

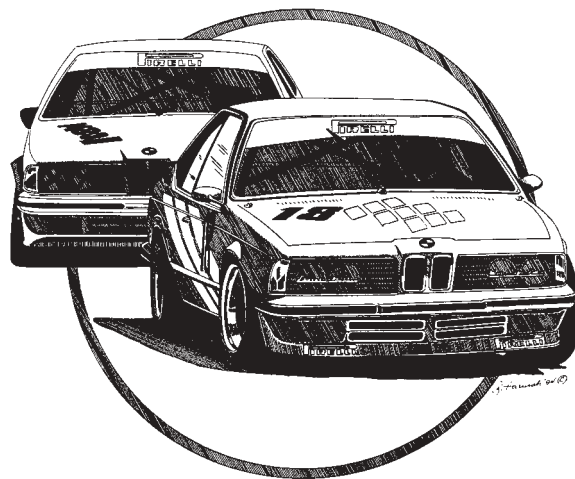
January/February 2003

der Bayerische

National Capital Chapter BMW Car Club of America



NCC Member's Supercharged ///M Roadster • We Test Drive the Newest 330ci



Calendar of Events 2003



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

JANUARY

- 18 Annual Winter Tour to PTG (Winchester, VA)
- 19 Holiday Party (Vienna, VA)
- 25 DIY BMW of Fairfax
- 26 3rd Annual Super Bowl GoKarting event (Sterling, VA)

FEBRUARY

- 22 DIY BMW of Fairfax

MARCH

- 7-9 Tarheel BMW Driving School @ VIR full course (Alton, VA) ⁽¹⁾
- 9 SCCA present Ides of March III & Training Wheels II Rally (Chantilly, VA) ⁽³⁾

APRIL

- 6 Daylight Saving Time begins
- 6 Branded/SCCA present Sand in the Gears III Rally (North Beach, MD) ⁽³⁾
- 12 NCC autocross school
- 19-20 NCC Drivers' School @ Summit Point Raceway (Summit Point, WV)
- 20 Easter
- 25-27 Speed World Challenge @ VIR (Alton, VA) ⁽⁴⁾
- 26-27 Spring Tour (Monterey, VA)

MAY

- 4 Deutsche Marque Concours
- 4 MGs of Baltimore & SCCA present Dust Off (Howard Co. MD) ⁽³⁾
- 9 One Lap of America @ BeaveRun (Big Beaver Borough, PA)
- 10 Evening of Baysox Baseball (Bowie, MD)
- 11 Mother's Day
- 18 12th Annual Jefferson 500 (Summit Point, WV)
- 23 SCCA present Crab Cakes Night Rally (Frederick, MD) ⁽³⁾
- 24 NCC Autocross
- 24 SCCA present Soft Shelled Crab (not for beginners) (Frederick, MD) ⁽³⁾
- 25 SCCA present Hard Shelled Crab (not for beginners) (Frederick, MD) ⁽³⁾

JUNE

- 7-8 Allegheny BMW @ BeaveRun (Big Beaver Borough, PA) ⁽²⁾
- 8 NCC MWCSCC Championship Autocross
- 8 Porsche Club & SCCA present Cumberland National Road Rally (Cumberland, MD) ⁽³⁾
- 13-15 F1 @ Montreal
- 14 New Members' Party
- 15 Father's Day
- 22 Branded & SCCA present Summer Fun Rally

(Germantown, MD) ⁽³⁾

- 27-29 National Grand Prix (Washington, DC)
- 29 Summer Tour

JULY

- 4-6 Tarheel BMW Driving School @ VIR north course (Alton, VA) ⁽¹⁾
- 12 NCC Autocross
- 12 Historics @ VIR (Alton, VA) ⁽⁴⁾
- 19-20 NCC Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 20 NCC Fun Rally: What the Point Rally? Free food

AUGUST

- 2 Evening of Baysox Baseball (Bowie, MD)
- 9-10 NCC Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 16-17 Allegheny BMW @ BeaveRun (Big Beaver Borough, PA) ⁽²⁾
- 23 NCC Autocross
- 30 Branded & SCCA present Catocin Monte XIII (Frederick, MD) ⁽³⁾
- 31 SCCA present Get the Dust On (unpaved, Frederick, MD) ⁽³⁾

SEPTEMBER

- 6 Shenandoah Concours (Edinburg, VA)
- 7 NCC Autocross
- 27-28 F1 US Grand Prix @ Indianapolis

OCTOBER

- 3-5 Grand American Race Series @ VIR (Alton, VA) ⁽⁴⁾
- 4-5 NCC Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 5 MGs of Baltimore & SCCA present MGs Fun Rally (Cockeysville, MD) ⁽³⁾
- 5-11 Oktoberfest (Austin TX)
- 12 SCCA present Rapidan On Time (Lahore, VA) ⁽³⁾
- 19 Fall Tour
- 25 NCC Autocross
- 25 ChapterFest
- 26 Daylight Saving Time ends
- 26 SCCA present Pumpkin Puzzler II (Hunt Valley, MD) ⁽³⁾

NOVEMBER

- 14-16 Tarheel BMW Driving School @ VIR north course (Alton, VA) ⁽¹⁾
- 15 NCC Autocross

⁽¹⁾ <http://www.tarheelbmwcca.org>

⁽²⁾ <http://www.alleghenybmwcca.org>

⁽³⁾ <http://www.branded.org>

⁽⁴⁾ <http://www.virclub.com>

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

der Bayerische

National Capital Chapter BMW Car Club of America



NCC BMW CCA

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Photo: Williams Automotive Photography*

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

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Letter from the Editor

Hello bimmerheads! Our new year's resolution here at *der Bayerische* is to provide you with an even fresher, more exciting chapter magazine this year than last. We've added a couple of features to this first issue of the New Year; and if they are well received, we'll make them permanent.

We've heard from some *dB* advertisers that the magazine has a reputation for appealing to older BMW owners, to the exclusion of the younger set. In the interest of increasing readership amongst the younger folks, we're going to spotlight a modified car in each issue. I know many of our members, if not most of them, have added a few performance goodies to their BMWs, so we think we'll have a good pool of cars we can feature. In this issue we looked at NCC member Phillip Lopez's Supercharged ///M Roadster, it's quite a vehicle — I encourage you to check out the article. If you'd like to discuss having your car featured in *der Bayerische*, please send-mail to db-editor@nccbmwcca.org.

In addition to being Advertising Manager and Assistant Editor, Jared Townshend is the Technical Chairman for the club. Members send e-mail to Jared with questions and he replies with advice on their car conundrums. We've decided to start printing some of those mails and Jared's responses to them. If you have a technical question for Jared, send e-mail to him at db-advertising@nccbmwcca.org, if we think the other members could benefit from reading about your issue we'll print it in the *dB*.

We're working hard to make *der Bayerische* the best magazine we can. If you have comments, suggestions, or would like to submit an article for publication, we would love to hear from you. Please send e-mail to db-editor@nccbmwcca.org. Drive safely; I'll see you at the Holiday Party on January 19th.

Rob Williams

Editor *der Bayerische*

E-Mail Announcements

Every 15th of the month we send out a reminder of upcoming events. If you have not been receiving your monthly reminder, please send us your e-mail address.

All e-mail addresses are kept confidential. Send your e-mail address to membership-chair@nccbmwcca.org requesting to be added. Please also include your membership number.

Candidacy Statements for NCC Elective Offices 2003

The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2003 term. Al Zavala and Ronnie Lewis are "retiring" from their elected offices and the Chapter would like to thank them for their dedicated years of service to the Club. Steven Schlossman, your current Vice President, is running for that same office for the 2003 term. Rafael Garces, your current Secretary, is running for the office of President for 2003.

Rafael Garces — *Candidate for President*

Hello, my name is Rafael Garces and I've been a member of the National Capital Chapter of BMW CCA for over 15 years. This past year, I served on your Board as the Secretary. It is my opinion that we have a very diverse set of activities for our chapter that covers events such as driving schools, autocross, concours, Tours, and social gatherings. In addition, this past year, Alan Marsh successfully re-instituted Do-it-Yourself tech sessions which have become very popular. Some of you may know me from my involvement in autocrossing my current BMW a 1996 328i. I've decided to continue serving the Chapter by running for the office of President. If you select me to be your next President, I'll work with the other Chapter Officers in continuing to provide you with many high quality social and automotive events. Please provide me, and the other elected Board members, with your comments and suggestions. This is your club and we need your input. Thanks for your support and I'll see you at the Holiday Party.

Steven Schlossman — *Candidate for Vice President*

I am Steven Schlossman and I have served as your Vice President this past year. I would like the opportunity to continue to serve as your Vice President in 2003.

Some of you know me from the tours I have arranged over the past three years, or in my role as membership chairperson for the last two years. Some of you have seen me at autocrosses and driving schools, or at Oktoberfest. I have also been known to show up at a concours or two, although that's one event I don't expect to win. I can't think of one BMW function that I haven't enjoyed attending.

Those of you who know me know of my dedication to the Chapter. This year we saw new social events: I initiated having chapter decals printed and designed NCC license plate frames, which have just come in. The driving school program is in better shape now than it was a year ago and it will serve more members next year. Autocross continues to run a very successful program. We had a dedicated board this past year who leaves the new slate of officers a firm base with which to continue.

Some things I would like to see this coming year are membership meetings, not just Board meetings. I'd like to encourage more people to get involved, as some already have this past year. So please show your support by voting for me, Steven Schlossman, either by mail or at the Holiday Party in January.

Andy Grigor — *Candidate for Secretary*

Just over one percent of the total membership is responsible for planning, coordinating, and running all of the phenomenal events our chapter sponsors each year. A far larger percentage of the membership takes advantage of the tremendous work and dedication of the precious few volunteers. After 3.5 years of enjoying our chapter's activities I decided it was time for me to volunteer. I have decided I can best serve our chapter as a member of the elected board.

As a system engineer, I provide my customers with the best possible solutions to complex problems based on their needs, wants, and available resources. If elected to the Board, I will treat the general membership as my customer and I will work with the other Board members to address your wishes and concerns. I will help develop policy and implement procedures that will permit the largest possible number of members to attend our more popular events without sacrificing the superior quality or safety of each event. I will also strive to safeguard the rights of each member and ensure the Board's actions are always in the best interest of the members.

I encourage each of you to vote, to attend the holiday party, and to participate in the chapter's activities throughout the coming year. Be sure to thank the event workers (volunteers) and consider sharing your talents and energy with your chapter.

Roy Morris — *Candidate for Treasurer*

I am a relatively new club member, now in my second year of participation. This year I have assisted Kevin Henry and Andrej Dolenc as autocross registrar, and have gotten to know many of the active autocrossers. I have been attending Board meetings for a year as an observer just to get to know the personalities and the issues, so that I can make a positive contribution. I have enjoyed the tours, the driving schools and the autocrosses, but most of all I have enjoyed the friendly and accepting atmosphere which prevails in club activities. This club is a great group of people, willing to share their knowledge at all levels.

I have agreed to serve as Treasurer mainly because this is a thankless job that no one else wants to do. I am a corporate and tax attorney in real life, working with emerging companies, so I am comfortable dealing with financial and business management issues. I'll perform my duties with diligence and integrity. I will bring an entrepreneurial business perspective to the Board's continuing quest to serve the members.

**Please clip out the official ballot below and mail it to:
NCC BMW CCA, P.O. Box 685, Arlington, VA 22216.**

THE OFFICIAL BALLOT

2003 Annual Elections

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

For President

☐ Rafael Garces

☐ Write-in _____ (signature) _____

For Vice President

☐ Steven Schlossman

☐ Write-in _____ (signature) _____

For Secretary

☐ Andy Grigor

☐ Write-in _____ (signature) _____

For Treasurer

☐ Roy Morris

☐ Write-in _____ (signature) _____

Vote on the changes to the Chapter Bylaws.

☐ FOR ☐ AGAINST

Your Name _____

Membership# _____

CHANGES TO THE CHAPTER'S BYLAWS REQUIRE YOUR REVIEW AND APPROVAL

Please review the revised set of Bylaws for the National Capital Chapter that was adopted by your Board at its November meeting. Numerous small changes were made for the purposes of clarification and to correct some ambiguities. In addition several more significant changes were made, particularly to the following Articles and for the following purposes:

Article IV, Section 1 – to clarify that debts and obligation should only be incurred by action of the Board (rather than individual board members).

Article V, Section 2 – to limit honorary memberships to one-year terms.

Article VI – Meetings – numerous changes relating to the calling of meetings, quorum, and votes.

Article VII – Board of Directors – removal of Section 1, b, 1 clarifying the powers of the President relative to the Board. Changes in Section 3 relate to clarification of the duties of the individual officers. Changes in Section 4 relate to clarification of the duties of several Chapter coordinator positions. Section 6 was added to provide for indemnification of a director, officer, employee, or volunteer of the Chapter.

The order of Articles VI and VII were reversed.

Article X – Committee Charters – was revised: to clarify the responsibilities of the DSSC; to appropriately provide the Board of Directors with oversight of this committee; to clarify appointment of the DSSC members; and to clarify the term of office of the committee members.

The complete text of the Bylaws can be found (with all changes highlighted) on the Chapter's web-site (www.nccbmwcca.org).

IMPORTANT – YOUR ACTION IS REQUIRED

Please note that in order for the recommended changes to become effective, the general membership must approve the changes by a majority vote. This vote will take place at our Holiday Party on January 19, 2003. You do NOT have to be present to vote. If you are not able to vote in person, please mail the ballot found in the January/February *der Bayerische* or a signed note with your name, membership number and a "yes" or "no" vote clearly printed, to the Chapter at NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. Please mail your ballot with sufficient time to reach the P.O. Box by no later than January 17, 2003. If you have any questions, please e-mail or call one of the current Board members (e-mail addresses and phone numbers can be found on the inside cover of the *der Bayerische*).



National Capital Chapter BMW Car Club of America

Bylaws

Ratified ~~January 17, 1998~~ November 6, 2002

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Note to the reader: All references to the masculine pronoun are for convenience only; the feminine pronoun may be freely substituted.

ARTICLE I -- NAME AND OFFICE

Section 1 - Name

The name of the chapter shall be the National Capital Chapter, BMW Car Club of America, Inc. (hereinafter referred to as "the chapter").

Section 2 - Office

The office of the chapter shall be P. O. Box 685, Arlington, VA 22216 until it is deemed necessary by the board of directors to change the chapter office.

Section 3 - Territory

The territory of the chapter shall be considered as such territory as may be assigned by BMW CCA, Inc.

ARTICLE II -- OBJECTIVES

The general objectives of the chapter, to which its members are mutually pledged, shall be the furtherance and promotion of the following:

- The highest standards of courtesy and safety on the roads.
- The enjoyment and sharing of goodwill and fellowship engendered by owning a BMW and engaging in such events as may be agreeable to the membership.
- The maintenance of the highest standards of performance and operation of a BMW by sharing technical information.
- The establishment and maintenance of mutually beneficial relationships with BMW dealers and other service sources to the end that BMW shall prosper and continue to enjoy its position in sports autos.
- The exchange of ideas and suggestions with other BMW clubs throughout the world and such cooperation as may be desired.
- The establishment of such mutually cooperative relationships with other sports car clubs as may be desirable.

ARTICLE III -- POLICY, POWERS, AND BADGE

Section 1 - Political Activity

The chapter shall be politically nonpartisan.

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Section 2 - Powers

The chapter shall be empowered to do all things and conduct all business, not for profit, necessary to carry out the objectives of the chapter as set forth in the Articles, certification of Incorporation, issued under the motor-vehicles of Virginia and in these bylaws.

Section 3 - Badge

The badge of the chapter shall be inscribed with the words "National Capital Chapter" and the initials "BMW Car Club of America."

ARTICLE IV -- OBLIGATIONS AND INDEBTEDNESS

Section 1 - Authority to Incur Obligations and Indebtedness

Obligations and indebtedness shall only be incurred in the name of the chapter by a vote of the four elected officers acting as the Board of Directors or by persons duly authorized by the Board of Directors. Only the four elected officers or persons authorized by the board of directors (see Article VII, Section 1) to act on behalf of the chapter shall incur any obligations or indebtedness in the name of the chapter. All obligations or indebtedness incurred in accordance with the provisions of these bylaws shall be incurred solely as corporate obligations. No personal liability whatsoever shall attach to such corporate obligation or liability.

Section 2 - Unauthorized Obligations

No elected officer or any person authorized by the board of directors to act on behalf of the chapter shall incur any obligation or indebtedness in the name of the chapter which is not for the general benefit of the entire membership of the chapter nor shall the board of directors approve the incurring of any such obligation or indebtedness.

Section 3 - Personal Liability for Unauthorized Obligation

The incurring of any unauthorized obligation or indebtedness in the name of the chapter by any elected officer or member shall be an ultra vires act. The person or persons responsible for such act or acts shall be personally liable, individually and collectively, to the chapter in an amount equal to the obligations or indebtedness which the chapter may be required to pay.

ARTICLE V -- MEMBERSHIP, DUES, AND FEES

Section 1 - Members

Membership in the chapter shall be restricted to owners or co-owners of a BMW automobile and to such other persons interested in the chapter and its objectives, as provided in Section 2(a,b) and (b,c) of this article, and who reside within the assigned territory. Application from prospective members who reside beyond this territory shall be

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considered on an individual basis. Members who move beyond this territory may retain their affiliation with the chapter.

Section 2 - Classes of Membership

- Active -- any owner or co-owner of a BMW, or any individual who does not own or co-own a BMW, but who shows an interest in the chapter, who is acceptable to the membership committee.
- Honorary -- any person who, on the affirmative vote of a majority of the members present at any regular or special meeting of the membership, is deemed worthy of recognition for outstanding interest in or service to the chapter or the marque. Honorary membership in the chapter only shall be limited to one year, unless otherwise specifically stated in the nomination.

Section 3 - Dues

Establishment of dues shall be the responsibility of the national organization in cooperation with the local chapter.

Section 4 - Privileges

- All members of whatever class shall be entitled to attend chapter activities and social events and shall be entitled to any reduced entry or admission fees accorded to active members.
- Only active members shall be entitled to hold elective office.
- Only active members may vote for officers or upon issues of policy.
- Only active members may hold appointive office.

Section 5 - Expulsion

A member may be expelled by a majority vote of the chapter board of directors for violations of the rules of the national or chapter organization, for unsportsmanlike or ungentlemanly behavior or for behavior inconsistent with the best interests of the chapter. Any expelled member shall have the right to appeal to the membership of the chapter at any regular or special meeting of the chapter. The decision, by majority vote of those present, shall be final.

Section 6 - Suspension

Members may be suspended for reprehensible behavior that, in the opinion of the board of directors, does not warrant expulsion. Suspended members may appeal to the board of directors for reinstatement. Failing to receive a favorable decision from the board of directors, suspended members may appeal to the membership at any annual or special meeting. The decision, by majority vote of those present, shall be final.

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Section 7 - Resignation

Any member may resign by addressing and sending a letter of resignation, along with their membership card, to the secretary. The resignation shall become effective on the date stated, and privileges shall terminate as of that date.

ARTICLE VII -- MEETINGS

Section 1 - Conduct of Business

All meetings for conduct of chapter business shall be guided by parliamentary procedure as specified in *Robert's Rules of Order*.

Section 2 - Annual Meeting

The annual meeting of the chapter shall be held once a year, and the place determined by the board of directors. Notice of the time and place of the annual meeting shall be announced to the membership in the preceding issue of the chapter newsletter.

Section 3 - Board of Directors' Meetings

Board of directors' meetings shall be held the first second Wednesday of every month throughout the year. The members of the board of directors shall be notified of the date and place of such meetings. Individual meeting dates may be changed at the direction and approval of the board of directors.

Section 4 - Special Meetings

The president may call a special meeting of the Board of Directors at any time. In addition, the president shall call a special meeting of the membership as soon as practical after within three weeks of the receipt of a petition for such signed by any twenty (20) five active members. Notice of a special meeting shall be published in the chapter newsletter immediately preceding the proposed special meeting.

Section 5 - Quorum

- Membership Meetings -- At any general or special meeting of the chapter, the presence (in person or by signed and dated proxy) of all of the following shall constitute a quorum: two of the four elected officers, including the president or vice president; three other members of the board of directors; and, fifty active members in good standing, shall constitute a quorum. All votes shall be by a majority of those present (in person or by signed and dated proxy).
- Board of Directors Meetings -- At meetings of the board of directors, the presence (in person or by signed and dated proxy) of two of the four elected officers, including the president or vice president, and three other members of the board of directors shall constitute a quorum. For a vote to be held during a meeting of the board of directors, the presence of three of the four elected officers shall constitute a quorum. All votes

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shall be by a majority of those allowed to vote on particular matters (see Article VI, Sections 1 and 4).

ARTICLE VII -- BOARD OF DIRECTORS

Section 1 - Board of Directors

- a. The board of directors shall consist of the four elected officers of the chapter, designated coordinators (see Section 4), ~~and the immediate past president~~. Only the four elected officers may vote on all issues. Coordinators may vote only on issues directly related to their responsibilities.
- b. ~~(1) The board of directors is under the direction of the president and shall advise him on chapter matters at his request.~~

~~(2) The board of directors shall decide when an officer is incapable of properly fulfilling his or her responsibility to the chapter.~~
- c. The board meetings shall be open to any member that requests to attend.
- d. A synopsis of the proceedings of the board meeting shall be published in the chapter newsletter. The meeting minutes shall be kept by the secretary and shall be available for review by an active member in good standing upon written request.

Section 2 - Elected Officers

The elected officers of the chapter shall be the president, vice president, secretary, and treasurer. No person shall hold more than one elective office concurrently. No officer may continue in office subsequent to losing ~~their his~~ standing as an active member or ~~after moving their his~~ residence beyond the territory of the chapter, provided such a move prevents him ~~or her~~ from attending meetings and events, causes him ~~or her~~ to be generally unavailable for members to reach, or otherwise impairs his ~~or her~~ ability to perform the duties of his ~~or her~~ office. In the event of the president losing his ~~or her~~ status as an active member, the vice president shall act as president until a general election can be held. All offices that are vacated shall be filled by appointment by the president until a general election is held.

Section 3 - Duties

- a. The president shall preside at all meetings of the chapter and of the board of directors. The president shall briefly report the actions of the board of directors to the chapter. The president shall supervise and coordinate the duties of the other officers. The president shall be the chief spokesman for the chapter in all dealings with the public and with BMW CCA, Inc. The president shall ~~nominate select~~ the chapter coordinators and chairpersons for all committees and may ~~recommend the~~

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~~dissolution of disband~~ any committee or ~~the removal of remove~~ any chapter coordinator or chairperson at any time, ~~unless prohibited or restricted by a specific committee charter. All appointments, dissolutions, or removals shall be implemented by a majority vote of the elected officers.~~

- b. The vice president shall assist the president in the performance of the latter's duties and shall act in ~~his-the President's~~ stead in the event of ~~his-the President's~~ absence, disability or disqualification. ~~The Vice President He~~ shall be responsible for overseeing event scheduling and functioning as the liaison between the board of directors and event organizers.
- c. The secretary shall keep full and complete minutes of all meetings of the chapter. At these meetings, ~~the secretary he~~ shall be responsible for ensuring that full compliance with the bylaws is maintained. ~~The secretary He~~ shall be responsible for notice to the membership for all annual and special meetings ~~and He~~ shall be responsible for ~~maintaining~~ all past minutes of the chapter.
- d. The treasurer shall have custody of all moneys, debts, obligations, and assets of the chapter. ~~The treasurer He~~ shall be authorized to make normal ongoing disbursements as required to operate the chapter. Extraordinary disbursements shall not be made without special authority ~~from of the elected officers~~ ~~president~~. The treasurer shall keep the chapter's books of account on a calendar year basis beginning January 1. ~~The treasurer He~~ shall give a financial report at each regular meeting of the chapter ~~and of the board of directors~~. The treasurer shall have custody of the past financial records of the chapter.

Section 4 - Chapter Coordinators, Committees, and Responsibilities

Coordinators vote on issues directly related to their responsibilities. When an individual holds more than one position on the board of directors, that individual shall have only one vote. When a coordinator position is shared by more than one person, a majority vote of the co-coordinators determines the single vote that represents that coordinator position. The standing coordinators are:

- a. The autocross coordinator is responsible for organizing and running chapter autocrosses. The duties include obtaining results and names of chapter participants for publication. This coordinator may vote only on autocross topics.
- b. The concours coordinator is responsible for organizing and running concours events and for advance publication and post-event write up for the chapter newsletter. This coordinator may vote only on concours topics.
- c. The Drivers' School Steering Committee ~~chairperson~~ is responsible for organizing and operating ~~the Drivers' School Steering Committee as specified in the committee charter. This chairperson has voting rights as specified in the committee charter. driver training and driving school events pursuant to Article X, Section 1 of the Bylaws.~~

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- d. The editor of the chapter newsletter is responsible for ~~all publicly disseminated information for the chapter's compliance with -due to~~ the national organization's requirement for a public newsletter. The editor gathers and edits material and assumes responsibility for the chapter newsletter (~~known as published in accordance with BMW CCA, Inc. guidelines as der Bayerische~~), subject to direction from the ~~president elected officers~~. The editor may vote only on information delivery topics.
- e. The membership coordinator is responsible for maintaining an up-to-date roster of all classes of members, notifying the president and the editor of the chapter newsletter of any changes, deletions, or additions to the membership, or any change in address or telephone number. The duties include sending out promotional literature and membership applications to prospective members and encouraging new and established members to participate in local chapter and national events. This coordinator may vote only on membership topics.
- f. The rally coordinator is responsible for organizing and running chapter rallies, and for advance publication and post-event write up for chapter newsletter. This coordinator may vote only on rally topics.
- g. The social coordinator is responsible for organizing parties and social events for the membership, and for advance publication and post-event write up for chapter newsletter. This coordinator may vote only on social topics.
- h. The technical coordinator is responsible for scheduling tech sessions and writing technical articles for the chapter newsletter. ~~The technical coordinator He~~ should be available to provide advice and assistance to the membership on technical matters. This coordinator may vote only on technical topics.
- i. The tourmeister is responsible for organizing and running chapter tours, and for advance publication and post-event write up for the chapter newsletter. This coordinator may vote only on tour topics.
- j. The ~~Webmeister~~ gathers and edits material and assumes responsibility for the chapter Web site, subject to direction from the ~~elected officers president~~ and any promulgated guidelines. Material specifically related to an event or activity must be reviewed and approved by the coordinator responsible for that activity before posting to the site.

Section 5 - Special Committees

The ~~president elected officers~~ may establish special committees as needed.

Section 6 - Indemnification

- a. ~~To the full extent permitted and in the manner prescribed by the Virginia Non-Stock Corporation Act and any other applicable law, the corporation shall indemnify a director or officer of the corporation who is or was a party to any proceeding by reason of the fact that he or she is or was such a director or officer.~~

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- b. ~~The Board of Directors is hereby empowered, by majority vote to cause the corporation to indemnify or contract in advance to indemnify any person who was or is a party to any proceeding, by reason of the fact that he or she is or was an employee, authorized agent, or volunteer worker of the corporation, unless that employee, agent or volunteer has acted in a reckless manner.~~
- c. ~~The corporation may purchase and maintain insurance to indemnify it against the whole or any portion of the liability assumed by in accordance with this Section and may also procure insurance, in such amounts as the Board of Directors may determine, on behalf of any person who is or was a director, officer, employee, or agent.~~

ARTICLE VIII -- ELECTIONS

Section 1 - Annual Elections

The officers of the chapter shall be elected by ballot by majority vote of the members present at the annual meeting. Voting shall be on a slate proposed by the nomination committee. This committee should be chaired by the most recent past president available. Nominations must be made with the written consent of the nominee. The ballot and candidacy statements shall be published in the chapter newsletter before the elections at the annual meeting. Ballots may be cast by U.S. mail or on site at the annual meeting. If any one individual on the first ballot does not receive a majority vote, the candidate with the lowest number of votes shall be dropped, and another ~~ballot~~ ballot shall be run off between the remaining candidates. This procedure shall be followed until one candidate receives a majority vote. The nominating committee's slate shall consist of one or more nominees for each office. Nominations for elected officers shall remain open until the ballots are taken for count at the annual meeting. The newly elected officers shall officially assume duties of office immediately after validation and acceptance of the ballots by the counting committee.

Section 2 - Vacancies

If any elective office, except that of the president, is vacated, ~~the president a majority of the remaining elected members, with the consent~~ of the board of directors, shall appoint an active member to complete the term of office. This appointment must be confirmed by a majority vote of the active members present at the next annual or special meeting.

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ARTICLE IX -- AMENDMENTS

Section 1 - Initiation

Any active member of the chapter may propose an amendment to these bylaws. A proposed amendment to these bylaws must be submitted, in writing, to the board of directors.

Section 2 - Initial Approval by Board of Directors

If a proposed amendment is approved by a majority of the board of directors, the secretary shall furnish all members of the chapter with a copy the proposed amendment by publishing it in the next issue of the chapter newsletter.

Section 3 - Initial Non-Approval by Board of Directors

If a proposed amendment is not approved by a majority of the board of directors, it ~~may~~ **shall** be brought to a vote of the members at the next meeting of the chapter by a petition signed by not less than ~~35-50~~ members, or 10 percent of the general voting members, whichever is less. If it is approved by a majority of those voting, the secretary shall furnish all members of the chapter with a copy of the proposed amendment by publishing it in the next issue of the chapter newsletter.

Section 4 - Adoption

The proposed amendment shall become effective as soon as it is accepted by a majority vote of the members present at any regular or special meeting of the chapter held after the publication of the proposed amendment.

ARTICLE X -- COMMITTEE CHARTERS

Section 1 - Drivers' School Steering Committee (approved 13 August 1997)

The Drivers' School Steering Committee (DSSC) ~~is responsible for the organization and operation of all driver training and driving school events other than autotests events, shall hold primary responsibility for all aspects of decision-making with respect to drivers' schools.~~ The DSSC is responsible for ensuring that the drivers' school program is operated in the best interests of the membership.

The DSSC is the ~~second-third~~ level of ~~four-five~~ levels of authority for drivers' school issues approved by the board of directors in August 1997 as follows:

1. The chapter bylaws. The bylaws create a permanent Drivers' School Steering Committee and include this charter for the DSSC.
- ~~2. The Board of Directors.~~
- ~~3. The Drivers' School Steering Committee.~~

~~2-4. The Drivers' School Plan specifies the overall guidelines of the drivers' schools. This plan is developed as a guide to the conduct of in-car driver education and is to be used in conjunction with the BMW CCA Inc. Drivers' School Standards.~~

~~4-5. The Operations Manual is needed to run the school, created by the primary and secondary personnel identified in the DSP.~~

The DSSC shall be composed of five individuals with a reasonable level of drivers' school expertise and organizational experience, as follows:

1. A chairperson, who shall be an elected officer and who shall be appointed by the other elected officers of the board of directors ~~and who shall take direction from the board of directors.~~
2. ~~One member appointed by the~~ The chief instructor ~~or a member appointed by the chief instructor to represent his or her interests, the "Chief Instructor's Representative".~~
3. ~~One member appointed by the~~ The drivers' school coordinator ~~or a member appointed by the drivers' school coordinator to represent his or her interests, the Drivers' School Coordinator's Representative".~~
4. One member, who shall be a current student at the chapter's drivers' schools, appointed by the ~~individuals acting as the "Chief Instructor's Representative from sub paragraph #2 above,~~
5. One member, who shall be a current instructor at the chapter's drivers' schools, appointed by the ~~individuals acting as the "Drivers' School Coordinator's Representative from sub paragraph #3 above.~~

The DSSC shall serve a term of office of one year, ~~starting January~~ concurrently with the terms of the elected officers. The DSSC composition shall be reviewed each December by the board of directors. ~~Dismissal of any member of the DSSC shall only occur in the case of just cause and shall require a unanimous vote of the remaining DSSC members. Removal of the DSSC chairperson shall require, in addition, a unanimous vote of the other elected officers of the board of directors.~~

The DSSC shall be responsible for development of a Drivers' School Plan (DSP), which shall specify the overall guidelines of the drivers' schools. The DSP shall be the chapter's binding document for operation and dispute resolution with respect to the drivers' schools.

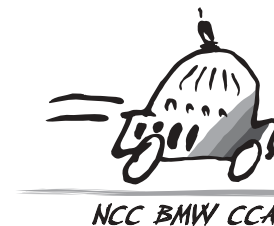
The DSP shall undergo periodic review by the DSSC and amendments shall be made as necessary. Ratification of and amendments to the DSP shall be through a majority vote of the five members of the DSSC, in addition to a majority vote of the four elected officers.

Primary areas of responsibility of the DSSC shall be review of all aspects of the current drivers' school program and review of the DSP to ensure that areas critical to safety and

drivers' school operation are documented. Specific areas of responsibility are identified below, and additional issues shall be reviewed as needed.

1. Establish the goals of the drivers' school program.
2. Select the venue for each school offered during the year.
3. Select the date and duration of each school offered during the year.
4. Select the mix of school types (driver, safety, etc.) offered during the year.
5. Establish the entry fees and applicable late and cancellation fees in conjunction with the treasurer.
6. Establish the requirements of registration and the content of the registration form.
7. Establish the cancellation policy for entrants who cancel their registration.
8. Establish peripheral school benefits (e.g. tee-shirts) to attendees.
9. Ensure that the chief instructor and drivers' school coordinator conform to the requirements of the DSP.
10. Nominate replacements for chief instructor and drivers' school coordinator, as needed.
11. Mediate conflicts that arise between the primary drivers' school personnel, where such conflict is not resolved by specific requirements contained in the DSP.
12. Resolve additional issues related to the drivers' school program as such issues arise.

All administrative decisions made by the DSSC shall be ratified through a majority vote of the five DSSC members ~~and a confirming vote of the board of directors.~~ The DSSC shall meet at least twice per year. Additionally, the DSSC chairperson may convene the DSSC on an *ad hoc* basis as needed. After each meeting, the DSSC shall present a report of the meeting, including any recommendations, to the board of directors.



NCC BMW CCA

Annual Tour of Prototype Technology Group **Saturday, 18 January, 2003**

Come join us on our annual tour to 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. Due to the unexpected number of people wanting to attend last year, space will be limited this year.

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. Bring your questions for Tom to answer.

Please RSVP by e-mail no later than January 11, to Steven at steven@happytogether.com so we can give Tom a head count.

Directions to the start: 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) on the 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.

Annual Holiday Party and Elections **Sunday, 19 January, 2003** **Meadowlark Botanical Gardens, Vienna, VA**

The National Capital Chapter's Annual Holiday Party and Elections evening is set for Sunday, January 19, 2003, at the bucolic Meadowlark Botanical Gardens, in Vienna, VA. The festivities will begin at 5:30 p.m., with cocktails and hors d'oeuvres, followed by dinner at 6:30pm. The event will be catered by the Amphora Restaurant, a long-time Vienna favorite. The Amphora's menu for the evening features your choice of beef, salmon, or boneless chicken breast. Awards presentation, door prizes, and elections start at 8:00 p.m.

The cost of the evening is substantially subsidized by the Club and by the Meadowlark Botanical Gardens. Your portion of the cost will be \$20 per member or associate member and \$30 per non-member; your admission includes one (1) house drink of soda, beer or wine. Because admission is limited to 170 people, payment must be made in advance. Please do not delay. NO tickets will be sold at the door. RSVP and payment must be received by Wednesday, January 8, 2003 to allow us time to mail your admission package. NO exceptions please.

Meadowlark Gardens are located at 9750 Meadowlark Gardens Court, in Vienna. Check out their website at: <http://www.nvrpa.org/meadowlark.html>. Tel: 703-255-3631, ext. 304.

Directions: The Gardens are located off of Beulah Rd, between Rts. 7 and 123, south of the Dulles toll road. To reach Meadowlark Gardens from the Beltway (495) take Rt. 7 toward Tyson's Corner. Drive approximately 5 miles west on 7, turn left onto Beulah Rd. and proceed approx. 2 miles to the garden entrance on the right. Plenty of free parking is available.

DIY Tech Session at BMW of Fairfax **Saturday, 25 January, 2003** **8:00 AM to 2:00 PM**

For info on the DIY events see the following page.

Go-kart Mini Grand Prix **Sunday, 26 January, 2003** **Time: 2:00 p.m.** **Place: Allsports Grand Prix, Sterling, VA**

Come join us for another go-kart racing session at Allsports Grand Prix in Sterling, Virginia. If you have not tried it yet, this is a great opportunity to try some wheel to wheel racing without tearing up your precious BMW. If you have raced with us before, here is your chance to move up in the finish order.

These go-karts are not to be confused with the kiddie karts found at your local tourist trap. These are racing go-karts, which means that they'll enhance good driving and show up bad driving. The track is patterned after the Monaco Grand Prix with a combination of a long straight and several tight curves.

Racers must be at least 18 years old and have a valid driver's license. Allsports requires that each racer participate in a driver safety briefing and they supply you with a race suit, head sock, protective gloves, and a safety certified helmet for use during the race. You may bring your own helmet, race suit, and gloves if you prefer (goggles are required if your helmet has no eye shield).

The format will be determined by the number of participants. We might try team racing this time. The cost may be as much as \$75.00. Participation is limited to 40 racers, with priority going to

BMW CCA members first, then, order of RSVP received.

Please RSVP no later than November 24 for the December event by contacting Matt Reinhart preferably by e-mail at matthew.reinhart@jhuapl.edu or by phone, 240-228-6410 (work), 410-987-3027 (home).

For more information see Allsports' excellent website <http://www.allsportsgp.com/> or contact Matt as shown above.

DIRECTIONS TO ALLSPORTS (571-434-9566): 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.

DIY Tech Session at BMW of Fairfax **Saturday, 22 February, 2003** **8:00 AM to 2:00 PM**

Overnight Spring Tour **26-27 April, 2003** **Start Location: Cracker Barrel, Manassas, VA** **Time: 9:00 a.m.**

It may be winter, but spring is right around the corner and your tourmeister can hardly wait. Come join us for a six-hour caravan, on all paved roads we seldom travel, through Virginia and West Virginia where our destination will be Monterey, Virginia. We will head out on our journey promptly at 9:30 a.m. There is a planned stop for a light lunch at the Shenvallee Golf Resort Restaurant in New Market, Virginia, then we will depart from there to our host lodging, The Highland Inn, which has 18 beautifully appointed guestrooms, reserved just for us. All the rooms have been individually decorated with antiques and collectibles, and they each have their own private bath, cable television, but no phone! Guests are welcome to use the parlor or relax on the porches, which run the full length of both the first and second floors of the Inn. Additional lodging can be found at the Montvallee Motel and there are several Bed & Breakfasts in the area. See below.

After settling in, we will gather for dinner at 7:00 p.m. in the Monterey Dining Room, which is located at the Inn. Dinner is limited to 60 people. A complimentary continental breakfast will be served to all Inn guests in the Black Sheep Tavern from 7:30 to 9:30 a.m. on Sunday morning.

It is not too early to make your lodging reservations now! Rates at the Highland Inn vary from \$69.00 to \$109.00 for one night. Please call the Highland Inn directly to make your reservations at 1-888-466-4682. Mention the BMW Car Club. Rooms will be held no later than March 5, 2003.

In the March *der Bayerische* you will be asked to choose from one of three dinner selections. Once you have selected your meal you will be required to send a check to confirm your dinner reservation. Expect lunch and dinner to be around \$35.00 per person, total. Those who have FRS radios (talk-about's), bring them along. Extras may be available at the start.

Once you have made your lodging reservations, please send an email to Steven Schlossman at: steven@happytogether.com. Don't forget, dinner is limited to 60 people; the earlier the reservation, the better.

Directions to the Start: I-495 to I-66 West. Exit 47B (North 234) Right at traffic light onto Battleview Py to the Cracker Barrel.

For more information:

The Highland Inn (888-466-4682) <http://www.highland-inn.com/>
Montvallee Motel (540-468-2500) <http://www.montvalleemotel.com/>
Ginseng Mountain Lodging (540-474-5137) 6 miles north of Monterey

Additional lodging:

<http://www.highlandcounty.org/Dir-pages/bd-lodgi.htm>
<http://www.highlandcounty.org/lodging.htm>

Look forward to seeing you there.

Do It Yourself (DIY) Program – General Information

The National Capital Chapter of the BMW CCA will continue the DIY (Do It Yourself) program for 2003.

Program Overview - The DIY program is primarily intended for maintenance and repairs that you can complete within a three-hour time period. All Club members are expected to bring their own tools, and to perform their own work. Each participant is expected to buy all parts from the event sponsor, usually a BMW Dealership; club members usually enjoy a 10%-15% discount at most dealers. By buying parts from the sponsor, we provide incentive to host an event. There are usually several NCC members and technicians provided by the sponsor who can assist when an extra pair of hands or advice is needed, and we routinely are happy to show newcomers the joys of working on your own car. If you need a BMW special tool for your repair, be sure to include a note to that effect with your registration form, and

understand that we cannot guarantee its availability. We will have the use of a limited number of service bays with lifts. Each participant is expected to immediately clean up any spills, as well as ask first before dumping any liquids.

Registration – The NCC must receive the registration form at least 3 business days prior to the event via US postal service only. This allows enough time to consult with you about the work you plan to do and order any parts you need. Acceptance to an event will be first-come-first-served, and we will maintain a waitlist. The cost of registration is \$20. Please make checks payable to: BMW CCA NCC. Participation is on a strict registration basis through NCC only; please do not contact the event sponsor. The NCC will notify you that you have been admitted to an event, as well as discuss the repair or maintenance. Mail registration applications to: **Jared Townshend, NCC Technical Chair, 4027 Mapleton Dr., Chantilly, VA 20151.**

Detach below form, enclose your check, and mail promptly. Registration is via USPS only.



DIY Registration Form BMW OF FAIRFAX - Saturday, January 25, 2003, 8:00 AM to 2:00 PM

Name _____ Hm phone _____ Wk 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 _____

Detach below form, enclose your check, and mail promptly. Registration is via USPS only.



DIY Registration Form BMW OF FAIRFAX - Saturday, February 22, 2003, 8:00 AM to 2:00 PM

Name _____ Hm phone _____ Wk 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 _____

Annual Holiday Party & Elections
Meadowlark Botanical Gardens - The Atrium, Vienna, VA
Sunday, January 19, 2003
Starts at 5:30 p.m.

Come and join in the fun and catch up with fellow Club members at our Annual Holiday Party and Elections evening to be held on Sunday, January 19, 2003, starting at 5:30 p.m., with beer/wine/soft drinks and hors d'oeuvres, followed by dinner at 6:30 p.m., catered by The Amphora Restaurant, Vienna, VA.

Your entrée choices are beef, chicken, or fish.

Because admission is limited to 170 people, reservations with payment must be made in advance. The cost of the evening is substantially subsidized by the Club and the Meadowlark Botanical Gardens. Your portion will be \$20.00 per member or associate member/spouse and \$30.00 for non-member guest.

You will receive a card indicating your meal choice entrée, and a confirmation. A free drink ticket will be given to you at the door. Please note that

NO tickets will be sold at the door. There will be no exceptions. Registration and payment in full must be received **no later than Wednesday, January 8, 2003.**

Please make your check payable to NCC BMW CCA and send it, together with the form below, to: **Kristine Shipman**
BMWCCA Holiday Party
6821 Malton Ct.
Centreville, VA 20121

Annual Holiday Party & Elections Registration

Name _____ Membership # _____

Address _____ City _____ State _____ Zip _____

Telephone Number _____ (required, please)

Choice of entrée: Beef _____ Chicken _____ Fish _____



CURRY'S



Photo by Williams Automotive Photography

Phillip Lopez's Supercharged ///M Roadster

May the Force be With You

By Rob Williams

What if you took one of BMW's lightest production cars; a 240bhp open-top two seater, with an impressive power-to-weight ratio, and added an RMS Stage III Supercharger giving you 385 horses to the rear wheels and 307 foot lbs of torque? Just what kind of monster bimmer would that be? I had a chance to find out recently when I met NCC BMW CCA member Phillip Lopez and took a spin in his heavily modified 2000 ///M Roadster. Wow, what a machine!

Phillip's journey started in June of 2001 when he decided his stock ///M Roadster wasn't all it could be. He inquired about options for more power, including supercharging and turbocharging, on www.bimmerforums.com. The on-line bimmer-philies informed Phillip that a supercharger would give him the power he wanted without the dreaded turbo lag and, done correctly, would be safer for his engine and more reliable as well — this seemed like just the ticket!

Phillip contacted Chris Coulter at Curry's Auto Service (a *dB* advertiser) to see if they were up to the task of installing the RMS Stage III

Supercharger that he hoped would transform his car into the Bavarian beast of his dreams. He went to the right place; Curry's is the premier tuner of BMWs in Northern Virginia and Chris' experience with superchargers was invaluable.

The guys at Curry's worked closely with Osh Minelian, owner of Racemarque Systems (RMS), on the installation of the supercharger. To do this job correctly, everything from fuel delivery and engine management software to exhaust had to be modified. A high-capacity Bosch fuel pump was added, along with bigger injectors, to get the juice into the cylinders. RMS supplied two chips: one for street driving on high-octane pump gas, the other for racing with 100+ octane race fuel. The spent gasses now make their melodic exit through an RMS ceramic coated racing header backed by an AC Schnitzer rear diffuser.

In case they miss the understated "Supercharged" tag on the rear of this Roadster, challengers to its straight-line supremacy should spot several other not-so-subtle clues that this isn't your father's BMW. It rides on huge 19" Hartge Classic wheels with fat Pirelli P7000 meats (235/35 front and

265/30 rear) putting the power to the pavement. It also has clear side markers, a carbon fiber dash kit, a custom fabricated chrome mesh front grill, and an AC Schnitzer front lip spoiler.

The acceleration of this car was...well...blistering! Unfortunately, we were not on a racetrack, so we were not able to explore the upper reaches of what it's capable of, but several tire smoking starts and short blasts to 60mph were enough to make a believer out of me. One of the benefits of supercharging is how tractable the car remains; you could definitely feel that there was loads of torque available, but it didn't get squirrely unless you wanted it to. Sometimes cars with this much power are difficult to drive around town, I'm thinking specifically of a friend's 450hp AC Cobra replica, but you could drive this Roadster in traffic all day — only unleashing it when the time is right.

It should be clear from any angle that Phillip Lopez's ///M Roadster is not be messed with, and for those stop-light bandits who decide to give it a try, most will quickly become acquainted with its tail lights!

Reinstalling the exhaust in a 540i.

The Final DIY Event of 2002

Text and photos by Garrett V. Williams

The fourth and final DIY (Do It Yourself) event of the year was yet another success for the series, thanks to the help of BMW of Arlington. With winter approaching, many members took advantage of this final DIY event to winterize their cars and otherwise prepare for the slush and cold temperatures that are ahead.

Other members made final preparations and repairs for upcoming driving events and autocrosses. The turnout and enthusiasm was perhaps the best of the year, with a wide variety of jobs being tackled, from the repair and replacement of an E36 M3 BMW Motorsport front splitter, to the changing of O2 sensors on an E34 5 Series. The great variety of BMW cars from different eras having a wide

As always, some unforeseen “surprises” cropped-up during a few of the jobs. A couple of participants suffered stripped bolts that would have posed a major problem for the typical shade-tree mechanic. However, the techs at BMW of Arlington were able to bail the members out of trouble every time through the use of unique tools and/or expertise. Without this critical assistance, at least one of the participating vehicles would not have been driven away.

One participant, eager to pro-actively address the infamous E36 3 Series plastic water pump, removed his old one and was pleasantly surprised to learn that his car was equipped with a reliable “new” metal pump. Having gone through the trouble of removing it, he decided to go ahead and replace it with the brand new pump he had already purchased. However, upon opening the parts box, he discovered that it contained a brand new “discontinued” plastic pump. He proceeded to slide the “old” (or should I say “new”?) metal pump back into the engine. Nothing quite like the peace of mind and satisfaction obtained from doing a job yourself. In this instance, had the job not been a DIY, the member may have unknowingly paid a tech to replace his sound metal pump with an inferior plastic one!

Generous amounts of food and beverage were on hand, and this allowed us to “fuel-up” and “re-fuel” throughout the morning. This also made for a very nice setting for participants to interact during “down time”. Many of the participants had attended one or more of the previous DIY events. As a result, there was a great deal of camaraderie and teamwork displayed by the

Do-It-Yourself dental work.

array of repairs and maintenance being done by their owners all under one roof was a remarkable sight. The similarities and differences from model to model, and the progression of technology from era to era gave the on-looker a very special look at the BMW marque as a whole.

der Bayerische

members as they assisted one another, admired each others' cars, and discussed future modifications, repairs, and events.

The NCC would like to thank the following people at the BMW of Arlington Service Department: Bob Hammersley, Dave Cornell, Kenny Cornell, Woody Hartnet, Brent Martin, Mike Barto, Warren Gant, as well as Tony Henry in the Parts Department, who was able to efficiently supply us with whatever parts we needed. Hopefully they'll have us back next year.

Having attended all four of this year's DIY events, I can say that they were perhaps the most valuable benefit I've received from my many years of NCC BMWCCA membership. From speaking with others at these events, it is clear that many share this view. We were able to develop relationships with other members, learn a great deal about the proper maintenance and repair of our vehicles from trained BMW professionals, and obtain the unique satisfaction that only comes from working on our own cars. I think its safe to say that the DIY events have been a tremendous success, and that we look forward to more of the same next year.



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Impressions of the 2003 BMW 330Ci

Text and photos by Jared Townshend

Many of you may be wondering how the new 3 Series looks and drives, or maybe how it compares to your ultimate driving machine. The new 3 Series, denoted as the E46 chassis, includes the 325Ci coupe, 325Ci convertible, 325i sedan, 325xi sedan, 325i sport wagon, 325xi sport wagon, 330Ci coupe, 330Ci convertible, 330i sedan, and the 330xi sedan. What might you expect from a \$30,000 - \$40,000 new 3 Series BMW? Well, read on. This article describes my experience with a 2003 BMW 330Ci coupe graciously loaned to me for a few hours by BMW of Sterling.

I have been a long-time fan of the 3 series. I drove a 1982 320i for a couple of years in college, and I currently have a 1990 325is as a track car. My daily driver is a 1997 M3 that I enjoy taking on eight-hour road trips to New England. I love to drive, and do so with a passion. So when the 330 arrived on the scene with 225 hp and critics began to question whether my 1997 M3, with 240 hp, would become obsolete, I could not wait to drive the 330 and decide for myself.

In the eye of the beholder—

At first glance, a black 330Ci with chrome trim is quite eye catching, even on the cloudy and rainy Saturday that I test-drove the car. The coupe is definitely sleeker and more aggressive looking than the sedan, especially with 17"

rims as standard equipment. The clear lenses that come with the sport package contribute to the car's monochromatic, yet effective, black and white color scheme. My M3 and the 330Ci seem to have one thing in common - they both look fast! The only imperfection I find in the new 3 Series design is the taillight assembly, which is split between the trunk and the rear quarter panel, and looks... well... split. The lines on the rest of the car flow and melt into one another, but the rear taillight seems misaligned.

Overall, however, the exterior of the 330Ci is very sexy and attractive, which should appeal to the senses of both sexes, as both drivers and onlookers.



325Ci Christmas present

The interior of the 330Ci still maintains the feel of a cockpit, at least from the driver's point of view. The console is tilted toward the driver and has plenty of lights and gadgets, including the optional navigation system on the model I test-drove. In comparison to the previous generation of 3 Series (E36, 1992-2000), the console in the new 3 Series became a bit more sanitized and simplified and gained a more luxury look. I subscribe to the school of larger and more utilitarian buttons and levers, as can be found on the older 3 Series cars, but I can still appreciate elegant designs, so the console appeals to me. The radio and cruise control buttons on the steering wheel are wonderful and help to keep the driver's eyes on the road. And the leather steering wheel is worth every dime - it is very comfortable.

In the hands of the driver—

My first impression of the handling characteristics of the 330Ci was that of a fine-tuned, well-oiled, smooth riding machine. Since it was raining, I had the opportunity to test the ability of the car to hold to road in adverse road conditions, and it does so with ease. The 330Ci feels nimble and responsive, which was a bit surprising given that it also feels so smooth and easy. This combination of characteristics shows that it is truly a luxury sports car. The 3.0-liter engine develops power evenly all the way to redline. In comparison to my 1990 325is and 1997 M3, the 330Ci does not develop a noticeable increase in power at 3500 rpm, which I missed because I tend to drive aggressively and enjoy the power surge. However, for casual city and highway driving, the 330Ci has plenty of power. Since it was raining, I tried to have some fun by turning off the traction control. However, I could not get the rear end loose because some form of traction control was still active. When I returned to BMW of Sterling and mentioned this, I learned that there are 3 modes of what is now called DSC (Dynamic Stability Control). The default mode is On. Pressing the button once turns off traction control. Holding down the button turns off dynamic stability control and traction control. Next time it rains, I'll know what to do.

So what does the car sound like? The Harmon Kardon sound system, a factory option on the 330Ci, sounds crisp and can drown out any external noise. With the radio off, the hum of the engine still confronts the driver, but not as directly as with the previous generation of 3 Series. The splashing of rain outside the cabin was a distant reminder of how terrible the weather was outside and accentuated the comfort and quiet inside the cabin.

So would the 330Ci make a good track car? Well, yes. The sport seats are supportive, but not restrictive for daily driving. The 330Ci accelerates, corners, and brakes in a hurry. However, there are a few concerns I have with performance at the track, such as the sensitivity of the brakes, the location of brake pedal relative to the gas pedal, and the throttle response. The brakes on the 330Ci I drove were very sensitive; in other words, minor effort resulted in major (and sometimes abrupt) deceleration. Since the brake pedal did not move much, I found the gas pedal very hard to reach for heel-toe downshifting. The throttle response for blipping the throttle was adequate, but lifting off the throttle did not result in noticeable deceleration. However, this throttle response characteristic makes cruising more enjoyable. My recommendation is that if you own one, you should sign up for a driving school.

I encourage you to test-drive a new 3 Series yourself. If you do have the opportunity, write a letter to the editor and let us know what you think.



Tech Talk with Jared

By Jared Townshend

Just married

A few days ago, I bottomed-out in a parking lot at a slow speed in my 1992 318i. Now my car sounds like I am dragging around tin cans attached to my bumper, but without the good luck that sound usually means for newly-weds. The sound comes from the under car at all engine speeds. What did I do to my car?

- Roland

Hi Roland. The sound is most likely coming from your exhaust system. Check to see if the heat shields have come loose causing the rattling. Also check that your exhaust hangers are in good shape and that your entire exhaust system is securely mounted. If the sound is a rattle, like rocks in a tin cup, you probably cracked the ceramic material inside of your catalytic converter. The good news is that all of these options should be covered by the comprehensive coverage of your auto insurance, minus your deductible. However, be sure you factor in any increase in insurance premium.

Don't want a low-rider

I have a 1999 BMW 328i sedan and would like to get more performance from the suspension, but don't want to lower the car. I shopped around and I can't find a performance parts supplier that offers stiffer springs that won't lower the car. Any suggestions?

- Francis

Francis, you may want to consider stiffer sway bars. Many aftermarket sway bars are adjustable, and you can usually adjust them yourself to dial in performance. Additionally, if you ever wanted to reverse the job, removing the sway bars is much less expensive than removing a full suspension. If you plan on repeatedly attending driving schools, you should consider reinforcing the sway bar mounts. You could also upgrade to adjustable coil-over springs, but the price of that will be more much more expensive than sway bars.

Whose fault is it?

I have a technical question about my E36 1992 318i. Are you the correct person to ask? If not can you tell me whom to contact? From time to time, my check engine light comes on, followed by the ABS light. If I stop and start the ignition, the lights go out. Sometimes both lights just go out on their own. I was told this might be the O2 sensor. Comments?

- Scott

Scott, I am the correct person to ask, and will always ask someone else if I don't know. The check engine light and the ABS light are probably not related, but here are a few things to check. The check engine light could be caused by a malfunctioning O2 sensor. You can test the O2 sensor by following the instructions in the E30 Bentley Manual; by the way, the engine

and exhaust must be at proper operating temperature, which is hot, so be careful. The ABS light could be caused by malfunctioning ABS sensors. If those components check out, you could have a failure in the electronics in your dashboard. I recommend that you take your car to a qualified BMW mechanic or Dealer to have them read the fault codes for you. That is always a good place to start.

Change that oil!

How often should I change the oil in my BMW?

- Everyone

The following is an excerpt from *Die Zeitung*, the magazine of the Connecticut Valley Chapter BMW CCA, Vol. 30 Num.11. The article was written by Tim Pott, Eurotec Motors, Inc. of Ann Arbor from *Motor City Courier*, Motor City Chapter newsletter. Copyrights may apply.

I would like to break down some of the myths that have been established and perpetuated by the makers of our beloved toys.

Most people now use multi-viscosity oils. These are oils that maintain viscosity indexes over a wide range of temperatures. Instead of having to change oil with the various seasons, multi-viscosity oils give the same characteristics of lighter oil that you might use in the winter coupled with the extra protection you want in the summer. Oil companies accomplish this by starting with base stock oil, which usually has a very low viscosity index, something like a 5 or 10 weight. Then they put in additives which give it the characteristics of a 10W30, 20W50, etc. As you drive your car, the first element of the oil to break down is the additive package. That means that eventually the oil reverts to its base stock, which has the characteristics of a single weight, light viscosity. This gets a little scary in the middle of summer when ambient temperatures rise, and engine temperatures hit their peak what with air conditioning and various other accessories being used.

Now, let's talk a bit about the other enemy to oil and your engine: contamination. Piston rings and valves seal your engine's combustion chambers, some of the by-products of combustion slip past the rings and valves and winds up in the engine oil. This is especially true when the engine is not yet up to operating temperature. Hydrocarbons (unburned fuel), soot and even water are just some of the many components of this stuff called "blow-by." Of course, gasoline and soot do not a good lubricant make. No matter how much money you spend on engine oil, be it conventional or synthetic, no matter how good a product or how resistant to breakdown it may be, it still becomes diluted and contaminated.

So, what's the recommendation for oil changes? Depends on the usage of your car. If your car is a lease vehicle that you use for business and you plan to turn it in at the end of the lease (up to five years), certainly the car would survive the manufacturer's extended oil change interval. On the other hand, if you plan to keep your car as long as possible, it is in your best inter-

est to forget about the manufacturer's specified oil change interval. For those who do most of their driving around town, stop and go, I recommend changing oil about every 3,000 miles. If you do lots of freeway driving, and therefore you put the engine through fewer heat cycles and get it up to optimal operating temperature quickly, you can probably extend that interval to about 5,000 miles. The use of synthetic or conventional petroleum based oil is up to you. I don't push expensive synthetics too hard (except for air cooled and racing applications) because the modern high-quality petroleum based oils do an excellent job and for the majority of people the additional expense of synthetic oil is unwarranted.

We are all fond of the reports we hear about folks putting hundreds of thousands of miles on a vehicle they have owned for many years. Rest assured that these car owners have something in common: frequent oil changes. I often explain to my clients that if you put two identical cars side by side with identical mileage with the only difference being one had oil changed every 3,000 miles and the other every 7,500 miles, one look at the inside of the engine would tell the newest of neophytes which vehicle they would rather own. The interior of the low-mileage interval engine will be shiny and clean. The high-mileage interval engine will have a coating of sludge inside; sometimes so thick you can scrape it off in chunks. This sludge will clog the arteries of your engine just like plaque does in the arteries of a human, with the same dire consequences.

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Autocross #5 – Bowie Baysox Stadium

By Kevin Henry

Saturday, October 12 dawned with a chill in the air as the National Capital Chapter hosted our fifth autocross of the 2002 Autocross Series at Bowie Baysox stadium. We don't run at the Baysox lot often, and it was a nice change, especially since this lot lends itself to the design of a longer course (designed by yours truly) that everyone seemed to enjoy. We had lots of

familiar faces, along with several new participants. It's always nice to see new people come out to the events. If you are interested in learning more about autocrossing, come on out to one of the events and just watch, or better yet, hop in your car and see what it can do!

CAR #	NAME	MAKE	MODEL	BMW CLASS	SCCA CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST RUN	PAX Results	PAX Points
327	Garces, Rafael	BMW	96 328i	S1	DS	70.597	69.979	70.176	69.536	69.536	64.668	48
213	Smith, Bob	BMW	01 Z3 Coupe	S1	BS	73.772	74.893	74.599	74.719	73.772	68.608	35
217	Lindley, Brandon	BMW	93 325iC	S1	DS	76.789	75.296	74.632	75.51	74.632	69.408	33
122	Caplan, Jeremy	BMW	02 325xiT	S1	DS	77.595	76.207	77.021	77.314+1	76.207	70.873	27
207	Rubenstein, Nick	BMW	01 325iT	S1	DS	79.846	78.209	77.670	76.563	76.563	71.204	26
317	Grant, Mark	BMW	97 328ic	S1	DS	OC	78.169	77.838	76.848	76.848	71.469	23
322	Linke, Marcus	BMW	97 328ic	S1	DS	84.524	80.309	OC	80.236	80.236	74.619	9
323	Sheridan, James	BMW	98 325is	S1M	DSP	68.121+1	DNF	66.784+1	66.376+1	68.376	67.214	40
227	Henry, Kevin	BMW	90 325i	S1M	DSP	72.337	71.302	69.195	70.458	69.195	68.019	36
228	Stauffer, Danny	BMW	89 325i	S1M	DSP	OC	OC	73.181	71.715	71.715	70.496	31
208	Stauffer, Jim	BMW	89 325i	S1M	DSP	OC	OC	73.153	71.954	71.954	70.731	28
212	Hausmann, Bob	BMW	94 325	S1M	SM	OC	70.480+1	72.731	DNF	72.480	71.248	25
223	Tomlinson, Steve	BMW	89 325i	S1M	DSP	77.590	76.032	76.443	74.537	74.537	73.270	15
316	Pixton, Daniel	BMW	93 325is	S1M	DSP	72.154+1	81.241	77.224	76.055	76.055	74.762	7
220	Carmona, Jed	BMW	94 325is	S1M	DSP	83.175+1	80.642	80.714	81.215+2	80.642	79.271	18
114	Schreiber, Austin	BMW	93 325is	S1M	DSP	96.544+4	80.731	85.646	81.088+1	80.731	79.359	1
201	Stewart, Tyler	BMW	97 540iA	S2	FS	73.976+1	73.009	73.093	73.073	73.009	65.708	45
314	Gosnell, Phil	BMW	98 325ti	S2	HS	77.220	OC	76.522	77.160+2	76.522	68.870	34
318	Stewart, Tyler	BMW	97 540i	S2	FS	71.935	72.472	71.888	71.810+1	FUN	FUN	0
313	Brochu, Bill	BMW	85 535is	S2M	ESP	68.562	68.412	68.365	67.924	67.924	63.441	50
303	Brochu, Angie	BMW	85 535is	S2M	ESP	70.824	OC	70.759	70.944	70.759	66.089	44
315	Schofield, Bill	BMW	96 318ti	S2M	DSP	73.276	72.761	73.446	71.619	71.619	66.892	42
116	Schreiber, Bud	BMW	01 540i	S2M	ESP	80.099	79.347+2	76.733	OC	76.733	71.669	22
107	Kim, Steve	BMW	87 535is	S2M	ESP	78.390	78.220	77.520	78.419	77.520	72.404	19
206	Bullman, David	BMW	98 318ti	S2M	DSP	85.508	81.846	80.172	78.522	78.522	73.340	14
126	Musmar, Joey	BMW	87 535is	S2M	ESP	87.985	82.909	82.825+1	82.64	82.640	77.186	1
205	Hochstein, Mark	BMW	99 M3	SS	AS	OC	73.441	70.178	69.307	69.307	67.089	41
324	James, David	BMW	99 M Coupe	SS	AS	72.188	70.103	71.055	69.701	69.701	67.471	39
123	Davis, Tom	BMW	98 M3/4	SS	AS	74.990	74.610	73.394	72.69	72.690	70.364	32
229	Basile, Kevin	BMW	02 M3	SS	SS	77.302	73.825	73.186	72.829	72.829	70.498	30
127	Dolenc, Andrej	BMW	96 M3	SS	AS	75.272	72.949	73.779	73.866	72.949	70.615	29
120	Turner, Josh	BMW	98 M3C	SS	BS	75.344	75.442	74.744	74.42	74.420	72.039	21
110	Lee, Blair	BMW	99 M3	SS	BS	OC	77.460	76.000	76.906	76.000	73.568	13
210	Steele, Bill	BMW	99 M3	SS	AS	76.288	OC	DNF	86.775+1	76.288	73.847	12
105	Shay, Martin	BMW	91 M3	SS	CS	OC	79.719	77.417	76.899	76.899	74.438	10
214	Haque, Jamal	BMW	96 M3	SS	AS	OC	80.669+2	79.403	76.855+2	79.403	76.862	2
112	Cho, Isabelle	BMW	91 M3	SS	CS	97.796	84.999	85.711	84.086	84.086	81.395	1
215	Andersen, Peder	BMW	00 M Coupe	SS	AS	OC	OC	OC	OC	OC	OC	1
329	Basile, Kevin	BMW	02 M3	SS	SS	71.928+1	71.865+1	71.990+1	72.324	FUN	FUN	0
305	Andersen, Peder	BMW	00 M Coupe	SS	AS	OC	78.206	78.027	76.188	FUN	FUN	0
326	Katona, Ron	BMW	95 M3	SSM	BSP	67.334+1	66.149	65.415	65.603	65.415	65.415	47
325	Beebe, Rich	BMW	95 M3 Ltw	SSM	BSP	67.591	67.525	66.773	66.189	66.189	66.189	43
211	Hair, Woody	BMW	99 M Coupe	SSM	SM2	70.567	67.621	68.193+1	DNF	67.621	67.621	38

CAR #	NAME	MAKE	MODEL	BMW CLASS	SCCA CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST RUN	PAX Results	PAX Points
308	Ah-Sue, Han	BMW	90 M3	SSM	STX	71.714	70.571	70.907	70.63	70.571	70.571	46
225	Beebe, Lucy	BMW	95 M3Ltw	SSM	BSP	78.626+1	72.705	73.178	70.034+1	72.705	72.705	16
301	Warfield, Jeremy	BMW	95 M3	SSM	BSP	75.534	74.234	75.047	74.805	74.234	74.234	11
118	Howe, Mike	BMW	00 M Coupe	SSM	AS	79.790	77.101	OC	74.63	74.630	74.630	8
330	Nychis, George	BMW	95 M3	SSM	BSP	OC	78.811	78.042	83.521+1	78.042	78.042	1
309	Carvalho, Arnaldo	BMW	99 M3	SSM	AS	OC	74.270	73.689	73.145	DSQ	DSQ	0
311	Hair, Woody	BMW	99 M Coupe	SSM	SM2	67.881+1	68.351+1	67.641	66.74	FUN	FUN	0
124	Kolodny, David	BMW	98 M Roadster	SSM	ASP	OC	OC	OC	OC	OC	OC	1
312	Fuston, John	BMW	92 850	T	FS	OC	DNF	77.261	77.712+1	77.261	64.204	49
304	Hallick, Jason	BMW	98 318i	T	HS	85.981	82.280	82.490	81.803	81.803	67.978	37
307	Wendell, Michael	BMW	84 318i	TM	FSP	80.335	78.997	80.931+1	79.522+1	78.997	72.677	17
310	Burdette, William	Mazda	85 RX7	X	ES	73.972+1	71.971+1	OC	71.301	71.301	71.301	24
108	Davey, Steve	Datsun	69 Roadster	X	HS	OC	72.630+1	72.149	72.186	72.149	72.149	20
319	Park, Han	Porsche	89 944	X	BS	77.311	76.990	74.965	75.521	74.965	74.965	6
115	Cunningham, Jim	Porsche	86 944T	X	BS	75.522	OC	OC	OC	75.522	75.522	5
101	Osborne, Chris	Porsche	99 911	X	SS	DNF	75.891	83.963	76.106	75.891	75.891	4
216	Lindley, John	Mazda	93 Miata	X	CS	82.672	79.858	76.602	78.647	76.602	76.602	3
306	Chelikowsky, Adam	VW	00 GTI 1.8	X	GS	79.527	90.618	80.134	77.451	77.451	77.451	1
121	Miks, Charles	Subaru	02 WRX	X	DS	92.433	82.384	81.450	78.798	78.798	78.798	1
302	Sulmonte, Marco	VW	98 Passat	X	HS	OC	76.912+1	80.079	80.791+1	78.912	78.912	1
328	Wechsler, David	VW	01 GTI VR6	X	GS	OC	OC	80.766	79.546	79.546	79.546	1
320	Hummel, Alfred	VW	97 Jetta	X	GS	83.472	81.273	77.712+1	78.933+1	81.273	81.273	1
321	Ieromonahos, Dimitri	Ford	93 Mustang GT	X	FS	OC	85.937	82.392	82.832	82.392	82.392	1
204	Pan, Ken	VW	96 GTI 2.0	X	HS	89.080	OC	83.767	83.135	83.135	83.135	1



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Autocross #6 and Season Wrapup

Slipping and Sliding at Six Flags

By Andrej Dolenc

A steady rain greeted us on Saturday, November 16th, for the final event of the 2002 Autocross Series. The wet weather turned the parking lot into the automotive equivalent of a slip-and-slide; the feeling was somewhat appropriate, though, considering our venue was a parking lot at Six Flags Amusement Park. Those who braved the elements to attend this event were treated to a course the likes of which the club has not seen in many years, a 7/10th of a mile long, 90+ second wonder that barely crossed back on itself. Kevin Henry did a fantastic job with this design!

While rain makes hosting and running an autocross a bit more challenging, driving in these conditions is very rewarding. A wet track requires extra concentration from the driver, as the limits of adhesion are significantly lower. Smooth drivers post great times, while those who aren't as careful with the right foot provide some great entertainment for the spectators! The rain also showed just how effective BMW's all wheel drive system is in inclement weather. Jeremy Caplan's 325xi Touring set a blistering time in the first heat that nearly stood as Fastest Time of the Day for the entire event. He was one of only three drivers to break the

90-second barrier. Whether they ran the course quickly or not, everybody gained valuable experience driving and controlling their cars in the wet.

The end of the 2002 Series marks the end of my third year of involvement with the Autocross Committee and I've decided to pass the torch. I leave the autocross program in the capable hands of Kevin Henry and Roy Morris, both of whom were on the committee this year. Running the autocrosses was a very rewarding experience and I wish to thank the club for providing me the opportunity. Not only has my involvement with the Autocross Committee afforded me plenty of autocross time, the use of which has made me a better driver; it has also taught me a lot about long-term planning & organization as well as public speaking. You'll still find me at the autocross events, but this time as one of the regular drivers! The Autocross Committee will be looking for more people to join, drop an email to ncc_autox@yahoo.com if you are interested in joining and helping with the behind-the-scenes aspects of autocrossing.

CAR #	NAME	MAKE	MODEL	BMW CLASS	SCCA CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST RUN	PAX Results	PAX Points
125	Caplan, Jeremy	BMW	02 325xiT	S1	DS	98.340	92.471	90.441	89.982	89.982	83.683	48
120	Rubenstein, Nicholas	BMW	00 325xiT	S1	DS	102.908	DNS	94.875	92.818	92.818	86.321	44
213	Lindley, Brandon	BMW	93 325ic	S1	DS	99.088	96.460	94.685	OC	94.685	88.057	40
217	Grant, Mark	BMW	97 328ic	S1	DS	123.529	OC	98.241	98.819	98.241	91.364	29
130	Selekler, Fatih	BMW	02 330ci	S1	DS	OC	OC	OC	OC	OC	OC	1
205	Rubenstein, Nicholas	BMW	00 325xiT	S1	DS	93.060	93.321	94.292	93.676	93.060	FUN	FUN
309	Sheridan, James	BMW	98 323is	S1M	DSP	88.129	86.352	85.319	85.171	85.171	83.723	47
202	Dazzo, Dan	BMW	98 Z3 2.8 Rstr	S1M	ASP	94.490	94.202	91.914	91.716	91.716	90.157	35
224	Henry, Kevin	BMW	90 325i	S1M	DSP	97.200	95.931+1	92.384	91.322+1	92.384	90.813	32
226	Rebano, Mark	BMW	89 325is	S1M	DSP	OC	94.251	93.596	OC	93.596	92.005	23
227	Szachara, Scott	BMW	88 325is	S1M	DSP	96.771+1	94.375	95.347+1	97.797+1	94.375	92.771	18
306	Lem, Pete	BMW	323is	S1M	STX	98.403	94.782	96.048	95.028	94.782	93.171	17
228	Staib, Ted	BMW	91 325	S1M	DSP	96.156	OC	97.762	94.814	94.814	93.202	16
220	Carmona, Jed	BMW	94 325is	S1M	DSP	105.913	OC	101.619	97.829	97.829	96.166	9
104	Hart, James	BMW	94 32i	S1M	DSP	OC	OC	104.864+1	OC	106.864	105.047	1
330	Rebano, Mark	BMW	89 325is	S1M	DSP	OC	93.393	92.225	OC	92.225	FUN	FUN
328	Carmona, Jed	BMW	94 325is	S1M	DSP	98.742	95.662	95.787	96.378+1	95.662	FUN	FUN
212	Hart, James	BMW	94 325i	S1M	DSP	OC	OC	OC	OC	OC	FUN	FUN
124	Stewart, Tyler	BMW	97 540iA	S2	FS	96.931	94.957	91.760	92.872	91.760	82.584	49
334	Kundhi, Tarun	BMW	95 318ti	S2	GS	93.377	94.67	93.968+1	95.29	93.377	84.039	46
210	Ilyff, Nick, Jr.	BMW	98 528i	S2	FS	101.215	OC	OC	OC	101.215	91.094	31
215	Gosnell, Phil	BMW	95 325ti	S2	DS	108.795	101.388	OC	113.329	101.388	91.249	30

CAR #	NAME	MAKE	MODEL	BMW CLASS	SCCA CLASS	RUN #1	RUN #2	RUN #3	RUN #4	BEST RUN	PAX Results	PAX Points
316	Schofield, Bill	BMW	96 318ti	S2M	DSP	OC	94.098	92.690	91.606	91.606	85.560	45
218	Brochu, Bill	BMW	85 535is	S2M	ESP	OC	94.588	95.083	97.921	94.588	88.345	39
230	Brochu, Angie	BMW	85 535is	S2M	ESP	100.327	100.223+1	98.132+1	DNS	100.132	93.523	14
303	James, David	BMW	99 M Coupe	SS	AS	93.367	91.817	91.553	90.121	90.121	87.237	43
332	Katona, Ron	BMW	95 M3	SS	BS	92.524	90.143	90.617	91.394	90.143	87.258	42
127	Levin, Bruce	BMW	02 M3	SS	SS	OC	89.102+2	OC	91.819	91.819	88.881	38
128	Dolenc, Andrej	BMW	96 M3	SS	BS	94.647	93.796+1	93.110	94.752+1	93.110	90.130	36
219	Hendricks, George	BMW	95 M3	SS	BS	102.436	95.437	94.600	94.445	94.445	91.423	28
126	Nicholson, Roy	BMW	95 M3A	SS	BS	114.170	100.484	98.703+1	94.53	94.530	91.505	27
118	Howe, Michael	BMW	00 M Coupe	SS	AS	95.614	OC	OC	OC	95.614	92.554	21
308	Wong, Elaine	BMW	95 M3	SS	BS	OC	OC	OC	97.409	97.409	94.292	12
324	Morris, Roy	BMW	98 M3/4	SS	BS	99.922	OC	98.769	96.482+1	98.482	95.331	10
108	Golden, Scott	BMW	02 M3	SS	SS	OC	OC	OC	105.786	105.786	102.401	2
214	Sarley, Ben	BMW	98 M3	SS	BS	OC	OC	OC	OC	OC	OC	1
122	Lee, Blair	BMW	99 M3	SS	BS	99.907	94.181	OC	92.698	92.698	92.698	19
223	Nicholson, Roy	BMW	95 M3A	SS	BS	98.253	95.060	93.175	98.988	93.175	FUN	FUN
315	Ah-Sue, Han	BMW	90 M3	SSM	STX	90.153	87.749	87.406	87.865+1	87.406	87.406	41
314	May, Alex	BMW	01 M Rdstr	SSM	SM2	91.067	92.573	90.525	90.47	90.470	90.470	34
313	Hall, Victor	BMW	88 M3	SSM	CSP	92.485	102.591	OC	90.714	90.714	90.714	33
111	Dunnock, John	BMW	89 M3	SSM	CSP	100.493	97.638	94.139	104.915	94.139	94.139	13
326	Pascarella, Doug	BMW	95 M3	SSM	BSP	98.643	95.139	95.524	95.257	95.139	95.139	11
207	Simon, Neil	BMW	99 M Coupe	SSM	SM2	105.574	103.355	97.275	97.001	97.001	97.001	6
234	Hausman, Bob	BMW	94 325is/M3	SSM	SM	105.852+1	OC	100.973+1	102.741	102.741	102.741	1
208	Dunnock, John	BMW	89 M3	SSM	CSP	94.808	93.281+2	95.349	97.03	94.808	FUN	FUN
304	Hallick, Jason	BMW	98 318i	T	HS	99.562	102.367	99.279	98.514	98.514	81.865	50
115	Pantezzi, Todd	BMW	73 3.0 CS	TM	SM	105.699	101.013	99.059	97.895	97.895	90.063	37
301	Lee, Ching	Honda	01 S2000	X	BS	OC	97.283	OC	91.605	91.605	91.605	26
123	Yip, Matt	VW	88 Scirocco	X	SM	94.778	99.787+1	92.463	91.644	91.644	91.644	25
119	Ellinger, Richard	VW	88 Scirocco	X	SM	109.542+1	94.166+1	93.717	91.825	91.825	91.825	24
305	Chelikowsky, Adam	VW	02 GTI 1.8	X	GS	OC	95.710	94.140	92.452	92.452	92.452	22
310	Wong, Eric	Chevy	01 Corvette	X	SM2	93.505	OC	92.912	92.598	92.598	92.598	20
102	Hassig, Lee	Mazda	91 Miata	X	CS	98.451	93.446	93.286	93.563	93.286	93.286	15
335	Chu, Gia	Subaru	02 WRX	X	DS	OC	OC	99.453	96.67	96.670	96.670	8
103	Bender, Christopher	Saturn	02 LS 200	X	GS	109.317	102.216	98.881	96.868	96.868	96.868	7
201	Chu, David	Subaru	02 Impreza WRX	X	DSP	OC	OC	95.769+1	94.598+2	97.769	97.769	5
112	Miks, Charles	Subaru	02 WRX	X	DS	OC	OC	OC	99.4	99.400	99.400	4
101	Beriss, Michael	MINI	02 Cooper S	X	DS	OC	OC	106.372	102.274	102.274	102.274	3
216	Snavey, Jeff	Porsche	02 Boxter S	X	BS	OC	OC	OC	105.542	105.542	105.542	1
106	Avanessi, Garo	VW	96 Golf GL	X	FSP	OC	OC	OC	109.991	109.991	109.991	1
211	Lindley, John	Mazda	93 Miata	X	CS	OC	OC	OC	OC	OC	OC	1
203	Marripodi, Lou	Mitsubishi	99 Ecl. Spyder	X	HS	OC	OC	OC	OC	OC	OC	1
307	Yip, Matt	VW	96 Golf GL	X	FSP	95.273+1	93.332	93.733	93.181	93.181	FUN	FUN
333	Ellinger, Richard	VW	96 Golf GL	X	FSP	99.65	95.887	93.578+1	OC	95.578	FUN	FUN
320	Hendricks, George	Ford	Mustang	X	FS	99.731	98.279	97.812	95.981	95.981	FUN	FUN
322	Avanessi, Garo	VW	88 Scirocco	X	SM	106.247	OC	99.480	100.827	99.480	FUN	FUN

2002 Autocross Series Point Totals

By Kevin Henry

Well, it's the end of another great year of autocross, which means it's time to run the numbers to see how our participants did during the 2002 season. This year our series consisted of six events, from which we are counting the best four finishing positions. Only those people who competed in at least four events are eligible for the series trophies, which will be presented at the Holiday Party in January. I'd like to congratulate all the class winners,

and thank everyone who came out to run at our events this year!

Posted here are the results, organized by class, for those drivers who competed in at least four events during the 2002 season. Complete results, including stats for drivers who did not participate in at least four events, are posted on the club website at <http://www.nccbmwcca.org>

	Name	Class	11-May	15-Jun	18-Aug	21-Sep	12-Oct	16-Nov	Best 4
1	Brochu, Bill	S2M	50	50	50	50	50	39	200
2	Garces, Rafael	S1	48	49	-	48	48	-	193
3	Stewart, Tyler	S2	22	-	49	49	45	49	192
4	Sheridan, James	S1M	46	46	34	42	40	47	181
5	Brochu, Angie	S2M, TM	47	41	39	46	44	14	178
6	Kundhi, Tarun	S2	40	47	1	45	-	46	178
7	James, David	SS	43	40	38	39	39	43	165
8	Schofield, Bill	S2M	36	37	-	41	42	45	165
9	Hair, Woody	SSM	44	39	-	36	38	-	157
10	May, Alex	SSM	41	34	41	38	-	34	154
11	Katona, Ron	SSM	45	10	-	-	47	42	144
12	Henry, Kevin	S1M	35	38	15	35	36	32	143
13	Kohler, Jeff	S1M	37	31	32	37	-	-	137
14	Hausman, Bob	SSM	-	44	26	32	25	1	127
15	Dolenc, Andrej	SS	29	20	27	-	29	36	121
16	Rebano, Mark	S1M	17	43	19	34	-	23	119
17	Ah-Sue, Han	SSM	14	14	1	17	46	41	118
18	Caplan, Jeremy	S1	1	1	1	27	27	48	103
19	Wong, Eric	X	28	8	44	3	-	20	100
20	Smith, Bob	S1	1	33	14	26	35	-	94
21	Morris, Roy	SS	29	25	18	1	-	10	82
22	Gosnell, Phil	S2	-	13	-	1	34	30	78
23	Rubenstein, Nicholas	S1	-	1	1	1	26	44	72
24	Emad, Phil	SSM	23	21	1	23	-	-	68
25	Emad, Rani	SSM	31	19	3	15	-	-	68
26	Wong, Elaine	SS	-	1	28	25	-	12	66
27	Kim, Steve	S2M	13	15	-	11	19	-	58

2002 Autocross Series Point Totals (cont.)

	Name	Class	11-May	15-Jun	18-Aug	21-Sep	12-Oct	16-Nov	Best 4
28	Haynes, Bryan	S1/SS	21	12	1	22	-	-	56
29	Fitzgerald, Dave	S1M, TM	1	24	1	28	-	-	54
30	Pascarella, Doug	SSM	-	2	1	33	-	11	47
31	Hall, Victor	SSM	1	1	10	-	-	33	45
32	Szachara, Scott	S1M	24	1	1	-	-	18	44
33	Howe, Michael	SSM	1	4	1	-	8	21	34
34	Ghosal, Sunir	SS	7	6	1	13	-	-	27
35	Warfield, Jeremy	SSM	10	1	-	1	11	-	23
36	Eyler-Walker, Zachary	SS	1	1	1	18	-	-	21
37	May, George	SSM	3	5	1	10	-	-	19
38	Cunningham, James V.	X	1	11	1	1	5	-	18

BMW OF FAIRFAX

NEW MEMBERS WELCOME!

The current membership of the National Capital Chapter is 4868 members. We have members in 29 states and several countries including Belgium, Canada, and Norway.

We welcome all of our new members and those new to the area.

Special thanks to Thomas Baruch for referring a new Club member.

Do you know someone who owns a BMW and is missing out on the rewards of the belonging to the BMW CCA? BMW CCA members get 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!

Our email database now represents 55% of our members; we'd like to make it 100%. If you did not receive an email of upcoming events the past month, all we need is your email address so you can begin to receive this important update. Please send your email address to list@nccbmwcca.org.

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 website at <http://www.nccbmwcca.org> for the latest details.

— Steven Schlossman

Name	Year/Model	Name	Year/Model	Name	Year/Model
Ivan Alvarenga	2001 330Ci	Dana Cole	2001 525iT	Vance Farrow	1986 325es
Stephen Anderson	1976 2002	Isaac M. Collier		Dustin Finney	1999 323i
Peter Armatis		Brett Conway	2002 M3	Lloyd & Natasha Fitzgerald	1997 540i
Bill Bailey	1997 740iL	Trish Cooper		Dan Fleming	1999 323i
Gene Baker	1995 750iL	Warren J. Cox		Dennis B. Follett	1998 540i
Steve Baker	1995 740i	Stephen Crystal	2000 740i	Chris Folsom	1989 325is
Dave Balk	2001 330CiC	John Cuellar	2000 M coupe	Glenn Fong	2002 M3
James Ballard	2001 330Xi	John DaCrema		Joe Lee Frank & Brian W Frank	
Ivan Behel	2003 Z4	Gregory & Suzanne Dana	2003 330Cic	John Gage	1976 2002
Carla Beichner	2001 540i	Danielle Daniels	2001 X5	Gregory & Judy Gallagher	2002 330i
Spencer Benson	1995 325i	Glen Davids	2002 M3	Connie Garcia	2002 325Ci
Marshall & Patricia Blackwelder	2002 325Xi	Michael Davison	1986 325e	McLain G. Garrett	2002 745Li
Carolyn Blazis		Josh Daynard	2000 M Roadster	James Gaston	2002 325Ci
John Bond		Barbara L. Dean	2002 X5	Paris Georgallis	
Thomas Bonfiglio	2001 X5	Dan Deckert	2003 X5	Behyad Ghavimi	
Shad Boyter		James Derry & Geenah Yu	1999 M3	William Gheen	1989 325i
Barron Brooks		Octavio Diaz		John Gillespie	
Donnell Brown	1986 635CSi	Renata Dittmer		Patricia Graboske	
Scott & Carla Brown	2003 330Xi	John & Nicole Doby	1998 M3	Wesley Grady	1987 325i
Joseph Bruski		Christopher Doerrer	1999 540i	Pat Grafton	
Susan Buckingham	1997 318i	John Domingues	2002 530	Eric Grant	
Ed Bush	1992 850i	D J. Dua	2003 X5	Casandra Greer	2002 X5
Ray Buza	2002 325i	Thomas Duncan	1987 M6	Luis Gutierrez	1996 318ti
Karen Lynn Carrier	2002 325Xi	John Dunnock		Keith Hahn & William Hahn	1987 325
James Anthony Case		Patricia J. Dunston	2003 530i	Gregory & Jo Hall	1999 740i
Barbara Cecchini	1976 3.0Si	Richard Edwards		Jim Hamerski	2002 X5
Jana Charters	2002 M3	Antonio S. Escobar	2002 745Li	Carlton Hardy	2001 Z3 M Coupe
John Chay	2001 X5	Bernard Etherly	1995 740iL	Mark & Susan Harris	1998 528i
Raymond Chen	1993 325is	Bradley Evans		Gary & Ursula Harthousen	1986 535i
Erman Clay	1995 325iC	William Fairfax	1995 325i	Dana Hearn	2000 323Ci
Vincent Colbert	1998 318i	Tammer Farid	1994 325iC	John Hencinski	

NEW MEMBERS WELCOME!

Charles Henkin		Bruce Marco		Luis Rinsivillo	1999 M3
Frederick Hoefert		Vincent Marsh	1999 528i	Ian Roberts	
Christopher Hoff & Patricia Dickson	2002 745i	Adam R. Martin		Josiane Rocha	
Adam Hoffman	2000 M5	Drew Martin		Kevin Rosengren	2002 325i
Michael Hollingsworth	1987 528e	John Mason		Paul Ryan	2003 330i
Justin Howard		William T. Mason	2002 330i	Tara Santmire & Ben Turner	1990 325is
Gerhard Huefner	2002 X5	Carolyn McConnell	2003 330Ci	Joseph Scholz	
Ken Hunt		Walt McDaniel	2003 530i	Steve Scott	2002 Z3
William R. Hurd		Tim McMichael	2003 330i	Omar Shiblaq & Cathleen Peters	2000 Z3
Chris Hurlbutt	1999 328i	Alan McMurtrie & Drew McMurtrie		Yevgeniy Shkolnikov	1999 528i
William Iacobellis	2000 328Ci	Joseph Timothy Meigs	1997 M3 Coupe	Sean Simmen	
Carlos Irigaray &		Maria Meredith		Anthony Smith	1994 325is
Maria Eugenia Garcia Lopez	2001 330i	Teresa Miller		Randall Stefano	1998 M3
John A. Jackson	1994 318i	Lee R. & Beverly Moore	2001 325i	Connie & Bill Streett	2002 325Xi
Sherry R. Jackson	2002 325i	Thomas A. Moorehead	2002 745Li	Richard Strimple	2002 325iT
James J. Jarmon	1980 320i	Dale Morgan & Rici Rutkoff	2002 325i	Robert Talbot	
Lyn Johnson & Kristin Johnson	1995 M3	Philip Morrison	2002 325Ci	Ashley Taylor	1999 323i
Melanie Johnson	2002 X5	Michael Murphy		Stan Taylor	
Robert Johnson		John Myers	2001 M Coupe	Frank Thomas	1994 325i
Steven Johnson		Eric Nelson	2002 330Ci	John Thomas	2001 Z3
Patrick & Leanne Jones		Tam Ngo	1998 M3	Jay Tiwar	2001 330Ci
Sheldon Kalish	2000 540i	Tam Nguyen		Kenneth S. Tolson	
Pil Kang	2002 330i	Richard Norris	1993 740i	Chi Tran	1997 M3
Norman Kerber		John Norton	2002 325i	Rajiu & Natasha Uppal	
Sean King		Kristen O'Connell	1997 Z3	Keith Vaughn	2003 M3
Bruce Kinsler	2002 M3	Edward Oliver	2003 530	Vikram Vilku	
Ed Kohlberg	2000 M5	Brian Paap	1989 325is	Dan Wade	2003 Z4
Lizz Kolodny		Wayne Packard		William Walker	
Burak Kotan	2000 323i	Neal Patalinghug	1997 M3	Bruce Wasserman	1999 328i
John Kunu & Stephen Kunu	1998 M Roadster	David Patton	2002 325Xi	Tara & Christopher Webster	
Mark T. Laufe	2001 325i	Orlando & Joanne Pereira		E. J. & Nancy J. White	2000 528iA
Tim & Beth Lavery		Michael W. Phillips		Tony White	
James Lawless	1987 325is	Pete Phillips		Jeff Wiggin	2002 330i
Hoang Le	1994 325i	Masood Pirzada	2002 M3	Dave Williams	1998 528i
Patrick Lewis	1994 530i	Marvin Poindexter	2000 540i	Anthony Williamson	
Eric Liang	2000 M5	Jordan Post		Richard Wilson	
Teodoro Llamanzares	2002 525i	John Price	2002 530iA	Robert Wolfe	2003 330Xi
William & Karen Loehr	2000 323Ci	Alex Prieto & Carlos Prieto	1993 325i	Thomas Wood	
Michael Loucks	1999 328iC	James Pryde	2001 Z3	Stephen Yam	2002 325i
Yerodin Mack		Chander Raja		Jeff Yestrumkas & Magda Sypula	1996 M3
Richard Mackey		Andy Reid		Douglas Yoon	2002 525i
Atum N. Mambe	2002 330Xi	Eul Rhee	2001 325Xi	Eric Zelenko	
Dennis W. Manion		Stephen Riddick	2000 540i	Shelton Zuckerman	1992 M3
Thomas Mann	2002 530i	David Ridley			



Woody's Competition

C O R N E R

BY WOODY HAIR

Do not expect anything new among the "big three" in Formula 1 for this year. The BMW-Williams team, as well as Ferrari and McLaren will be back with the same drivers. There is concern by the FIA that Michael Schumacher's dominance is bad for the sport, but a proposal to handicap race winners with weight penalties was quickly dismissed as only suitable for lowly touring car racing. The FIA did announce some rule changes for 2003, I don't expect them to change who wins the World Championship.

First, many have enjoyed the Saturday qualifying sessions, which like a good autocross battle, saw several drivers take, and re-take the pole from each other during their four separate attempts at setting the fastest lap. Now each driver will only get one timed lap and the run order will be determined by Friday practice times.

Second, the tire manufacturers can offer each team a tire designed for that car's characteristics. In the past Michelin, for instance, had to provide the same tires for Williams and McLaren, and the resultant compromise was normally inferior to the Bridgestone designed solely for Ferrari's needs.

Third, instead of the traditional 10, 6, 4, 3, 2 and 1 points awarded to the top 6 finishers in each race, this new year will see 10, 8, 6, 5, 4, 3, 2, and 1 points awarded to the top 8. While this may be helpful to the mid-rung teams such as Jordan and Renault, it is not expected to increase on-track competition. A driver in second place will have less incentive to try to overtake first since the differential is now only 2 points instead of 4.

Finally, the FIA has said it will look at modifying some tracks to enable easier passing. Presumably this means eliminating some of the chicanes that were recently added as safety measures.

On a sad note, the wonderful Spa circuit in Belgium is off the 2003 schedule because of the political/economic ramifications of a ban on tobacco advertising. We are still lucky to have two good opportunities to see Formula 1 races within a day's drive. Montreal (June 15) has the best atmosphere, street parties, and food. Indianapolis (late September) has readily available and relatively cheap tickets.

Moving on to the SCCA's Speed World Challenge series for Touring and GT cars, I consider this the best thing going from a spectator standpoint. If you saw the races at the DC (Cadillac) Grand Prix in July or VIR in October, either in person or on Speed Channel's tape delay, you know what I mean. Through adjustments to weight and air-intake restrictors, the SCCA has done an incredible job of making the cars in each class quite competitive. This past year has seen the BMW M3 be competitive with the Corvette Z06, Porsche 911 Cup, Audi S4 Comp, Saleen Mustang, and a supercharged Honda/ Acura NSX in the GT class. The Touring class was dominated by the

BMW 328 and Acura Integra Type Rs prior to this past year. Adjustments to weights and air restrictions now have the Mazda Proteges passing BMWs on long straights and Honda Civics are running in the top group too. Incidentally, the reason many BMW teams have switched from 328s to 325s is the 100 pound weight allowance and larger air-intake.

Pennsylvanian Jeff McMillin was the sole M3 driver in the GT class for the duration of the 2002 season. By now, unless you've been out of the country, you probably know that Tom Milner's PTG team will field two M3s in the GT class this year. They plan to build a 3rd car for McMillin to campaign independently.

The World Challenge will be in our area twice in the first half of this year. The VIR event (with the Trans-Am) is the last weekend in April and the DC Grand Prix (with the American LeMans Series) is the last weekend in June. I just wish the races were longer than the current 50 minute format. Some say that is to accommodate the TV coverage, but the races are taped, superbly edited into one-hour shows for each class, and shown two or three weeks after the race. If you caught Derek Daley's comments about how wonderful VIR was during the October races, you should know that he was actually in Japan covering the CART race live while the VIR World Challenge events were going on.

Speed Shifts: The SCCA has moved some BMW models in their Solo II (autocross) stock classes: The 2001 and newer M3s, M Coupe and M Roadsters were moved from SuperStock to A Stock where they will compete

COMPETITION CORNER CALENDAR

Feb 22-23	NASA Races including 4-hour enduro, VIR, Danville, VA
Mar 22-23	SCCA Race Drivers School, Summit Point, WV
Mar 23	SCCA Practice Autocross (members only), FedEx Field, MD
Apr 6	SCCA National Races, Summit Point, WV
Apr 26-27	SCCA Trans-Am/World Challenge Races, VIR, Danville, VA
Apr 27	SCCA MARRS Races, Summit Point, WV
Apr 27	SCCA Autocross, FedEx Field, MD
May 3-10	One Lap of America, start and finish at Watkins Glen, NY
May 10-11	SCCA MARRS Races, VIR, Danville, VA
May 18	Jefferson 500 Vintage Races, Summit Point, WV
May 18	SCCA Autocross, FedEx Field, MD
May 31	SCCA 12-Hour race, Summit Point, WV
Jun 14-15	SCCA MARRS Races, Summit Point, WV
Jun 14-15	FIA Formula One Race, Montreal
Jun 28-29	DC Grand Prix ALMS/Trans-Am/World Challenge

against the C4 Corvette and Porsche Boxster S instead of the C5 Corvette Z06. The older M Coupes and Roadsters (E36 M3 engines) are now in B Stock to compete against the Honda S2000, E36 M3, and new Nissan 350Z. The BMW 330i is officially recognized in D Stock, and the Mini Cooper S has been moved down from D Stock to G Stock. Locally, Brian Garfield's Cooper S was

dominant in D Stock this past year. The website for the new Spec E30 race class should be up and running by the time you get this: www.SpecE30.com Look for information in the Coming Events or the chapter website about a tour to PTG's Winchester shop later this month. Two other items of interest in the World Challenge for the coming

year: After two years of the Toyo T1-S road tire being the spec tire, they are going back to an R-compound DOT competition tire, the Toyo RA-1. And James Clay's Blacksburg, Virginia-based BimmerWorld team may field a team of 325s in most of the series' events. James drove in the DC and VIR events this past year. CRUNCH

BMW AUTOCROSS RESULTS

SCCA MWCSCC Championship, Round 6, Sep 22

Bill Brochu	85 535i	2nd	EStreet Prepared	50.252
Kevin Henry	90 325i	4th	DSP	51.043
Neil Simon	99 M Coupe	3rd	SM2	51.109
Paul Redmon	95 M3	1st	BSP	51.246
Mark Hockstein	99 M3	5th	B Stock	51.279
David James	99 M Coupe	1st	AS	51.41
Bob Hausmann	94 325is	1st	SM	51.434
Marshall Cone	02 Mini Cooper	1st	HS	51.522
Brian Garfield	02 Mini Cooper S	1st	DS	51.558
Mark Rebano	89 325is	5th	DSP	51.811
Woody Hair	96 328is	5th	DS	52.037
Doug Pascarella	95 M3	2nd	BSP	52.171
Bill Elliott	75 2002	2nd	FSP	52.439
Samantha Kline	02 Mini Cooper S	1st	Ladies	52.884
Han Ah-Sue	90 M3	4th	Street Touring X	52.924
George May	88 M3	6th	CSP	52.956
Craig Garfield	02 Mini Cooper S	6th	DS	52.987
Garrett McWilliams	95 M3	8th	BS	53.521
Elaine Wong	95 M3		Fun	53.771
Angie Brochu	87 325es	2nd	Ladies	54.079
Scott Cragg	92 325is	7th	DSP	55.442
Gary Lin	85 325es	4th	E Modified	55.755
Jeremy Caplan	02 325XiT	9th	DS	56.599
Ike Lawton	03 Mini Cooper S		Fun	56.836
Blair Lee	99 M3	11th	BS	56.974
Michael Howe	00 M Coupe	4th	AS	57.277
Eric Consuega	97 M3	12th	BS	57.701
David Payne	02 Mini Cooper S	12th	STX	62.149

Shelby-Dodge Club MWCSCC Championship, Round 7, Oct 6

David James	99 M Coupe	1st	AS	41.169
Doug Pascarella	95 M3	1st	BSP	41.438
Han Ah-Sue	90 M3	1st	STX	42.037
Mark Rebano	89 325is	1st	DSP	42.085
Woody Hair	88 M3	2nd	CSP	42.603
Neil Simon	99 M Coupe	2nd	SM2	42.678
Marshall Cone	02 Mini Cooper	1st	HS	42.903
James Sheridan	98 323is	2nd	DSP	42.948 (1)
Kevin Henry	90 325i	3rd	DSP	43.007
Bob Hausmann	94 325is	1st	SM	43.141
Angie Brochu	87 325es	1st	Ladies	43.326
Craig Garfield	02 Mini Cooper S	4th	DS	43.356

Shelby-Dodge Club MWCSCC Championship, Round 7, Oct 6 (cont.)

Victor Hall	88 M3	4th	CSP	44.579
Issak Avarmidis	91 M3	3rd	STX	45.271
Elaine Wong	95 M3	4th	Ladies	45.332
Paul Redmon	95 M3	5th	BSP	45.977 (1)
Arnaldo Carvalho	99 M3	7th	SM	46.382
George May	88 M3	8th	CSP	46.667 (1)
Michael Howe	00 M Coupe	3rd	AS	48.094
Gary Lin	85 325es	2nd	EM	49.131

Saab Club MWCSCC Championship, Round 8, Oct 13

David James	99 M Coupe	2nd	AS	53.8
James Sheridan	98 323is	1st	DSP	54.6
Neil Simon	99 M Coupe	1st	SM2	55.012
Han Ah-Sue	90 M3	1st	STX	55.08
Arnaldo Carvalho	99 M3	2nd	SM	55.273
Mike Neary	90 M3	3rd	STX	55.429
Woody Hair	88 M3	3rd	CSP	55.724
Bill Brochu	85 535i	2nd	ESP	55.856
Tyler Stewart	97 540i	1st	FS	56.016
Kevin Henry	90 325i	2nd	DSP	56.061
Bob Hausmann	94 325is	2nd	SM	56.578
Ben Sarli	88 M3	6th	CSP	56.72
Marshall Cone	02 Mini Cooper	1st	HS	57.012
Angie Brochu	87 325es	2nd	Ladies	57.128
Bill Elliott	75 2002	1st	FSP	57.562
Paul Redmon	95 M3	1st	BSP	58.7 (1)
Michael Howe	00 M Coupe	3rd	AS	59.267
Jeremy Caplan	02 325XiT	4th	DS	59.886
Gary Lin	85 325es	3rd	EM	61.88

SCCA FedEx Field #7, Oct 20

Ron Katona	95 M3		Fun	59.945
James Sheridan	98 323is	2nd	DSP	60.938
Rich Beebe	95 M3 Ltw	1st	BSP	61.28
Bob Hausmann	94 325is	2nd	SM	63.724
Jim Howard	02 Mini Cooper S		Fun	64.134
David James	99 M Coupe	1st	AS	64.23
Elaine Wong	95 M3		Fun	64.328
Kevin Henry	90 325i	4th	DSP	64.589
Woody Hair	96 328is	2nd	DS	64.874
Han Ah-Sue	90 M3	2nd	STX	64.932
Doug Margush	02 Mini Cooper S		Fun	65

BMW AUTOCROSS RESULTS

SCCA FedEx Field #7, Oct 20 (cont.)

Neil Simon	99 M Coupe	3rd	SM2	65.028
Tyler Stewart	97 540i	1st	FS	65.155
Brad Leier	02 Mini Cooper	1st	HS	65.263
Victor Hall	90 M3	3rd	STX	65.274
Doug Pascarella	95 M3	5th	BSP	65.312
Mark Rebano	89 325is	5th	DSP	65.868
Marshall Cone	02 Mini Cooper	2nd	HS	66.142
Arnaldo Carvalho	99 M3	5th	SM	66.439
Bob Burhenn	95 M3	7th	BSP	66.53
Lucy Beebe	95 M3 Ltw	3rd	Ladies	66.72
Craig Garfield	02 Mini Cooper S	5th	DS	67.666
Blair Lee	99 M3	7th	BS	68.872
George Hendricks	95 M3	8th	BS	70.501
Ike Lawton	02 Mini Cooper S		Fun	70.586
Michael Howe	00 M Coupe	3rd	AS	70.886
Gary Lin	85 325es	1st	EM	71.038
David Payne	02 Mini Cooper S	7th	DS	72.045
Eric Consuega	97 M3	10th	BS	72.2

SESCA MWCSCC Championship, Round 9, Oct 27

David James	99 M Coupe	1st	AS	54.381
Neil Simon	99 M Coupe	1st	SM2	55.25
Han Ah-Sue	90 M3	1st	STX	55.467
Bill Brochu	85 535i	1st	ESP	55.745
Kevin Henry	90 325i	1st	DSP	57.159
Mark Rebano	89 325is	2nd	DSP	58.165
Angie Brochu	87 325es	2nd	Ladies	58.173
Marshall Cone	02 Mini Cooper	1st	HS	58.268
Samantha Kline	02 Mini Cooper	3rd	Ladies	58.657
Paul Redmon	95 M3	5th	BSP	59.074
George May	88 M3	4th	SM	59.205
Michael Howe	00 M Coupe	3rd	AS	59.375
Ben Sarli	88 M3	6th	CSP	59.462(1)
Kevin Cuellar	88 M3	4th	STX	60.498
Dae Chung	02 330Ci	4th	DS	60.659
David Dillon	02 Mini Cooper S	5th	DS	61.481
Lee Hassig	98 540i	2nd	FS	62.57

() = number of two second pylon penalties included in time.

DR, John's

NCC name tags now available.

Samples can be found at

<http://www.happytogether.com/ncc>

Name tags can be purchased directly from

Bannister Designs, at 1-812-422-9622.

Just tell them you are with the BMW Car Club.

They are \$4.95 plus shipping.

License plate frames are now available.

They will be available at most NCC events.

A sample can be found at

<http://www.happytogether.com/ncc>

You can also obtain your frame by mailing a check to the NCC.

1 license plate frame \$ 5.00 plus \$2.00 (s/h) = \$ 7.00

2 license plate frames \$10.00 plus \$3.00 (s/h) = \$13.00

Please note: The fit is very tight on some E36 3-Series, front and rear. The rear frame may need to bend slightly below the trunk lock. The front frame may not fit on all bumpers. Sorry, no returns. No one says they **MUST** go on a BMW.

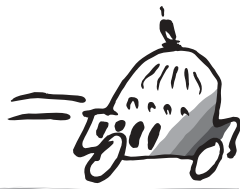
Please send a check payable to NCC BMW CCA and mail to:

License plate frame
NCC BMW CCA
P.O. Box 685
Arlington, VA 22216



National Capital Chapter decals now available.

The new inside window decal is 2"x2".
The cost is 2/\$1.00.



NCC BMW CCA

Make your check payable to NCC BMW CCA, include your e-mail address and membership number on the check and send it in a self-addressed stamped envelope to:

NCC Decal
NCC BMW CCA
P.O. Box 685
Arlington, VA 22216

Maryland Club Plate applicants! If a quick turnaround is necessary, please inquire with Rich when sending in your form. Rich does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership card with the form.** If you don't, Rich can not be sure that you are a current member and he will **not** be able to send you a form.

Application for Customized Maryland Club License Plates



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

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

Mail to: Rich Beebe
1258 Nursery Manor Drive
Finksburg, MD 21048

Name _____

Address _____

City _____ State _____ Zip _____

Phone (W) _____ (H) _____

Present plate number _____

M I N U T E S

NCC Board Meeting

Meeting Date: November 6, 2002

Present: Al Zavala, Steven Schlossman, Ronnie Lewis, Rafael Garces, Andy Grigor, Bill Shook, Kevin Henry, Roy Morris, Jared Townshend, Rob Williams, Paul Vessels, Noah Paci, and Gordon Kimple.

Read and Adopt Minutes from previous meeting – Done.

President's Report

– News from National:
For Honorary Memberships, the President needs to call National with the name.
Insurance rebates for next year are under discussion at National. They want all chapters to request insurance for tours, rallies, and concours events – cost is \$100, but they will likely rebate this insurance premium. Autox and Driving School insurance rebate program is still under “discussion”.

V.P. Report – we continue to receive money from sales of license plate frames and decals.

Treasurer's Report – review of P/L through 11/5/02 – finances look good. Need to increase revenue from dB advertisers (see discussion below).

Secretary's Report – Nothing to report.

Committee Chair Reports –

Membership –

4,886 members, with 54% of the e-mail addresses.

Autox –

Autox #5 October 12th at BaySox Stadium. Write-up by Kevin Henry.
Autox #6 set for November 16th at Six Flags – 90 slots are filled.
Timing equipment – Kevin is investigating several systems – current software vendor will not upgrade, need to buy new system. No motion at this time, we have several months to review what's available. Schedule for 2003 – need to coordinate with other NCC events as well as with MWCSCC and SCCA events. Will try not to change event dates and make sure that web-site shows correct dates and locations. Participation in MWCSCC – continue for now, with Kevin as our Council rep.

Concours –

Deutsche Marque Concours May 4, 2003

Newsletter –

Deadline for the January/February issue is November 15th since we are trying to get the next issue out a little early.

Discussed a change in format (or paper stock) to reduce the cost of publication. No changes at this time. Rob Williams will check on publication costs at other chapters (for comparison purposes). Jared to check on advertising rates. These have not been changed in at least 3 years and are probably way too low. Current rates range from \$95 for _ page ad to \$350 for a full page ad.

Advertising Manager – see above.

Driving School – the DSSC has requested 4 dates from BSR. The Board agrees with pursuing 4 dates for 2003.

Social Chair – nothing to report.

Tours and Rallies – South Mountain Inn tour – had 37 people, Steven will prepare an article. April 19, 2003 – tour to the Highland Inn, Monterey, VA, lunch in New Market, VA.

Technical Chair – DIY sessions are proceeding very well.

DIY Tech Session #3 on October 12th at BMW of Arlington. Write-up by Jared. DIY Tech Session #4 set for November 9th at BMW of Arlington.

Old Business –

Holiday Party to be at Meadowlark Park in Vienna, VA. Reserved date is January 19, 2003. Catering by Amphora. Jared is getting door prizes. Chapter will be giving members one ticket for a drink with each meal.

Bylaw Amendments – finalized and prepared for publication in Jan/Feb issue for vote of membership at the Holiday Party.

Motion by Garces for approval of Bylaw amendments as presented and discussed, with minor clarification to Article X. Seconded by Schlossman. Passed unanimously.

Motion by Garces for publication of the Bylaws in the next dB in preparation for voting by membership at the Holiday Party. Seconded by Schlossman. Passed unanimously.

New Business – none.

Meeting Adjourned.

ALEXANDRIA BAVARIAN SERVICE

BAVARIAN AUTOSPORT

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@ncbcmwcca.org, or mail to Jared Townshend, Advertising Manager, *der Bayerische*, 4027 Mapleton Dr., Chantilly, VA 20151. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

Advertising Rates

1/4 page ad per issue \$200	1/3 page per issue \$250	1/2 page per issue \$350
Full page ad per issue \$450	Back page ad per issue \$550	

CARS FOR SALE

1974 2002 Turbo

VIN 4290903. \$20,000/obo, Silver / Black, 29,000 original kilometers, excellent mechanical condition, fresh paint, all new seals, no rust, own a piece of BMW history.

Mike Early (410)484-4620 m3early@aol.com (MD)

1981 323i

VIN WB4AH31048723682. \$3,000/obo, Black / Black, 120,000 kilometers, strong engine, good paint, only rust in trunk pan.

Mike Early (410)484-4620 m3early@aol.com (MD)

1983 320i

VIN WBAAG330XD9006867. \$3,200, Delphin Metallic (Grey) Beige Cloth. Very nice example of a 320i. Sunroof, A/C, 5-spd, Blaupunkt AM/FM/Cassette, Aluminum turbo rims (6 - two mounted with snow tires), Michelin Rainforce tires. I am the third owner. Car has always been owned by GCA members. Never driven by anyone under 35. I can e-mail pics.

Richard H. (804)677-4073 W:(804)698-5525 rdtaylor3@aep.com (VA)

1985 M6 Euro

VIN WBAEE310901051821. White/Black leather sport interior. US legal Euro model. All original, including 3 piece 16" BBS rims. Good condition inside and out. Ran great until the timing chain broke. \$4,000 or best offer.

Steve Walters (540)653-5477 day or (804)443-8212 eves steve@inna.net (VA)

1988 535is

Asking \$4,000. 150,000 Miles, Manual Transmission. With Moda wheels (very nice condition) - black exterior, beige interior, ABS, Air Conditioning, AM/FM Radio, Bucket Seats, Cassette Radio, Cruise Control, Leather Interior, Power Locks, Power Seats, Power Steering, Power Windows, Rear Window Defroster, Sun Roof, Tinted Glass

Andy Haynes anhaynes@learning2000.com

1988 M5

VIN WBSDC930XJ2875111. Schwarz w/Nutra interior. 161k miles, Jet Hot-coated Euro header, Stebro stainless steel exhaust, cam gear, Dinan IV chip, new Bilsteins, Dinan springs/adjustable sway bars, recent Dunlop Sport 5000s, new ECU w/3 year warranty, new radiator, Blaupunkt Tucson w/ADS & HK amps & Polk speakers, same owner last 14 years, meticulous service records (valve adjustments/spark plug changes every 15k, Mobil 1 every 5k, etc.), all maintenance records & receipts since new, original window sticker, emissions numbers, wheel alignment specs, only genuine BMW parts used, excellent mechanical and cosmetic condition. Always garaged. Everything works, car needs nothing. Best reasonable offer.

Walt Selva (732)390-8354 wselva@aol.com (NJ)

1991 M3

VIN WBSKA0315MAE344428. I need to sell my baby. It has been maintained by a BMW mechanic. It is white with a black interior. I have installed a lit gear shifter as in the current M3. There are many other upgrades such as suspension and a choice of two different E36 M3 wheels.

Alex Lunsford (703)217-2534 BMWofNOVA@earthlink.net (VA)

1991 525i

VIN WBAHD631XMBJ57766. \$6,500 Silver metallic/gray leather, 235k highway miles, heated & power seats, sunroof, trip computer, automatic, ABS, clean garage kept, original owner, all service records.

Bill Jablonowski (301)694-7591 wwj20@erols.com (MD)

1992 318is

VIN WBABE5318NJA02088. Price: \$5,800 Alpine White/Gray interior, 112K miles, original owner, excellent condition, limited slip differential, heated seats, BMW alarm, sunroof, manual transmission, ABS, Air Bag, serviced at dealer and Alexandria Bavarian Service, have all paper work.

Scott Henry (703)695-8998 shenry318@yahoo.com (VA)

1994 M3

VIN WBSBF9323SEH00010. \$17,500/ obo Dakar Yellow / Black, 120,000 miles, original owner, very clean, excellent mechanical condition, upgraded stereo, Racing Dynamics suspension, Authority chip, fresh Yokahama intermediates, very little track time. Own the 10th M3 delivered into the US.

Mike Early (410)484-4620 m3early@aol.com (MD)

CARS FOR SALE

1994 840di

Dark green, Conforti "shark" chip, automatic, 17 inch wheels, wood grain dash, tinted windows, 270 HP, K&N filter, great looker and great condition, 96,000 miles but engine rebuilt by BMW at 49,000 miles by BMW under BMW recall. Ice cold A/C, installed telephone, uses and leaks no oil between Mobil 1 oil changes every 3,000 miles, all options. Two new batteries, Price - \$20,000. Firm. Great car - I have too many cars! See picture at <http://users.erols.com/vikel/page2.html>.

James V. Cunningham (410)721-0789 vikel@erols.com (MD)

1995 M3

Price: \$20,500. Arctic Silver, Mulberry Leather, Automatic, Luxury package, Sunroof, Heated seats, Cruise, On-Board Computer, Factory Phone, Garage kept and carefully maintained. Stock no after market add-ons, Like new condition, 48K miles.

Robert Merritt (410)252-3456 k3owx@usa.net (MD)

1998 M3 Convertible

WBSBK933XWEC42329. Fern green metallic, black interior/top, 4 brand-new Dunlops, 64Kmi, 5spd, computer, HK6disc, all options. 1-owner picked up Munich 6/17/98. ECIS cold air, low-pressure exhaust, car cover. All Service by BMW / Mobil1 used. 100K MI WARRANTY. see <http://home.earthlink.net/~alexlunsford/>

Alex Lunsford (703)217-2534 alexlunsford@earthlink.net (VA)

2000 M5

VIN WBSDE9343YBZ96103. \$59,900. 41K Miles. Jet Black exterior; black leather interior w/walnut trim. All options including park distance control, split fold-down rear seats with ski bag, rear sunshade. Meticulously maintained and detailed; perfect inside and out; always garaged; no smoke. Over \$8K in extras including: Dinan shock/strut tower braces; Dinan rear anti-roll bar; Autosolutions short shifter; 2001 "Angel Eyes" headlamp upgrade; Stock "Chrome Shadow" 18 x 9.5" wheels front and rear; Extra 18 x 8.5" stock front wheels w/tires; Euro front brake ducts w/M-Technic grill; 10K miles on Michelin Pilot Sports; 15K miles on new clutch; Digital integrated cell phone; Voice recognition module controls telephone, navigation system, etc.; GPS navigation system with CDs for entire US; 3M Scotchcal clear paint and headlamp protection; Weathershield car cover; Wired for V1.

Steve Randolph (301)655-3197 strandolph@comcast.net (MD)

CARS WANTED

Track Car

TRADE. WANTED: Want to trade my 1985 Bayliner Ciera Sunbridge 27 foot cabin cruiser for your E36 track car and trailer or other vintage BMW, MG, Jaguar, Ferrari, Rolls, or other land based toy. Bayliner is a fast and comfortable cruiser with Volvo Penta 260A inboard / outboard. Sleeps six, full galley and head. A lot of boat for the money, but wife hates it. Moored at Columbia Island Marina near Pentagon. Asking \$12,900. Will trade up or down. Prefer E36 M3, 750 iL, or non-rusty 320i, but let's talk.

Stewart Bartley (703)823-0539 Sbartley59@comcast.net (VA)

PARTS FOR SALE

Rear Shocks

E36 rear shocks for '92 325i. BOGE p/n 27-144-C. Used for less than 3k miles. \$50 for pair OBO.

Jude DeCoteau (410)336-6358 m5sedan@yahoo.com (MD)

Wheels, Tires, etc.

E28 5er ('82 - '88) wheel and tire set. 16x7.5 5-stars (silver w/ polished lip). 225x50 series tires (Bridgestone). Mounted, balanced, and with hub-centric rings. Excellent condition. Cheltenham MD. \$475.00 (+sh)." E-mail for pics (Like653@cs.com). Also, chrome exhaust tips, mahogany manual shift knob, 1.1 motronic, OBC, Bentley manual, "IS" OEM front spoiler.

Isaac M. Collier (301)372-0001 (202)514-5000 Like653@cs.com (MD)

Seats, Transmission, etc.

635CSI/Bavaria; 85 6 Front Electric Sport Seats in Pearl Biege, Passenger nice, Drivers needs work \$300. Bavaria, 4 speed Getrag 1550, Offer on distributor, rear lens assemblies, driveshaft, etc.

Chris Halloran (410)893-8726 (MD)

PARTS WANTED

E36 M3 Exhaust

Wishing to trade EXHAUSTS. I have a custom built magnaflow muffler with resonator and dual angle tips on my '98 M3. It just bolts on to stock flanges and sounds/looks great. I am looking to trade-in my car and need a stock M3 exhaust on my car for CPO. If you have a stock M3 exhaust and want a sonorous upgrade for FREE, call me. Switching them takes about 30 mins.

Alex Lunsford (703)217-2534 alexlunsford@earthlink.net (VA)

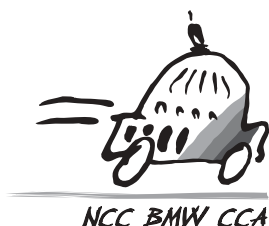
Transmission

5 Speed Transmission for 89 535i

Chris Halloran (410)893-8726 (MD)

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AUTODYNAMICS



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:

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|-----------------------------------|------------------------------------|--------------------------------------|---|
| <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):

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☐ **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: _____

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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.

(Please allow three weeks advance notice)
Address changes will NOT be accepted by phone



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