

January/February 2002

# der Bayerische

National Capital Chapter

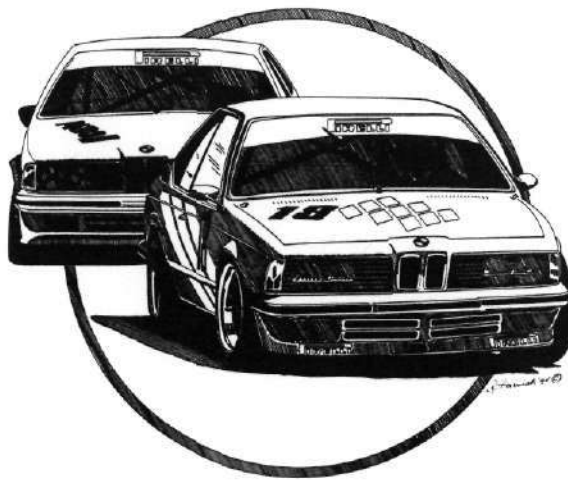
BMW Car Club of America



# Calendar of Events 2002



For the latest info  
check out the  
Chapter website:  
[www.nccbmwcca.org](http://www.nccbmwcca.org)



## JANUARY

- 19 PTG Tour (rsvp by 1/10)
- 20 Annual Holiday Party, Elections  
& Awards - Mount Vernon, VA

## FEBRUARY

- 3 Superbowl Mini Grand-Prix
- 16 Restoration Shop Tour

## APRIL

- (TBA) Concours "prep" Session
- 20-21 Woody's Overnight Tour

## MAY

- 5 Deutsche Marque Concours

## JUNE

- 1 Blue Ridge Parkway Tour and  
3rd Annual Wine Tasting
- (TBA) BBQ w/"wash & shine" concours

## JULY

- 14-19 Oktoberfest, Colorado
- 19-21 DC ALMS Race

## SEPTEMBER

- 14, 2002 Shenandoah Vineyards Concours

## OCTOBER

- (TBA) Crab Feast w/"wash & shine"



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

# der Bayerische

National Capital Chapter BMW Car Club of America

January/February 2002



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BY GEORGE AND GINNY CURTIS



Cover: 2002 BMW X5  
Photo: BMW AG

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

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# Candidacy Statements for The 2002 National Capital Chapter Elections

## Candidate for President: *Al Zavala*

I have been a member of the National Capital Chapter for over 15 years. During my membership I have served in a variety of duties, starting as driver's school volunteer worker to driver's school coordinator for three years. Subsequently I was your Treasurer for two years and last year your Vice-President.

Our Club has grown over the years, and our love for the marque has kept us strong. I will work with our fellow board members to make the Club more visible, work on new and more varied events. I will also work on the BMW retail centers to be more receptive to the Club and its members. The success of any volunteer organization and its greatest assets are its members. Let's work together to build a better Club!

## Candidate for Vice-President: *Steven Schlossman*

I am Steven Schlossman and have decided to run for Vice-President of the National Capital Chapter. Some of you know me as the Tourmeister for the last two years and most recently I have taken over as Membership Chairperson. Other volunteering have been organizing a road rally each of the last two years and helping at registration with the last 2 holiday parties. So why do I want to do more? I would like to have a vote in how our Chapter grows in the upcoming year. We have a very successful driving school and autocross program, but there is more to work to do.

## Candidate for Treasurer: *Ronnie Lewis*

Hi, my name is Ronnie Lewis and I am the current Treasurer for our Chapter. The Treasurer has two functions in the Chapter. The first is to act as the Chapter accountant, tracking all our income and expenses, paying our debts on time, and interacting with the National Office on finance related matters. The second is to ensure that Chapter expenditures are in the best interest of the most members of the Chapter. I can't say that I act alone in that regard, the whole board work as a team to provide benefits to the members. Driver's schools and autocrosses are always oversubscribed, but not everyone wants to participate in those events so we are offering picnics, dinners, tours, etc. to provide activities that might attract some of the other members. I am excited and enthusiastic about the direction our Chapter is moving and would like to continue to serve. I believe that I have not only performed well as the Treasurer but worked well as a team member of the board. I hope you will agree and vote for me.

## Candidate for Secretary: *Rafael Garces*

Hello, my name is Rafael Garces and I've been a member of the BMW CCA for just over 15 years — all that time in the National Capital Chapter. Some of you may know me from my involvement in autoxing my current BMW a 1996 328i. I've decided that it's time for me to give something back to the Club and help in an official capacity. If you choose me for Secretary, I'll work with the other Chapter Officers in continuing to provide you with many high quality social and automotive events. I will also actively seek out comments and suggestions from the thousands of you who are our general membership and I will try to get more of you involved in organizing or operating events. Thanks for your support and I'll see you at the Holiday Party.

## BMW CCA NCC 2002 Elections The Official Ballot

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

### For President

- ☐ Al Zavala  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Vice President

- ☐ Steven Schlossman  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Treasurer

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

### For Secretary

- ☐ Rafael Garces  
☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

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

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

Mail to: Election 2002  
BMW CCA NCC  
P. O. Box 685  
Arlington, VA 22216



**Annual Holiday Party/Elections**

The Mount Vernon Inn  
Mount Vernon, Virginia  
Sunday, 20 January, 2002  
Start: 5:30 p.m.

Come and join the fun and catch up with fellow Club members at our Annual Holiday Party and Election night set for Sunday, January 20th, 2002 starting at 5:30pm, with cocktails and hors d'oeuvres, with dinner at 6:30pm with a choice of beef, salmon, or stuffed boneless chicken breast. Awards presentation, door prizes, and election starting at 8pm or right after dinner.

Because admission is limited to 200 people, payment must be made in advance. The cost of the evening is greatly subsidized by the Club, your portion will be \$15 per each member/associate member and \$25 per non-member, which includes one (1) house drink of soda, beer, wine or cocktail. Please do not delay. NO tickets will be sold at the door. RSVP and payment must be received by the 12th of January, 2002. We will be unable to make any exceptions.

The Mount Vernon Inn is located on the grounds of the plantation home of George Washington. in Mount Vernon, VA 22121, 8 miles South of Alexandria at the end of the George Washington Memorial Parkway. Plenty of free parking is available.

**NOTE: Please make sure you select one (1) entrée from the menu in the Advance Payment Form on the following page.**

**National Grand Prix of Washington, D.C.**

19-21 July, 2002

Place: RFK Stadium, Washington, D.C.

[www.nationalgrandprix.com](http://www.nationalgrandprix.com)

Three-day ticket will be \$150.00. If you plan to attend this event, please contact Steven Schlossman, preferably by email at [steven@happytogether.com](mailto:steven@happytogether.com) or by phone, 202/478-0768. We are trying to determine if there is enough interest for an NCC Corral at this event.

**Annual Winter Tour of Prototype Technology Group**

Saturday, 19 January, 2002

Time: 8:45 a.m.

Start: Chantilly, VA

Snow Date: To be determined

Come join us on our annual tour of PTG. We will meet in Sully Plaza, along Route 50 in Chantilly, Virginia. At 9:00 a.m. we will begin our caravan along Route 50 to Winchester.

The tour of Tom Milner's PTG, 23,000-square-foot facility will begin at 10:00 a.m. PTG has campaigned the BMW M3s with great success in IMSA, USRRC and ALMS competition. In addition to the M3 racecars, hopefully, we will see a variety of historic BMW racecars that BMW NA entrusts to PTG for maintenance and transportation. We will have a close-up look at the new BMW M3 GTR as it's prepared for its upcoming race. If you have any doubts about whether the tour is on or not (because of bad weather), call Steven Schlossman at 202/478-0768. There will be a special message if cancelled.

Please RSVP no later than January 10, preferably by email, to Steven at [steven@happytogether.com](mailto:steven@happytogether.com) or by phone, 202/478-0768, so we can give Tom a head count. Note: Bring FRS radios if you have them. It will make the trip more enjoyable. Bring an extra radio for someone else. We'll use channel 13 for //Motorsport. Additional note: Bring your helmet and gloves in case we decide to do some gokarting at AllSports Grand Prix in Sterling on the way home.

**DIRECTIONS TO THE START OF CARAVAN:** From the Capital Beltway (I-495) in Virginia to Exit 49 (I-66 West) to Exit 57B (Route 50 West). Right into Sully Plaza, not Sully Place. (Northeast corner of Centreville Road and Route 50). We will meet between First Union Bank and KFC along Route 50. Gas and coffee near start.

**2nd Annual BMW Super Bowl Mini Grand Prix**

Sunday, 3 February, 2002

Time: 2:00 p.m.

Place: AllSports Grand Prix, Sterling, VA

Come join us for our 2nd Annual BMW Super Bowl Mini Grand Prix at AllSports Grand Prix in Sterling, Virginia. The format will be 25 laps for qualifying and then a 40-lap race. The first 10 people to pay at the desk will run in the first qualifying heat. Once everyone has qualified the races will be divided according to qualifying time with the fastest times in the last heat. The cost is \$75.00, payable at the desk and space is limited.

The chassis of these karts are made in Belgium by JB Racing and they're equipped with 5.5-horsepower, 4-stroke Honda engines. They have the latest Remus catalytic converter to ensure the safety and comfort of the drivers. From the Calibra racing steering wheel to the Tillett seat, everything about these karts says "speed."

Because of their racing heritage, they are extremely responsive, which means that they'll enhance good driving and show up bad driving. See how your steering input translates into high-speed cornering, as you four-wheel slide the kart through the corner and get the feel of real racing. Each participant receives a driver safety briefing and is provided with a race suit, a cotton head sock, protective gloves, and a safety-certified helmet for use during the race. You may bring your own helmet and gloves.

Drivers must be at least 18 years old and have a valid driver's license.

Please RSVP no later than January 28, preferably by email, to Steven Schlossman at [steven@happytogether.com](mailto:steven@happytogether.com) or by phone, 202/478-0768. For more information go to: <http://www.allsportsgp.com/>

**DIRECTIONS TO ALLSPORTS GP:** From Capital Beltway: Take Dulles Toll Road (Route 267 West) for 12 miles to Exit 9B, Sully Road (Route 28 North). Go 4.5 miles and turn right onto Nokes Boulevard (Route 1793). Go 1.3 miles and turn right onto Cascade Parkway. Go one block and turn right onto Maries Road. Go 0.2 miles and turn left into warehouse parking lot. From Route 7: Take Route 7 West, go 2.4 miles past Fairfax County Parkway (Route 7100). Turn right onto Cascades Parkway South (Route 1794) toward Sterling. Go 0.9 miles on Cascade Parkway through 2 traffic lights, the second light being Nokes Boulevard. Go one block past Nokes Boulevard and turn right on Maries Road (Route 638). Go 0.2 miles and turn left into warehouse parking lot.

**Restoration Shop Tech Session & Tour**

Automotive Metal Performance, Inc

16 February, 2002

Start Time 9:30am

Location: Urbana Park and Ride

Ever heard the saying "one man's junk is another man's treasure"? Well I have, and I've lived it on numerous automotive occasions! Come and join us on February 16th as we "tour" to Automotive Metal Performance in Williamsport, MD for a tech session on the "fine art" of restoration. Andy Paza will host our group for what promises to be an enlightening look inside the mystical world of automotive restoration. Automotive Metal performance (AMP) has been around for about 15 years, with its owner having experience in the field of roughly 25 years. The premises of AMP consists of a metal fabrication shop, trim/upholstery shop and of course a paint area. Let me ask you, have you ever seen an "English wheel", do

you know what it is? With this handy little device one can turn a flat piece of steel or aluminum sheet into a "NLA" hood or a curvaceous fender. I think we've all seen various forms of so-called rust repair...some of us have seen the repaired areas rust again...why does this happen you ask?...these are the types of questions that Andy will be able to answer for you.

In addition to restorative services, Automotive Metal Performance also specializes in custom fabrication of roll bars and cages to SCCA etc.. specifications, and proper mounting of harnesses and other safety equipment.

After the Tech Session we will converge on the Schmankerlstube Restaurant in nearby Hagerstown, MD. There is no need to RSVP for the event as the late afternoon lunch will be "on your own" but the restaurant should be expecting the group. The tour will leave the Park & Ride promptly at 9:30.....Until then, "keep the shiny side up"!

*Directions to Urbana Park & Ride: From the Washington, DC Beltway (I-495) take I-270 North to Exit 26 (Route 80). Cross Route 80 into the Park & Ride lot. 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 Park & Ride.*

### Overnight Spring Tour to The Peaks of Otter 20-21 April, 2002

The Chapter is planning an overnight tour to the Peaks of Otter Lodge, high on the Blue Ridge Parkway. The 200-mile tour will depart from Manassas, Virginia at 9:00 am on Saturday morning. Along the way, members of the Blue Ridge and Tidewater chapters are expected to join us. A lunch stop will be near Wintergreen, and we should arrive at the Lodge around 4 pm. After checking in, members will gather in the parking lot for some tailgating and pictures. Dinners in the Lodge dining room are moderate and a cocktail lounge is in the cellar.

On Sunday you can hike or be bused to near the top of Sharp Top Mountain, fish in the Lodge's Abbott Lake, or tour a 1850s era farm. As of this writing, rooms are \$66. Reservations can be made by calling 800-542-5927 or online at: [www.peaksofotter.com](http://www.peaksofotter.com)

More details and the starting location (probably the Cracker Barrel) will be in the March issue, or the Chapter website soon.

### Blue Ridge Parkway Tour and 3rd Annual Wine Tasting Saturday, June 1, 2002

The National Capital Chapter has been invited to participate in the Blue Ridge Chapter's Annual Wine Tour. We may organize a caravan south to join them. Look for more information in the March issue.

## Annual Holiday Party/Elections

*The Mount Vernon Inn – Mount Vernon, Virginia*

*Sunday, 20 January, 2002*

*Start: 5:30 p.m.*

Come and join the fun and catch up with fellow Club members at our Annual Holiday Party and Election night set for Sunday, January 20th, 2002, starting at 5:30pm, with cocktails and hors d'oeuvres, with dinner at 6:30pm with a choice of beef, salmon, or stuffed boneless chicken breast.

Because admission is limited to 200 people, payment must be made in advance. The cost of the evening is greatly subsidized by the

Club, your portion will be \$15 per each member/associate member and \$25 per non-member, which includes one (1) house drink of soda, beer, wine or cocktail. Please do not delay. NO tickets will be sold at the door. RSVP and payment must be received by the 12th of January, 2002. We will be unable to make any exceptions.

NOTE: Please make sure you select one (1) entrée from the menu.

*Door prizes are courtesy of BMW of North America*

### Holiday Party 2002 Advance Payment Form

— MENU —

- ☐ Grilled Salmon with Hollandaise Sauce    ☐ Herb Crusted Beef Medallions with Bernaise Sauce  
☐ Chicken Breast Stuffed with Apples, Figs and Walnuts  
(select one meal per person)  
Inn Salad with Raspberry Vinaigrette Dressing Mesquite  
— Lyonnaise Potatoes — Steamed Vegetable Medley — Homemade Breads and Colonial Crackers  
— Fresh Fruit Cobbler — Tea/Coffee

Please send your checks and meal selection to: Kristine Shipman, NCC-Holiday Party, 6821 Malton Ct., Centreville, VA 20121



# NATIONAL CAPITAL CHAPTER BMW CCA

## MARCH 2002 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between January 26 and February 23, 2002. Each applicant must submit a separate form. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission will be by modified lottery with priority given to National Capital Chapter members and those attending the fewest prior schools this year. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must have full, valid driver's licenses. If the applicant is under 18, a *notarized* parental permission form (available from the registrar) 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, 1995 or later. Full-face helmets with 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 day(s) to which you are applying below:

### March 30–31 (Summit Point Main Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

**Fees: Nonmembers** add \$35 per event (the nonmember fee is waived for the Highway Safety School). 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 your application, payment, and copies of your driver's license and proof of insurance to:

NCC Drivers' School  
% Gary Ketner  
10965 Shadow Lane  
Columbia, MD 21044

Questions? Call Gary at 410-715-9317 evenings before 10:00 PM., or visit <http://www.nccbmwcca.org/drivers-school/>.

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address	(Adult S, M, L, XL, XXL)
City _____	State _____	ZIP _____
Phone (home) _____	(work) _____	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** preregister with Steve Lowry (telephone: 301-390-1666 before 10:00 PM; e-mail: [pitout@hotmail.com](mailto: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): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_





## ***Admissions Policy***

Because of strong demand for space in National Capital Chapter drivers' schools, and in order to maintain the quality of our students' educational experience, sometimes we are unable to accommodate all of the students who apply. For schools where applications exceed our school capacity, we will employ the admissions policy outlined below. You are encouraged to consider this policy when applying for future schools.

We have revised our admissions policy for 2002 to distribute drivers' school spaces more equitably among chapter members and, in particular, to reduce the possibility that an applicant to our program will be excluded from all of the year's events. The new admissions policy is based on a lottery system that is operated independently for each school, with admission priority given to students who have attended the fewest schools during the year.

### **General Requirements**

- A separate application must be submitted for each event. Applications must be postmarked during a specific registration period associated with the event. The tentative dates for this year's events and the opening and closing dates of the corresponding registration periods appear below. As in previous years, applications must be submitted in writing on the official application form, which can be photocopied from *der Bayerische* magazine or downloaded from the chapter's Web site at <http://www.nccbmwcca.org/drivers-school/>. A check for school fees and photocopies of the applicant's current driver's license and proof of insurance (such as a state insurance card) must accompany each application.
- Applicants may apply for either or both days of each event. 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. For the weekend of the Highway Safety School, first-time students may attend the drivers' school without first attending the Highway Safety School.

### **Admission Priority**

- For each event, applicants who are members of the National Capital Chapter will be grouped according to the number of NCC school days that they have attended during 2002. The groups will consist of those with 0 or 1 school day, 2 or 3 school days, and 4 or 5 school days. The Highway Safety School will not be counted. An NCC event to which an applicant has been admitted but that has not yet been held will be counted.
- Students will be admitted at random from among the applicants in the first group (0 or 1 previous school day). If spaces remain after all applicants from that group have been admitted, applicants will be admitted at random from the second group, and then so on until the capacity of the school is reached. Applicants who are not admitted will be placed on the waiting list. Within each group, all applications postmarked within the registration period have an equal chance of acceptance, regardless of the date on which they were submitted.

*(continued on page 8)*

- If spaces remain after all NCC members who applied during the registration period have been accepted, then members of other chapters of the BMW CCA will be admitted by the same method. Non-members will be admitted to spaces that remain after all members of other chapters have been accepted. For the Highway Safety School, membership is not considered when assigning priority.
- Admissions from the waitlist will be by the same procedure.
- Applications postmarked outside of the registration period will be considered if spaces remain after all correctly postmarked applications have been accepted.

## Additional Considerations

- BMW CCA members may be affiliated with more than one chapter. Applicants with either primary or subsidiary National Capital Chapter affiliation have "NCC member" priority for admission. New National Capital Chapter members, including those with pending membership applications, also have "NCC member" priority.
- Every effort will be made to notify applicants of their application status three weeks before the event.
- The Chief Instructor may admit up to six students who are enrolled in the chapter's formal instructor training program outside of the priority system described above.
- Applicants who are waitlisted and not eventually admitted receive full refunds of their fees, usually by return of their original check.

## Tentative 2002 Event and Registration Period Dates

- These dates are preliminary and subject to change. Check *der Bayerische* magazine and the chapter's Web site for the latest information.

<i>Date</i>	<i>Registration Period (Dates Are Inclusive)</i>	<i>Location</i>	<i>Event Type</i>
March 30	January 26 – February 23	Summit Point Main Circuit	Drivers' School
March 31			Drivers' School
June 29	April 26 – May 24	Summit Point Jefferson Circuit	Highway Safety School
June 30			Drivers' School
August 3	May 31 – June 28	Summit Point Jefferson Circuit	Drivers' School
August 4			Drivers' School
September 14	July 5 – August 2	Summit Point Main Circuit	Drivers' School
September 15			Drivers' School

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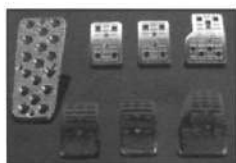


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[www.dullesmotorsport.com](http://www.dullesmotorsport.com) (888) 547-3070

**Dave Ocel -  
Parts Manager**



October 27 & 28, 2001

# The Road to Chincoteague

By Gary D. Dittmer

A group of men and women were spotted in a town called Parole early on a chilly Saturday morning, gathering in a parking lot with steaming coffee mugs in hand, carefully studying routes and receiving communications and control devices (radios). Sound suspicious?

Not if you enjoy a diversion from news updates from Afghanistan, the latest on what mail carriers are unknowingly carrying, and the latest vague alert from the FBI. For this was a Steven Schlossman (Tourmeister) organized overnight road tour to Chincoteague!

Yes, Virginia, there really is a town called Parole, a suburb of Annapolis. The Double T Diner was our rendezvous point for a caravan-style tour over the Bay Bridge, through the flat, twisting farmlands of Delaware, Maryland, and Virginia to the historic islands of Chincoteague and Assateague.

Normally these tours follow rally instructions and everyone navigates on their own or with a group of friends, but this time we caravanned with radios and it was a great idea. Interesting things happen when you give someone a radio, one joke led to another, and soon everyone was a comedian. Locating the nearest coffee disposal point (another way of saying Pit Stop) proved to be critical. Drink

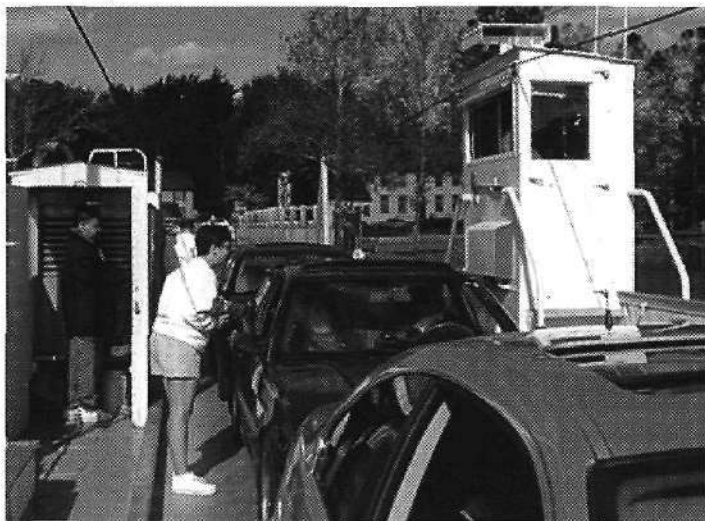
recipes were next; know what a B-52 is? Yes, our leader did actually coordinate where to turn, point out cute doggies near the road, and an antique car caravan we passed with an old Cadillac driven by Elvis! The weather was perfect for the drive, chilly with deep blue skies and scattered puffy clouds (Bill Gates' inspiration). This tour was well designed to include unique landmarks, towns, and a desperate restroom stop at a dive of a pizza joint.



When is the last time you got something free — like a ferry ride? There were 14 Bimmers and one Jeep (car in the shop) in our group, as we queued up for the Woodland Ferry in Delaware to cross the Nanticoke River. Supposedly this is the oldest ferry still in use in the U.S. It could squeeze on four or possibly five cars at

a time very slowly to avoid banging those aerodynamic lower lips on the noses of our cars. Nearby was the historic Cannon Hall, established in 1812 and badly in need of a visit by Bob Villa and his crew. We passed through Snow Hill, a well-maintained town devoted to antiques enthusiasts.

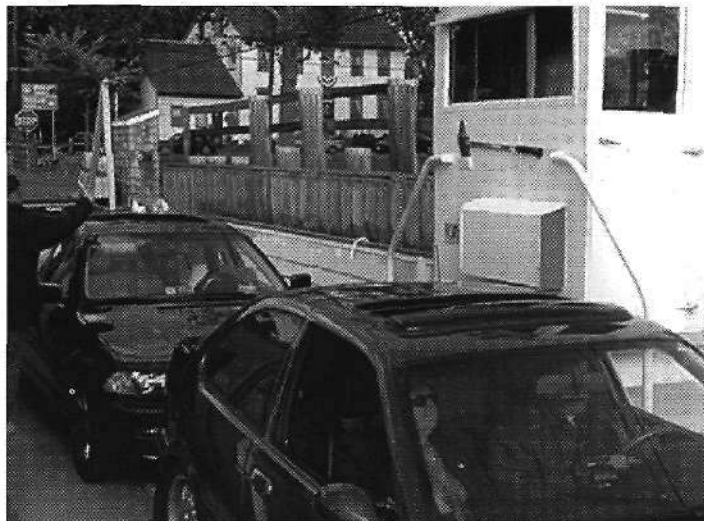




The road to Chincoteague took us past a NASA facility with huge radio telescopes and other high-tech gear, including a museum. This sight brought instant clutter on the radios; "What is that?" Someone in our group gave a Tom Clancy-type authoritative response that sounded impressive. Nearby is Wallops Island where NASA, the Air Force and a few others launch rockets.

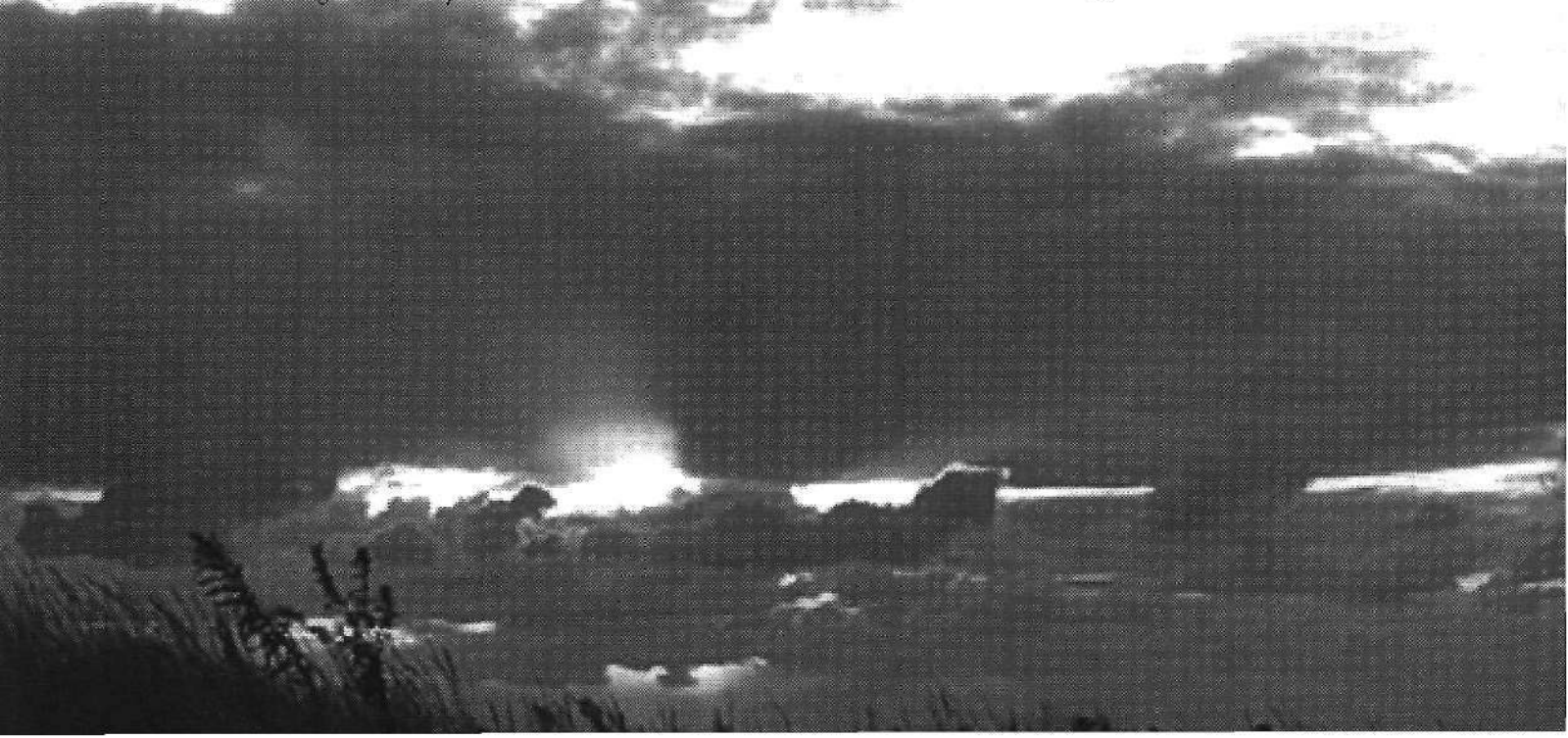
Our hotel was a Comfort Inn and it was excellent, very new and they just happened to be hosting an end-of-season party in the indoor pool with free stuff for their guests: hot dogs, hamburgers, sodas, and beer. Steven can pick a hotel.

We arrived in time to do some sightseeing, shopping, taking a windy hike, and a drive to Assateague to see some wildlife. We had never seen so many Snow Egrets in one place. The wild ponies proved to be elusive, we only saw a few in the distance. The snow geese had not yet arrived.



Later, we all gathered at a restaurant for dinner and those drinks discussed on the radio (within walking distance to the hotel, of course). One of the nicest parts of these tours is to relax at a restaurant and get to know someone else who has a passion for his or her Bimmer. Normally, you find you have more in common than this one trait. By the way, here is what you get, besides a hangover, when you order a B-52: 1/3 ounce Kahlua, 1/3 ounce Grand Marnier, 1/3 ounce Bailey's Irish Cream.

Thanks Steven & Florence, and the NCC for organizing a great get-away.



# Autocross #8 and Season's End

By Andrej Dolenc

Sunday, November 4th brought us the last autocross of this 2001 Autocross season. Once again, the weather was beautiful. And to make the event even better, we were using a new lot – the Bowie Baysox's stadium parking lot. While the lot did present some challenges to the course designers because of various curbs and obstacles, the participants were rewarded with a long, fast course on excellent pavement (something it seems we haven't had much of lately!). The course featured two separate sections, a tighter, more technical one, followed by a far more open, higher speed section that had drivers testing their limits and their confidence in their brakes!

Once again, thanks to everybody who helped out at the event. We can't run the autocrosses without everybody chipping in somewhat. We did have one computer problem halfway through the first heat so some times were lost. We appreciate everybody's honesty when we asked for your times!

This autocross also concludes the 2001 Autocross Series. I will be tabulating the year-end results to determine the individual class and the PAX champions. These results will be posted to the web, and the trophies will be presented at the Holiday Party. The autocross program will be undergoing some changes as the staff running the program changes a bit. The program can always use people to help out, so don't hesitate to drop an e-mail!

A special and HUGE Thank You goes out to Kristine and Brian Shipman for storing and transporting all the autocross equipment for the past 2 years. We couldn't have done it without you guys! Stay safe and warm in the upcoming winter months, and see y'all in the spring!

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

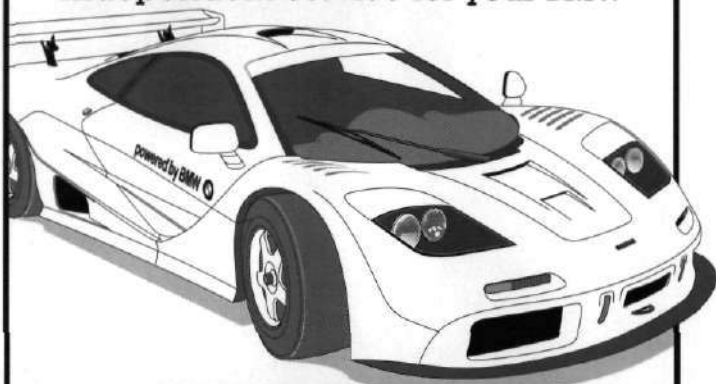
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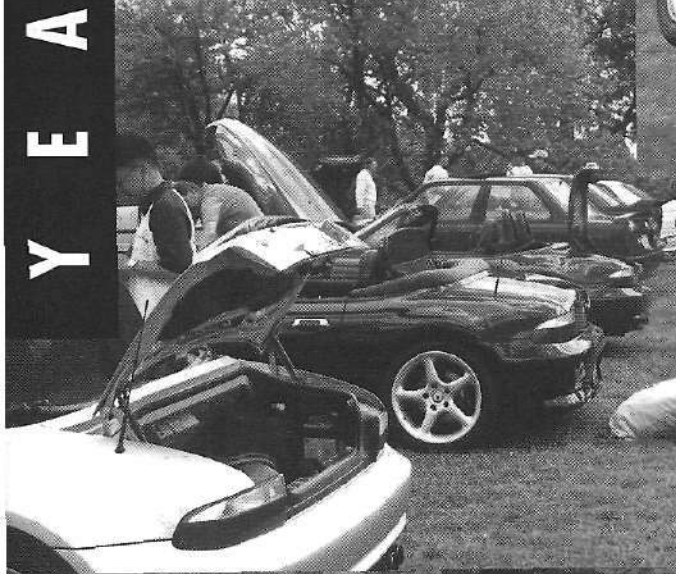
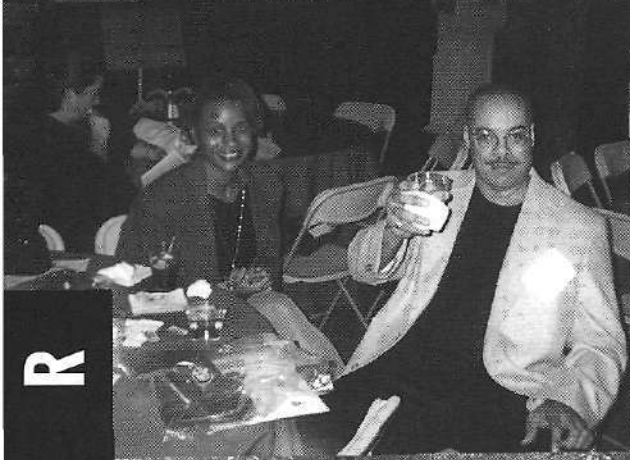
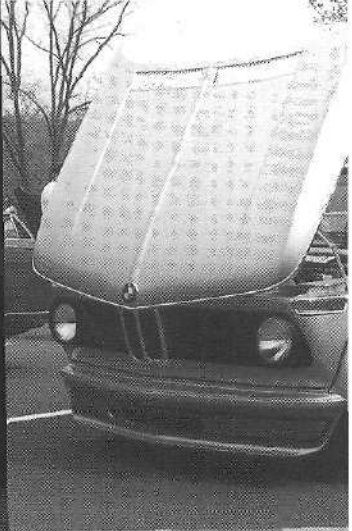
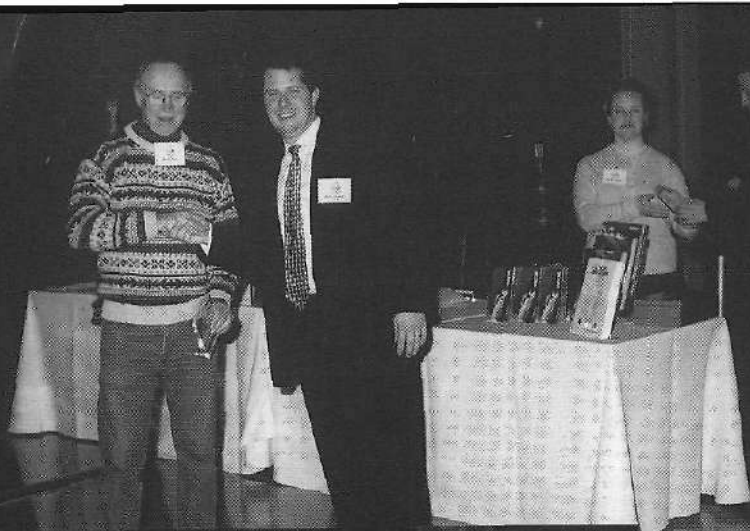
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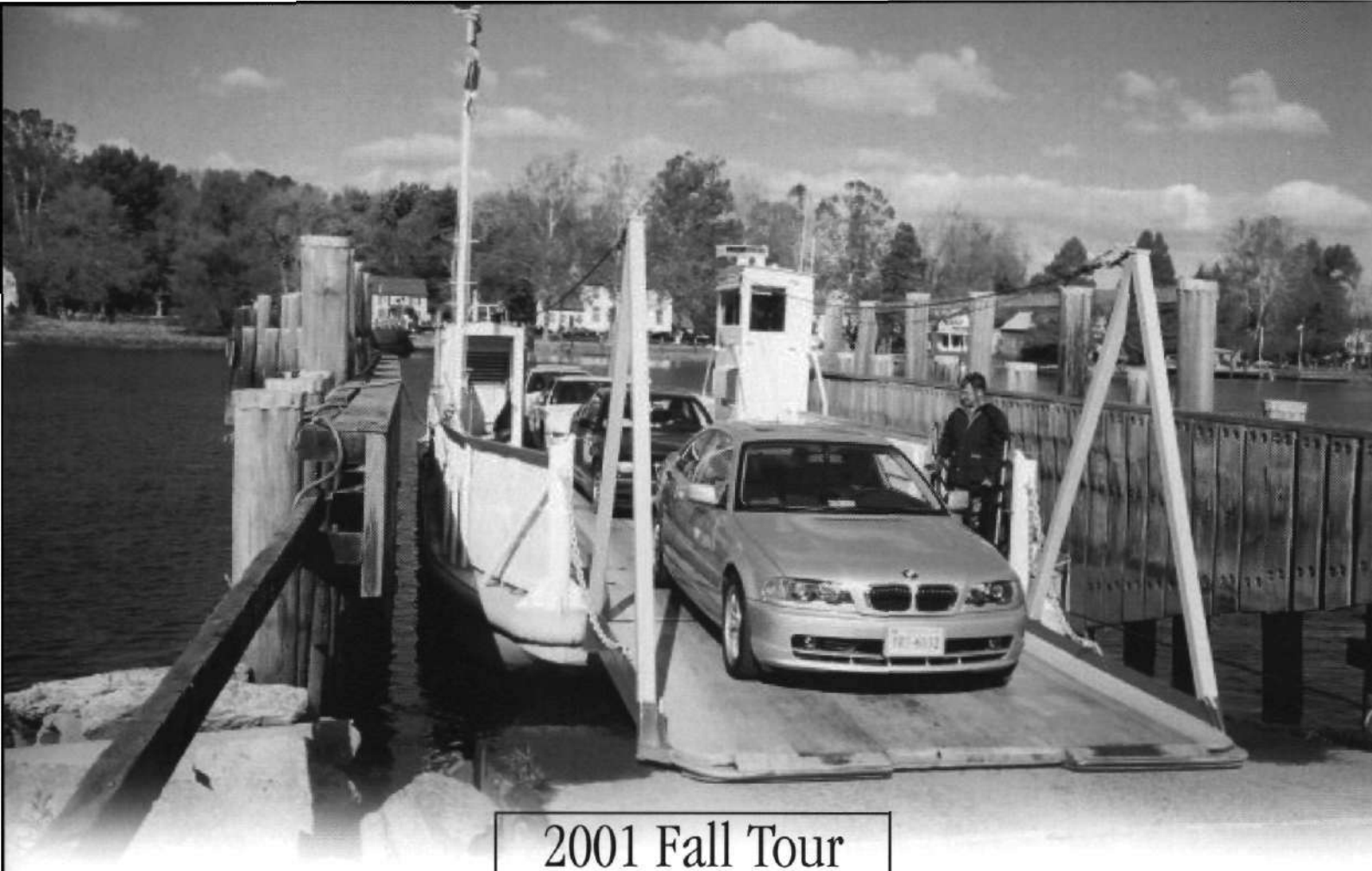


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2001



## 2001 Fall Tour

# The Road to Chincoteague *"Beautiful Land Across the Water"*

October 27-28, 2001

*By George and Ginny Curtis with contributions from Ronnie Lewis*



**T**his was REALLY the first weekend of fall with a chilly morning wind picking up but clear skies. Sixteen fully-fueled BMWs of various vintages and one Jeep sat parked outside the Double T Diner in Annapolis ready to engage the road to Chincoteague. All we needed was for the tour leader, Steven, to finish breakfast, and for Ronnie Lewis to take a group picture, but he had a momentary problem operating the camera with gloves. Now come on Ronnie, it wasn't that cold! So off we went into the

rising sun leaving Greg Johnson and his Dinan-tuned M coupe in the parking lot. Greg was ordering a toasted bagel to go. He finally caught up with the group after a Mach 3 run across the Bay Bridge while Maryland's finest were off on a bagel break of their own.

There were a couple of unique sites on Route 50 between the Bay Bridge and the turnoff at Easton, the first being a beautifully restored 1964

Cadillac Eldorado, 2-door hardtop driven by someone thought to be an Elvis original. Turned out this Cadillac was the rear vanguard for a convoy for older Chevrolets, some with their originals owners. Some folks can get a thrill driving a Chevy while others get the experience of experiencing the Ultimate Driving Machine.

We started our cross-country excursion at Route 331 at Easton onto a four-mile straightaway. Over the radio came an elation, "I can't remember the last time I did 85 on a two-lane road!" We finally came to our senses when tour leader, Steven Schlossman, advised one and all that the Club was not liable for speeding tickets. With that somber note in mind we headed for the Woodland Ferry.

Being in the backup for the Woodland Ferry is the one traffic jam we can all handle with delight. What a sight for the locals — all those Ultimate Driving Machines — lined up waiting to cross the Nanticoke River on the old cable ferry (free of charge), four at a time. Thank goodness Steven timed

der Bayerische





us for the high tide or the low-slung Z3s would have had real problems getting aboard bottoming out. Off the ferry and on to Laurel, Delaware, for a long-awaited pit stop. Down to the ole Mason-Dixon Line and MD 54 East on the Maryland side of the road, whereas the westbound traffic was on the Delaware side. Really felt strange to straddle the double yellow line while the driver was on Delaware side.

All the way across the Eastern Shore, a very rural and agricultural region, the fall season was in full swing with lots of pumpkin patches, corn under harvest, and small towns fully decorated for Halloween. We found the locals to be very accommodating and patient with our convoy as many waved us through the traffic lights only to be caught at another red light. Thank goodness all our cars had FRS radios so that we could stay together. More than once someone would announce several cars didn't make the light so the leading group would pull over and wait for the stragglers. The radios were also great for yard sale alerts, dogs along the road, and to identify the best old house for Halloween haunts.

At Pittsville, Maryland, Steven led us onto the scenic road to Chincoteague taking us southward through the pretty little town of Snow Hill, Maryland. Snow Hill was settled in the latter 1600s at the top of the Pocomoke River and is on the original Indian trail between the ocean and the bay. It's a quaint little town with some nice B&Bs. We did, however, get

close scrutiny by the local town constable as we carefully transited his town. Then on into Virginia with the cry over the radio, "Are we there yet?" Just before Chincoteague we passed the old Navy airbase now occupied by NASA for missile and satellite tracking. During the height of the Cold War, the facility once housed the Navy P2 Neptune and P3 Orion submarine hunters. Too bad the adjacent Wallops Island Visitor Center with its static display of rockets was closed as it looked like a neat stop. Finally after 157 miles and a bit over three hours, we were crossing the last bridge into Chincoteague. Looking across the water to the south, you can see the missile gantry towers for the Wallops Island test range. On to the end of the bridge and "END OF SEASON SALE, 25% OFF ALL ITEMS" announced the signs in craft and souvenir shop windows. Even the Dollar Store called out bargains for \$2.50 and \$3.00. The shoppers in the group knew it was an afternoon not to be wasted. With a "Welcome BMW CCA" on the marquee of the Comfort Suites, we knew we were at the finish line.



Chincoteague is famous for the "wild" ponies on the adjacent Assateague Island. Legend says the ponies are descendents of the wild mustangs who survived the wreck of a Spanish galleon off the coast in the 1500s. The ponies acclimated to the isolation of the island and learned to survive on the dune and marsh grasses and pools of fresh water. Due to the diet and environment, however, their size and appearance has changed from the original stock. The ponies are under the

off the coast in the 1500s. The ponies acclimated to the isolation of the island and learned to survive on the dune and marsh grasses and pools of fresh water. Due to the diet and environment, however, their size and appearance has changed from the original stock. The ponies are under the

protection of the Assateague National Wildlife Refuge but owned by the Chincoteague Volunteer Fire Department and can be seen on the refuge ring road which is open from 3-5 p.m. daily. The refuge is also a haven to numerous birds and waterfowl drawing birdwatchers from across the country.

We all did find the Assateague Island and the famous Chincoteague ponies. For one couple, the ponies found them. DiAnna was snacking on a choco-

lighthouse built in 1867. Seeing the lighthouse silhouetted against the sunset ended a memorable day. Back to the hotel to freshen up — Happy Hour is calling, followed by dinner and socializing with the troupe and making new acquaintances.

It was great to have that extra hour of sleep but the local waterfowl were not on Daylight Saving Time. A flock of mallards (24 in all) were having their sunrise service just off our hotel room balcony. Since we're up, might as well get one last pass through the refuge where we watched several members of the fire department on horseback herd a group of ponies to a more suitable locale. A stop at the Nautical Museum rewarded some with a view of the LARGE Fresnel lens used in the original lighthouse back in the late 1800s.

Time to head back to the National Capitol area. But, hey, half the fun is the travel especially in a BMW. Managing to duck the yard sales only brought us quicker to the outlet mall in Queenstown, Maryland, and it was, yes, crowded. By that time it was lunchtime and when in the Kent Island area, one has to stop at Harris' Crab House at Kent Narrows for their delicious cream of crab soup and a couple crab cakes on the side. Then on home to watch the Redskins win one. Now ain't life just great!?

All in all it was a great weekend and we all thank Steven and Florence for setting up and leading the tour. Thanks to Jim Hoffman for being the last vehicle to ensure none of us strayed. Jim, hope you get that 6-Series of yours on the road soon as we want to see it on the next trip.

late bar when they pulled up on a pony along the road. Down goes the window for a closer look and in comes the pony's head following the chocolate scent. Can you believe they have such a keen sense of smell, especially for a candy bar? From the ring road, it's a short drive down to the ocean for a walk along the beach and then through the woods to the old Chincoteague







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January



February



This beautiful Cinnabar Red M6 is our January Car of The Month. It is a 1988 model and belongs to Tim Sullivan of McLean, VA. Tim recently acquired his "M" car in Pasadena, CA after several months of searching for just the right one. After a thorough inspection by Burbank BMW dealership, Tim flew out for the visual inspection and test drive. The deal was closed and the car was shipped back by enclosed carrier. This M has original paint and only 52k miles on the odometer. Upgrades include a Dinan engine management chip, exhaust cam sprocket, and strut tower brace. Other enhancements are larger BMW brakes and chromed 17" wheels from a 2001 530i. Tim's car arrived on a Friday and two days later he took 2nd place in his first ever concours!

February's car of the month is a 1975 530i which belongs to "new" club member Mike Meseke of Halethorpe, MD. Mike says his car has recently completed a ground-up restoration which included a performance package similar to that of the 88 M5. Some of the modifications included a 245hp engine upgrade, ground effects, and suspension package. Mike says his car is a true Autobahn vehicle that drives and handles beautifully.

**C**ar 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 news-

letter, 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:  
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# NEW MEMBERS WELCOME!

We are still growing with 4161 members at last count. Second only to the Golden Gate Chapter.

Thanks to Chris Mantzio, Marc Miller, Rick Hardy, Sean M. Teague, Steven A. Canterbury and Tom T. Hancock for referring new Club members.

Do you know someone who owns a BMW and is missing out on the rewards of the belonging to the

BMW CCA? Parts discounts at local BMW dealerships and select independent service centers. The national monthly publication of the *Roundel*. The Membership Rewards Program from BMW NA. Not to mention all of our local activities.

We have 46% of our members living in Virginia, another 46% in Maryland, 6% in Washington, DC with the remaining living elsewhere in the US or serving in the military overseas.

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. Check the Chapter website (<http://www.nccbmwcca.org>) for the latest details.

Name	Year/Model	Name	Year/Model	Name	Year/Model
Ralph Adams	2001 540i	Earl Cole	2001 325ic	Tod & Diane Hildebrand	1998 528i
Rollnick Agustin	1996 M3	Al Collins		Michael Holloway & Karen Baile-Holloway	
Salman Ahmad		Deborah & Joe Costanzo		Michael Hoover	
Syed Ahmed		Bryan Cramp		Walter Howell	2001 740i
Komlan Akakpo	1996 318i	Lewis Crenshaw		Stuart Huang	1999 M Roadster
Paul Mark Alger	2000 540i	Tyler Davies	1992 325i	Steven Hughes	2001 X5
Scott Andochick	2001 M3	Joseph Davison	2001 325i	Dan Hughes	2000 323ci
Rufus Andrews	2001 325i	Ugo DeBlasi	2002 540ia	Bryan & Petra Hunt	1995 318
Jose A. Avila		Jean-Claude Dehmel		Gugy Irving	1999 540i
James Barrett		& Jean Burrell	1998 Z3	Ben Jatlow	1993 325is
Kenneth Barton	2002 325xi	Andrea M. DeSanti	2000 323i	Doreen Jefferson	
Alexander J. Bastos	2000 528i	Monica & Danyeah Dillingham	2002 325i	Les Jent	2001 530
Raymond S. Baxter		Gregory V. & Deborah L. Donovan	1998 M Roadster	Edward Johannemann	1995 525i
& Denise Detwiler Baxter	2001 540i	Mike Dudley	1994 740iL	Elaine Johnson	2002 325i
Robert & Tania Beckham	1998 740iL	James Dunlap	2001 325ci	Morgan Johnson	1972 2002
Lida Behnam	1995 318	Greg DuPertuis	1998 M3	Nicole Johnson	
Reginald B. Belgrave	1992 325i	Michael Durham	1994 325is	Jim Johnston	2001 525i
Henri Beni		Douglas B. & Michele Earhart	1998 740i	Thomas Jones	2001 330ciC
Wayne Beyer		Dale Ehrenberg	1991 735 iL	Dinshaw Joshi	1994 525i
Jacqueline Blackwell	1997 540ia	Dain Eisold	2001 M3	Jay Kaplan	2001 Z3
Robert Blakeslee	1997 528i	Douglas Ellmore	1974 2002tii	Lina Karjawayly	2002 325ci
John Blazer	1989 325is	Theo & V Alethia Esberry	1986 328i	Michael G. Kassack	2001 330xi
Barry Bleweis		Micheline Esguerra	2001 325i	Cory Keelin	2001 325i
Juan Fernando Bonilla	2002 325i	Richard Feehan	1995 525iT	David Keene & Maryse De Felice	1984 318i
Quinton Bowman	2000 540i	Phyllis & Perry Feldman		Jackson Kemper	
James E. Brashear	2001 740iL	Paul Ford	1998 740iL	Suzanne Kijowski	2001 Z3
William & Patricia Breed	1998 M3	William Fritton		Roger Kim	1998 528i
Marie-Claire Brown	2001 330ci	Dennie Gandee	528i	Kenneth King	
Kerry Brown	2000 323i	Nubia Garcia & Aiko Martinez	2001 330i	Susan Klee	
Thomas Buchanan		Armando Garcia	2001 530i	David Kolodny	1999 M Roadster
Marc Bunting	1998 540i	Michael Garrett		Joe & Pat Kraemer	2001 300xi
Des Burke	2001 330ci	Don D. Goosbey	1998 318ti	David Kuehn	1995 318 ti
Elizabeth Bush	1997 528i	Nancy L. & Robert A. Graham	2001 330ci	Richard Kuryk	2001 325
Sunny Butler	1995 325iC	Richard Gray	1987 535is	Judith & Stuart Labovitz	2002 330xi
Terry Carraway	2000 M Roadster	Gabriel B. Gregorek	1992 325ic	Hoa Lai	1996 328
Frank L. Carzo	2001 740iL	Ron Grotheer	2001 540i	Aram Lalayan	
Anthony Casilio & Susan Forrester	2002 330xi	Nazish Habib		Sam O. Lane	2001 330ciC
Joe Cassidy	1993 325	Boynton Hagaman	2001 330i	Gary Lawson	
Nicholas C. & Colleen Ceradini	1999 323i	Gordon E. Hallock	1984 325e	Jorgen Lazo	
James Chang	2001 540i	Timothy W. Harner		James Lee	2001 330ci
Jen Chauvin		Miguel Harris		Kevin Lee	2000 528iT
Mario Chavez		Tia Harris		D'Angelo & Ellis A. Leonard	2002 330ci
John Cheng	1995 M3	Erik Heine	2000 323iT	Thomas Lewis	
Steven Chisholm	1997 M3	J.A. Henson		Robert Libys	2002 325i
Seth Ciferri	2001 330ci	Don Hewitt	1995 740i	Steven Linberg	1998 740iL



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

Name	Year/Model	Name	Year/Model	Name	Year/Model
Drew Logan	2002 325i	Russ Payne	1999 528i	Patrick Stadter & James Stadter	1995 M3
Bret Lowell	2001 740i	Jan Pederson & Montserrat Miller	2000 740iL	Lori Stallworth	
Gary Luhman	2001 M Roadster	Quocgiam Pham	2000 M Roadster	David Stampfer	2002 M3
Willy Lutz	1984 318i	Mark Phillips	1996 328i	Thomas Stanley	1993 325i
Darryl Madden		Riyaz Poonawala	2000 328ci	Andrew Staton	1999 M3
W Brad Magill	1998 Z3	Noel Preston	1985 635csi	Sue Stofko	2001 325ci
Joe & Anastasia Mancuso	2000 740i	Tony Quattrone		John Straub	2002 530i
Michael Mann	2001 530i	Brian Rapp	1994 540i	Joshua Stuart	
Roger Marin	2001 M3	Peter Reeves		Jean Sturdivant	
Lidia Martin	1998 528i	Martin K. Rehberg	1998 Z3	Marc Sussman	2002 330xi
Gary Martin		Karl Reuss	2000 M Roadster	Eugene Suzuki	
Leslie Mauck	1997 328iC	Joe Reynolds	2001 540si	Andrew Szwec	2001 330ci
James Mauck	2000 328 Coupe	Drew Ridgely & Colleen Barlow	1998 Z3	Facundo Tassara	1995 M3
George May	1985 325es	Mark Riley	2001 330ci	Michael Teague	2000 Z3
Scott McDiarmid	1991 525i	Frank Rose	2001 540i	Branko Terzic	1998 328is
Timothy & Linda McElligott		Gary Rothfield & Elisa Lilienfield	2002 X5	Frederick Thomas	1991 535
Emmit J. McHenry	1998 M Roadster	Paul Rovitti	2001 540i	Herbert Thomas	1985 318i
Debra Meislin	2001 325iT	Albert Samaan	1991 535i	Joe Thomason	2001 Z3
Gregorio Meraz		Teri J. Sammeth	1997 M3	Leslie Thompson	1998 Z3
Timothy & Jacqueline Miller	1998 M3	Paul Sanner		Laura Tisinger	1997 328i
Jeff Miskin		Dave Scherzinger		Roger J. Touma	
Steven Missimer	1997 528i	Dawn Schrepel		Vu Tran	2000 M Coupe
Charles Mokotoff	1997 328i	Paul Seketa	2001 330ci	James Trela	1995 M3
Gil Moody	1998 M3	Robert Serino	1997 540i	Les Tripp	1996 325ic
Ivey Morgan	1981 320	Rob Seweryniak	2000 M Roadster	Gee-Heng Tsui	
William Motley	1995 318ti	Robert Sharpe	1994 540i	Rene Vazquez	
Milton Mullan	1989 525i	Julie Sheldon	1991 318i	Patrick Veltri	1998 M3
Joe Vance Myers	2000 328i	Nicole Sherman	1986 735i	Warren Wang	1989 M3
Domini Nelson	2000 323ci	Paul Shulman	2002 X5	Robert Wesley	2001 Z3
John C. Nelson	1998 528	Scott Siedler	2001 330i	Mark Westling	
Fred Nevells		Mark Silverwood		Jim Whitenight	2000 528
Paul Nicandri	1998 328is	John Sinrud	1988 325i	Jon Whitman	
Adam Nixon	1997 328iC	Marilyn Skaer	2001 Z3	Alvin Williams	2001 325i
Jim Nowak	2002 530i	T. C. Smith	2002 330i	TRobert & Leona Wilson	2002 330ciC
Charles Okyere	1999 540i	Thomas Smith		Patricia Wood	1990 325ic
Juliana Park	1997 318ic	Kaari Snelling & I Snelling Hughes	2001 525i	Michael Woods	2001 330ci
Joseph Park		Jeff Snider	2001 M3	Eugene Wright	1998 740iL
Kennedy & Natalie Pascal		Jon Spear	1997 M3	John W. Yee	1998 Z3
James Patton	2001 330ci	Bert Spittel		Tod Zuscin	

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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

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Mail to: Rich Beebe  
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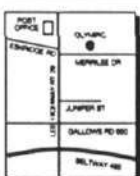
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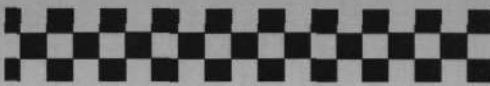
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# Woody's Competition



C O R N E R

BY WOODY HAIR

The ACO, organizers of the 24-Hours of Le Mans race, have imposed stricter eligibility requirements for the GT Class. They appear to be aimed at the BMW GTR V8 that was slightly faster than the Porsche 911 GT3R in the American Le Mans Series in 2001. The ALMS uses the ACO Le Mans rules. Before the first race of the season (Sebring in mid-March), BMW will have to build 100 street versions and the flat-crank 4-liter V8 must appear in at least 1,000 vehicles of any model. BMW has shown a street version of the M3 GTR that was announced to go on sale during 2002 at \$225,000. They'd be lucky to sell 10 at that price by March. I had heard early in the Summer that this V8 engine may appear in a special 7-series model, but nothing recently on that rumor.

PTG team owner, and Chapter member, Tom Milner is quoted in *Autoweek* as saying, "It certainly doesn't mean good news for BMW."

The rules further state that if an existing car does not meet these production requirements, it may run with drastic air-intake restrictors and weight penalties. Tom went on to say, "If we ran under

the waiver it would be like hitching up a trailer and pulling around all the old Porsches that are no longer competitive." One other possibility for the GTRs is to compete in the GTS class against the factory Corvettes and Saleen SR7s that use much larger, but production-based pushrod V8s. The BMWs could run there with less weight and a larger air-intake than the GT rules from 2001. I am sure we will learn more at the PTG open house on January 19. And don't forget that the ALMS will be racing right here in DC July 19-21!

The Chapter's autocross program had a very successful year thanks to the chairpersons Andrej Dolenc, Brian and Kristine Shipman. All eight events were close to or exceeded the limit of 90 entries. The courses were fun. Someone asked if it had ever rained at a Chapter autocross. No one could remember the last time it did. As the point standing for the various classes has not been posted yet, I'll remain in suspense like the rest of you. I assume the winners will be announced at our holiday party January 20.

The National Capital Chapter tied the SCCA in the final team standings for the 2001 MWCSCC Championship autocross season. Individual Club members who won their class for the year included Lee Hassig (Red Devil F500) F Modified, Bob Hausmann (E36 325is) A Prepared, Ron Katona (E36 M3) B Street-Prepared, James Sheridan-Peters (323is) D Street Prepared, Brad Burns (E36 M3) A Stock, Jeff Sander (Integra Type R) G Stock, and Barry Miles (Shelby GLHS) Street Modified.

**Speed Shifts:** PTG M3 driver Boris Said is reported to have fully recovered from a concussion he suffered in a testing accident at Road Atlanta. He was driving a Panoz. . . . . BMW Club Racing has proposed two "North American Challenge Championship" races to be held each year with a point system determining a national champion in each class. . . . . The One Lap of America will run the first week of May. Two time trials at Summit Point will take place on Friday, May 10. The route starts and ends in

*Nic Jonsson testing a  
M3 GTR V8 at Summit Point.  
Photo by Woody Hair.*



Rochester, NY and gets as far west at Colorado and New Mexico this year. . . . . VIR is expanding its professional race schedule this year. The Ferrari Challenge, Grand-Am Cup and AMA Motorcycles are returning. New this year will be a Rolex Sports Car (Grand Am) event Labor Day weekend and a Trans-Am/Speedvision Cup weekend in late October. . . . . Unfortunately the Chapter is losing it's top autocrosser. Ron Katona has been reassigned to

the Tidewater area. Ron was our autocross chairman several years ago and this year competed in both Pro-Solo and the Solo II Nationals in Kansas. We'll miss you Ron. . . . . G&W Motorsports of Danville, Virginia has long campaigned Porsche 911s in the Grand-Am and ALMS series. This coming year they will be racing an Italian-built Picchino sports racing car in the Grand-Am's SPRII class. It will sport a BMW 3-liter engine — presumably the Euro-M3 unit.

G&W's shop is on the grounds of VIR. . . . . Questions for the new year: Will Ralf and Juan Pablo start acting like teammates and go out for a beer after practice some day? Will the new Mini Cooper have to run in the X class (non-BMW) at our Chapter autocrosses? Will Rausch Creek and Beaver Run get open this year? Will FedEx Field become available for local autocrosses? Will you attend a race and compete in an autocross this year? CRUNCH

## BMW Autocross Results

### Shelby Dodge Club/MWCSCC Championship #7 Rosecroft Raceway, Sep 16

Ron Katona	95 M3	1st	B Street-Prepared	39.263
David James	99 M Coupe	2nd	Super Stock	39.874
Brad Burns	97 M3	1st	AS	40.546
Kevin Henry	90 325i	2nd	DSP	40.558
Bill Brochu	87 325is	1st	GS	40.707
James Sheridan-Peters	98 323is	3rd	DSP	40.735
Han Ah-Sue	90 M3	5th	AS	41.863
Neil Simon	99 M Coupe	5th	SS	41.989
Bob Hausmann	94 325is	1st	A Prepared	42.810
Alex May	00 M Roadster	6th	ASP	43.005
Vic Hall	88 M3	3rd	CSP	43.044
George May	00 M Roadster	7th	ASP	43.151
Chuck Grafton	90 M3	5th	CSP	43.395
Paul Redmon	95 M3	8th	AS	44.887
Guclu Durusoy	01 M3	10th	AS	45.100
Harum Simavi	01 330Ci	10th	GS	O.C.

### Saab Club/MWCSCC Championship #8 Rosecroft Raceway, Oct 21

Ron Katona	95 M3	2nd	BSP	54.146
Woody Hair	88 M3	2nd	CSP	54.830
David James	99 M Coupe	3rd	SS	54.847
Brad Burns	97 M3	2nd	AS	55.456
James Sheridan-Peters	98 323is	2nd	DSP	55.472
Bill Brochu	87 325is	1st	GS	56.053
Kevin Henry	90 325i	4th	DSP	56.472
Han Ah-Sue	90 M3	4th	AS	56.846
Angie Brochu	87 325is	1st	Ladies	57.297
Bob Hausmann	94 325is	1st	AP	57.446
Guclu Durusoy	01 M3	5th	AS	57.450
Mike Howe	00 M Coupe	5th	SS	57.953
Gary Lin	88 325is	2nd	EM	58.032
Hunter Wilson	01 330Ci	4th	GS	58.286
Greg Nolte	93 325is	6th	GS	58.326
Vic Hall	88 M3	8th	CSP	58.546
Paul Redmon	95 M3		Fun	60.336
George May	88 M3	9th	AS	61.356
Jacques Domenge	90 M3	10th	AS	62.953
Kaho Ho	00 328Ci	13th	Street Touring S	63.200
Travis Eddy	86 325e	11th	DSP	64.533
Eric Gyaki	92 325iC	11th	GS	64.862
Chris Smith	93 325is	13th	DSP	66.044
Martin Messina	01 325Xi	13th	GS	69.156
Scott Sinno	98 Z3	7th	BS	74.887

### SCCA/MWCSCC Championship #8 Frederick, MD, Oct 7

Ron Katona	95 M3	2nd	BSP	38.423
Alex May	00 M Roadster	1st	ASP	38.680
Bill Brochu	87 325is	1st	GS	38.929
David James	99 M Coupe	3rd	SS	39.393
Kevin Henry	90 325i	2nd	DSP	39.527
Gary Lin	88 325is	1st	E Modified	39.902
Han Ah-Sue	90 M3	4th	AS	40.535
Woody Hair	88 M3	6th	CSP	40.947(1)
John Dunlock	89 M3	6th	AS	41.122
Bob Hausmann	94 325is	2nd	AP	41.503
Mike Howe	00 M Coupe	9th	SS	42.158
Guclu Durusoy	01 M3	7th	AS	42.667
Bill Elliott	75 2002	4th	FSP	43.053
Neil Simon	99 M Coupe	12th	SS	43.226
Jeff Kohler	97 Z3 2.8	7th	ASP	44.694(2)
Eric Gyaki	92 325iC	12th	GS	52.026





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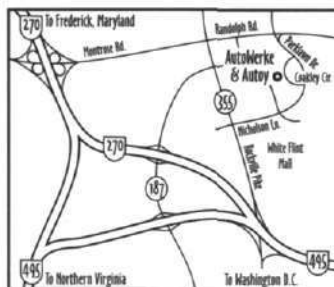


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