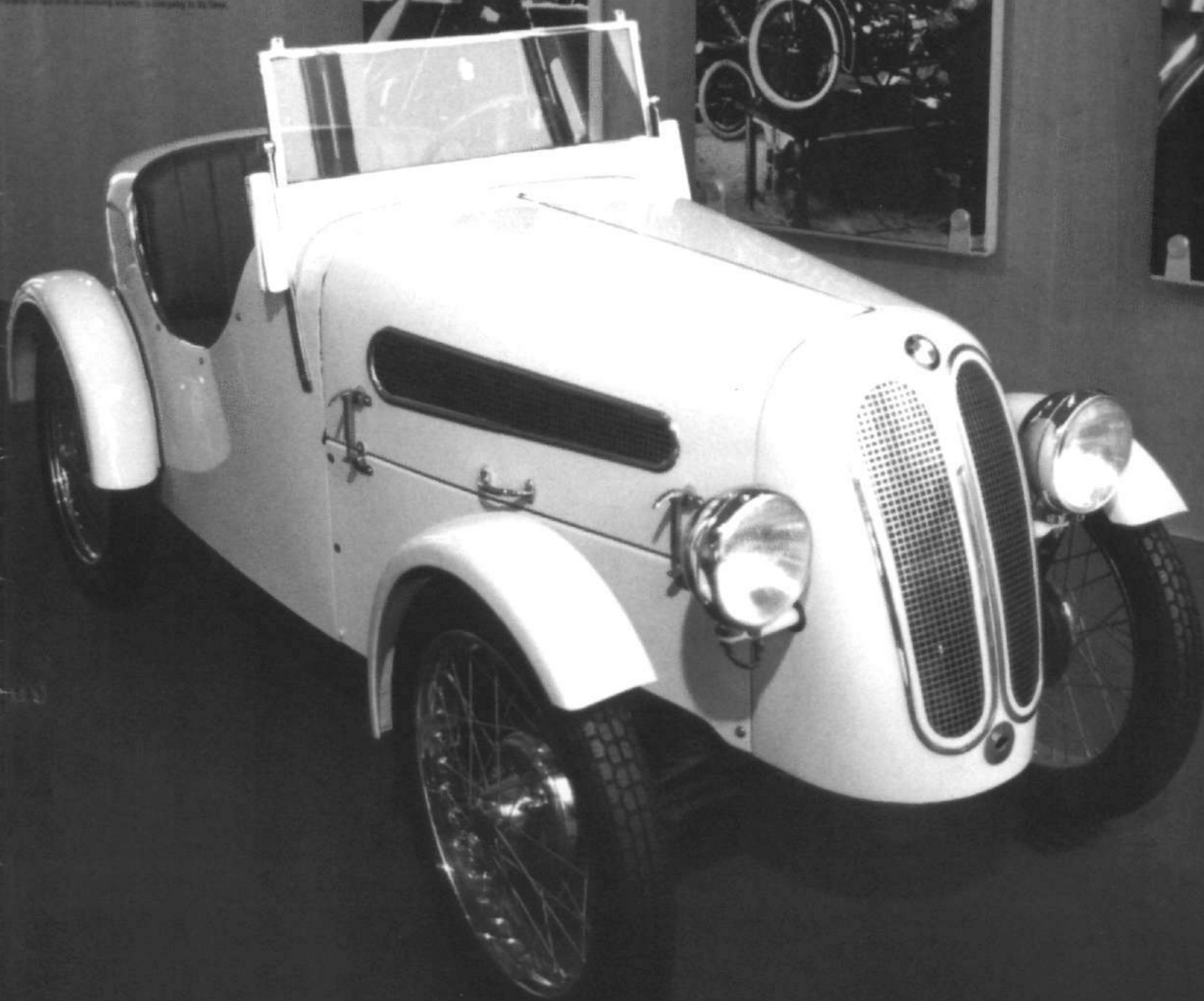


July/August 2001

der Bayerische

National Capital Chapter BMW Car Club of America





Calendar of Events

2001



For the latest info
check out the
Chapter website:
www.nccbmwcca.org

JANUARY

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

FEBRUARY

- 24 Tech Session

MARCH

- 21 Deadline for articles, classifieds,
and content for the May/June
der Bayerische
- 25 Spring Tour (S. Schlossman)
- 31 NCC Highway Safety School
(A. Desai)

APRIL

- 1 NCC Drivers' School
(A. Desai)
- 7 NCC Autocross School
(A. Dolenc)
- 22 NCC Autocross Series Event #1
(A. Dolenc)

MAY

- 5 Mid-Atlantik '02 Fest II
(D. Roach)
- 6 Deutsche Marque Concours
(P. Vessels)
- 19 NCC Autocross Series Event #2
(A. Dolenc)
- 19-20 Jefferson 500 Vintage Races,
Summit Point Raceway
- 21 Deadline for articles,
classifieds, and content for the
July/Aug *dB*

JUNE

- 9 New Members Party
(S. Schlossman)
- 10 Tour to the Steppingstone
Museum Scottish Highland
Festival (*Tentative*)
(S. Schlossman)

JULY

- 1 NCC Autocross Series Event #3
(*Note date change*) (A. Dolenc)
- 21 NCC Autocross Series Event #4
(*Location TBD*) (A. Dolenc)
- 21 Deadline for articles, classifieds,
and content for the Sept/Oct *dB*

AUGUST

- 5-11 BMW CCA Oktoberfest 2001,
Waterville Valley, NH
- 12-13 NCC Drivers' School (A. Desai)
- 26 NCC Autocross Series Event #5
(*Location TBD*) (A. Dolenc)
Summit Point, WV

SEPTEMBER

- 8 Shenandoah Vineyards
Concours (P. Vessels)
- 15 Rally to The Point
Tour & Barbeque Dinner
(Steve Schlossman)
- 15-16 NCC Drivers' School
Summit Point Raceway, WV
(A. Desai)
- 21 Deadline for articles,
classifieds, and content
for the Nov/Dec *dB*
- 29 Seafood Fest/Crab Feast
(*Tentative*) (M. Early)

OCTOBER

- 6 Fall Tour (S. Schlossman)
- 13 Chapterfest NCC Autocross
Series Event #7 (*TENTATIVE*)
(A. Dolenc)
- 20-21 Drivers' School (A. Desai)
Jefferson Circuit
Summit Point, WV
- 27-28 Fall Tour: The Road to
Chincoteague, VA (*Tentative*)
(S. Schlossman)

NOVEMBER

- 4 NCC Autocross Series Event #8
(*Location TBD*) (A. Dolenc)
- 21 Deadline for articles, classifieds,
and content for the Jan/Feb 2002 *dB*

DECEMBER

JANUARY 2002

- 19 Annual Holiday Party, Elections &
Awards - (*Location TBD*)

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



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National Capital Chapter BMW Car Club of America

July/August 2001



VOLUME 31 NUMBER 4

2

PRESIDENT'S MESSAGE

4

SHORTSTROKES

5

COMING EVENTS

20

NEW MEMBERS

22

COMPETITION
CORNER

25

CAR OF THE MONTH

26

MINUTES

27

CLASSIFIEDS

28

ADVERTISERS
INDEX



7

The E30 M3: A multipurpose family and track car, or Ja it all fits.

BY RONNIE LEWIS



8

The Jefferson Corral

BY MIKE EARLY



9

New Members Party

BY MIKE WENDELL



12

Deutsche Marque Concours

BY PAUL VESSELS



14

Mid Atlantik '02 Fest II

BY DAVID ROACH

*Cover: The BMW Dixi in Dixie
D. Derr photo.*

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P R E S I D E N T ' S

Message

I was thrilled this past Saturday by the interest and enthusiasm I saw in the folks attending the New Member Party. Seeing this kind of excitement in the Club only makes me wonder why we can't get more people interested in making the Club even better.

Our Chapter, with approximately 3800 members, is the second largest in the country, trailing only the Golden Gate Chapter. Like all volunteer organizations we have a core group of members who attend events, help out and generally stay involved. But I feel that this group is far too small considering the size of the Club. A number of chapter chairpersons serve two roles, and a few positions still remain empty. We could provide even more to the Club if that core group were larger, if more people were to get involved. I don't think this is a lack of will, but rather a lack of information. We haven't made it clear how to get involved, or what the Club needs... that's what I'll do here.

The best, and most immediate way to get involved is to let one of the Chapter officers or chairpersons know what you'd like to do. Our monthly meetings are usually held on the first Wednesday of each month. The location varies, but if you contact a Chapter officer or chairperson, we'd be happy to let you know the location of the next meeting. Members are always welcome at the meetings, and it's a great way to find out how the Club works and find out what you might be interested in doing to help!

Do you like to write or take photos? The Club is always looking for more content for our excellent magazine, *der Bayerische*. Technical articles, travel articles, great drives you've found, anything that might be of interest to club members. We all take part in making this magazine what it is, so get in touch with one of us and let us know what you might want to write.

How about Car of the Month? Tell us about your ride and what makes it special to you. Send us a good picture and maybe it can be a Car of the Month!

Do you like to watch cars at speed, and up close? The drivers' school program is always looking for corner workers. Enjoy the weather, watch the cars and help the Club immensely. But that's not all of course, you also get credit towards a free school. For every three school days you work you'll get one free day to drive.

In general, people are needed at all levels of involvement. A few days a year, a few days a month, every weekend... the question is simply, how would you like to get involved? The Club needs all of you, it needs your time, your ideas and your efforts. As we expand we can serve more and more people only with the work of a greater number of excited, interested people, just like those I saw at the party Saturday.

See you all soon,

Mike



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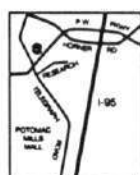
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In MD

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Left on Gaither Road

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- Big time racing coming to DC? It's a possibility, and it could just happen sooner than you think—even as early as next year. It seems that both the Championship Auto Racing Teams (CART) and the American LeMans Series (ALMS) are amidst preliminary discussions—the most recent occurring in mid-May — with the D.C. Sports and Entertainment Commission to bring a major race to the District. The likeliest scenario would be a temporary road course on the District's streets, similar to CART's Grand Prix of Long Beach. In fact, last year CART hired Chris Pook, President and CEO of the Grand Prix of Long Beach to serve as a consultant to locate urban areas around

ShortStrokes

the nation which would be suitable venues. Pook is considered an expert at running street races. His Long Beach race is one of CART's most popular races, drawing upwards of 90,000 race fans while generating about \$200 million in revenue for the city each year. CART currently has no presence in the area. Its closest race is at Nazareth, PA. The closest major open wheel race will be in Richmond, VA, where the rival Indy Racing League—at this writing—will have raced for the first time on 30 June. It is presumed that Helio Castroneves will be cautioned about scaling the White House fences.

- One might speculate how such a race might fare in the District, in light of the city's fourth-place ranking in a recent study of the nation's worst traffic. According to the Texas Transportation Institute, a research agency affiliated with Texas A&M University, DC commuters—as well as those in Dallas, TX, in a tie for fourth — spent about 46 hours a year in their vehicle while stuck in traffic, which is ten fewer hours than gridlocked commuters in Los Angeles, CA but ten more hours than the nation's average gridlocked driver. It just might be a long race.

- In another study of cars actually moving, researchers at the University of North Carolina Highway Safety Research Center analyzed 5,000 traffic accidents nationwide between 1995 and 1999 in an attempt to determine the most common causes of driver distraction. And no, using a cell phone while driving wasn't the number one reason. It actually placed low on the list, accounting for only about 1.5% of driver distraction-related accidents, fewer than eating or drinking while driving (1.7%), moving objects in car (4.3%), other occupants (10.9%), and adjusting the radio, CD, etc. (11.4%). The main cause of 29.4% of the accidents were distractions outside of the car—sun glare, other accident scenes, other vehicles, etc. These results surprised everybody, including the American Automobile Association, which commissioned the study, yet most cast doubts on the study's validity, including the study's author, Jane C. Stutts, who acknowledged that drivers tend to be less willing to admit that cell phone

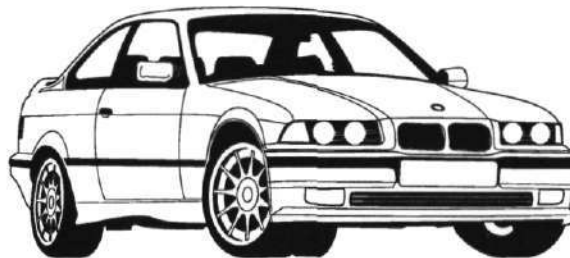
use was the cause of the accident and would instead place blame on outside forces.

- The Ford Motor Company also intends to determine the contribution of driver distractions to accidents and has recently built a \$10 million simulator — incorporating projectors, sound synthesizers, and a Taurus mounted on a hydraulic platform—to study and measure drivers reactions to traffic situations while using phones, radios, or navigation aids while driving. One preliminary Ford determination placed blame solely on Firestone Wilderness and Wilderness ATX tires. Bridgestone Firestone countered that accusation with the claim that Ford SUVs were inherently unsafe to drive due to an unstable handling quirk, namely, Ford SUVs understeered far less than similarly equipped Chevrolets and Jeep Cherokees, with the result being an accident due to the driver's loss of control.

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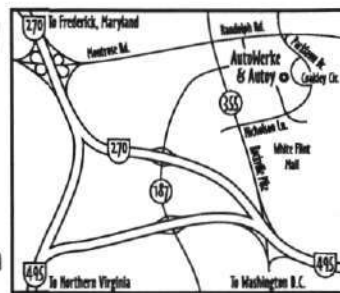
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NCC Autocross Series Event #3**Sunday, 1 July 2001**

(** Note date change **)

Rosecroft Raceway**Fort Washington, Maryland****Time: 9:00 A.M.**

What better way to get ready for the upcoming holiday than by autocrossing with the National Capital Chapter! We will once again be at Rosecroft Raceway for a full day's worth of fun with all the orange cones stand (though please leave them standing, we get tired of running to pick them up!).

As with all of our autocrosses, this one will feature three heats of thirty cars, with four runs per heat. Heats will start at 9:00 A.M., 11:30 A.M., and 2:00 P.M. Pre-register for this event starting June 1st by contacting Andrej Dolenc by e-mail (preferred) or by phone at 240-305-5167. Entry fee for the autocross will be \$15.

Directions: Rosecroft Raceway is located just off exit 4A of Interstate 495 (Capital Beltway) in Fort Washington, MD. Follow the signs to turn left immediately after exiting.

NCC Drivers' School**Sunday, 12 August 2001****(Jefferson Circuit)****Monday, 13 August 2001****(Summit Point Main Circuit)****Summit Point Raceway, WV****It's a Grand Opening!****Curry's Auto Service****Chantilly, VA****Saturday, 18 August, 2001****3:00 - 7:00 pm**

Curry's Auto Service in Chantilly, Virginia has hosted some wonderful events over the last few years. Everyone who's attended any one of them knows how much they appreciate our business and how well they treat us when they hold an event. They are a truly club-friendly shop. Well, they've just opened a new shop in Ashburn and they'd like to give us the tour. The new shop features the latest equipment from Hunter and others, including a four-wheel-drive-capable chassis dyno!

Naturally, since they're going to have us come by, they thought that it might be nice if some of they're vendor reps stopped in to show us the lat-

est and greatest from their companies as well. Rob Levinson from UUC Motorwerks will be showing us all of the latest goodies they have, as well as their existing line of performance products for BMW and Audi. Stop Tech brakes will be on hand with their brake upgrades. Josh from Eurosport Performance is scheduled to appear with the latest information about Jim Conforti chips and ECU upgrades. And because this will be a combined event with the BMW CCA and the local Quattro club, Audi Performance and Racing will be there showing their latest stuff for the A4 crowd. On top of all this, expect some wild demonstrations of Curry's new 4WD chassis dyno!

So make plans to come by on the 18th of August, enjoy the company of your fellow enthusiasts, partake of the catered food and drinks, and get some great information on how to take care of your car. See you then! Their address is Curry's Auto Service of Ashburn, 1510 Moran Road, Sterling, VA 20166

Directions: From the Washington Beltway, find your way to the Dulles Toll Road. Right before the airport, take the exit for Route 28 North. Continue on 28 North until you come to Waxpool Road, Make a left onto Waxpool. Once on Waxpool, make the first left onto Moran Road. Curry's is _ mile up, on your right.

There's more information on the Curry's Auto website at <http://www.currysauto.com>.

NCC Drivers' School**Saturday-Sunday, 15-16 September, 2001****Summit Point Main Circuit****Summit Point Raceway, WV**

Join your Club on Saturday, September 15 at Summit Point Raceway for an "after-the-track" barbeque dinner. All drivers' school attendees, instructors, workers and their guests are welcome. A driving tour will be planned for those Club members not attending the school. (Details of the tour and registration will follow soon). **RSVP will be required by September 1st.**

What's the Point?**It's the End of Summer Fun Rally****Start: Urbana, Maryland****Finish: Summit Point Raceway, WV****Date: Saturday, 15 September, 2001****Start: 1:00 pm**

We will once again meet at the new Park & Ride in Urbana, Maryland, off I-270 and Route 80.

Each team will be given a set of general instructions that outline all the rules necessary to follow the route instructions correctly. At least two people in one car can consist as a team. The key to this fun rally will be understanding the general instructions. For this reason, you must pre-register no later than Sept 1, preferably by e-mail, to Steven Schlossman at steven@happytogether.com or by phone, 202/478-0768. The general instructions will be e-mailed or mailed approximately Sept 8. You may e-mail or phone any questions you have once you have read them. Some questions will be answered, some can not. Each person will receive the questions and answers at the start as an addendum to the route instructions. No questions can be submitted later than Sept 12.

Staying on course will only be one of the challenges. The other challenge will be who can answer the most questions correctly along the way. Some questions may require getting out of the car, some can be observed within the car. Some may not even have answers. Disputed questions may be thrown out. Tie breaker bonus questions may determine the winner. There is no time limit other than the answer sheet must be submitted no later than 5:00 p.m. at Summit Point.

And once you arrive at Summit Point Raceway, the scheduled NCC driving school will be wrapping up. This will be a good opportunity to see why so many people have become addicted to the track and why our drivers' education schools are so popular. There will be a few race cars, but mostly these are club members driving their daily drivers trying to perform to their limits.

Around 6:00 p.m. a dinner will be served for all the participants of the driving school and fun rally. The winning trophy will be presented at that time. Again, if you are interested in joining our Summer Fun Rally, please RSVP no later than Sept 1, preferably by e-mail, to Steven Schlossman at steven@happytogether.com or by phone, 202/478-0768.

Directions to the Start: From the Baltimore Beltway (I-695) take I-70 West to Exit 62 (Route 75). Turn left at STOP to follow Route 75 South. After 3.2 miles, turn right at STOP onto Route 80 West. Continue 4.3 miles, straight at traffic light (Route 355), through traffic circle, then left into the new Park & Ride.

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

From the Washington, DC, Beltway (I-495) take I-270 North to Exit 26 (Route 80). Meet at the new Park & Ride across Route 80.

Fuel and snacks near the start.

NCC Drivers School

Saturday-Sunday, 20-21 October, 2001

Jefferson Circuit

Summit Point Raceway, 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 p.m.)

Fall Tour: The Road to Chincoteague

Chincoteague, Virginia

Saturday-Sunday, 27-28 October, 2001

Start: 9:00 a.m.

Join us for our first overnight tour in several years. We will meet early Saturday morning and travel as a caravan to Chincoteague, Virginia.

Our trip will be approximately 5 hours, covering 180 miles of Southern Maryland, Delaware and Virginia back roads. Our final destination will be the Comfort Suites Motel. A block of 15 rooms has been set aside at \$99-\$108. Call the Comfort Suites at 757/336-2700 and make your reservations early. Rooms will be held no later than September 27. Be sure to mention the BMW Car Club for our special rate. For those who can take an extra day off, you might want to check out one of the several Bed & Breakfasts on the island. (Most Bed & Breakfasts have a two-day minimum. See URL below.)

Plans for Chincoteague are still being worked out. If anyone has any suggestions, please contact Steven Schlossman. Maybe a casual dinner or breakfast? Or some sightseeing, or just stress-free relaxing before our cars are tucked away for the winter.

If you are interested in joining our Fall Tour, please RSVP no later than September 27, preferably by e-mail, to Steven Schlossman at <steven@happytogether.com> or by phone, 202/478-0768.

URLs of Interest:

- **Information about Chincoteague**
www.chincoteaguechamber.com/direct.html
- **Comfort Suites**
www.chincoteaguechamber.com/comfortsuites/
- **Bed & Breakfasts**
www.chincoteague.com/b-b.html
- **Motels on Chincoteague Island**
www.chincoteaguechamber.com/motels.html

Directions to the start will be posted in the September/October dB and on the NCC website at www.nccbmwcca.org when available.

If anyone would like to plan a tour for next year, now is the time to start.

Some openings are still available for the **Nürburgring Driving School**, August 15-17, 2001. BMW CCA is arranging activities in Germany from August 11-17. Space is limited, and reservations will only be accepted by calling the National Office at 864.250.0022. Be prepared to give your BMW CCA membership number and a \$500 deposit by major credit card. For more information, go to www.sdbmwcca.com/articles/nbfaq.pdf or contact Dan Tackett at tackman@adnc.com or 858.780.1820 (Pac. Time).



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The E30 M3: *A multipurpose touring and track car or Ja, it all fits!*

By Ronnie Lewis

How much stuff can you get into an E30 M3 and still drive it long distances? Isn't that one of those questions you end up asking yourself late at night when you should be sleeping instead of watching a replay of a race on Speedvision? Or maybe it's the kind of question that leads to a bet between friends. In either case there can be no practical merit to the query...can there? Why, yes, I'm glad you asked.

The answer to this question arises from an enjoyment of driver's schools. I like to attend schools at tracks other than Summit Point partly because they offer different experiences, and partly because it is a good excuse to tour the countryside in a BMW. Last year my wife and I planned a large trip to accompany a school at Watkins Glen with the Genesee Valley chapter. We were first going to attend an airshow in Elmira NY, where my wonderful wife bought me a ride on a B-17 for my birthday. We thought we might then cruise up to Niagara falls and spend a few days in that part of New York and Canada. The falls, the Erie Canal, the house where Teddy Roosevelt took the oath of the office of President of the United States. Well, you get the eclectic nature of the trip but I am straying far from the point which is just how much stuff can you get into an M3?

Consider that we are talking about 2 people for 2 weeks and a drivers' school at the end. Just what are we talking about here?

- 4 track tires
- Floor jack
- Wheel chocks
- Spares box 1
 - spare brake pads
 - 2 caliper retaining clips
 - 2 caliper guide pins
 - alternator belt
 - power steering belt
 - air conditioner belt
 - 5 wheel lug bolts
 - brake bleeder kit
- Spares box 2
 - motor oil
 - brake fluid
 - brake parts cleaner
 - window cleaner
 - 6 large plastic garbage bags
 - paper towels
 - rubber gloves
 - mechanics gloves
 - repair manual
- 4 tool boxes (too much stuff to list)
- 1/2" Torque wrench
- 1/2" Breaker bar
- Tarp
- track chair - small
- track chair - large
- Track gear bag

helmet
shoes
neck brace
gloves
sunscreen
ear plugs
sunscreen
chapstick

- Ice chest
- video camera
- 2 hanging garment bags
- 2 suitcases
- 2 bed pillows
- bag o' maps
- Bag of souvenir stuff from New York and Canada
- Souvenir 12x18 picture of B-17

Total weight including the two of us and a full tank of gas: 767 lbs. Max payload rating of M3: 794 lbs.

Clearly to make all of this fit, something has to give. Out goes the rear seat, both bottom and back. Out too is the spare tire, jack, and jack handle cover. Hmm, I can consider these to be weight gained, about 60 lbs worth. Because there is a strut tower brace in the trunk I had to divide the tools amongst 4 smaller tool boxes which I could fit around it. I ordinarily wouldn't take as many spares either except I had only had the car 5 months and had never taken it on a long trip. Why all the luggage? In New York in October you can, and we did, encounter all weather conditions from late summer to frost; so a warm coat and rain gear made the trip. Also some places require a yuppie uniform for admittance so a sports coat, slacks, and shoes had to be included.

Naturally the car handles a little differently fully loaded and it takes a while to get used to it, but it all fits and I can still see out of the back windows.

Now, can I do the same thing with a rollbar installed?

When not stuffing and unstuffing his M3, Ronnie also serves as the NCC's Treasurer.





Photos by Tom Verba

The Jefferson 500 Corral

By Mike Early

Rain greeted the 50-60 brave souls who chose to venture out to Summit Point Raceway on Sunday, May 20th for the Club's annual Jefferson 500 Corral.

The Jefferson 500 is a vintage race held at Summit Point every spring and hosted by famous sports car driver Brian Redman. It's a great place to see and hear some of the incredible race cars you've only read about.

Once again we really have to thank Paul Moorcones of Radial Tire Company in Silver Spring, Maryland, along with Toyo Tire, for providing us with a nice, dry shelter and plenty of fantastic food. Through Radial Tire, Paul has sponsored this event for years and really deserves our appreciation, Thanks Paul!

Our corral at the event featured a number of wonderful examples of the bavarian marque. A pristine 3.0 CS with an M5 motor and tricked out suspension,

various M3's, Z3's, even a 2002 Turbo! But there was racing on the other side of the fence too, unfortunately the rain kept some of the more interesting and exotic cars from hitting the track. For example, my favorite vintage car, Mike Zappa's beautiful Chevron, did not race. I guess when you've spent 2 days detailing every component on the car you'd understand. Another wonderful example, a rare Ferrari F3000, was also in attendance, and was also intimidated by the rain. I saw both of those cars at the HSR races at Watkins Glen a few weeks later. When the races got underway you could quickly tell who was there to race and who wasn't.

We can only pray for better weather next year, see you then!



Hmmmm....



"Where's my beer, dear?"



"Free ad; this car is in the Classifieds."

New Members Party *By Mike Wendell*

This year's New Member Party at Tischer BMW in Silver Spring, Maryland was a rousing success. Steven Schlossman, the membership chairman, and his wonderful wife Florence, put together an exceptional event. Lured by the offer of free food and a 25% parts discount, almost 125 people joined us in the shade of Tischer's service court. Members enjoyed the spectacular weather as they were introduced to the club, discussed our various programs, and met the Chapter's board.

When the largest number of people had gathered, a raffle held for door prizes. The club provided three 1:18 scale Z3 models, ten certificates for free

chapter events, a whole box of wonderful BMW hats, and the coup de grace, a leather BMW jacket provided by Tischer BMW. Many people went home with something, but the jacket went to new member David A. Buser. David joined recently and is looking forward to autocrossing with the club in his recently purchased M3.

Another new member had a hand in putting together the party. Ron Skora is the Sales manager at Tischer and we hope to see him at many more events in the future. We'd like to extend our thanks to Ron and the folks at Tischer BMW for helping us with this event.



Photos by Fred Meloon

Photo by David Buser



David Buser, the lucky winner of a leather BMW jacket with Ron Skora, Tischer's Sales Manager.

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
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Status on the Quest For BMW CCA Virginia License Plates

I thought that now would be a good time to give all the people that have sent me their signatures for the Virginia plates an update on how we are doing. As of June 1st, we have 157 signatures. Now, as you all know, we need at least 350 signatures to take this idea to the Virginia State Legislature. I would like to remind everyone that signing this form does not obligate you to purchase the license plates. Signing the form simply states that you agree that the state should offer them. I'd like to ask all of our Virginia-resident BMW club members to help us with this and

send in your signatures. If each of you who sent in your form would get one or two more members to sign up, we'll be able to get this issue down to Richmond in no time!

Thank you!

Brian Shipman

Virginia CCAers!!

**You live in Virginia?
You're a member of the BMW Car Club of America?**



You want those cool BMW CCA License Plates that they have in Maryland? We need a minimum of 350 signatures to take to the Virginia Legislature to make it happen!

Please fill out the form and mail it to:

Brian Shipman

6821 Malton Court

Centreville, VA 20121

Yes, I want Virginia to offer the BMW Car Club of America license plates!

Name _____

Address _____

City _____ State _____ Zip _____

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Signature _____ Date _____

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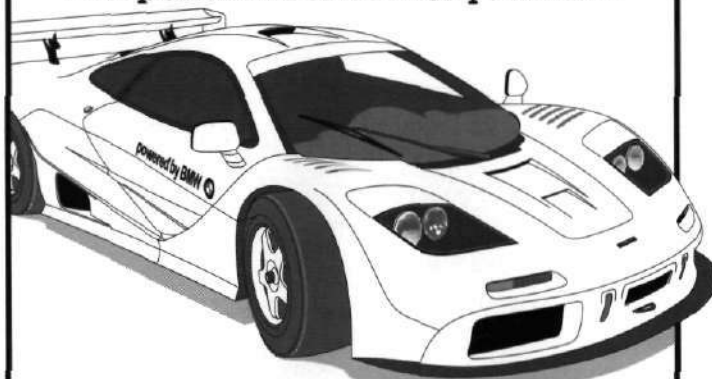
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Results

02 Class:
1st place Juan Cordona 74 2002tii
2nd place John Estep Sr 76 2002
3rd place John McWilliams 76 2002

Early 3 series:
1st place Richard Pineda 91 M3
2nd place Greg Wise 90 M3
3rd place Kyle Baca 89 325is

Late 3 series:
1st place Larry Grube 99 M3 Conv
2nd place Joe Parlanti 2000 M Roadster
3rd place Jim Webster 2000 M Coupe

Early Coupe:
1st place John Bragale 72 3.0CS
2nd place Doug Dolan 72 M3.0CS
3rd place David Porter 72 3.0CSi

Late Coupe:
1st place Ginger Miller 89 635CSi
2nd place Tim & Lisa Sullivan 88 M6
3rd place Ken & Sue Bell 91 850i

Sedan:
1st place Kieth Frech 85 735i Hartge H7s
2nd place Paul Vessels 85 735i
3rd place John Fowler 88 528e

Special Interest:
1st place Lothar Schuettler 56 502 cabriolet
2nd place Lothar Schuettler 38 327 cabriolet
3rd place Lothar Schuettler 50 R50 motorcycle

Display:
1st place Scott Miles 88 M3
2nd place Mike Whitley 96 Z3
3rd place Paul & Donna Amico 95 M3

Honorable Mention: Jerome Berger 96 318ti

Best Of Marque: Richard Pineda 1991 M3



Mike Wendell photo



Mike Wendell photo



D. Derr photos



Mid-Atlantik '02 Fest II

Text and photos by David Roach



*By mid-morning, the parking lot was nearly full;
by afternoon, it was overflowing*

Sometimes, bigger is better. This was the case with the Mid-Atlantik '02 Fest II, held May 5 at Shenandoah River State Park near Front Royal. John and Judy Weese, the organizers, had hoped to increase last year's attendance of 33 '02s to maybe 45 or even 50. This year's event gathered 65 cars.

Folks came from all over and brought all manner of '02 series cars, ranging from a 1969 1600 to many 1976 2002s. More exotic models included Ed Ullom's 1972 2000 touring and 1974 2002 turbo, Mike Early's 2002 turbo, and Phil Marx's 1970 1600 cabriolet. Gary Bossert and Richard Pineda brought their "M2s," 2002s fitted with four-cylinder M3 engines.

This year's event was better as well as bigger, with catered food, trophies for the "people's choice" winners, event T-shirts, and a scenic tour of some of the fine back roads in the area. There was even a car-show-within-a-car-show, as a small contingent of E-12 5 series (1975-1981 530s and 528s) shared the crowded-to-overflowing parking lot.

The Mid-Atlantik '02 Fest II was sponsored by the National Capital Chapter, the Nittany Bimmers Chapter, and a host of parts suppliers. People's choice award winners were:

- Favorite round taillight: David Roach, Inka 1973 2002
- Favorite square taillight: Juan Cardona, Chamonix 1974 2002tii
- Favorite tii: Juan Cardona, Chamonix 1974 2002tii
- Favorite engine compartment: Gary Bossert, Agave 1973 "M2"
- Favorite paint job: Gary Bossert, Agave 1973 "M2"
- Most highly modified: Richard Pineda, Verona 1974 "M2"
- Most original: David Landow, Anthracite 1974 2002tii
- Driver's choice: Gary Bossert, Agave 1973 "M2"



NCC member Mike Early debuted his 1974 2002 turbo

- Most "character": Edgar Leviste, 1976 2002
- Farthest distance driven: Bill Venable (Kansas City, Mo.), Agave 1973 2002tii
- Maximillian Imports "Essence of the '02" award, given by Paul Wegweiser: Paul Nolte, Sahara 1976 2002tii turbo

No two cars were alike. In the 25 years since the last '02 rolled off the assembly line, owners have made a few modifications to their cars — witness the two "M2s" and the winner of the Maximillian Imports award (BMW never manufactured a turbocharged 1976 2002 tii). We had a fine time examining modifications and tweaks and collecting ideas for improvements to our own cars.

The weather cooperated, for the most part. It was warm and sunny most of the day, but just as John and Judy Weese finished giving out door prizes, the skies turned black and the attendees scattered ahead of the oncoming rain. Somehow, Phil Marx made it back to Charlottesville without having to put up the top on his cabriolet.

It was another very enjoyable day for all those BMW fans who love the car that made BMW's reputation. If you weren't there this year, you must come next year. I don't know how they'll do it, but I expect the Weeses will make Mid-Atlantik '02 Fest III bigger and better yet.

Greg Nolte's nicely restored 1972 2002tii



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The Start of the Autocross Season

Andrej Dolenc

Greeting coneheads and autocrossers! Another season has already started, we have a few events under our belt already - the 3rd Annual Autocross School, as well as the first two autocrosses of our autocross series. This year looks to be even better than the last one, with the same crew running the autocrosses but one year of experience under our belts.

Our Autocross School was a tremendous success, this continues to be a very popular program with very strong demand. A big reason for this is our instructors who volunteer their time to instruct people. Thanks again instructors, you guys are the real reason why the program is so wildly popular!

It's good to see some of you who attended the autocross school have come out to our regular autocrosses. It's a ton of fun as you've gotten a chance to find out! Results for the first two autocross-

es are included here, but we do post the results to the web site shortly after every autocross.

I'd like to take an opportunity to remind everybody that signs up for autocrosses that our events are all rain or shine. Please try and get in touch with me and let me know you won't be attending if you won't make it to an autocross you've signed up for. Registration for events this year is proceeding much quicker than last year, if you let us know you won't be attending we can get somebody from the waiting list into the event.

See you at an autocross!

NCC Autocross Series: Event 1 (22 April 01) Results:

Name	Make/Model	BMW / SCCA Class	Run 1	Run 2	Run 3	Best Run
Dazzo, Dan	BMW Z3 2.8	S1 / AS	66.049	66.475	65.744	65.744
Staib, Ted	BMW 91 M5	S1 / FS	68.639	66.242	66.928	66.242
White, Jason	BMW 97 328is	S1 / GS	67.098	73.820+1	68.017	67.098
Hartge, John	BMW Z3 3.0	S1 / AS	70.067	67.903	67.341	67.341
Meyer, Dave	BMW 99 328i	S1 / GS	73.300	69.007	67.372	67.372
Harley, Eric	BMW 00 328i	S1 / GS	68.043	68.928	68.917	68.043
Clairmonte, Amanda	BMW 95 325ic	S1 / GS	71.867	70.317	68.746	68.746
Valade, Charles	BMW 00 323i	S1 / GS	75.046	70.806	69.238	69.238
Marshall, Robert	BMW 00 323i	S1 / GS	75.210	71.042	70.845	70.845
Dazzo, Gail	BMW Z3 2.8	S1 / AS	74.467+1	72.777	72.362	72.362
Morris, Roy	BMW 99 Z3 2.3	S1 / AS	76.679	OC	74.359	74.359
Pixton, Dan	BMW 93 325i	S1 / GS	88.055	OC	79.530	79.530
Coutts, Nick	BMW 90 325i	S1 / GS	81.594	OC	85.619	81.594
Simpson, Elena	BMW Z3	S1 / AS	91.175	86.986	89.245+1	86.986
Garces, Rafael	BMW 96 328i	S1M / GS	64.740	63.091	92.276	63.091
Kohler, Jeff	BMW 97 Z3 2.8	S1M / CSP	64.175	64.458	63.284	63.284
Henry, Kevin	BMW 90 325i	S1M / DSP	66.608	62.895+1	63.297	63.297
Shipman, Brian	BMW 325i	S1M / DSP	65.747	63.242+2	63.383	63.383
Zavala, Al	BMW 00 323	S1M / GS	66.215	65.159	65.810	65.159
Lytle, Marshall	BMW 88 325i	S1M / DSP	68.972	65.783	66.611	65.783
Lin, Gary	BMW 325	S1M / EM	67.272	80.114+3	67.749	67.272
Nolte, Greg	BMW 93 325i	S1M / DSP	68.797	69.418	69.537	68.797
Szachara, Scott	BMW 88 325is	S1M / DSP	74.360+1	69.379+1	68.552+1	70.552

NCC Autocross Series: Event 1 (22 April 01) Results:

Name	Make/Model	BMW / SCCA Class	Run 1	Run 2	Run 3	Best Run
Smith, Chris	BMW 93 325	S1M / DSP	OC	70.769	72.261	70.769
Bacon, Kyle	BMW 87 325is	S1M / DSP	OC	74.813	71.866	1.866
Baca, Kyle	BMW 89 325is	S1M / DSP	OC	OC	DNF	—
Stauffer, Jim	BMW 98 540i	S2 / FS	OC	67.887	66.337	66.337
Davey, Steve	BMW 98 540i	S2 / FS	71.902	70.543	68.877	68.877
Schofield, Bill	BMW 96 318ti	S2 / DS	69.782	69.943	69.895	69.782
Kim, Steve	BMW 535i	S2 / GS	73.138	71.793	71.559	71.559
Eagan, Jim	BMW 533i	S2 / GS	74.788	73.673	72.130	72.130
Martino, John	BMW 525i	S2 / GS	74.161	73.171+1	73.411	73.411
Mathews, Scott	BMW 318ti	S2 / DS	82.881	OC	75.425	75.425
Filippowicz, Piere	BMW 535i	S2 / GS	86.945	80.365	78.591	78.591
Brochu, Bill	BMW 88 535is	S2M / ESP	63.875	62.099	63.507+1	62.099
Brochu, Angie	BMW 88 535is	S2M / ESP	65.293	66.127+1	65.395	65.293
May, Alex	BMW 540i	S2M / FS	70.407	65.640	65.708	65.640
Ide, Eric	BMW 88 M5	S2M / ESP	70.336	69.746	66.709	66.709
Hollinger, William III	BMW 99 Z Coupe	SS / AS	OC	64.786	65.395+3	64.786
Boyce, David	BMW 00 M Coupe	SS / SS	78.118	67.560	65.140	65.140
Dolenc, Andrej	BMW 97 M3	SS / BSP	67.182	65.957	65.467	65.467
Bennett, Richard	BMW 95 M3	SS / BSP	70.143+1	66.491	66.873	66.491
Warfield, Jeremy	BMW 95 M3	SS / AS	68.302	67.970	67.094	67.094
Simon, Neil	BMW 99 M Coupe	SS / SS	69.540+1	70.562	67.569	67.569
Marghescu, Silviu	BMW 98 M3	SS / AS	68.896	65.581+1	66.426+1	67.581
Hollinger, William Jr	BMW 88 M3	SS / GS	74.083	68.755	OC	68.755
Ripton, David	BMW 98 M3	SS / AS	79.083	73.595	72.375	72.375
Miller, Andrej	BMW 95 M3	SS / AS	84.576	OC	75.983	75.983
Katona, Ron	BMW 95 M3	SSM / BSP	62.125	61.495	60.662+1	61.495
Murphy, Joe	BMW 99 M3	SSM / AS	63.618	63.341	62.228	62.228
Hair, Woody	BMW 88 M3	SSM / CSP	63.090	62.431	63.081	62.431
Nash, Steve	BMW M3	SSM / CSP	64.836	62.612	62.855	62.612
Grafton, Chuck	BMW 90 M3	SSM / CSP	67.019	65.331	66.521	65.331
Miles, Scott	BMW 88 M3	SSM / CSP	65.501	OC	DNF	65.501
Donahue, Mike	BMW 95 M3	SSM / BSP	65.639	65.663	65.452+1	65.639
Moraski, Rich	BMW 97 M3	SSM / BSP	66.187+1	64.212+1	DNF	66.212
Smernoff, Joel	BMW 88 M3	SSM / CSP	68.839	67.923	66.632	66.632
Denonno, Louis	BMW 96 M3	SSM / ESP	67.104+1	67.445	66.971	66.971
Donahue, Steve	BMW 95 M3	SSM / BSP	76.295+1	74.798+1	67.161+1	69.161
Bullis, Rich	BMW 88 M3	SSM / CSP	77.856	75.550	71.175	1.175
Hair, Woody	BMW 88 M3	SSM / CSP	62.538+1	62.370+1	61.839	FUN
Yumping, Ed	BMW 83 320i	T / HS	74.351	72.496	71.171	71.171
Cuellar, Becker	BMW 525i	T / GS	82.621	80.039	80.175	80.039
Pineda, Richard	BMW 74 2002	TM / EM	66.772	OC	OC	66.772
Sedlak, Bob	BMW 2002	TM / EM	69.485	69.181	67.705	67.705
Fares, Mohammed	BMW 74 2002	TM / EP	OC	OC	72.101	72.101
Sedlak, Matt	BMW 72 2002	TM / DSP	75.295	75.178+1	73.760	73.760
Scriba, Fred	BMW 84 318i	TM / FSP	75.683	73.926	76.886	73.926
Howard, Jim	Chevy 01 Corvette	X / SS	69.158	60.521+1	61.209+2	62.521
Ado, Gabriel	Saturn SL2	X / DSP	OC	63.949	63.073	63.073
Martino, Paul	Kart Shifter	X / EP	66.497	63.222	63.270	63.222
Miles, Barry	Dodge Omni GLH	X / SM	65.540+1	64.222	66.195	64.222
Mattran, Don	Porsche 99 911	X / SS	66.224	65.36	64.647	64.647
Pettis, Ben	Porsche 911	X / AS	70.069	67.219	65.519	65.519
Zapol, Jason	Honda CRX Si	X / CSP	66.624	65.687	66.166	65.687
Yip, Matt	VW Golf	X / FSP	67.046	64.540+1	73.374	66.540
Sachs, Karl	Ford 98 Cobra	X / ESP	67.364	68.565	67.147	67.147
Hall, Victor	Acura Integra	X / STS	68.752	70.897	67.162	67.162
Howe, Mike	VW GTI VR6	X / DSP	69.303	68.638	67.676	67.676
Sander, Jeff	Acura 98 Integra R	X / GS	70.586	68.370	68.310	68.310
Creekmur, Brian	Chevy Impala SS	X / EM	74.102	68.947	81.994	68.947
Fisher, Gene	Mazda RX7	X / CS	72.382	70.964	69.760	69.760
Hausmann, Bob	Honda CRX	X / CSP	70.555	70.808	70.180	70.180
Ah-sue, Han	Acura Integra	X / STS	72.379	71.845+1	70.259	70.259
Cummins, Harvey	Porsche Boxter S	X / SS	70.997	OC	68.267+1	70.267
Mellena, Bill	Honda S2000	X / AS	OC	73.745	70.466	70.466
Pascucci, Louis	Chevy Caprice	X / FS	72.734	OC	70.909	70.909
Simpson, Henry	Porsche 86 944t	X / AS	76.211	71.979+1	1.329	71.329
Haringer, Chris	VW GTI VR6	X / GS	74.489	71.367	71.347	71.347
Vracar, Marc	Ford 97 Contour	X / GS	78.167	72.389	71.466	71.466
Mogavero, Marty	Chevy Impala SS	X / EM	OC	76.067	72.330	72.330
Martin, Matt	Honda 88 Civic	X / HS	OC	74.122	72.987	72.987
Kolar, Brian	Porsche 86 911	X / AS	74.261+1	76.388	73.473	73.473
Wesson, Lyndon	Chevy Impala SS	X / EM	OC	71.935+1	OC	3.935
Naff, Ken	Mazda RX7	X / CS	OC	79.443	DNF	79.443

NCC Autocross Series: Event 2 (19 May 01) Results:

Name	Make/Model	BMW/SCCA Class	Run1	Run2	Run3	Run4	Best Run
Brochu, Bob	BMW Z Coupe 2.8	S1 / GS	38.955	38.632	38.705	38.981	38.632
Harley, Eric	BMW 00 328i	S1 / GS	41.218	40.264	40.644	49.374+1	40.264
Marshall, Robb	BMW 00 323Ci	S1 / GS	O.C.	41.330	40.515	40.574	40.515
Meyer, Dave	BMW 99 328is	S1 / GS	41.617	40.813	40.712	41.561	40.712
Staib, Ted	BMW 91 M5	S1 / FS	42.117	41.141	O.C.	40.912	40.912
Wilson, Hunter J	BMW 00 330Ci	S1 / GS	43.334	41.114	41.676	41.489	41.114
Morris, Roy	BMW Z3 2.3	S1 / GS	43.036+1	41.441	41.972	41.833	41.441
Rosenberg, Mark	BMW 325Ci	S1 / GS	46.747	44.317	O.C.	42.162	42.162
Valade, Charles	BMW 00 323i	S1 / GS	44.763	44.317	43.900	42.480	42.480
Simpson, Elena	BMW Z3 2.3	S1 / GS	56.219	OC	49.623	48.507+1	49.623
Couts, Nick	BMW 90 325i	S1 / GS	50.191	OC	OC	OC	50.191
Staib, Ted	BMW 91 M5	S1 / FS	40.623	40.616+1	40.783	40.146	FUN
Kohler, Jeff	BMW 97 Z3 2.8	S1M / DSP	39.369	37.506	37.546	39.278	37.506
Sheridan-Peters, J.	BMW 98 323is	S1M / DSP	39.251+1	38.538	8.036	38.631	38.036
Garces, Rafael	BMW 96 328i	S1M / GS	38.797	38.720	38.591	38.216	38.216
Henry, Kevin	BMW 90 325i	S1M / DSP	39.641	38.718	38.308	38.534	38.308
Hausman, Bob	BMW 94 325i	S1M / DSP	39.097	38.830	38.674	38.697	38.674
Lytle, Marshall	BMW 88 325is	S1M / DSP	40.759	40.510	39.963	39.512	39.512
Szachara, Scott	BMW 88 325is	S1M / DSP	43.015	41.195	41.061+5	40.535	40.535
Nolte, Greg	BMW 93 325i	S1M / DSP	43.634	41.195	41.500	40.897	40.897
Shay, Martin	BMW 89 325i	S1M / DSP	46.105	45.072	44.041	43.386	43.386
Smith, Chris	BMW 93 325	S1M / DSP	44.850+2	O.C.	O.C.	D.N.F.	46.850
Szachara, Scott	BMW 88 325is	S1M / DSP	40.004	39.533	40.103	39.886	FUN
Hirtes, Klaus	BMW 88 535is	S2 / GS	41.634	41.003+1	40.583	40.203	40.203
Davey, Steve	BMW 98 540i	S2 / FS	40.975	40.575	40.578+1	40.989	40.575
Schofield, Bill	BMW 96 318ti	S2 / DS	42.057	O.C.	43.114	41.842	41.842
Brochu, Bill	BMW 535i	S2M / CP	37.833	37.115+1	37.748	38.456	37.748
Murphy, Joe	BMW 99 M3	SS / AS	39.170	39.329	38.417	37.936	37.936
Burns, Brad	BMW 97 M3	SS / AS	39.217	38.815	38.739	38.380	38.380
Shipman, Brian	BMW 97 M3	SS / BSP	39.340	38.836	38.738	38.906	38.738
Emad, Rani	BMW 98 M3	SS / AS	41.040	40.383	39.866	39.260	39.260
Dolenc, Andrej	BMW 97 M3	SS / BSP	40.254+1	40.664	39.451	39.338	39.338
Hollinger, William K III	BMW Z3 2.8 Coupe	SS / GS	39.746	41.431	39.504	40.284+1	39.504
Emad, Philip	BMW 98 M3	SS / AS	40.505	40.138	39.592	40.048	39.592
Simon, Neil	BMW 99 M Coupe	SS / SS	41.148	40.323+1	40.883	40.141	40.141
Hollinger, William K Jr.	88 M3	SS / AS	42.623	42.087	40.422	40.371	40.371
Warfield, Jeremy	BMW 95 M3	SS / AS	41.318	0.480	41.623	0.616	40.480
Milligan, Billy	BMW 88 M3	SS / AS	43.244	41.300+1	40.984	41.013	40.984
Wong, Stanley	BMW M3	SS / AS	43.959	O.C.	43.793	41.886	41.886
Boyce, Dave	BMW 00 M Coupe	SS / SS	45.668	42.872	42.127	42.908	42.127
Katona, Ron	BMW 95 M3	SSM / BSP	37.157	36.711	36.037	36.328	36.037
Lores, Scott	BMW 95 M3	SSM / BSP	41.465	38.365	37.984	36.846	36.846
Hair, Woody	BMW 88 M3	SSM / CSP	38.726+1	38.312	38.129	37.698	37.698
Nash, Steve	BMW 88 M3	SSM / CSP	38.043	37.847+1	38.126+1	37.775	37.775
Goodman, Barrett	BMW 88 M3	SSM / CSP	40.266	38.623	38.332	38.406	38.332
Grafton, Chuck	BMW 90 M3	SSM / CSP	39.856+1	39.597	39.619	40.332	39.597
DeNonno, Louis	BMW 96 M3	SSM / BSP	40.666	O.C.	40.941	40.360	40.360
Bullis, Ritch	BMW 88 M3	SSM / CSP	O.C.	43.079	42.526	42.405	42.405
Beck, Fred	BMW 73 2002 ti	TM / FSP	40.429	39.692	40.226	40.361	39.692
Sedlak, Bob	BMW 2002	TM / EP	42.093+1	41.904	41.379+1	40.770	40.770
Sedlak, Matt	BMW 2002	TM / EP	45.830	D.N.F.	45.195	45.020	45.020
Martino, Paul	KartShifter	X / EP	36.218+1	35.837	64.290+1	35.391	35.391
Brown, Steve	Ford 86 Mustang	X / CP	38.002	37.275	36.286	D.N.F.	36.286
White, Jason	Mazda 99 Miata	X / BS	DNF	39.323	39.147	38.686	38.686
Ching, Lee	Honda S2000	X / AS	41.724	40.334+1	38.899	49.235	38.899
Shell, Kirk	VW GTI VR6	X / DSP	40.746	39.751	39.662	40.129	39.662
Ahsue, Han	Honda S2000	X / AS	41.521	40.572	39.725	42.650	39.725
Eaton, Seth	Mazda Miata	X / CS	41.723	41.089	40.815	40.261	40.261
Howe, Mike	VW 98 GTI VR6	X / DSP	41.788	40.688	40.977	40.436	40.436
Ricciardelli, Mike	Porsche 97 911 Cabrio	X / AS	44.238	41.541	41.160	40.524	40.524
William Mellema	Honda S2000	X / AS	O.C.	41.083	40.738	39.718+6	40.738
Belvins, Chad	Ford 98 Mustang	X / FS	42.828	41.447	41.837+1	40.770	40.770
Kirne, Phil	Mazda Miata	X / CS	42.823	42.126	O.C.	40.861	40.861
Chu, David	Honda Prelude	X / DSP	43.057	41.962	46.619	41.158	41.158
Chu, Richard	Pontiac Grand Prix	X / GS	43.127	42.711	41.170	41.476	41.170
Cascioli, Adam	Honda S2000	X / AS	O.C.	41.960	41.539	49.831	41.539
Bennett, Andy	Dodge Neon	X / DS	44.102+1	43.264	43.191	41.779	41.779
Arndt, Steven	Honda Civic SI	X / CSP	42.934	43.568	42.409	41.924	41.924
Werneth, Dave	Ford 00 Contour	X / HS	45.614+1	43.655	43.592	43.173	43.173
Wong, Francis	Toyota 91 MR2 Turbo	X / AS	O.C.	44.665	43.291	43.664	43.291
Howe, Bev	Mazda Miata	X / CS	O.C.	44.942	43.756	O.C.	43.756
Oweis, Loay	Mazda 92 MX3	X / FS	46.454	49.467	43.951	5.788	43.951
Martin, Matt	Honda 88 Civic	X / HS	OC	44.632	OC	44.148	44.148
Adams, Shawn	Audi 1.8T Quattro	X / CSP	O.C.	44.198	O.C.	O.C.	44.198

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Notice Web Surfers!

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Increase your exposure of possible buyers.

Sue Bryan
Webmaster

NCC E-Mail Database

Get On The List!

Did you know that you live in one of the top-ten most connected cities in the country? The Washington metropolitan area is a hotbed of internet firms on e-commerce companies, and it seems like everyone is online. Your BMW CCA chapter is no exception, in the past few months we've been in communication with more and more of you via email. Our bi-monthly email newsletters have been a hit, letting connected members know what events are coming up and linking directly to our website for registration or more information. The question is, are you on the list?

Our email list allows us to let you know what's happening in the region, autocrosses, tours and rallies, concours, and much more.

It also allows us to get in touch with you quickly if there are last minute changes to an event.

Naturally, the chapter is maintaining this list strictly for use by the club. Email addresses will not be sold, rented, or given out in any way. Your privacy is very important to us.

So, how do you get on the list? Simply send an email to us at atlist@nccbmwcca.org with the word SUBSCRIBE in the subject line or the body of the message, we'll do the rest. Please send the email from the address you would like subscribed to the list.

NEW MEMBERS WELCOME

In March and April we had 194 members join the National Capital Chapter bringing us up to 3810 members.

Approximately 46% of our members live in Maryland, 45% live in Virginia with the remaining living in Washington, DC, several states across America, Calgary Canada and in the Armed Forces overseas.

5-10-15-20-25-30 year BMW CCA anniversary membership pins are now available.

Send a stamped, self-addressed envelope to:

Anniversary Pin
National Capital Chapter,
BMW Car Club of America, Inc.
P.O. Box 685
Arlington, VA 22216

Please include your membership number, which year pin you qualify for and an e-mail address if you have one. Please, one per member.

For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

And we welcome our newest members. You joined the club, now join the fun.

Name	Car	Referred by	Name	Car	Referred by
Lonita Allen	1994 540i		Gregory Doan	1995 318is	
Jim Allison	2001 Z3		Mark Doles	1989 325is	
Douglas Bailey	1998 528i		Dean Drewyer	1997 540i	Leo Portela
Mike Baker	2001 325ci		Evan Dwyer	2001 325ci	
Joseph Baltimore			Michael Dye	323ci	
Roland Bardon	2000 323i		Cheryl Ege	2000 323i	
Brett Berkeley	1995 530i		Kelvin Elmore	2001 330ciC	George C Harris
Mitch Bernstein	2001 325ciC		Denise Erbe		
Brian Boone	1999 323i		Judith Everding	2001 325i	Ernest. B McClain
Martin Britos-Bray	1994 525		Bernd Ewert	1997 328is	
Ellen Brown	2001 325		Robert Fields	1997 740iL	
Thomas Browne	1993 325i		Virginia Fleming	2000 Z3	
Michael Buratowski	1992 525i		James Folden	2000 323ci	
Ellen Burgener	1998 318ti		Andrew Fortney		
David Buser		David Tay	Robert Foss	1993 525iT	
Lydia D. Bush	1993 325i		Rene Francisco, Jr.	1996 328is	
Nathan Bush	1995 325i		David Fraser	2001 540i	
Wetzel Campbell	1999 540i		Matthew Friedman	1997 328is	
Brian E Camus	1971 Bavaria		Greg Fromme	1991 328is	
Mario Cantarilho	1995 325i		Michelle Fuwasa	1989 750	
Kenneth and Brendan Carlozzi	1997 540		Harry George	1988 535i	
John and Sue Camell			Scott Gilbert	2001 330i	
Ricardo Casillas	2000 540i	Alberto Zamoriano	Pentti Gillespie	1997 328	
Michael Cesena	2001 325i		Albert Girod	2001 M5	
Peter Chabris	1999 Z Coupe		James Greene	1993 Euro 850ci	Randy Sorenson
Chaksun Chan	2001 330xi		Rubiera Guillermo	1974 2002	
Joe Chang	1985 535		Steven Gupta	325is	
Leighton C Channer	1996 Prelude		Michael E Hale	1996 740iL	Wayne Watkins
David and Teresa Cheng	2001 M3		Brower Hall	1998 540i	
Dick Childers	2000 328ci		Robert Halpin	2000 323i	George C Harris
Dan Copperstien			Marianne and Hisao Hata		
Marie Corbliss	1999 540i		Steven Hatley	2000 528iT	
Megan Coshland	2001 X5		Doug Hedy	2001 325xi	
Kirk Cover	1985 325e		Jay Hellman	1990 325i	
Maryanne and Robert Cox	2001 530i		Robert Henneberry, Jr.	2001 325cs	
Steve Dalton	2001 325	Andrew Skopp	Kenneth Himmelstein		
Clifton Daniels	1987 535is		John Holt	2001 M5	
Paula Darling	1998 740i		James Homer	1999 328is	
Susanne Daugherty			Phil Horvitz	2001 540i	
George Davies	1997 328i		Jared and Nadia Hughes	1989 325ix	
James Day	2000 328i		Sedrick Hunt	1997 328is	
Shalene Demarco	1988 325iC		Bulent Inal		
Linda Dickinson	2001 740iL		Kai Jackson	1996 740iL	
David Dicocco	1987 325		Stephen W Jackson	1992 525i	
Irene Dilworth			Howard Jenerick	1999 323i	

NEW MEMBERS WELCOME

Name	Car	Referred by	Name	Car	Referred by
Steven Jordan	1992 325i		Hillary Richardson		
Bob Kalo	2001 325	Joe Gassib	Mark Rosenberg	2001 325ci	
Damon Katz	1994 325ic		Jeremy Rubenstein		
Rick Kennedy			Richard Rubin	2001 330xi	
Peter Kicza, Jr.			Peter Sampanis		
Mina Kim	2001 325i		Steve Samson	1997 M3	
John Knox			Ronald Sandidge	1987 325	
Sedar Labarre			Vincent Scianna		
Jim Lafemina			Melvin Searcy	1997 328is	
Lewis Lamb	1997 M3		Robert Sedlak	1971 2002	
Byron Lamotte	2001 530	Geoffrey Parker	Alan Shearer		
Clarissa Lara	2000 528iT		Edward Shin	1998 740iL	
Donna Lease	2001 325ci		Bryan Shrader		
James Lee	2001 330ci		Elena Simpson	2001 Z3	
Kevin Lee	1979 528i		Robert Skora		
Larry Leibman	1997 M3		Lawrence Smith	2001 330ciC	
Dana Leonard	2001 X5		David Snider	1990 735i	
Cedric Lewis	2001 525		Kyle and Fred Snowden	2001 X5	
Stanley and Ellen Light			Jeff Snyder	2001 X5	
Dan Maguire	2001 330i	Ted Staib	William Snyder	1995 540i	
Firas Makarem	2000 M Coupe		Robert Soly Jr.	2001 325ciC	
Robert Mansker			Stanley Speakman	2001 525	
Brad Martin		Mark Conley	Jonathan Spivey	2001 330ci	
Sue Martin	2001 X5		Mark Spooner	1998 318i	
Rich Matuszko			Ron Springwater	1985 635CSi	
Alexander May			Robert Strassberger	2001 325ci	
R E McAllister		A130867	Joseph Stricker	1999 Z3	
A Paul and Shan R. McCollough	2000 323i		Erwin Swandi	1997 M3	
Teddie McFarland			Rebecca Swann		
Steve and Jessica McMahon			Brandes Taylor		
Reynaldo and Rebecca Medina	1995 530i		Steve Terres	1996 328i	Greg Nolte
Tom Merrill	2001 330ci		Bao Thai		
Michae Mestke	1975 535i		James Tkee	2001 530i	
Andrej and Caroline Miller	1995 M3		Ronald Trivane	1988 735i	
Earl Miller, Jr.	1989 525i		Larry Ung		
Michael Mills			Denise and Charles Veres	1997 318i	
Scott Mills	1995 M3		Brad Vogel	1994 325is	
Ricardo Moraes	1999 540i		Frank Volberg		
Celio de Moraes, Jr	1986 524td		Richard Walk	2000 540i	
Alan More	1982 320i		Eric Walters	2001 330i	
Anthony Nguyen	1995 M3		Todd Weaver	2001 325xi	
Patrick O'Connor			Virginia Williamson		
Rache O'Leary	2001 325ci		James Wilson	2001 330ci	
Curtis Oliver	2001 325ci		Robert and Patricia Wittie	2001 530i	
Thomas Omholt	1999 328i		VincentWong	1989 535	
Matthew Pasquinelli	2000 M Coupe		BryanWoodward	1998 318ti	
Lillie Pemberton			Christopher Wootten		
Manuel de Pena	1997 740i				
Richard Pineda					
Josh Pomles	1999 M3 Coupe				
Vik Poonai	1999 540ia				
Jordan Post					
Bruce Preissler					
Dwayne Price	1995 740iL				
Scott H Price					
Tara and John Quinnette	2001 330ci				
Ahsin Rasheed					

And new to our area, we also welcome:

John Baltes
John Cuellar
Bryan Ducharme
Douglas Gardiner
Roger Liu
Allan Thornburgh



BY WOODY HAIR

Woody's Competition



The National Capital Chapter's autocross program is in full swing. We have already had one school and two full-fledged events through the end of May. All three were sold out. The SuperSport (mostly M3s) and Sport 1 (mostly 3-series and Z3s) classes, both stock and modified, have had over 10 entries each. It is the Sport 2 (mostly 5-series and 318s) and Touring (7-series and older cars) that have lots of room for someone to come in and take home a trophy.

At both of our events Ron Katona ('95 M3) has taken the fastest BMW title by over 1/2 second, but half a dozen other drivers have been within 1 second of each other in the fight for runner up. Steve Nash and Barrett Goodman have purchased Kumho V700 tires for their E30 M3s and are suddenly vying for one of the top spots. Jeff Kohler (Z3 2.8) took his first win in the Sport 1 class. Going further afield in search of competition, Ron entered his B-Street Prepared class car in his first SCCA Pro-Solo event at Virginia Motorsports Park in early May. He ended up second to a Corvette in the 2-day event.

The MWCSCC Championship autocross series has yet to have an event as this is written in late May. The area lost one of its premier lots when officials at Fort Meade decided that the large National Security Agency lot would be off-limits. With two of the nine 2001 events scheduled for Fort Meade, clubs are scrambling to find other venues. If you think you know of a suitable location for an autocross, contact one of our AX chairpersons listed in the front of the *dB*.

Over the last couple of years the SCCA has added three new classes for modified street cars. The rules differ slightly from the continuing "street-prepared" classes. Locally, the MWCSCC has added these classes to their normal assortment of stock, street-prepared, prepared and modified categories. Without going into all the details, we will have Street Touring - S, Street Touring - R,

and Street Modified. STS is for street-legal sedans up to 3.1 liters in displacement with basically stock normally aspirated engines. DOT tires with a treadwear rating of 140 or greater are required. M3s are not eligible because cars with limited slip differentials are not allowed. STR has the same rules, but does allow R-compound tires. SM is a totally different ball game. Other than some engine displacement limitations, almost anything goes for these street legal four-seaters. Turbos and superchargers are okay. Engine swaps within the same manufacturing family are okay. How about a 2002 with an M5 engine? Sure. It will be interesting to see what purpose-built cars end up running in Street Mod over the next few years.

SPEEDSHIFTS: In the first MARRS (SCCA Regional) race of the season the Improved Touring S class winner was Ed York in his newly built BMW E36 325is. The second and third rounds were part of a "double" weekend at VIR and Ed's car was badly damaged in an accident early in the first race. First, second and fourth in ITS MARRS points were James Clay, Robin LaQui and Dennis Lentz in that race. Results of the second VIR race are still not available. Thirteen of the 89 starters in this year's One Lap of America were BMWs. The highest finishing Bimmer was an M3 Lightweight driven by Russ Wiles and Mike Bartley from South Dakota, 7th overall. It is amazing how less tiring the One Lap is when you don't participate. The Schnitzer/BMW Motorsports team had both of their new M3-V8 GTRs in the first two rounds of the European Le Mans Series. At Donington Park, England both cars retired with mechanical ills, but the M3s finished 1-2 at the Jarama, Spain race. This has Porsche screaming "foul" with the rightful charge that there is no production version of this engine. BMW did display a prototype of the street version of this car, although no price or production date has been announced. The irony is that Porsche's GT3R started racing when

there were no production versions of that engine either. Tom Milner's PTG has taken delivery of its first GTR M3 and will be fielding two in the next AMLS round at Sears Point, California in July. Crank up the VCR because NBC will carry the race at 4:00 ET that day. The AMLS race schedule for Mont Tremblant, Quebec August 25-26 has been cancelled and moved to Mid-Ohio the same weekend. This will be the closest opportunity for you to see these M3s battle the Porsches in person. After the almost perfect wire-to-wire win by Ralf Schumacher in his BMW-Williams at the San Marino GP, he and teammate Juan Pablo Montoya have been hampered by a series of minor accidents or mechanical problems, while Michael Schumacher and his Ferrari have racked up win after win. Ralf was rewarded with a long-term contract with Williams that quieted the rumors about him joining his brother at Ferrari. Chapter member and SCCA racer Dennis Lentz has purchased an original BMW 3.0 CSL race car. He planned to run it in the Jefferson 500 vintage race at Summit Point in May, but no rain tires and the rainfall increasing all afternoon, he decided to put the car on the trailer for the day. The JET Motorsport BMW M3/M5 won the 125 Grand-Am GT race at Lime Rock Memorial Day. That same weekend, Turner Motorsport entered a third 328is for "guest driver" Bill Auberlin in the Speedvision Cup Touring Car race. Betting that it would rain throughout the race, Auberlin stopped for full-tread Toyos on the warm up lap and started at the back of the 44 car field. Guess who won. Construction delays on the 2.3-mile road course at Rausch Creek Motorsports Park in nearby Pennsylvania have pushed back their planned opening to July 10. I have seen the site and think that within a few years this will be one of the premier road racing facilities on the East Coast. The Delaware Valley Chapter of the BMW club is scheduled to host a driver school and club race there August 20-21. **CRUNCH**

COMPETITION CORNER CALENDAR

July 1 BMW Autocross, Rosecroft Raceway, Oxon Hill, MD
Jun 30-Jul 1 Grand-Am Cup Enduro/Motorcycle Races, VIR
July 8 ALTD Championship #3 Autocross, to be determined
July 14-15 SCCA MARRS Races, Summit Point, WV
July 14-15 SCCA Autocrosses (members only), Jefferson Circuit, WV
July 22 BMW Championship #4 Autocross, Tipton Field, Ft Meade, MD
July 29 Z-Car Club Champ #5 Autocross, to be determined
Aug 4-11 BMWCCA Oktoberfest, Waterville Valley, NH
Aug 19 SCCA MARRS Races, Summit Point, WV
Aug 20-21 BMWCCA Club Races, Rausch Creek, PA
Aug 25-26 ALMS races, Mid-Ohio
Aug 27-28 BMWCCA Club Races, Summit Point, WV
Sept 2-3 SCCA MARRS Races, Summit Point, WV
Sept 3 SCCA Autocross, Jefferson Circuit, WV
Sept 30 PCA Championship Autocross, to be determined

BMW AUTOCROSS RESULTS

SCCA SOLO II, JEFFERSON CIRCUIT, APRIL 29

Brad Burns 97 M3 1st A Stock 74.893
Joe Murphy 99 M3 2nd AS 75.549
Gary Lin 88 325is 1st E Modified 80.643
Chuck Grafton 90 M3 4th C Street-Prep 81.783
Bob Burhenn 95 M3 8th AS 82.531
Alexander May 00 540i 9th ESP 82.855
Charlie Grafton 89 325is 10th DSP 94.468(2)
Saxon White 91 535i 12th ESP 95.367
Jeff Williams 00 323i 11th GS 97.301

() = number of 2 second pylon penalties

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Summit Point Raceway, Summit Point WV March 3/4, June 29, 30 and July 1 and November 10-11

Roebing Road, Savannah, GA May 12/13

Carolina Motorsports Park, Camden, SC March 24/25 and September 29/30

Virginia International Raceway, Danville, VA, (Full Course) July 27-29 (three full days!) and (North Course) October 12-14 (three full days!)

Watkins Glen International, Watkins Glen, NY June 11/12

Jefferson Circuit, Summit Point, WV September 8/9

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July



August



Herbert Johnson is the proud owner of this 1990 325i. Herb purchased this car about two years ago with 65K miles on the clock. Since this time he has gone through it just to cover regular maintenance and cosmetic items. Finished in Calypso Red over Parchment, Herb "wet sanded" and had the car buffed to a mirror-like finish. Maintenance items included a new exhaust, new Bilstein shocks all around and new lower control arms in front to bring back the crisp handling characteristics. Herb says this car is a driver that he will leave stock..unlike his Weber carburetored 6 series which is undergoing minor restoration.

August's car of the month belongs to autocross co-chair Ron Katona. Ron's 1995 Avus Blue M3 has been highly modified for SCCA autocross duty, although it frequently sees street use. These modifications include Sparco racing shells, Jim Conforti chip and intake combo, Ground Control coil-overs w/custom valved adjustable Bilstein shocks and a custom wheel alignment. Wheels are SSR Integrals shod with 245/40 x17 Hoosiers all around. Ron is the current Washington DC region E Street Prepared autocross champ and will be moving to National competition this year in the B Street Prepared class. Good Luck Ron!

Car of The Month 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. 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!!

Paul Vessels

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

BMW CCA NCC Board Meeting 4/4/2001

President's Report: (Michael Wendell)

- Ask Paul Vessels about NCC banner
- Discussion of replacing the logo.

Vice President's Report: (Al Zavala)

- Hotline cancelled – Drivers' School number is still in effect.

Treasurer's Report: (Ronnie Lewis)

- We seem to be doing fine, paying our bills. We should complete the year in the black.

Secretary's Report: (Kristine Shipman)

- Thank you letters to the donors of the Holiday party will be going out in the next two weeks. Stationary, letterhead and window stickers were obtained from Rich and Lucy this past weekend.

Autocross: (Andrej Dolenc & Brian Shipman)

- 4/7 autocross school - everything is set. Some last minute confusion regarding the insurance certificate but that's taken care of. We need a check for \$500 made out to Rosecroft Raceway for the lot fee. If Ronnie is there can he cut one and hand it to you guys (Kris & Brian), you guys can bring it and I'll make sure they get it there. If not, I can cut a check & get reimbursed for this. I know Ronnie doesn't like this but I don't have a problem doing it if needed.
- 4/22 autocross - registration is proceeding along, board members want to drive? none except for us autocross guys. We'll need a check for \$128 sent to K&K for the insurance for this event. Location is still set for Tipton airport. Kris & Brian - can I bow out of this autocross? As best man for a wedding on 5/5, I gotta come up with a bachelor party. Right now we're looking at a trip down to Lake Anna for this weekend. The autocross is on Sunday so I might be able to push it and come back for this if you guys really need me there.
- 5/19 autocross - Rosecroft was out because of conflicts, moved to Lincoln Tech & confirmed. I'll start the paperwork on this in a little bit.

Tech: (Michael Wendell)

- No report – looking to put something together for July

Tours & Rallies: (Steven Schlossman)

- Spring Tour writeup to Dwight.
- Summer Tour June 10th writeup to Dwight.
- Fall Tour, currently no changes.

Concours: (Paul Vessels)

- All set for Nottoway on May 6th.

Drivers' Schools: (via Ronnie Lewis)

- Drivers' School Steering Committee would like the Board to vote on the recommendation of adding the Advanced Life Support function to the ambulance that attends the Drivers' Schools, motion seconded and approved.
- Radio's from the Autocross (the older handheld, wireless CB's) have been turned over to the Drivers School.
- Advanced Life Support requested at the Drivers Schools.
- Contracts for the 8th & 9th dates – change for October to 6th & 7th with same availability for preference next season.

Membership Report: (Steven Schlossman)

- 3808 Members
- Writeup is in the dB for the New Members Party on June 9th.
- Bring your own lunch Summer Picnic is a possibility, need volunteers to help get it organized.
- Anniversary pins have arrived and are being distributed.

Webmeister: (Sue Bryan)

- No report

Der Bayerische: (Dwight Derr)

- Need articles through August
- Car of the month
- February Tech Session
- Competition Corner
- Autocross #3
- Spring Tour
- Advertising

Social Chair: (Tikinia McPhail)

- Holiday Party plans for January 2002 are under way.

Old Business:

- End hotline
- Mike Early will be taking care of arrangements for the Corral at the Jefferson 500 at Summit Point.
- Order tri-fold membership applications.
- License Plate (VA signature forms will be provided at all future autocrosses.
- Pricing sheet / rate schedule / contracts / payments needed from Marc Plante.

New Business:

- No new business

Next Meeting:

- May 2nd in Laurel, MD

Adjournment

BMW CCA NCC Board Meeting 6/6/2001

President's Report: (Michael Wendell)

- There is a need for more participation. Next President's Message to address need.

Vice President's Report: (Al Zavala)

- Sent email on dB due dates to committee chairs – still waiting on articles.

Treasurer's Report: (Ronnie Lewis)

- No large expenses – Sanction fees for the Council autocrosses are due.

Secretary's Report: (Kristine Shipman)

- Minutes from the last two meetings need to be sent for dB publication.

Autocross: (Andrej Dolenc & Brian Shipman)

- Due to equipment failure a new PA system is to be purchased prior to the next autocross on July 1st.
- July 22nd is to be our Championship autocross with the Council.

Tech: (Michael Wendell)

- There will be a tech event on July 28th at Curry's with several different vendors.

Tours & Rallies: (Steven Schlossman)

- Summer tour is set.
- Will set up a "Gimmick Rally" to the dinner at Summit.

Concours: (Paul Vessels)

- No report

Drivers' Schools: (via Ronnie Lewis)

- No report – suggestions from the Board given to the Chairperson to pass on to the Drivers' School Steering Committee.
- Photos from last year's annual drivers' school dinner and the invite are to be published in the dB.

Membership Report: (Steven Schlossman)

- 3871 Members
- New members party at Tischer is all set, with a guaranteed 25% off on all BMW parts and 10% off all Dinan parts during the party.

Webmeister: (Sue Bryan)

- No report

der Bayerische: (Dwight Derr)

- Report via email, request for articles due.
- Ron Katona to write an article on SCCA's Solo II competition.
- James Sheridan-Peters to write an article about his trip to the Imola Race.

Advertising: (Kristine Shipman & Brian Shipman)

- Suggestion from the board to increase advertising prices.

Social Chair: (Tikinia McPhail)

- No report

Old Business:

- Order tri-fold membership applications.

New Business:

- Holiday Party should have a Drivers' School Gift Certificate to give as a door prize at the party, motion seconded and passed.
- Drivers' School annual dinner is proposed for the September school at the Main Track of Summit Point, motion seconded and passed.
- Proposed changing the NCC BMW CCA logo to the Capital Car logo created for the NCC Oktoberfest, motion seconded and passed.

Next Meeting:

- July 12th in Centerville

Adjournment

CLASSIFIED REQUIREMENTS

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

Non-members and Commercial Classifieds:

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

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

CARS FOR SALE

1974 2002ti

VIN 2780417. Red/black. 4 spd, strong 2.2L Metric Mechanic engine, Recaros, Bilsteins, AM/FM/CD, 2 sets of extra wheels, bolt-in roll bar. Very good condition. Original owner. \$5700 obo.

Jim (410) 757-5188 (MD) or e-mail to: jaminer@erols.com

1985 735i

VIN WBAFH610300810465. Blue/Blue leather. 198K, very clean, good shape except heater, sunroof, computer, FM/AM CD player, heated seats, non-smoker, garaged until 5/1/01, then covered, cover included, lightly tinted windows, second owner for 15 years, European model. \$2,500

Harley (703) 744-1826 (VA) or email to: harley.cook@sunrise-al.com

1988 635CSi

VIN WBAEC8416J3267851. Alpine/tan leather. auto, excel. cond. in & out, no accidents, no rust, 137k miles, suspension by Korman Autoworks, recent new radiator, new rotors & pads (front-gas slotted & back), & new AC compressor, strut brace, stainless steel brake lines, Mobil 1 every 4k, K&N, 16" alloys, fanatically maintained + all records, many extras, new wheels & matching M6 sport seats available, pics available, just bought new car must sell. \$9,500 obo.

Thomas (410) 707-0968 (MD) and/or email to: tsc635@aol.com

1993 740i

VIN W8AGD4329PDE63670 Alpine White with Tan Interior, sunroof, new V8 at 100,000 miles, Stability control, limited slip, anti-lock brakes, A/C, keyless remote entry and alarm system, dual air bags, cruise, non-smoker, Mobil 1 every 3-5K miles. Extra clean inside and out 124,000 miles \$13,500/offer.

Mike mwendell@kwyjibo.com

1993 325i

VIN WBACB3318PFE14809. Alpine White. Super clean, no accidents, no dings, updated water pump, accessory belts, all filters were replaced, all fluid replaced, major service just done, 18x8 5 Hartge wheels, Yokohama tires 225/40/18, Eibach, Bilstein sport suspension, limited slip differential, JC chip, M-tech door moldings O.E. clear front turn signals red / clear tail-lights, 2 sets of exhaust Remus/M3 - \$2000.00 Alpine + 5 channel Alpine amplifier, MB quart front separates, rear MB quart speakers, JL-audio subwoofer, Clifford alarm w/keyless entry—never been tracked. E-mail for more photos of actual mileage. Never driven on snow.

Andrew (703)239-0563 (VA)h (703)212-0900 (VA)w or email to: drew944t@yahoo.com

1994 325is

VIN WBABF3328REF46096. Black / tan leather. Five speed, 6CD changer w/ 3 magazines, Sports package. New OBC, new trunk mat. One owner. Near showroom condition. Only 35,000miles!! Garage kept, rarely out in snow. Zynol protected. Odor-free(never smoked in). Fairly priced at \$19,500.

Tom (202) 296-1561 (DC) evenings or leave message. Email to: tverba@voa.gov.

1994 540ia

VIN WBAHE6320RGF29361 Kashmir beige/parchment leather/wood, 85K miles, traction control, heated seats w/ memory, tilt, dual airbags, sunroof, keyless entry, alarm, trip computer, CD changer. 2nd owner, all records, all stock, always garaged, no accidents, non-smoker. Excellent mechanical and cosmetic condition, with many new parts. \$16,900/obo.

Ben (703) 868-6349 (VA) benjamin.trapp@trw.com

1996 M3

VIN WBSBG9324TEY72848. Cosmos black/gray leather. 5 speed, sunroof, rear wing, H/K stereo, computer, auto climate, remote alarm/entry, 6cd,new Michelin Pilot Sports, xenon(HID) headlights,58K miles, garaged, service records, exceptional condition! \$27,500.

Glen (301) 934-3941(MD)

CARS FOR SALE

1999 M3

VIN WBSBG9332XEY82048. Titanium Silver/Black M Nappa leather manual sport seats. M Rear Wing. Power Sunroof, HK Sound/6 Disc CD Changer, M Contour II wheels, New A/S Sport tires, Mobil 1, Lexol, Recent Inspection II, Extra parts and tools included, Excellent Condition, 35K Highway Miles, \$35,000. Must sell, moving to NYC. Please contact via E-mail before calling.

Dean (410)584-8684 (MD) or email to: seauinoc@aol.com

PARTS FOR SALE

M Roadster Noah Cover

Excellent condition. Used for one year. Asking \$115.00. You pay shipping.

Chris (703) 729 2656 (VA) evenings or e-mail to: osbcso@aol.com

Tires

Yokohama A540 2 225/50-16 w/12K miles, 2 245/45-16 w/4.5K miles. \$250

Raine (301) 933-1880 (MD) or e-mail to: mantysalo@aol.com

Many 1984-1985 318i Parts

Racing a 318i in SCCA's ITB class has left me with a two-car garage full of spare parts. If you're looking for anything for your early E30 318i,contact me via email with your needs.

Mike mwendell@kwyjibo.com

WANTED

E28 BBS RS Wheels

Quantity 5 pref. (4 o.k.), 16/17 inch w/correct offset, 2 or 3 pc, gold center, cross spoke, polished lip, for 86 535i (E 28). Must be true, minor dings acceptable.

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A D V E R T I S E R S

Alexandria Bavarian Service.....	11
Autodynamics.....	15
AutoThority.....	6
Autoy & AutoWerke.....	4
Bavarian Autosport.....	15
Blue Ridge Sports Cars.....	22
BMW of Arlington.....	24
BMW of Fairfax.....	19
Car Guys.....	23
Curry's Automotive.....	24
Dr. John's Motor Sports.....	11
Dulles International Motorsport.....	3
J&F Motors.....	11
OG Racing.....	28
Olympic Imported Parts.....	3
Radial Tire.....	28
Tischer BMW.....	10



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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., 640 South Main Street, Suite 201, Greenville, SC 29601.

NAME: _____

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

BMW MODEL/YEAR: _____

RECOMMENDED BY CLUB MEMBER: _____

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MY SPECIAL INTERESTS ARE:

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