

September/October 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

JANUARY			
19	PTG Tour	14-19	Oktoberfest, Colorado
20	Annual Holiday Party, Elections & Awards - Mount Vernon, VA	19-21	National Grand Prix of Washington, D.C.
FEBRUARY			
3	Superbowl Mini Grand-Prix	3-4	Drivers' School, Jefferson Circuit, Summit Point Raceway
16	Restoration Shop Tour	5-9	The Ultimate Drive - Susan Korman Foundation
MARCH			
16	Restoration Shop Tour	11	G0-Kart Mini Grand Prix - Allsports, Sterling, VA
30-31	Drivers' School, Main Circuit, Summit Point Raceway	17-18	Allegheny Chapter Drivers' School, Wampum, PA
APRIL		18	Autocross #3
14	4th Annual Autocross School, Rosecroft Raceway	SEPTEMBER	
20-21	The Peaks of Otter Overnight Tour	14-15	Drivers' School, Main Circuit, Summit Point Raceway
MAY		14	Shenandoah Vineyards Concours
5	Deutsche Marque Concours	14	DIY Session
11	Autocross #1	14	2nd Annual Curry's Clash Sterling, VA
18	Mid-Atlantik '02 Fest III Carlisle, PA	21	Autocross #4
19	Jefferson 500 Vintage Race Corral Summit Point Raceway, WV	(TBA)	OCTOBER
19	Take Me To The Ballgame BaySox Stadium, Bowie, MD	12	Crab Feast w/"wash & shine"
JUNE		12	DIY Session
1	Blue Ridge Parkway Tour and 3rd Annual Wine Tasting	19	BMW of Arlington
6	Summer Tour Naked Mountain Winery, Centreville, VA	19	Autocross #5
15	Autocross #2	20	Fall Tour
JULY		27	Fun Rally/Pumkin Puzzler Hunt Valley, MD
6	Highway Safety School, Jefferson Circuit, Summit Point Raceway	NOVEMBER	
7	Drivers' School Jefferson Circuit, Summit Point Raceway	2	Autocross #6
		9	DIY Session BMW of Arlington

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

der Bayerische

National Capital Chapter BMW Car Club of America

September/October 2002



VOLUME 32 NUMBER 4

2
PRESIDENT'S MESSAGE

4
COMING EVENTS

8
DIY RSVP FORMS

18
NEW MEMBERS LIST

22
COMPETITION CORNER

26
MINUTES

27
CLASSIFIEDS

28
ADVERTISERS' INDEX



6
Autocrosses: 1 and 2
BY ROY MORRIS



11
*New Members' Party at
BMW of Sterling*
BY STEVEN SCHLOSSMAN



14
Doing it yourself is a blast.
BY JARED TOWNSEND



15
*NCC 2002 DIY Program
Update*
BY ALAN MARSH

16
*Summer Tour to the Naked
Mountain Winery*
BY STEVEN SCHLOSSMAN

17
Take Me Out to the Ballgame
BY STEVEN SCHLOSSMAN

Cover: A new member checking out the new
MINI at the new Members' Party (Page 11).
Photo: David LaPoint

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

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P R E S I D E N T ' S

Message

How time flies! It seems like it was just yesterday that I was writing my first president's message, and now the summer is almost over. It won't be too long before the leaves begin to change and the cool winds start blowing. Actually, as muggy as it's been lately, that doesn't sound too bad right now!

However, before the warm days are completely gone, we have a drivers' school at Summit Point in September. Come on out and watch! For those of you wishing for a different driving event, the Shenandoah Winery Concours also promises to be a lot of fun. Our first "Do It Yourself" (DIY) tech session of the year was a huge success! Within this issue of *der Bayerische* are the entry forms for the next two tech sessions. Alan Marsh, the organizer of these events, has said he plans to hold three DIY's before the end of the year and he's considering reserving one of them for ladies only.

About a month ago, while perusing the Operations Manual, I discovered that we did not have the Chapter's Articles of Incorporation on file. After consulting with one of our members on how to go about obtaining a copy, he was gracious enough to order the document and fax a copy to me. (Thanks, Roy!) A gentleman by the name of Robert P. Brooks signed the Articles of Incorporation, the document that created the National Capital Chapter, BMW Car Club of America, Inc. on May 16, 1977. Which means our Chapter is celebrating its 25th year! Congratulations on our silver anniversary! We hope to have more about the history of our Chapter in an upcoming issue.

In addition to the Articles of Incorporation, the Club is governed in accordance with its by-laws. These by-laws should be reviewed periodically, a process which is occurring right now. Should the review find that a change to the by-laws is necessary, the club's Board of Officers must first approve the proposed change, after which the matter is referred to the membership for ratification via a general vote.

Our Chapter has experienced tremendous growth in our membership over the past few years, I would like to see more of those people get involved. If anyone is interested in learning more about the club, or perhaps even taking a leadership role by either running yourself or nominating someone else for an officer position, please contact us. We are fast approaching year's end so our next issue will have candidacy statements printed.

Does anyone know Robert P. Brooks? If anyone knows of him or any of the "founding" members of our Chapter please have them contact us. I think it would be of great interest to the Chapter if we could get a hold of some long time members, to share stories, share experiences, and provide us with some history about the birth of the National Capital Chapter.

Remember, contribution of articles with or without photos are always welcome! Perhaps you'd like to reminisce about the "good old days" and take us on a trip down memory lane? I learned tonight that 20 years ago a National Capital Chapter driver's school held on a Friday at Summit Point Raceway cost the whopping and unbelievable sum of \$15.00! One year later a prime weekend driver's school in May was only \$90.00 for both days. (Thanks, Woody!) Oh well, it's time to get back to reality.

I would like to take this opportunity to thank Steven and Florence Schlossman for organizing and hosting our fantastic new member's party at the great new BMW of Sterling facility! Last, but not least, we have new editors on board for the National Capital Chapter's magazine! Rob Williams and Jared Townshend are teaming up to help bring *der Bayerische* to you, this issue being the first under their stewardship. A big "thank you" also must go out to past chapter president Mike Wendell for serving as interim *der Bayerische* editor!

Until the next one, "Happy Bimmering"! Oh, and one more thing, could we please have the "good old days" back?

Al



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2nd Annual Curry's Clash

Saturday, September 14, 2002

Time: 11:00AM to 6:00PM

Place: Curry's Auto Service, 1510 Moran Road, Sterling, VA

Just in case you haven't signed-up for one of the other events occurring the weekend of September 14th, Matt Curry has invited members of the National Capital Chapter to his 2nd Annual Curry's Clash event at their shop in Sterling, Virginia. As he did last year, Matt has included members from the Audi, Porsche and WRX Subaru clubs. Therefore, we need a good showing of BMWs.

Attendees will be entertained by a live band, participate in a dynoshoot-out, enjoy a catered lunch, and maybe win a door prize. In addition, vendors from BBS North America, Cobb Tuning, Olympic Auto Parts, and BG Chemical Company will be present. Matt is finalizing arrangements with vendors from Brembo, OG Racing, and GIAC USA (engine management software company for Porsche BMW & Audi) for their attendance. No RSVP needed — just come and enjoy the food, fun and discussions with other car nuts.

Directions: From the Capital Beltway (I-495) take the Dulles Toll Road (VA-267) West (caution, don't get on the Dulles Airport Access Road which runs down the center of the Toll Road). Exit the Toll Road at VA Rt. 28 North (Sully Road). Turn Left (go West) onto VA-625 (Waxpool Rd) and STAY IN THE LEFT LANE. Make an IMMEDIATE LEFT onto Moran Road. Follow Moran Road until you see Curry's Auto Service on the Right.

Autumn's Near DIY!

Saturday, 14 September, 2002

BMW of Fairfax, Fairfax, VA

8:30 AM to 1:30 PM

Shenandoah Vineyards Concours

Saturday, 14 September, 2002

See the Club's website for more information.

Autocross #4

Saturday, 21 September, 2002

Fall Foliage DIY!

Saturday, 12 October, 2002

BMW of Arlington, Arlington, VA

8:30 AM to 1:30 PM

Autocross #5

Saturday, 19 September, 2002

Fall Tour

Sunday, 20 October, 2002

See the Club's website for more information.

FUN RALLY**Pumpkin Puzzler**

Hunt Valley, MD

27 October, 2002

Start: 9:00 AM

The Branded Rally Club has invited National Capital Chapter members to join them for their Pumpkin Puzzler Fun Rally. It will be run on Sunday, October 27, 2002. The start location will be near Hunt Valley, MD. It will cover approximately 65 miles of all paved roads in Baltimore and Harford counties. The rally will consist of questions that the contestant will need to answer using signs along the rally route. There will also be some Halloween specials to hunt for along the way. The final section will consist of a picture hunt. You will be given pictures of distinctive places along the rally route which you will need to find as you drive the course.

The goal for this event is to get you out on some fun roads and test your powers of observation. The exact design of the rally may change slightly and more information will be available on the Branded website (www.branded.org) as the rally gets closer.

We hope to see you there! Any questions? Send an email to Steven Schlossman steven@happytogether.com

Was That A Snowflake? DIY!

Saturday, 9 November, 2002

BMW of Arlington, Arlington, VA

8:30 AM to 1:30 PM

Sign-up sheets for DIY events are in this issue. Don't forget to RSVP!

Autocross #6

Saturday, 2 November, 2002

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Autocrosses Numbers 1 and 2

Text and photos by Roy Morris



The first two autocrosses of the 2002 Club season were held May 11 and June 15 at Rosecroft Racetrack in Fort Washington, Maryland. We had beautiful weather for both events, and full participation. We fielded almost 90 drivers for each event. Although we had a wait list and could not pre-register every participant, everyone who showed up was able to drive, regardless of the wait list status. The number of workable venues for autocrosses is amazingly small given the number of parking lots in the Washington area, and we are grateful for Rosecroft's generous willingness to host our events.

We were also very glad to welcome a large number of novice drivers, all of whom allowed as to the fact that this was more fun than they could have imagined. What has always struck me about the club autocrosses is the friendly welcome given novices; it is not at all a competitive, cut-throat environment. I think we basically feel sheepish about having this much fun.

The course for the initial event on May 11 was the familiar course used at the autocross school, with an extra jog before the finish and an especially short stop box. That short stop box seemed to be a real challenge, especially for SCCA drivers who have gotten spoiled by not having that discipline imposed upon them. We had a lot of exceptionally fast times spoiled by blowing through the stop box; maybe that is why the times were so good.

The course for the second event was also designed by Andrej Dolenc, but done while suffering a vertigo attack. There were those among us, the author included, who seemed to be unable to memorize this course. But that is part of the challenge. The other part was traction. The Rosecroft lot has a loose texture that really never lets you get a firm grip. As Ron Katona said, "you might as well be driving a 318, because there is no place to put the power down." With all the loops in the second event, and universal oversteer issues, we found that "slow is fast." The best times were turned in by drivers who exercised restraint as opposed to exuberance.

Autocross number 2 also brought a new feature to our club's events: professional photography by BJ Raiford of turn4photo.com. He has posted a couple hundred photos of the first heat at www.turn4photo.com, and plans to be there for us at future events. The photos are available for purchase but are on the website for all to see and enjoy.

As always, both our successes and our failures were warmly applauded by our fellow contestants. The results sheets, which follow, reduce the challenge and excitement of piloting your sliding vehicle through a maze of orange cones to mere numbers or "OC" notations. Behind each +1 or OC, though, there is a humbling lesson taught the driver about the laws of physics.



BMW AUTOCROSS RESULTS

CAR #	NAME	MAKE	MODEL	BMW CLASS	SCCA CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST RUN
203	Dazzo, Dan	BMW	Z3 2.8	S1	BS	62.610	61.559	61.495	61.009	61.009
106	Garces, Rafael	BMW	96 328	S1	DS	62.812	62.589	62.006	DNS	62.006
121	Wilson, Hunter J	BMW	00 330Ci	S1	DS	64.385	63.493	63.432	62.996	62.996
130	Meyer, Dave	BMW	99 328is	S1	DS	74.958	67.198+1	66.546	65.406	65.406
107	Szachara, Scott	BMW	91 M5	S1	FS	67.144	67.333	67.490	66.408	66.408
129	Haynes, Bryan	BMW	99 328i	S1	DS	OC	66.546	66.085+1	68.202+1	66.546
223	Dazzo, Gale	BMW	Z3 2.8	S1	BS	OC	68.949	67.503+1	67.811	67.811
225	Kwon, Amos	BMW	01 325ci	S1	DS	68.216	68.261	68.043	86.833	68.043
209	Smith, Bob	BMW	01 Z3 Coupe 3.0	S1	BS	69.644	69.173	68.691	68.833	68.691
110	Caplan, Jeremy	BMW	02 325xit	S1	DS	78.366	73.597	71.882	70.852	70.852
227	Szachara, Myra	BMW	91 M5	S1	FS	97.817+2	74.363	71.757	DNF	71.757
321	Cherry, Dwayne	BMW	00 323Ci	S1	DS	OC	74.791	73.873+1	OC	74.791
302	Sheridan, James	BMW	98 323is	S1M	DSP	60.326+1	59.162	59.477+1	DNF	59.162
325	Katona, Ron	BMW	98 323is	S1M	DSP	59.812	OC	60.941	59.220	59.220
202	Kohler, Jeff	BMW	Z3 3.0	S1M	ASP	DNF	60.654	60.478+1	DNF	60.654
230	Henry, Kevin	BMW	90 325i	S1M	DSP	61.765+1	62.130+1	DNF	61.193	61.193
222	Rebano, Mark	BMW	89 325is	S1M	DSP	64.854	63.681	63.566	62.256+1	63.566
229	Hartge, John	BMW	88 M5	S1M	ESP	66.440	63.855	DNF	66.538+1	63.855
115	Pixton, Daniel	BMW	93 325is	S1M	DSP	68.940	OC	69.238	65.948	65.948
201	Kundhi, Tarun	BMW	95 318ti	S2	HS	66.128+1	66.022	66.502	66.127	66.022
204	Stewart, Tyler	BMW	97 540iA	S2	FS	71.428	71.211	69.091	68.695	68.695
207	Hoover, Mike	BMW	540i	S2	FS	OC	70.918	77.275+1	69.403	69.403
123	Frankiewicz, Jim	BMW	97 540i	S2	FS	OC	OC	70.076	70.261	70.076
316	Brochu, Bill	BMW	88 535is	S2M	ESP	OC	61.363	60.710	60.730	60.710
326	Brochu, Angie	BMW	88 535is	S2M	ESP	64.680+1	63.322	62.198	63.330	62.198
320	Schofield, Bill	BMW	96 318ti	S2M	DSP	65.449	64.510	64.324	63.858	63.858
124	Kim, Steve	BMW	87 535is	S2M	ESP	69.948	67.558	68.148	66.997	66.997
220	James, David	BMW	99 M Coupe	SS	AS	60.552+1	60.423	60.764	60.461	60.423
126	Marghescu, Silviu	BMW	98 M3	SS	BSP	66.408	66.266	63.022	62.573	62.573
303	Emad, Rani	BMW	98 M3	SS	BS	66.237	62.738	62.965	DNF	62.738
315	Dolenc, Andrej	BMW	97 M3	SS	BSP	DNF	62.956	63.390	DNF	62.956
224	Baicar, Ken	BMW	95 M3	SS	BS	65.280	64.407+1	64.275	63.470	63.470
319	Emad, Phil	BMW	98 M3	SS	BS	65.080	64.989+1	63.869	92.995	63.869
310	Morris, Roy	BMW	98 M3	SS	BS	66.940	64.597	64.305	63.986	63.986
324	Morris, James	BMW	98 M3	SS	BS	65.994	107.153+1	65.278	63.996	63.996
217	Milligan, Bill	BMW	99 M Coupe	SS	AS	70.007	66.589	64.561	OC	64.561
218	Han, Ah-Sue	BMW	88 M3	SS	BS	OC	64.623	64.833+1	64.016+3	64.623
215	Ghosal, Sunir	BMW	95 M3 ITW	SS	ASP	66.919	OC	65.927	65.288	65.288
114	Davis, Tom	BMW	98 M3	SS	BS	66.928	67.143	66.140	65.903	65.903
108	Osborne, Chris	BMW	00 M Roadster	SS	AS	72.376	68.798	67.197	66.024	66.024
104	Carraway, Terry	BMW	00 M Roadster	SS	AS	68.236	67.589	66.155	74.629	66.155
301	Eyler-Walker, Zack	BMW	96 M3	SS	BS	74.618	69.703	67.262	67.033	67.033
120	Shay, Martin	BMW	91 M3	SS	BS	75.352	70.684	70.966	67.804	67.804
328	Miller, Andrej	BMW	95 M3	SS	BS	73.744	69.671	68.557	68.356	68.356
211	Gorman, Sid	BMW	02 M3	SS	SS	70.603	68.531	69.652	DNS	68.531
101	Haque, Jamal	BMW	95 M3	SS	BS	73.972	74.170	70.749	69.987+1	70.749
314	Hrebenach, Paul	BMW	95 M3	SS	BS	OC	OC	75.174	72.961	72.961
221	Noe, Steve	BMW	98 M3	SS	BS	OC	OC	OC	OC	NR
208	Hair, Woody	BMW	99 M Coupe	SSM	ASP	DNF	58.413	59.177	59.069	58.413
214	May, Alex	BMW	02 M Rdstr.	SSM	ASP	OC	OC	59.301	DNF	59.301
226	Hollinger, Bill III	BMW	98 M3	SSM	BSP	DNF	59.562	59.458	DNF	59.458
122	Redmon, Paul	BMW	95 M3	SSM	BSP	63.295	61.144	DNF	59.476	59.476
212	Hollinger, Bill Jr.	BMW	98 M3	SSM	BSP	62.641	62.881	61.812	60.203	60.203
109	Hochsteins, Mark	BMW	99 M3	SSM	BS	DNF	OC	60.246	60.547	60.246
117	Warfield, Jeremy	BMW	95 M3	SSM	BSP	65.751	64.404	63.009	64.440	63.009
323	Anecharico, John	BMW	97 M3	SSM	BSP	OC	OC	OC	63.514	63.514
216	May, George	BMW	88 M3	SSM	CSP	65.262	65.178	DNF	63.588	63.588
118	Howe, Mike	BMW	00 M Coupe	SSM	ASP	68.127	66.595	63.997	64.305	63.997
219	Grafton, Chuck	BMW	90 M3	SSM	CSP	66.001	65.527	65.324	64.739	64.739
213	Hall, Victor	BMW	88 M3	SSM	CSP	OC	66.093	65.755	OC	65.755
102	Kolodny, David	BMW	99 M Roadster	SSM	ASP	OC	66.723	OC	67.007	66.723
313	Redman, Dan	BMW	72 2002	TM	FSP	OC	OC	66.902	68.494	66.902
103	Fitzgerald, David	BMW	84 318i	TM	FSP	OC	73.484+1	71.665	71.611	71.611
318	Wong, Eric	Chev	01 Corvette	X	SM2	63.578	67.647	61.080	72.107+3	61.080
111	Boss, Grant	Chev	Impala SS	X	EM	68.367	61.680	62.536	61.754	61.680
125	McClory, Branwell	Subaru	WRX Wagon	X	DS	OC	64.421	DNF	62.490	62.490
305	Lee, Ching	Honda	S2000	X	BS	OC	62.653	OC	67.440	62.653
317	Rabe, Roberto	Audi	01 TT	X	SM2	69.845	65.132	65.671	63.273	63.273
330	Ralston, Mark	Ford	95 Cobra	X	ESP	OC	64.638	63.621	64.616+1	63.621
105	Cunningham, James	Porsche	79 911	X	BS	64.690	63.890	64.239	DNS	63.890
205	Amdt, Steve	Honda	92 Civic Ci	X	HS	68.699+1	66.449	65.700	64.423	64.423
309	Lamson, Brandon	Honda	97 Prelude	X	STS	OC	65.800+1	65.060	64.599	64.599
228	Sharma, Vinay	Acura	99 Integra GSR	X	GS	DNF	67.247	65.787	65.781	65.781
306	Sharma, Sanjay	Honda	Prelude VTEC	X	DS	70.522	69.319+1	67.971	66.683	66.683
322	Pugliani, Tony	Honda	01 Prelude	X	GS	68.689	67.247	66.819	67.256	66.819
210	Smith, Dave	Nissan	300 ZX Turbo	X	BS	OC	67.439	68.872	66.679+1	67.439
307	Scriba, Fred	Chev	01 Camaro Z28	X	FS	OC	OC	OC	67.440	67.440
119	Weaver, Chris	Mazda	01 Miata	X	CS	72.641	68.443	68.151	67.472	67.472
127	Hearn, Brian	Subaru	WRX	X	DS	OC	OC	69.286	69.283	69.283
329	Werneth, David	Ford	00 Contour SVT	X	GS	78.040	75.628	74.441	72.101	72.101
308	Naff, Ken	Mazda	93 RX-7	X	ES	OC	OC	85.946	72.120	72.120
113	Cormack, Kyle	VW	91 Fox	X	HS	82.342	77.331	76.330	73.519	73.519
304	May, Alex	Chev	01 Corvette	X	SM2	OC	OC	59.782	60.877	FUN
312	Nealy, AJ	Honda	91 CRX si	X	CSP	OC	OC	DNS	DNS	NR

FALL FOLIAGE DIY!

Saturday, October 12, 2002
AT BMW OF ARLINGTON, ARLINGTON, VA

BMW OF ARLINGTON is sponsoring a Do-It-Yourself (DIY) session for the BMW Car Club of America, National Capital Chapter (NCC) from 8:00 AM to 1:30 PM on Saturday, October 12, 2002. They are located at 3400 Jefferson Davis Highway, Arlington, Virginia 22202, and their telephone is (703) 684-8500.

We will have the use of a limited number of service bays with lifts. One or more BMW OF ARLINGTON service technician(s) will be on hand to answer our automotive maintenance questions, and give us guidance as we work on our own BMWs with our own tools. Their parts department will be open during the DIY session, and NCC strongly encourages you to utilize it for all the parts you need during the session. Remember that BMW OF ARLINGTON grants a generous discount on genuine BMW parts to all NCC members showing a current membership card. We suggest that you contact their parts department several days prior to the DIY session to ensure that they'll have all the parts you will need, especially if you're bringing a mature BMW.

This DIY is primarily intended for maintenance and moderate repairs that you can complete within a two-hour time period. All Club members are expected to bring their own tools, and to perform their own work. There are usually several NCC members who may volunteer to assist when an extra pair of hands is needed, and we routinely are happy to show newcomers the joys of simple maintenance activities. If you need a BMW special tool for your repair, include a note to that effect with your preregistration form, and **understand that we cannot guarantee its availability.**

Ladies & Other Newcomers (LONs) We are encouraging ladies and other NCC members who have never participated in a DIY. The first three "LONs" who arrive before 8:00 AM, and perform work themselves on their cars with our help and guidance, will have their checks returned uncashed. Please print "LON" above your name on the form below.

Participation is on a strict preregistration basis through NCC only; please do not contact BMW OF ARLINGTON for this purpose. You may preregister by completing all items on the form below and mailing it, along with a non-refundable fee of \$15.00. Your check should be **made payable to BMW CCA NCC.** You will be notified of your registration status by the Thursday before the DIY. (Please be advised that if we don't receive your check and preregistration form postmarked by September 28th, and we still have space available, the fee will double to \$30.00.)

This is our third NCC DIY session scheduled for 2002, and the first of two at BMW OF ARLINGTON. Please think about your Fall maintenance requirements, and preregister early. NCC will set an upper limit on preregistration, and we wouldn't want you to be disappointed because you waited too long. (If we are already full when we get your check, we'll return it to you.)

Detach below form, enclose your check, and mail promptly. Pre-registration is via USPS only.



FALL FOLIAGE DIY!

BMW OF ARLINGTON DIY Pre-Registration Form
Saturday, October 12, 2002, 8:30 AM to 1:30 PM

Name : _____ Home phone _____ Work phone _____

Address : _____ City : _____ State : _____ Zip : _____

BMW year : _____ Model : _____ I'll need help (Y/N) _____ I'll need special tool (Y/N/?) _____

BMW CCA Member # _____ E-mail _____ Work I plan to accomplish: _____

Mail to FOLIAGE, c/o Alan Marsh, 3126 Rittenhouse St NW, Washington, DC 20015, NLT Sept 28th.

WAS THAT A SNOWFLAKE? DIY!

Saturday, November 9, 2002
AT BMW OF ARLINGTON, ARLINGTON, VA

BMW OF ARLINGTON is sponsoring a Do-It-Yourself (DIY) session for the BMW Car Club of America, National Capital Chapter (NCC) from 8:00 AM to 1:30 PM on Saturday, November 9, 2002. They are located at 3400 Jefferson Davis Highway, Arlington, Virginia 22202, and their telephone is (703) 684-8500.

We will have the use of a limited number of service bays with lifts. One or more BMW OF ARLINGTON service technician(s) will be on hand to answer our automotive maintenance questions, and give us guidance as we work on our own BMWs with our own tools. Their parts department will be open during the DIY session, and NCC strongly encourages you to utilize it for all the parts you need during the session. Remember that BMW OF ARLINGTON grants a generous discount on genuine BMW parts to all NCC members showing a current membership card. We suggest that you contact their parts department several days prior to the DIY session to ensure that they'll have all the parts you will need, especially if you're bringing a mature BMW.

This DIY is primarily intended for maintenance and moderate repairs that you can complete within a two-hour time period. All Club members are expected to bring their own tools, and to perform their own work. There are usually several NCC members who may volunteer to assist when an extra pair of hands is needed, and we routinely are happy to show newcomers the joys of simple maintenance activities. If you need a BMW special tool for your repair, include a note to that effect with your preregistration form, and **understand that we cannot guarantee its availability.**

Ladies We are encouraging female NCC members who have never participated (LNP) in a DIY. The first three LNPs who arrive before 8:00 AM, and perform work themselves on their cars with our help and guidance, will have their checks returned uncashed. Please print "LNP" above your name on the form below.

Participation is on a strict preregistration basis through NCC only; please do not contact BMW OF ARLINGTON for this purpose. You may preregister by completing all items on the form below and mailing it, along with a non-refundable fee of \$15.00. Your check should be made **payable to BMW CCA NCC.** You will be notified of your registration status by the Thursday before the DIY. (Please be advised that if we don't receive your check and preregistration form postmarked by October 26th, and we still have space available, the fee will double to \$30.00.)

This is our fourth NCC DIY of 2002, and the second at BMW OF ARLINGTON. Please think about your Winter maintenance requirements, and preregister early. NCC will set an upper limit on preregistration, and we wouldn't want you to be disappointed because you waited too long. (If we are full when we get your check, we'll return it.)

Detach below form, enclose your check, and mail promptly. Pre-registration is via USPS only.



WAS THAT A SNOWFLAKE? DIY!

BMW OF ARLINGTON DIY Pre-Registration Form
Saturday, November 9, 2002, 8:30 AM to 1:30 PM

Name : _____ Home phone _____ Work phone _____

Address : _____ City : _____ State : _____ Zip : _____

BMW year : _____ Model : _____ I'll need help (Y/N) _____ I'll need special tool (Y/N/?) _____

BMW CCA Member # _____ E-mail _____ Work I plan to accomplish: _____

Mail to SNOWFLAKE, c/o Alan Marsh, 3126 Rittenhouse St NW, Washington, DC 20015, NLT Oct 26th.

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New Members' Party at BMW of Sterling

By Steven Schlossman, Membership Chair
Photos by David LaPoint.

On June 15th our area's newest BMW dealership, BMW of Sterling, opened its doors to host our annual New Members' Party. The party was a rousing success with over 100 people in attendance, from people who have joined in the last year to some 20-year veterans. Whether they came to see the new dealership, get a peek at the new MINI, or just for the free food; it seemed everyone enjoyed themselves and had a great time.

Thanks to Robert Burden, Christal Waddy, and Chuck Joffe for opening their dealership to us and helping to make the party a success. Chuck, the Service Manager at BMW of Sterling, and several of his technicians, made themselves available to answer members questions

concerning the operation of the service side of the dealership, as well as a few specific technical questions. The dealership is beautiful and the personnel at BMW of Sterling is top notch; they've extended an invitation to the NCC to hold meetings and have tech sessions at their facility, and we're sure we'll take them up on the offer!

The raffle was a lot of fun for everyone. We'd like to thank BMW of Sterling and Racing Dynamics for contributing door prizes such as BMW models, a MINI mouse pad, BMW of Sterling coffee mugs, and a Racing Dynamics Umbrella; in addition to usual assortment of NCC decals, license plate frames, and event certificates.
(More photos on the next two pages.)





BMW of Sterling MINI of Sterling





Doing it yourself (DIY) is a blast!

By Jared Townsband (NCC Technical Chair)

For a hack mechanic like me, my dreams recently came true. Suppose that you fell asleep one night knowing that the next day you were going to work on your car... what would you dream about? Imagine being allowed to use a lift at a BMW Dealership's Service Center and access to specialty tools, all supervised by a service technician with over 10 years experience who is willing to answer questions and demonstrate tricks of the trade. Now open your eyes... your dreams have come true.

On Saturday, July 20th 2002, BMW of Fairfax, in Fairfax, VA, opened their service department's doors to the National Capital Chapter BMW CCA. The event, called the DIY Program (Do It Yourself), was organized by Alan Marsh, who has been a BMW CCA member for over 20 years. Alan decided that after six years without a DIY event, "it was about time!"

Attendance was great for the first event in six years. Ten members attended, bringing nine cars, and conquered jobs ranging from changing oil, to shock replacement, to control arm and bushing replacement. We even managed to get a new

member who had just come by to ask a few questions. There were six bays open and veteran BMW service technician Ron Wagner successfully managed to keep up with all the tasks in each bay. All the participants were on their best behavior, which meant asking before disposing of fluids and using specialty tools and returning borrowed tools after use. Participants were required to bring their own basic tools, but sharing tools among participants was common. I was pleasantly surprised that I returned home with all the tools I came with. Even Ron was willing to lend a tool or two; so far I have not received any phone calls from him looking for his whosywhatzit.

The staff in the BMW of Fairfax service and parts departments was also kind and helpful. The National Capital Chapter BMW CCA would like to send a special thank you to Ron Wagner, Hank DiToro and Jay McGovern. True to the BMW of Fairfax Service Department's mission, to care for customers as if they were family, they treated us fledgling mechanics like we were family too. Hank DiToro, Shop Foreman, reported that the event, "went very well." He enjoyed how much the event was "very appreciated by club members." Hank

also remarked that the "use of lifts is always great, but the availability of knowledgeable BMW mechanics is priceless." Au contraire mon frere... I have had my car serviced at BMW before and can attest to the fact that it not actually priceless. However, knowledge and technology come at a price, and BMW of Fairfax keeps current on the latest innovations, including converting their lifts from environmentally unfriendly hydraulic fluid to environmentally friendly vegetable oil.

The next DIY event will be held September 14th. I encourage you to sign up and tackle a job that you might normally consider too difficult (and painful) to complete lying on your back under the car. I also hope that you will consider buying your parts from BMW; remember, most dealerships offer 10-15% off parts for BMW CCA members. And the more parts we buy, the more likely it is that the dealerships will continue to open their doors to DIY events.



NCC 2002 DIY Program as of July 21st

By Alan Marsh



Alan Marsh photo

One of the most important responsibilities of a marque club is to help its members get to know and maintain their cars well. Our NCC board of directors is reinvigorating our Do-It-Yourself (DIY) program, which allows us to maintain our BMWs under the expert guidance of our metropolitan-area BMW dealers. During these DIYs we do maintenance and simple-to-moderate repairs, with our own tools. We use the dealers' lifts, and their parts counters are open to us, offering our Chapter discount when we display our current membership card. We encourage members who have never before worked on their cars to learn the pleasures of simple BMW maintenance, including oil changes and brake pad replacement. We all started that way.

Our first 2002 DIY attracted nine members to BMW of Fairfax on July 20th, bringing a 323, two 325s, a 525, a 528, a 535, a Z3, and two M3s. We accomplished numerous projects including oil & filter changes; replacing spark plugs and headlight bulbs; parking brake adjustments and repair; brake work including new pads, hoses and fluid; installation of front and rear shock tower and lower braces; replacement of rear shock mounts; and replacement of tie rod ends, control arm bushings, and swaybar links.

We thank the BMW of Fairfax people who helped us: Jay McGovern, Director of Fixed Operations; Dana Novosel, Assistant Service Manager; Parts people Leah Epting, Jeff Becker, and Shafiq Rehman; and expert Technicians Brent Butler, Hank DiToro, and Ron Wagner. With their help and the other folks at BMW of Fairfax, we indeed had a very successful beginning! Thanks also go to NCC members Jared Townshend, Al Zavala, and Rafael Garces, who helped with the wrench turning, enthusiasm building, and administrative details.

We continue with three more DIYs on our 2002 calendar, as listed at the end of this article. (For 2002 fans, there will be at least one at our next DIY.) We anticipate that our 2003 DIY program might have proportionally more events, as long as we work together to keep them safe, successful, and fun for both us

and our BMW dealers. We also want to broaden the DIY "corporate knowledge" within our Chapter, so please be prepared to volunteer to help a little. Our Chapter will gain a lot from our efforts.

Please remember that all DIY pre-registration will be only via USPS with the appropriate form and a non-refundable check, and your postmark is important in the process. Also know that I am not a technical expert, and therefore I'm not listed on the Chapter's website. For administrative questions you may call me before 9 PM at (202) 966-6487.

Listed below are the 2002 DIYs. If you would like the DIYs continued into 2003, please drop me a postcard before November 1st at 3126 Rittenhouse St. NW, Washington, DC 20015.

Jul 20	BMW OF FAIRFAX	9 BMWs
Sep 14	BMW OF FAIRFAX	Fairfax, VA
Oct 12	BMW OF ARLINGTON	Arlington, VA
Nov 09	BMW OF ARLINGTON	Arlington, VA

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Summer Tour to the Naked Mountain Winery

Text and photos by Steven Schlossman, Tourmeister

This year our Summer Tour took us to the Naked Mountain Winery in Markham, Virginia. On June 9th more than 75 people in 34 cars, ranging from a 1972 3.0 CSI to a Z8, and including one new MINI, assembled in Centreville for a driving tour through the back roads of Virginia.

Using standard rally route instructions, cars departed Centreville at 11:00 a.m. on a 70-mile journey. We began by heading South on Route 28 until we reached the roads less traveled. Through the course of the drive, packs of cars formed several caravans that drove at their own paces. The final leg was a 17-mile drive up through the twisties on Leeds Manor Road.

The first cars started to roll in at 12:30 and, not surprisingly, they had ///M badges on their sides. We parked on the grass and waited for everyone else to arrive. Once everyone arrived we went for a tour of the winery and, afterwards, headed upstairs for some wine tasting. The Naked Mountain Winery supplied a

"DRINK NAKED" cook's apron as a raffle prize. After deciding on what bottles of wine to purchase, people sat around the property enjoying the picnic lunches they had brought. Although the weather was a little too warm, it proved to be a wonderful day to spend with family and friends.



If you have not participated in one of our tours, you are encouraged to come along next time. It's a wonderful way to meet new club members and enjoy the camaraderie of some really nice people. It's also a great opportunity to spend time with the whole family for a day, very little shoptalk goes on; it's strictly a social event.



"Take Me Out to the Ballgame"

By Steven Schlossman

Intent on something a little different, a group of NCC members gathered on June 23rd, a warm and sunny Sunday afternoon, to watch the Bowie Baysox take on the Reading Phillies at Prince George's County Stadium. For those of you who are accustomed to watching only Major League baseball, the minor league teams and the parks they play in can seem ...well ... intimate: the field is smaller, the players are smaller, but fortunately, the prices are smaller as well.

The folks at Prince George's County Stadium treated us very well, our reserved seats put us right in front of the action and they even had several promotional giveaways. This facility is very much geared toward families, a fact that several of our members took advantage of by bringing their youngsters along for the quintessential summer afternoon at the ballpark.

Unfortunately the Baysox couldn't quite pull this one out, losing 8-1, but a great time was had by all. Keep your eyes on the Coming Events column of *der Bayerische* for news about when we'll arrange to see the Baysox again, next time we'd like to make it an evening date as there is a fireworks display following night games!

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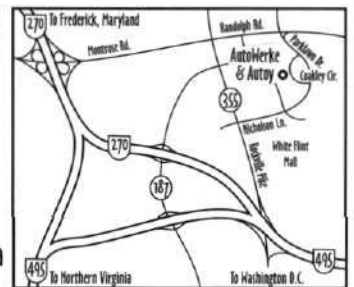


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BMW CCA National Capital Chapter Membership Tops 4,700!

As of July 24, 2002 our Chapter had 4,775 members. Of those, 540 are associate members and 61 are members of other chapters who have chosen to also be members of the NCC.

Thanks to the following members, who referred new members to the Club within the last month: Timothy Coates, Dennis Donohue, Daniel A. Erwin, Leonard Harrell, John Kenney, Daniel W. Martin, Frank Merrikh, George Phillips, Troy Rudy, and Iris Salcewicz. Now that they've joined, we hope you'll help us get those new folks out to some events!

Please remember to tell your friends, family, and colleagues about the benefits of BMWCCA membership: the award winning *Roundel* magazine, the Membership Rewards program from BMW of North America, discounts on parts and services from local BMW dealerships and select independent service centers, as well as the myriad activities of the National Capital Chapter.

Half of you aren't updated on what's going on! Our e-mail rate remains at just over 50%, meaning half of you are not getting the Monthly e-mail of "Coming Events". We keep your e-mail info in the strictest confidence, so you can feel free to sign up to receive this mail every month without fear of incurring unwanted spam e-mails. To start receiving the update, please send a mail to: list@nccbmwcca.org with the word "Register" in the subject line.

You can also keep informed about club activities by visiting our web-site, point your browser to: <http://nccbmwcca.org>. Changes of address and membership renewals can be processed from the BMWCCA web-site at: <http://bmwcca.org>.

Below is the list of members who have joined the Club since the last issue.

Welcome, we hope you enjoy all the Club has to offer!

Mohamed Ali		Gene Chun	1997 540i	Anthony V. Fiocco	2000 328i
Michael Anikeeff	2002 325Ci	Matthew & Eunice Ciskowski	1996 328i	Thomas Finzel	
Brett & Rachel Armstrong	1993 325	Kevin Coates & James Coates	1989 525i	Michael Fiore	2002 330i
Tim Arnold		Max Cohen	2002 M3	Tracey Fischer	1988 528e
Ron Ashton	1991 325i	Arthur Coleman		Michael Fitzgerald	2002 330Ci
Ariel B. Austria	1998 328is	James Constantine		Judy D. Fortune	
James Bailey	2002 330Ci	Michael Copperthite	2001 M roadster	Thomas Franklin	1998 318ti
Nilo Balatbat	2002 745iL	David Costanza	1998 540i	Lori Freedman	
Sharon M. Barnard	2002 325xiT	Gary Cote	1999 M3	William Gaines	1991 535
Chris Beauchemin	1997 M3	John Counts	2000 M coupe	Ruth Gambino	1986 325e
Christopher Bellomy	1999 325i	Scott Cragg	1992 325is	Marc Gange	1997 328i
Brendon Bengermimo	2002 325Ci	Gordon Crawford	2002 540ja	Audrey Garnis	2002 530i
Pam Benson	2002 325i	William E. Cresswell	1997 850ci	Romer Geocadin	2001 325xi
Joel Beren		John M. Crow	1992 325i	Pamela Geriner	1998 328i
Steve Bingham	1995 315ic	Pandelica Dacu		Alma Ghalayini	
Dennis Bjork	1983 528e	Ronald Davis	2000 540iT	Paul Gilbreath	2002 M3
Richard Bordon	2001 330Ci	Joseph DeJohn	2000 323iT	Chris Girolamo & Clare Losty	1995 740i
Millard Boteler	2002 325Ci	Paul Dery	1995 525i	Lee Goldberg	
Ron Brandau	1994 530i	Robert Diggs		Irwin L. Goldstein	2002 325i
Janice E. Buckler		Gregg Donley		Mark Gong	
John Bucklew	2002 325i	Megan Douglas	1992 535i	Carla L. Graves	
L. Bui	2002 330Ci	Ernest Dubose		Bruce K. Grigor	1995 M3
David Bullman	1998 318ti	Iris Dugger-Dowe		Jeffrey Hall	1990 325i
Margaret Burke	2002 325i	Mike Dulisse	1996 318ti	Todd Ham	1997 540i
Christian Calvo		Barry Dunn	2002 330Ci	Pamela & O'Neil Hamilton	1995 325i
Bill Campbell	2000 740i	Marty Dustin		Abe Hamrah	2003 M3
Ned & Pamela Carey	2002 325i	Richard & Alexis Eakin	1997 540i	Greg Hansen	
Joseph Carlin	2002 M3	Mark Elenowitz	2000 X5	Norman King Harvey	2002 Z3
John Caruso	1992 M5	William Elliott	1975 2002	Ruhl Heffner	2000 528i
Cesar Carvajal	1998 M3	Rick Engle	2002 745i	Tom Hehman & Liz Hamilton	1997 Z3
Allen Wayne Caster	1995 540i	Leah Epting	1987 325is	Thomas Hennessy	
Chuck Celeste	2002 325xi	William Fagan	1994 325i	Joseph Higgs	2001 Z3
Steve Chaudet	2002 325i	Gerard P. Fay	2002 530i	Joanie & Chip Hill	2000 M roadster
Jae Choi	2002 325i	Michael & Hillary Fay	1994 740i	Reed Hitchcock	1983 533i
Larry Chou		Dave Ferrara	1993 325is	James Hodson	1987 325e

NEW MEMBERS WELCOME!

Thomas Hornick		Thomas & Anita Minehart	2002 325xi	Eugene Shin	1976 2002
James Huber & Darryl Shumaker	2000 323i	Kevin Minelli	2001 325is	Kevin R. Shiner	2002 745iL
Anthony Humphreys	2002 325i	David J. Mitchell	1996 328ic	Eric Shott & Jodi Barker	2002 X5
Donald Hunter	1988 740iL	Doug Mohr		Daniel Simpson	2002 325xi
Timothy Hurst	1994 740i	Craig & Kathleen Monsen	2000 528iT	Stephen Skarlatos & Anne Wilson-Skarlatos	2002 X5
Gene Irisari	2000 M roadster	Michael Moore		David Sky	2001 Z3
Cal Jackson	1992 325is	Monica & Lawrence Moore	2002 325Ci	Jake Smith	1998 M3
Dennis Jagers	1990 750iL	Dan Morrison	1993 318i	Jeff Smith	1987 325is
Ruth A. & J. Scott Janisch	2002 325xiT	Allan S. Mostoff	2002 330Cic	Sidney E. Smith	
Jan Jedrych	1992 318is	Daniel Mullins	1999 M3	Jeff Snavey	
A Steven Johnson	2002 M3	Tim & Teri Murray	2000 328i	Bill Sonenfield	
Gerry Johnson	1990 535i	James & Rachel Muskopf	1988 M3	Michael Sprague	
Catherine & Peter Johnston	2000 328Ci	Tonya Neal		Angel Stanislaus	1995 325is
Bob Jones	2002 M3	Mimi & Bill Newman	2002 325i	Alan Stone	1999 M3
Walter Jones	2002 330xi	Richard Nguyen	1995 M3	Tom Strickler	1991 M5
Evan Katauskas	1988 325	Gary Noubarian		Watson C. Szembroth	1995 850CSi
Eileen Kean		Ana Nystedt	2002 X5	Homan Taghipour	1998 M3
Cathy Keiter	2002 325i	Eric Oganessoff	1999 328Ci	Jon Taillon	1999 328i
James Kendall & Paul Kendall	1993 325i	Ed Opet	2002 330Cic	James Taylor	1997 740i
Jim Killen	1995 325i	Michel Ouellette	2002 330Ci	William Tedesco	2001 325Cic
Eli Kimel	2002 745i	Jason Paravano	2002 325Cic	Greg Teets	
Gerald Klein	1999 M3	Charles & Kathleen Patalive	1995 740iL	Jaime Teixeira	
Kenneth Kopecky	1994 325	Stafford Patterson	1989 735i	Jimmy Thompson	2001 X5
Russell Koste & Byron Koste	1997 M3	Blake Payne	2000 330i	V. Thyagarajan	2002 M3
James Kovakas		Janaka Perera	1986 325	Yung Hsiang & Wolf Ti	1998 M roadster
Robert Kramer		Frederick Pessaro	2001 Z3	James Treworgy	2001 330ci
David Kraus		Charles Peters	2002 330i	Halbert Uy	1993 325i
Jason Kuper	2002 330Ci	David Peters & Scottie Peters	1998 Z3	Brandon Valus	
Kongsang Lam		John Peterson	1997 540i	Andrew Vance	2000 328i
Chris Lane	1999 540ia	Steven Phelps	2000 540i	David Vap	
Jason Langone	2000 323Cic	Richard M. Phillips	1982 320i	Wayne A. Waersch	2002 Z3
J. Leon Laster	1999 540i	Frank A. Pietranton	2001 X5	Dan & Ana Weaver	2002 530i
Blair Lee	2002 330Ci	Brian Press		Nicholas Wagner	2000 323Ci
Jong-sun Lee		Leo Pruttsen	1999 528i	Michael Wald	1999 740i
Lesa Lee	2002 540i	Karla Pryor	2002 325Cic	Alice Walker	1990 735i
Trang Lee	2002 325i	Glenn Ratchford	2001 530i	Dominic Walsh	1993 525i
Jeff Leese	1995 325is	Parind & Rina Raval	2002 530i	Ann Walton	2002 325i
Brian Lemen	1999 328i	Tom & Alicia Reilly	2002 M roadster	Matt & Melissa Ward	2002 M3
Dan Leonard		Michael Rhody	2001 330Ci	Jonathan Weinberger	
Donald Lessans	2001 325xi	Alvin & Angelia Rice	1988 M3	Roslyn Whalen	2001 525i
Algen Lewis	1992 735i	Alex Richardson		Paddy Wholihan	1976 2002
Andy M. Lundgren	2002 330Ci	James O. Roahen		David Wilburn	1997 M3
Alicia & Michael Lynch	1998 M roadster	Alistair Roberts	1998 M3	Chris Williams	1996 328ic
Gail Magner	2002 325i	Todd Rollins	2001 330i	Daniel Williams	2002 330i
Frank Maguire & Melanie Carter-Maguire	2002 330Ci	James Ross	1997 318is	Shomari Williams	1997 540i
Martin Malkin	2002 540i	James Ross		William D. Williams	
Ronald C. Marcotte	2001 325ic	Terry Ruffatto		Shelley Wolfe	2001 330Cic
David Marra	1997 528i	Enrique Sanchez-Armass & Heather Diehl	2002 325i	Richard Wolters	
Phillip Martien	2000 740i	Giuseppe Savona	2002 540i	Elaine Wong	
Tubeyf B. Marzouk	1999 540iT	Robert & Candace Scherer	2002 325Ci	Gwendolyn Wood	2002 530i
Michael Mason	1995 540i	Michael Schneeberger	2002 330xi	Jeffrey Wright	
Glenn Mayerschoff	1985 635CSi	Derek Scott	1974 2002	Chia C. Wu	2000 528i
Lorenzo McCormick	1995 540i	James Scott	2002 530i	Christian Zacariassen	1998 528i
Bruce McCutcheon	2000 528i	Michael T. Scott	1985 325e	Omar & Salah Zaki	
Moazzam Mekan	1987 535i	Steven Selden	1997 M3	Kevin Zambrowicz	2002 330xi
Cy Merkezas	2002 330Ci	Janet Shearer	2002 325i	Jason Zum	2002 M3
Michael Milhaupt & Patrick Sarah	1998 528i	Scott Shepherd	2002 540i		
John Milliman	1969 2002	Izabel Shilling	1996 318is		

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This list is completely optional. Here's a place to ask other's opinions on questions you have and maybe share your own experiences with them.

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C O R N E R

The first annual Cadillac Grand Prix is history and by most accounts the event was quite successful. Despite the hot humid weather with a chance of thunderstorms, attendance each day grew to an estimated 40,000 on Sunday. Most of the drivers I talked to liked the track and organization. Boris Said told me it was the nicest street-course type track he had ever driven. After walking the outside of the course where it gets closest to the houses on Oklahoma Avenue, I can understand the local homeowners' complaints about the noise. These cars are much, much louder than the noise-restricted SCCA Club Race cars you see at Summit Point. Of course one person's noise is another's symphony. I hope that those neighbors who don't want to put up with the noise will arrange to visit friends in the suburbs next year.

As a spectator there were a couple things I did not like, such as having the view of the race cars obstructed by fencing; and, from many viewing areas, having the lower part of the cars hidden behind walls. It's not the same as Summit Point, VIR or Road Atlanta, but not much different from Montreal's Circuit Gilles Villeneuve, site of the Canadian GP. The Grandstand seats enabled one to view the cars flying by at top speed, watch pit stops, and follow TV coverage via three large screens. Several scoreboards provided up-to-the-second standings and lap times, but the grandstands offered no relief from the sun, and only the end section closest to turn 1 offered a view of that action spot.

Grassy hillsides overlooked turns one and two and enabled general admission ticket holders to have equal access to these prime viewing areas, with the added benefit of some welcome shade offered by a small grove of trees. It wasn't until Sunday afternoon that I discovered one could walk the entire outer perimeter of the track. This provided some good close views of the turn 4 hairpin, as well as turns five-B, six, and seven. A

cheap paddock pass enabled race fans to see the ALMS cars, mechanics, and drivers up close and personal. I don't know of any other big-time race series that gives so much access.

Another thing I did not like was the location of the auxiliary paddock for the Trans-Am, World Challenge, and Star-Mazda formula cars. They were located in the other large parking lot on the south side of East Capitol Street. It was a bit of a walk and far away from the racing action. Some participants told me they liked the room to spread out, but actually thanked me for bothering to come visit.

The concession stands were usually crowded and offered expensive beer and water (well, duh!) and a wide variety of food — as long as you liked regular hot dogs. The food stand in the auxiliary paddock was out of cooked hot dogs at lunch time on Saturday. Trashcans were few and far between; when I finally found one Sunday morning it was already full. At least the portable toilets had nearby hand-washing stations.

We were very lucky it did not rain. The only direct path from the main entrance to the grandstands was along the grassy hillside at turn 1. Over time the already parched grass was reduced to mostly dirt. A good rain would have turned this to slippery mud. I hope they will use some decking on this pathway next year.

Will I be there next year? You bet. Will I buy Grandstand tickets? Doubtful.

As for the racing, it was all good. The ALMS race saw a Panoz beat the heavily favored factory Audi R8 team. Tom Milner, of PTG fame, was acting as an advisor to the team and made the call to bring the Panoz in for an unexpected second tire and driver change. This was considered the move that enabled the Panoz to regain the lead and stay ahead for the duration of the race. Two ex-

PTG E46 M3s (6-cylinder cars) ran in the GT class and were faster than some of the Porsche 911 GT3-RSs.

The Trans-Am race had many Boris Said fans rooting for his Panoz Esperante to overtake the leading Butch Leitzinger Corvette. Alas, it never happened. Jeff McMillin drove his beautiful red E46 M3 to third place in the Speed World Challenge GT race behind two Porsche 911 Cup cars. At least he beat the heavily favored Champion Audi S4s. Guy Pavageau, a National Capital Chapter drivers' school instructor, finished 16th in his Camaro.

Twenty-two of the 45 starters in the Speed World Challenge Touring Car race were BMW 325s or 328s (325s can be 100 lbs lighter). Mark Kirberg from California and Will Turner from Massachusetts finished first and second in their BMWs. The race had a total of 13 of the 33 laps run under full-course yellow flag conditions. Thankfully the organizers made an on-the-fly decision to extend the 50-minute time limit for the race to one hour. There were more wrecks in this race than all the others combined.

After finishing second in the World Challenge Touring Car standings the last two years, Ellicott City's Neal Sapp is having a horrible season due to speed and reliability problems. Then he was injured in a motorcycle accident (he hit a deer) while riding near his home. This caused him to miss the Road America and Mid-Ohio rounds before the DC event. He qualified 14th of 48 despite lots of oversteer, and expected to be fighting for the lead by the end of the race. While he moved up through the field during the early part of the race, a couple of spins saw him eventually finish 24th.

Other semi-local BMW drivers in the race were BimmerWorld's James Clay from Blacksburg and VAC Motorsport's Tony Salloum of Philadelphia.

One of my favorite entries was Clare Greenland of Mamaroneck, New York. Clare's blue BMW 325 stood out in the paddock for the lack of sponsor decals, fancy canopy or uniformed crew. The car was brought on an open trailer pulled by an Econoline Van. Only Clare and a buddy made up his team. He qualified 35th and finished 22nd after turning faster race laps than his qualifying effort. Clare was one of six African-American drivers in the race.

SPEC E30 CLASS - There is a strong move afoot to start a new racing class for E30 3-series BMWs, both 325s and 318s. The M3 and 4-wheel drive ix are not included. These cars were sold in the US market as model years 1984 to 1991. There will actually be two sub-classes. GT is for the 318i (8-valves) and 325s with "eta" 6-cylinder engines, and GTS is for the 325i, is, and '91 318i and is (16-valves). Like the already successful Spec RX7 and Spec Miata, the idea is to provide truly cheap racing in cars with very limited modifications so the cars will be as equal as possible.

Tentative rules state the engines must remain stock except for air filters and computer chips. Any exhaust system after the manifold may be used. Specified suspension parts, wheels and tires must be used: H&R Race springs, Bilstein Sport struts and shocks, Racing Dynamics anti-roll bars, and Kumho V700 tires in a 205/55VR-14 size on the cheap, and readily available, E30 stock 14 x 6 "bottlecap" wheels. Any brake pad can be used, but the calipers remain stock. Any brake rotors are allowed as long as they are the stock E30 size.

Initially it is thought that the NASA-Virginia Region and BMW Club Racing will be the two organizations with a Spec E30 class. It is hoped that the class will become so popular that the SCCA will be forced to add it to their regional menu of classes. In an effort to discourage "race-built" engines, there will be a claiming rule. The organizers can claim any competitor's 'i' engine for \$900 and any eta or 318 engine for \$650. I've noticed a growing number of E30 325 "track cars" at National Capital and Tarheel Chapter driver schools. Maybe this will encourage more of our members to take the next step - actual racing.

Speed Shifts: My comment in the last issue about the BMW-Williams F1 cars being a step ahead their competition (except Ferrari) is no longer valid. Suddenly the McLarens are providing more than enough speed and reliability to match "our" team. Despite winning the pole position in qualifying for five straight races, Juan Pablo Montoya has yet to actually win a race. The rampant speculation at the Cadillac GP is that Tom Milner's PTG team will field BMW M3s in the World Challenge GT class next year. Don't forget the World Challenge and Trans-Am will be racing at VIR the weekend of October 25-27. Hotel reservations are already hard to get. Here is an update on the new tracks near us: Summit Point's Shenandoah Circuit is supposed to break ground in August and begin operating next season. The Beaver Run Motorsports Complex north of Pittsburgh is now operating the 1.5 mile North Course, the skidpad, and the kart track. It has been described as fast and fun. I viewed the Rausch Creek Motorsports Park north of Harrisburg, PA in June. The road bed is graded and awaiting a sub-base and asphalt. They are hopeful of a 2003 completion. If this facility is ever finished, I guarantee it will be fast and fun. Club member

Jim Harrison co-drove the winning Porsche 993 in the Summit Point 12-Hour endurance race on June 1. The car covered 469 laps (938 miles) at an average speed of 83 mph, and was 48 miles in front of the second place car, a Mazda Miata. The winning car also turned the fastest race lap at 1:25.8. The second fastest race lap was turned in by the BMW M3 that was co-driven by Neal Sapp and Alfred duPont, but they only managed 90 laps before their day ended. The highest finishing BMW in the field of 50 cars was the ITS class BimmerWorld BMW 325is driven by Barry Battle and James Clay. BMW 325s swept the top 4 ITS positions in the June 16 MARRS races at Summit Point. They were driven in order by Ed York, Brian Shipman, Ted Giovanis and Sam Asinugo. Some new names are starting to appear near the top of their classes in the SCCA and MWCSCC series autocrosses. Among them are Neil Simon (Street-Mod 2 M3 Coupe), Mark Rebano (D Street-prepared 325is), and Wayne Rubain (F Stock E34 M5). Neil took 2nd fastest time of the day honors at the July 14 SCCA event. Well OK, it did pour down rain during the first heat and gradually dried out before the sixth heat in which Neil ran. CRUNCH

COMPETITION CORNER CALENDAR

Aug 30-Sep 1	Grand-Am/Grand-Am Cup, VIR, Danville, VA
Sep 1-2	SCCA MARRS Races, Summit Point, WV
Sep 15	TARA Champ AX, Rosecroft Raceway, Oxon Hill, MD
Sep 21	NCC Autocross, location TBD
Sep 22	SCCA Champ AX, FedEx Field, Landover, MD
Sep 29	US F1 Grand Prix, Indianapolis
Oct 6	Shelby-Dodge Club Champ AX, Rosecroft Raceway, MD
Oct 13	SCCA Autocross, FedEx Field, Landover, MD
Oct 13	SCCA MARRS Races, Summit Point, WV
Oct 19	NCC Autocross, location TBD
Oct 20	Saab Club Champ AX, location TBD
Oct 26-27	World Challenge/TransAm, VIR, Danville, VA
Oct 27	ALTD Champ AX, location TBD
Nov 2	NCC Autocross, location TBD
Nov 3	MWCSCC Charity Autocross, location TBD
Nov 10	SESCA Champ AX, Rosecroft Raceway, Oxon Hill, MD

BMW AUTOCROSS RESULTS

TARA MWCSCC Championship Round 2, FedEx Field, June 16

James Sheridan-Peters	98 323is	1st	DSP	47.127
David James	99 M Coupe	1st	AS	47.271
Brian Garfield	02 Mini Cooper S	1st	DS	48.063
Ron Katona	95 M3	1st	SM	48.607
Kevin Henry	90 325i	2nd	DSP	48.815
Woody Hair	96 328is	3rd	DS	48.868
Marshall Cone	02 Mini Cooper	1st	HS	49.063
Neil Simon	99 M Coupe	3rd	SM2	49.676
Garret McWilliams	95 M3	4th	BS	49.886
Hunter Wilson	01 330Ci	4th	DS	49.887
Mark Rebano	89 325is	3rd	DSP	50.433
Han Ah-Sue	90 M3	2nd	STX	50.462
Bill Elliott	75 2002	1st	FSP	50.796
Bill Brochu	87 325es	8th	S	50.845
Elaine Wong	95 M3	3rd	Ladies	51.653
Guclu Durosoy	01 M3	4th	SS	51.758
Angie Brochu	87 325es	2nd	Ladies	51.982
Gary Lin	85 325es	3rd	EM	52.12
Wayne Rubain	91 M5	2nd	FS	52.638
David Kolodny	99 M Roadster	4th	ASP	52.838
Charlie Simon	99 M Coupe	9th	SM2	53.314
Michael Howe	00 M Coupe	3rd	AS	54.074
Doug Ellmore	74 2002tii	4th	EM	54.936

SCCA Solo II, FedEx Field, June 30

Alex May	00 M Coupe	1st	SM2	52.307
David James	99 M Coupe	3rd	AS	53.835
Brian Garfield	02 Mini Cooper S	1st	DS	53.936
Paul Redmon	95 M3	2nd	BSP	54.71
Woody Hair	96 328is	2nd	DS	54.957
Neil Simon	99 M Coupe	4th	SM2	54.976
Kevin Henry	90 325i	2nd	DSP	55.2
Marshall Cone	02 Mini Cooper	1st	HS	55.313
Mark Rebano	89 325is	3rd	DSP	55.991
Dan Stauffer	89 325is	4th	DSP	56.075
Garret McWilliams	95 M3	5th	BS	56.275
Han Ah-Sue	90 M3	4th	STX	56.767
George May	88 M3	7th	CSP	57.049
Mark Hochstein	99 M3	8th	BS	57.061
Jim Stauffer	89 325is	5th	DSP	57.613

Hunter Wilson	01 330Ci	6th	DS	57.691
Victor Hall	88 M3	5th	STX	58.259
Michael Howe	00 M Coupe	4th	AS	59.255
Douglas Pascarella	95 M3	4th	BSP	59.256
Kevin Cuellar	88 M3	6th	STX	59.484
Josh Turner	98 M3		BSP	59.898
Zack Eyler-Walker	96 M3	9th	BS	60.112
Ben Sarli	88 M3	12th	CSP	60.247
Gary Lin	88 325is		Fun	60.369
Scott Cragg	93 325is	10th	DS	60.944
Chuck Grafton	90 M3	14th	CSP	61.233
Wayne Rubain	91 M5	5th	FS	62.556
Jeremy Caplan	02 325XiT	14th	DS	63.212
Kevin Giles	86 325e	11th	DSP	64.024
Lisa Garfield	02 Mini Cooper S	5th	Ladies	64.479
Mike Torio	02 Mini Cooper	7th	HS	64.917
David Wilburn	97 M3	11th	BS	67.107

SCCA Solo II, FedEx Field, July 14

Neil Simon	99 M Coupe	1st	SM2	45.737
David James	99 M Coupe	2nd	AS	47.649
Kevin Henry	90 325i	2nd	DSP	47.664
Brian Garfield	02 Mini Cooper S	1st	DS	47.835
Mark Rebano	89 325is	3rd	DSP	48.546
Marshall Cone	02 Mini Cooper	2nd	HS	48.666
Han Ah-Sue	90 M3	5th	STX	48.859
Douglas Pascarella	95 M3	2nd	BSP	48.864
Garret McWilliams	95 M3	5th	BS	49.331
Woody Hair	96 328is	4th	DS	49.925
Joe Murphy	99 M3		Fun	50.018
George May	88 M3	8th	CSP	50.117
Mark Hochstein	99 M3	6th	BS	50.376
Wayne Rubain	91 M5	3rd	FS 5	0.679
Craig Garfield	02 Mini Cooper S	5th	DS	50.844
Lisa Garfield	02 Mini Cooper S	3rd	Ladies	52.211
Jeremy Caplan	02 325XiT	7th	DS	52.406
Tevfik Gozum	00 323Ci	9th	DS	52.903
Michael Howe	00 M Coupe	5th	AS	53.067
David Kolodny	99 M Roadster	9th	ASP	53.262
Kevin Cuellar	88 M3	9th	STX	53.647
Scott Cragg	93 325is	12th	DS	54.285
David Wilburn	97 M3	8th	BS	55.87



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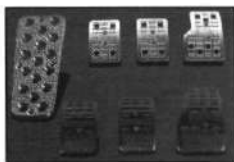


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NCC Board Meeting

Meeting Date: June 5, 2002

Present: Al Zavala, Steven Schlossman, Ronnie Lewis, Rafael Garces, Bill Shook, Rob Williams, Jared Townshend

Read and Adopt Minutes from previous meeting – Done.

Presidents Report – News from National: Driving events insurance rebate program is being phased out immediately. Cost for insurance is \$198 per autox and \$960 per driving school. Since there is no more rebate, we need to absorb these costs.

V.P. Report – License plant frames are being ordered.

Treasurers Report – Review of current financials.

Secretary's Report – Nothing to report.

Committee Chair Reports –

Membership –

4,580 members. New member party at BMW of Sterling on June 15. We have 64 RSVP's. Making final arrangements for door prizes.

Autox –

Autox #2 on June 15th at Rosecroft – Roy Morris will write an article for the dB. We have 90 people registered – it's full.

Discussion of closing events to non-members. Discussion deferred.

Concours –

Report on Deutsche Marque Concours on May 5th. It went well, very well attended by all three clubs. Vessels will write an article for the dB. Defer discussion of future participation.

Newsletter –

Deadline for September/October issue is July 21st. We should print 4,800 copies.

New Editor "Committee" members are Jared Townshend, Rob Williams, Bill Mabon.

Driving School –

July 6, Highway Safety School – Revised format presented by Miriam to the instructors at a meeting on May 28.

July 7, Driving School – We still have a shortage of instructors.

Social Chair – Report on the May 19 Corral at the Jefferson 500. Mike Early will write an article for the dB.

Tours and Rallies –

Naked Mountain Winery Tour set for June 9.

Old Business –

NCC Name Tags – Officer/Chair tags are in.

DIY Tech Session – Alan Marsh to report on status of these events.

New Business –

Jared Townshend has volunteered to be the Tech Chair. The Board accepts and welcomes his assistance.

Elected Board Met in Executive Session –

Discuss Driving Schools with DSSC.

Meeting Adjourned.

NCC Board Meeting

Meeting Date: July 10, 2002

Present: Al Zavala, Rafael Garces, Roy Morris, Kevin Henry, Woody Hair, Rob Williams, Jared Townshend, Paul Vessels.

Read and Adopt Minutes from previous meeting – Done.

Presidents Report – News from National: Discussion of change in insurance rebate – Chapters are not happy with National's decision.

Need to include notice in next dB requesting nominations for next year's officers.

V.P. Report – Not satisfied with paper proof of license plate frames. Will wait until corrected. Have received an additional \$14 from sale of decals. Had 20 people for the Baysox game. May try another, but it's too late to organize and include in the next dB.

Treasurer's Report – information provided by President – We now have online banking capabilities. Current bank balance appears appropriate.

Secretary's Report – "Official" NCC Minute Book with copies of NCC corporate documents has been prepared.

Committee Chair Reports –

Membership –

4,640 members, with 51% having e-mail address on file. New Member Party at BMW of Sterling on June 15 – very well attended, with over 100 people. Many thanks to BMW of Sterling for use of their facilities. Also, a very big "thank you" to both Steven and Florence Schlossman for all their efforts – great event. Steven has sent in article with photos for next dB.

Autox –

Autox #2 on June 15th at Rosecroft – full attendance. Roy Morris will write an article for the dB. Autox #3 set for August 18th – NCC web page still shows August 11th. This will be held at Rosecroft and is our MWCSSC "championship" event. Discussion of participation/attendance of minors. After discussion, the Board and the Autox Committee agreed to require that all passengers must be: at least 13 years old or over 100 lbs; must be securely strapped in with the seat belt; and, must wear a properly fitting helmet.

Concours –

Deutsche Marque Concours – the Board wants to acknowledge the many years of hard work by Paul Vessels on the Concours events. The three clubs (BMW, Mercedes and Porsche) split the fees evenly. Vessels should solicit additional judges at the NCC Chapterfest in October.

6th Annual Shenandoah Vineyards Concours set for September 14th.

Newsletter –

Deadline for September/October issue is July 21st.

Driving School –

Report on July 6, Highway Safety School – well attended with 37 students.

Report on July 7, Driving School – only 29 students.

Next Driving school scheduled for August 3-4 at Jefferson Circuit.

Social Chair – Wayne Watkins is a possible new social chair.

Tours and Rallies – Summer tour to Naked Mountain Winery on June 9th was attended by 74 people!!! Schlossman has sent write-up and photos to dB.

Still working on details for the October 20th Fall Tour.

Puzzler Fun Rally on October 27 – starting point will be near Hunt Valley, MD.

Old Business –

DIY Tech Session – Good write-up in the dB, but short notice on first event. Recommendation that these events be scheduled a few weeks before our track events and we need to make sure that they don't conflict with existing calendar.

New Business –

Bylaw Amendments. Al Zavala received a letter from a member requesting review of the Bylaws, with particular attention to Article X. We should solicit comments from the membership in the next dB.

Meeting Adjourned.

CLASSIFIED REQUIREMENTS

Cost: Ads are free to current club members. Membership numbers must be included. Non-member/non commercial ads are \$15 per issue. Commercial ads are \$30 per issue.

Format: All ads *must* be typed. Ads for cars or motorcycles *must* be in the following format: Classified Category (e.g., Cars for sale), Year, Model, VIN, Price, Color, Description, Contact Name, Phone Numbers including area code, Email, State. Ads for parts *must* be in the following format: Classified Category (e.g., Parts for sale), Part Name, Description, Contact Name, Phone Numbers including area code, Email, State.

To place an ad, send an email to: db-advertising@nccbmwcca.org, or mail to *der Bayerische*, Advertising Manager, BMW CCA NCC, P.O. Box 685, Arlington, VA 22216. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

CARS FOR SALE

1979 320i VIN 5448021. \$1000/best offer. Biscayne blue. "PARTS CAR" for sale, 125,000 miles, 4-speed. Body good, tires good, internal parts vary. Maintained at J&F Motors.
Carren Kaston (202) 966-6329 answering machine (DC)

1986 L7 VIN WBAFG241361090475. Asking \$2,700.00 as is. Metallic grey exterior, light interior. This rare special 7-series model has a six-cylinder engine, automatic transmission, and the full slate of luxury features that comes with this model. Engine and drive train perform flawlessly. It has new brakes - new rotors and new disk pads - and four new tires, Michelin TRX (220/55 VR390). It is built to US specifications and has 154,000 miles. It was recently checked out by BMW specialist Helmut Mayr, owner of HIM Motors in Potomac. (When you see a BMW factory-trained technician, there is a good chance that Helmut trained him as he did for years!). It passed except for two instruments: the tachometer (RPM) and the ergnometer (instantaneous fuel consumption). The exterior condition is very good, NO RUST, body fine with no damage, finish good for its age. Sunroof, windows, seats work fine. The interior is clean, all appointments are clean and working, leather is good for its age but driver's seat and one small area on the rear seat (not visible when rear center arm rest is lowered) need restoration or repair; front center arm rests will need restoration eventually. The owner who works at the Austrian embassy asked me to sell this car on his behalf. He keeps it garaged. He bought it from a private party in Washington who had owned the car for many years and also kept it garaged. This automobile is perfect for transportation and can be restored to outstanding condition. Or you could use it for parts. With \$800 in new Michelins, you can't go wrong with this one! Asking \$2,700.00 as is. Photographs available by email upon request.
Goetz K. Oertel (301) 365-1061 goetz@oertel.org (MD)

1988 325ix VIN 2551090 White 2-dr with black leather interior and sports seats, 5-sp. Electric sunroof, a/c, factory premium sound system, original alloy wheels, 151K+ miles. Excellent condition, never damaged. Includes 4 Blizak snow tires like new on steel wheels and extra ix alloy wheel. \$7,000.
Bob Rourke (703) 534-6136 (VA) rjroure@erols.com

1994 840ci VIN WBAEF6320RCC89171. Price - \$25,000. Dark green. Engine rebuilt at 49,000 miles. Mobil 1, 17 inch wheels, tinted glass, performance chip, new batteries, phone.
James V. Cunningham (410) 721-0789 vikel@erols.com (MD)

2000 M Coupe VIN WBSCKM9349YLC51816. \$33,000. Titanium silver/blk leather. Dinan air intake, throttle body, chip, H&R springs, Bilstein sports. BMW installed, warranty intact. H/K sound, CD, heated seats, moon roof. Functional, stylish rear spoiler. Also original suspension, one extra rear wheel. 25K miles.
David H. Boyce (410) 315-9672 dhboyce@comcast.net (MD)

2000 M Roadster VIN WBSCK9346YLC90650. Must move at \$31,000. Dark Metallic Green, gray/black leather interior, hardtop included, CD player and all service records. All service from BMW dealers and just finished Inspection II service. 35k highway miles, 2nd owner bought it from 1st owner with only 500 miles for \$41k.
Rob (301) 874-3515 rob.seweryniak@ps.ge.com (MD)

1988 Chevy Pick-Up 1 ton pick-up. \$7,000 obo. 454 engine, 4 speed trans. Duely rear axle. A/C. Crew cab 4 door 3" gooseneck ball and class 3 hitch both with electric controllers. 3 fuel tanks. Truck radial tires. Heavy duty suspension. Recaro front seats. Runs and tows very well. Over \$10k invested. Must sell quickly.
David Toy (301) 770-0700 weekdays (410) 923-2034 eves (MD)

2001 Subaru Forester L Excellent condition, 33,XXX miles, dealer serviced, remaining factory warranty, 5-speed, A/C, power windows/locks, factory alarm, cruise control, etc. Get ready for winter! \$15,900
Al (703) 346-2543 e-mail agzavala@att.net (VA)

PARTS FOR SALE

Interior Parts New black leather seats and interior/door panels, decks, trim pcs \$800 for all or will part. steering wheel w/airbag \$300. '00 E46 328i interior trim pcs w/shift knob/complete mur-wood \$250 & side mirrors/jet blk #668 \$200. looking for E46 3 spoke/sport steering wheel w/multi-function & bag.
Sam Hsu (301) 977-2282 or work (240) 777-2256 hsum844@aol.com (MD)

1982 320i Parts Premature death of beloved 320i (1982) leaves me in possession of spare parts, including not one but two rear left tail light lens. They are mint in the box from the factory. List is \$45.50 each but despite their sentimental value will part with them for \$20 each or \$40 for both plus shipping. Personal pickup—no charge!
William Boger (202) 789-1035 wboger@pscdc.com (DC)

Wheels/Tires \$950. Winter wheels/tires. Set of 4 AT Italia 17 x 7.5 alloy wheels (M-Contour copies) with Michelin Pilot Alpin performance winter tires in size 225/45HR-17. Fit E36 and E46 cars. Originally purchased for my E36 M3 and transferred to my E46 330Ci, but I find I don't need to drive when it gets nasty. Used less than 4 months and fewer than 1,700 miles.
Larry Cauble (410) 461-8439 lcauble@comcast.net (MD)

Wheels/Tires 1999 m3 chrome m counter wheels and tires. Air in-take as well. Excellent shape.
Mike Steiner (240) 631-0033 steiner240@aol.com (MD)

E34 Alloy Wheels \$800.00. 4 Basket-weave w/BMW center cap and bolts. All in Excellent condition. Dealer List \$1,400.00. Will sell set of 4 - \$800.00 + shipping / or work out delivery.
Dave (703) 408-0536 or (703) 569-5277 daveu100@aol.com (VA)

1985 528e Parts Tail light assembly, OBC, 5-speed Transmission, and many other odd-ball parts. No body panels, seats, or engine.
Jared Townshend (703) 868-5243 jared@bmwmarketplace.com (VA)

Wheels/Tires I have 5 factory original Style 44, 17 x 8 BMW aluminum alloy wheels with BMW lugs and Dunlop E2000 tires from my 2000 328i sport package car with 23,500 on the odometer at the time. The tires are about half used and rims are like new (email m3 at gherrell@wwink.net for pictures). These wheels will fit all 3 series (92 on E36, E46 and Z3) BMWs only. They are guaranteed to be straight and true and come with the proper BMW logo wheel center caps. These are BMW wheels and no replicas. The buyer pays \$1200 and actual shipping and handling costs to his/her locations via UPS. I will accept USPS money orders, Paypal, or cashiers checks. If you happen to be local please feel free to come by and pick them up.
Lee Herrell (804) 448-9059 or email gherrell@wwink.net

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PARTS WANTED

Z3 Wheels

Chrome Starfish wheels off a Z3.

Tom Thomas (301)944-8480 or (540) 347-7929 tomsfam@erols.com (MD)

E30 Seats

Seats wanted for a 325 BMW 84 to 91. I also need a front air dam, console, dash and other interior trim. A project car or parts car is also wanted.

Mike (703) 356-8590 (VA) mikemhz@msn.com

J & F Motors Ltd.

4076 S. Four Mile Run Drive, Arlington, VA 22206-2307

Service Phone (703) 671-7757 Machine Shop (703) 671-8507 Fax (703) 671-0361

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Our hours are 7:30 AM to 6 PM Monday through Friday



We specialize in BMW automotive service, repairs and parts. We also do general service and repairs on Mercedes Benz and Volvo.

J & F Motors has been in business for 20 years and at the same location for 19 years providing our customers of Arlington, Fairfax, Mt. Vernon, Falls Church, Northern Virginia and Washington D.C. the highest quality of care and service for their automotive needs. Our Service Technicians have a combined total of 199 years of BMW experience.

We currently have seven Service Technicians that include BMW Certified Master Technician, ASE Certified Master Technicians and Virginia Department of Environmental Quality Technicians.

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You live in Virginia?
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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:
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Yes, I want Virginia to offer the BMW Car Club of America license plates!

Name _____
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MEMBERSHIP APPLICATION

IF YOU ARE INTERESTED IN BECOMING A MEMBER, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 640 South Main Street, Suite 201, Greenville, SC 29601.

NAME: _____

ADDRESS: _____

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

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

BMW MODEL/YEAR: _____

RECOMMENDED BY CLUB MEMBER: _____

MEMBER'S NUMBER: _____

MY SPECIAL INTERESTS ARE:

- | | | | |
|-----------------------------------|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> RALLIES | <input type="checkbox"/> AUTOCROSS | <input type="checkbox"/> MAINTENANCE | <input type="checkbox"/> DRIVER SCHOOLS |
| <input type="checkbox"/> CONCOURS | <input type="checkbox"/> SOCIAL | <input type="checkbox"/> MODEL CARS | <input type="checkbox"/> OTHER |

FOR FASTER SERVICE CALL (WITH CREDIT CARD READY):

800.878.9292

☐ **YES, I WANT TO BECOME A BMW CCA MEMBER.** Membership is **\$35** for one year.

☐ **ASSOCIATE MEMBERSHIP.** This is available for a family member living at your address who will receive all membership benefits but will not receive an additional *Roundel* magazine. Cost is **\$5**.

NAME _____

PAYMENT

☐ **I'VE ENCLOSED A CHECK FOR** _____ (U.S. Funds only)

☐ **VISA** ☐ **MASTERCARD**

CARD NUMBER _____

EXPIRATION DATE _____

SIGNATURE _____

MOVING?

PLEASE PRINT YOUR NEW ADDRESS AND HOME PHONE NO. BELOW:

NAME: _____ **MEMBERSHIP NUMBER:** _____

ADDRESS: _____

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

TELEPHONE: _____

MAIL TO BMW CCA, INC., 640 South Main Street, Suite 201, Greenville, SC 29601 or **FAX** to 864.250.0038 or **EMAIL** to service@bmwcca.org.

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