not a bad word or a bad thing. I have seen too many people get themselves into trouble by modifying their car and stripping it of its well-balanced and well-engineered features.

If you haven't participated in a lot of performance driving schools, you probably do not yet have the skill to safely handle a car at high speed equipped with short springs, stiffer sway bars, more horsepower, and R compound tires. If you plan to participate in an upcoming school, you definitely do not want to modify your car first. Learn to drive your unmodified car to its limit first. I guarantee you that your stock BMW is better than you are. I watched BMW factory driver Bill Auberlin at the Oktoberfest driving school at Road Atlanta. He drove a student's stock M3 and passed every other driver on the track. Consider the added expense and danger involved with premature modifications. To increase driving performance, money spent on schools is much more effective than equipment modifications. Even if the after-market modifications work as advertised, you've raised the limits of the car making learning more difficult. That is, as limits are raised, cars generally become more responsive and less forgiving because everything happens more quickly at higher speeds. You might not want to go there yet.

Engine modifications are high risk. Whether or not they void your engine warranty, they offer an expensive way to small true performance gain with a big downside. In older BMWs without knock sensors, performance chips can cause pinging that can destroy an engine after relatively short use.

Drop-in performance filters may allow more harmful debris into your engine and shorten its life. The more an engine is tuned and tweaked for maximum performance, the shorter its life (a racecar being the extreme example of this). Many stock BMW engines see well over 200,000 miles before a rebuild. Maybe the engineers at BMW know what they are doing.

Suspension modifications are very tricky to get right, and potentially dangerous without proper planning. Without a definite plan about what handling characteristic you are trying to change, and for what purpose you are making this change, you probably should not attempt this. The odds are stacked against you in achieving an overall faster car. Most people fail to realize that stiffer sway bars can actually promote less grip by increasing inside wheel lift and working against suspension independence. They also put more force on attachment points and can destroy other parts of the car. Shorter, stiffer springs give you less feedback when you are learning to manage weight transfer on the track. Plus you can have less grip in many situations where bumps and uneven pavement come into play. Don't forget that your nice understeering BMW becomes much more neutral in a high-speed turn. I wouldn't want to drive someone's modified, oversteering autocross car at Summit Point in turn 10 at 85 m.p.h. Ask any Formula One driver why understeer is a good thing.

Competition (R compound) tires increase the forces on all suspension components and increase the wear and tear on your car. Plus, they are also potentially dangerous when you first venture out onto the track. Competition tires allow an inexperienced driver to go faster with a false sense of security. The increased grip and lower slip angles will hide many mistakes until it is too late. One definitely doesn't want to learn where their limit of adhesion is at 90 mph with a tire that decides to "let go" abruptly with little warning. Add to this scenario the aforementioned suspension changes, and one has a truly dangerous situation. Witness some of our Chapter's best driving instructors who spent years driving their cars on the track with street tires. They are smoother and faster and safer as a result.

I encourage anyone interested in learning to become a safer and faster driver to bring his or her BMW out to one of our Club schools. The Spring Highway Safety School is an excellent place to test the water if you're not yet sure about attending a performance driving school. Ignore everyone who tells you to modify your car before you come. Spend your money wisely. Learn to drive your well-engineered, stock BMW the way it was meant to be driven: safely and responsibly. Once you have learned to extract everything available from the stock configuration and have gained enough skill to handle the higher release speeds, and consequently the reduced reaction time available, then think about what could be modified. Of course, by then it might be time for a new car. See how much money you saved!

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BMW CCA NCC Board Meeting, November 2000

Officer's Reports :

Minutes from last meeting: reviewed via e-mail.

President's Report:

- Reviewed some details from past events. Discussed the reimbursement forms from National. Followed up from last meeting with respect to the Holiday Party plans.

Vice President's Report:

- Mike will plan the next meeting location and will email everyone. This will be our last session for this year.

Treasurer's Report:

- We will be close to breaking even for year not including the holiday party. Auto X has not been as large as past years. Discussed the DSSC meeting for tomorrow. Reviewed workers for schools.

Secretary's Report:

- I will be available to coordinate next years driver school t-shirts, if my help is needed to design and assist in production. Delivery to the track will need to be arranged by the club.

Memberships: No Report Given.

Autocross:

- We are set for the next autoX Still collecting entrants for this upcoming events. Reviewed the championship trophies. Each autoX group chair will be back next year. Actively looking for eager assistants to transition into the 2002 year for AutoX group chair positions.

Tech Chairman:

- We have a tech session scheduled at Dr Johns motorsports.

Tours and Rallies:

- The October 29th tour to the East Broad Top Railroad seemed to go well. 20 cars from started from Virginia and 13 from Maryland. Thanks to my wife for filling in at the MD start and Woody at the VA start. Email comments were favorable with a couple thinking it was too long. Total trip was probably 3 3/4 hours. Scenic tour to the Shenandoah VineyardConcours

for next year has been laid out. Possible dates for next year's tours are March 25, June 24, Oct 6-7. [I can commit later in the month.] Possible joint TSD rally April 22. If you are planning other dates, Ofest is August 5-10.

Advertising Manager:

- Working on getting out letters to advertisers.

Concours:

- Every thing went well for the year. Shenendoah vinyards went excellent. great turn out.

Social Chairperson: No report provided.

Drivers' Schools: No report.

dB: No report.

Webmeister:

- I plan to begin site conversion to CSS soon. This will consist of conversion and enhancement with limited graphics and Javascript. Also, I should have some pictures from the last drivers' school that I plan to add to the site.

Old Business:

- We are planning to finish up with the charity event. Paul will assist with the contact information. The secretary will work on following up on pins for long term members.

New Business:

Calendar of events: Per the dB.

Next Meeting:

- In Bethesda and Mike will coordinate the place and provide directions via email.

Adjournment: Motion made and seconded.

*** Side notes: Lucy will follow up with Kristine for the door prizes. Paul planning to get contact and address for the donation from our charity event.

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Members: ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

Non-members and Commercial Classifieds:

• Commercial \$30/issue • non-member/non-commercial \$15/issue.

Make checks payable to BMW CCA NCC. Send ad with payment to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218 or e-mail to dderr@bcpl.net. Ads must be received by the first of the even-numbered months for inclusion in the next issue.

CARS FOR SALE

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Parts/Projects

73 runs good, drivable and restorable, 72 runs, both Malaga, both have rusty rockers. Have rockers and floorboards to fit plus extra 73 engine. All for \$500 OBO. Located in Clifton, VA. Will deliver within 30 miles.

Dan (703) 418-4906 office (VA)
(703) 502-1572 home (VA) or email to:
<j.daniel.howard@lmco.com>

1980 733i

VIN 7350297. Silver / blue leather interior. The Shark Nose Cruiser. 175K+ on clock. 4 Speed, sunroof, New: radiator, rotors, pads, calipers. braided steel brake lines, new muffler system. Second owner (11 Years) garage kept, well maintained and in good shape. \$3,300 with MD inspection or as is.

Chris (410) 893-8726 (MD) or email to:
<christopher.halloran@verizon.com>

1982 320i

VIN WBAAG3307C805209. Silver. Good condition. Sony stereo, excellent tires. Records back to 1984. Driven Daily 5-speed. Comes w/ extra wheels & many parts new & used worth \$\$\$\$. Make it your starter track car or just a fun way to commute. Good gas mileage a plus. Must sell, I need a pick-up. 1st \$1000 cash (firm - includes parts) takes it home!

Steve (301) 390-1666 (MD) or email to:
<pitout@hotmail.com>

1986 325

VIN WBAAB6402G1681355. Red. 2Dr. BMP Design, A/T, Cat-back exhaust, chip, K&N, 16X9 Borbet Type A, Nitto 450 tires, Viper alarm, a large and loud sound system, tinted windows, remote start, RD suspension, headlight conversion. Extremely quick and fast for a 325. Mint condition. Must sell. \$8,500 obo.

Ali (703) 629-5555 (VA)

1987 325is

VIN WBAAA1302H2321442. Bronzit / tan leather. 5 speed. CD changer. Very good cond. 120k miles. \$5,800 obo.

Geoff (202) 667-3173 (DC) or email to:
<barrow-geoff@msn.com>

1988 528e

VIN WBAK8304J98861. Cirrus Blue/Blue. 105,000 miles, leather seats, always garaged, no smoker, very clean, new tires, new catalytic converter/resonator/muffler, on board computer, everything works, ALL BMW maintenance records from new, no rust, all panels original (with VIN labels), limited slip, come see for yourself. \$7,000.

Milton (301) 215-7225 (MD) or email to:
<Aamdj3@gateway.net>

1991 M5

VIN WBSHD9315MBK05591. Alpine white / grey leather. Interior like new, sheepskins, heated seats, non-smoker, keyless remote entry / security, new factory cassette radio & remote CD, Michelin Pilot Sports 245x40x17, new: OEM wheels, Bilsteins, Dinan chip, wire set, short shift, B&B TRI-FLO exh, drive shaft & too much more to list, ABS, OBC, original books and window label, Noah cover. 182K mi. New factory crated motor fitted by BMW in '94 w/ updated gasket design. \$3k trans rebuild. I hate to part with it but co. is buying me a new car. Complete records/ receipts. Serviced with no holds barred (Curry's) so it runs, sounds and feels incredible. Cleanest crankcase you'll see. All fresh front end parts/bushings, tight and not tracked. \$23,500.

Andy (703) 222 - 7535 (VA) or email to:
<aperahia@cox.rr.com>

1995 M3

VIN WBSBF9320SEH02801. Daytona Violet / silver leather. 5 speed, 40K miles excellent condition. Dinan chip, S/S brake lines, K&N, Eibach strut brace, s/r, computer, CD changer, cruise, heated seats, alarm, new MXXX's. Never smoked, perfect interior, garaged, car cover, no dings. All service records, Redline synthetics used exclusively. \$27,400.

Rui (301) 652-2737 days (MD) or email to
<rui@raponte.com>

1995 M3

VIN WBSBF9321SEH08302. Boston Green / champagne leather int. Luxury Package, 5 spd., 6 CD/trunk, wing, Conforti chip, TriFlo exhaust, orig. owner, serviced at Curry's, recently tuned, new shock mounts, new tires, no wrecks, no racing. 142k hwy miles, extremely clean, must see. A great deal at \$23,900.

Greg (301) 515-5216 (MD) or email to:
<GWager1@aol.com>

CARS FOR SALE

1995 M3

VIN WBSBF9326SEH08408. White/black leather, 5 speed, sunroof, cruise, computer, alarm, CD, woodtrim, armrest, mudguards, sunshield, wheel locks, cargo net, trunk mat, chip, RD exhaust, K&N, euro lenses, tinted windows, Whistler radar, phone prewire, Mobil 1/4500 miles, 57000 miles/garaged, service records, Pristine! \$24,950.

Chris (703) 729-2656 (VA) or email to:
<osbcso@aol.com>

1995 525iA

VIN WBAHD6326SGK59610. Orient Blue / silver interior. Automatic, M5 wheels, CD player, traction, heated seats, wood. 90k service completed. \$18,000 obo.

Rodney (202) 767-5292 work (DC)
(301) 877-1222 home (MD)

1999 328is Sport

VIN WBABG1337XET08468. Steel blue / lt. gray leather. 5 Sp, HK stereo & CD, s/r, Sport package (M-Technik sport susp., M3 fr spoiler/sideskirts/rear diffuser/M side moldings, heated pwr sport seats, M three-spoke steering wheel & shift knob). Prof. installed: UUC Short shifter w/ ERK, UUC clutch stop, Fikse FM/5, Bridgestone Potenza S-02 PPs, X-Brace, Shark Injected, Conforti cold air intake, M3 3.23 LSD, and M3 exhaust. BMW 5-spoke alloys with Michelin Arctic Alpin winter tires also. 25K miles. Original owner, broken in by the book, all records, Mobil 1 since 2K & every 4.5K miles. Final year for E36, wonderful driver, no problems, smoke-free, excellent cond. \$32,000.

Dave (703) 704-2391 (VA) or email to:
<dbyker@ix.netcom.com>

1999 528iA

VIN WBADM6342XGU02334. Anthracite / gray leather. Premium package, Cold weather package, AT, moonroof, xenon lights, fold down rear seat w/ ski bag, CD changer, zymol, weathertechs, 23,xxx miles, one owner, as new condition. Selling due to purchase of business. \$39,000 obo.

Al (717) 249-0297 (PA) or email to:
<arthornie@aol.com>

PARTS FOR SALE

E23 Wheels/Snow Tires

Four (4) new Blizzaks, size 195 / 65R14 from 1984 733i, mounted and balanced. Will give great traction control in wet weather, snow and ice. \$750 obo. Free fifth rim and lug wrench with purchase, if needed.

Tony (202) 393 - 7000 (DC)

Misc. Parts

Quaife 3.15 diff, \$2200. BMW 5-spokes / Michelin Pilot Alpins, \$950.

Dave (703) 704-2391 (VA)

E23/733i Parts

Cleaning out my garage. Tons of 1980-84 7-series parts for sale cheap. Body, trim, & mechanical. Call or email w/ needs.

Steve (301) 390-1666 (MD) or email to:
<pitout@hotmail.com>

E21 320i Parts

Cleaning out garage. Tons of new & used parts. Wheels, body, trim, & mechanical. Cheap. Cheap! Call or email needs. See cars for sale ad for fantastic package deal.

Steve (301) 390-1666 (MD) or email to:
<pitout@hotmail.com>

M3 Fender

1989 M3 left front fender. \$125/OBO.

Rodney (202) 767-5292 work. (DC) (301) 877-1222 home (MD)

E39 Wheels/Snow Tires

Four Blizzak Snows (225 / 60QR15) mounted and balanced on '97 528i alloy wheels in excellent condition. Just 7000 miles on wheels and tires. Used only two seasons. Best offer.

Rick (410) 933-0575 office (MD) (410) 229-0186 home (MD)
or email to: <rsanderjr@aol.com>

E36 Wheels

Full set (5) 16" take-offs from 99 my E36 coupe. BMW style K: 7X16 double spoke sport rims with 225/50 Conti Sport Contacts mounted. One (spare) never on the ground - other four came off the car at 9K. Not a mark on the rims and plenty of tread left. \$1200. You do the shipping. Can be picked up in Alexandria, VA.

Michael (202) 223-9503 (DC) or email to:
<mgreelish@msrb.org>

Wheels

Wheels. Set (4) of E28 / E34 Mille Miglia "MMII" (silver five star) wheels w/ tires (16x7 w/ 205/55). 2 with "painted" scratches, however, all very clean. 80-85% tread left on tires. \$500/OBO.

Isaac (301) 372-0001 (MD) or email to:
<CollierIM@cs.com>

E34 Strut Brace

E34 Strut Brace. Racing Dynamics. New, never used. \$200.

Wendell (240) 401-6595 (MD) or email to:
<wljii@hotmail.com>

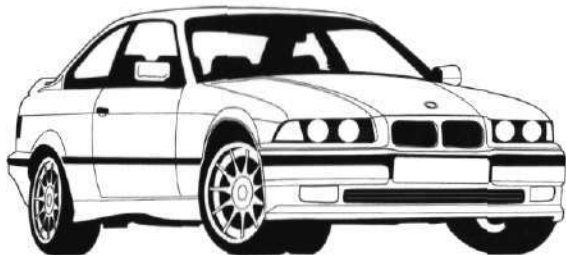
Misc. Parts

E34 (89>525i/535i) BMW Original Repair and Maintenance Manual, dated 10/88; E23 (1983 - 87 733i/750i) BMW Original Repair and Maintenance Manual, dated 10/85 \$45; AutoThory Chip (P/N 12.14.1.355.210) for 89-91 535i, 635CSi, 735i, \$100.

Mike (703) 481-6071 (VA) or email to:
<o4252@erols.com>

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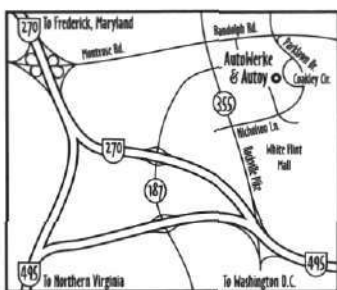
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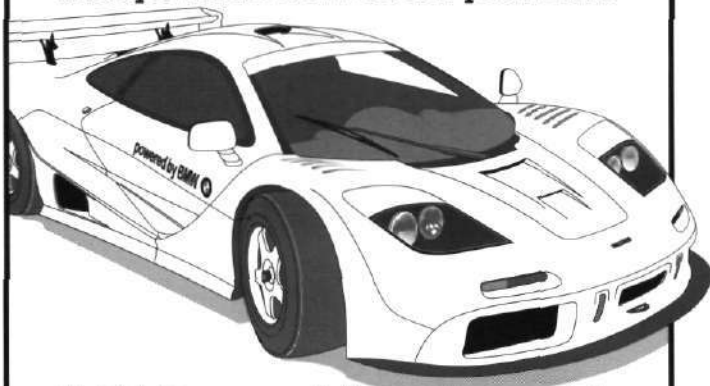
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IF YOU ARE INTERESTED IN BECOMING A MEMBER, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 2130 Massachusetts Avenue, Cambridge, MA 02140.

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MEMBER'S NUMBER: _____

MY SPECIAL INTERESTS ARE:

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| <input type="checkbox"/> CONCOURS | <input type="checkbox"/> SOCIAL | <input type="checkbox"/> MODEL CARS | <input type="checkbox"/> OTHER |

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