

July/August 2003

der Bayerische

National Capital Chapter

BMW Car Club of America



2003 CALENDAR OF EVENTS

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

- 30 Spring Snowflake Mini Grand Prix (Sterling, VA)

APRIL

- 12 NCC autocross school
- 12-13 Drivers' School @ Summit Point Raceway (Summit Point, WV)
- 13 Gokarting @ Allsports Grand Prix (Sterling, VA)
- 26-27 Spring Tour (Monterey, VA)

MAY

- 3 DIY at Dr. John's Motorsports (Sterling, VA)
- 4 Deutsche Marque Concours
- 5 Passport BMW (Marlow Heights, MD)
- 6 BMW of Silver Spring (Silver Spring, MD)
- 7 BMW of Sterling (Sterling, VA)
- 8 Northwest BMW (Owings Mills, MD)
- 10 Evening of Baysox Baseball (Bowie, MD)
- 17 Mid-Atlantik '02 Fest IV (Carlisle, PA)
- 18 12th Annual Jefferson 500 (Summit Point, WV)
- 24 NCC Autocross #1
- 31 Drivers' School @ Jefferson Circuit (Summit Point, WV)

JUNE

- 1 Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 8 NCC Autocross #2 (MWCSCC Championship)
- 14 New Members' Party (BMW of Sterling, Sterling, VA)
- 21 Tech Session at Wagonworks
- 29 Mountain Thunder Summer Tour

JULY

- 4-6 Tarheel BMW Driving School at VIR north course (Danville, VA) ⁽¹⁾
- 12 NCC Autocross #3
- 26 DIY at Curry's Auto Service (Ashburn, VA)

AUGUST

- 2 Evening of Baysox Baseball II (Bowie, MD)
- 9 Highway Safety School @ Jefferson Circuit (Summit Point, WV)
- 9 Fun Rally: What the Point Rally? Free food
- 10 Drivers' School @ Jefferson Circuit (Summit Point, WV)
- 16 DIY at Dr. John's Motorsports (Sterling, VA)
- 23 NCC Autocross #4
- 30 Branded & SCCA present Catootin Monte XIII (Frederick, MD) ⁽²⁾
- 31 SCCA present Get the Dust On (unpaved, Frederick, MD) ⁽³⁾

SEPTEMBER

- 6 Shenandoah Concours (Edinburg, VA)
- 7 NCC Autocross #5
- 13 DIY at Martin Motorsports (Alexandria, VA)
- 20 DIY at Dr. John's Motorsports (Sterling, VA)
- 20 Driver Education /Demonstration and Gokarting at Allsports Grand Prix (Sterling, VA)
- 27 DIY at Curry's Auto Service (Ashburn, VA)

OCTOBER

- 5 MGs of Baltimore & SCCA present MGs Fun Rally (Cockeysville, MD) ⁽⁴⁾
- 5-11 Oktoberfest (Austin TX)
- 12 SCCA present Rapidan On Time (Lahore, VA) ⁽⁵⁾
- 18-19 Drivers' School at Shenandoah Circuit (Summit Point, WV)
- 25 NCC Autocross #6
- 25 ChapterFest
- 26 SCCA present Pumpkin Puzzler II (Hunt Valley, MD) ⁽⁶⁾

NOVEMBER

- 1 DIY at Curry's Auto Service (Ashburn, VA)
- 2 Fall Tour
- 8 DIY at Dr. John's Motorsports (Sterling, VA)
- 14-16 Tarheel BMW Driving School at VIR north course (Danville, VA) ⁽¹⁾
- 15 NCC Autocross #7

⁽¹⁾ Tarheel Chapter <http://www.tarheelbmwcca.org>

⁽²⁾ Branded Rally Club of MD <http://www.branded.org>

Events in **bold type** are sponsored by the NCC.



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



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

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National Capital Chapter BMW Car Club of America



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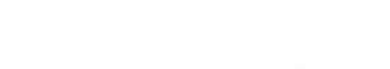
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(Please call between 7:30-10:00 p.m.)

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P R E S I D E N T ' S

Message

How can I help?

That is the question that most of you should be asking. We are the largest chapter and we have a very full calendar of events planned for your education and amusement. We are very fortunate that we have a highly dedicated group of volunteers that work diligently at planning, organizing, and running our many high quality events. But, they could use some help. The more volunteers we have, the less time individual people need to devote to their assigned task. What prompted me to make this request? I attended our recent driving school at the Jefferson Circuit (great events, make sure you sign-up for the next one) and there was one person manning pit-out and the first flagging station. That person was our VP — Steven Schlossman. Thank You, Steven. The reason this is important is very simple. Steven wears too many hats.

In addition to being the Vice President, Steven also coordinates our tours; organizes our new member events; acts as our membership chair; operates our monthly chapter e-mail (if you haven't sent in your e-mail address, do so now, it's a great reminder); and a host of other duties (like working at the driving schools). As you can see, these duties cover a wide range of interests and talents — and he can use some help.

As some of you know, Paul Vessels has announced that he is retiring from being the Concours Chair. Paul has done a wonderful job on behalf of the Chapter for many years. However, he's been coordinating these events by himself and is claiming that he needs a break. I know that many of you have participated in "car shows". Well, now's your chance to help-out. Please contact any of the Chapter officers and we'll get you started. Oh, don't think that I only have bad news to share on the volunteer front. I have some good news as well. In our autox program, our DIY/technical sessions, and on our chapter magazine we have been able to recruit several new volunteers. You will see their names in the masthead. They are bright, eager and enthusiastic. We welcome these people and you should thank them when you see them. This is your club, come out and help us make it the best and help direct it towards your interests — get involved.

Show me the money!

In the previous issue, I mentioned that BMW NA and BMW CCA had announced continuation of the BMW CCA Membership Rewards Program. Well, I recently learned just how much BMW NA has rebated to BMW CCA members over the past three years.

2000 Rebates	\$1,461,000
2001 Rebates	\$1,580,000
2002 Rebates	\$1,899,000
2003 — 1st Quarter	\$636,500

These amounts are pretty staggering and clearly demonstrate just how committed BMW NA is to fostering good relationships with Club members. As a reminder, the program offers up to \$1,500 rebates to CCA members who purchase new and certified pre-owned BMWs through authorized BMW Centers. Claim forms can be found at the BMW CCA website (www.bmwcca.org).

Registration has begun for O'Fest 2003 in Austin, TX between October 5 and October 11. Go register right now, before you forget.

Get out and DRIVE!

Rafael Garces

der Bayerische

Letter from the Editor

I no longer recommend that people buy a BMW.

Not exactly what you expected to read upon opening your beloved *der Bayerische* this month? It's not what you think...let me explain...

When I'm excited about something I like to tell others about it, thinking they will want to share in what I've discovered. That's not a bad thing I guess, but sometimes I get a little too wrapped-up in trying to convince them to join me, which can make it hard for me to accept that what I like may not be right for everyone. I had an experience recently that has convinced me that this behavior of mine could be very dangerous when it comes to cars. I'm very excited about BMWs, so I want to share that feeling with others, but talking someone into buying a car that may or may not suit them is a lot more serious than, say, urging someone to try Thai-fusion cuisine for the first time.

My wife and I went out to dinner a few months ago with some friends; a couple I'll call Homer and Marge, during dinner Marge mentioned they were in the market for a new car. They had test-driven a Lexus GS and a BMW 3 Series and said they were leaning toward the Lexus because it had a more comfortable ride. I explained, in very measured and even tones, that those are different types of cars, built with different purposes in mind, and that they really should try a 5 Series BMW if they wanted a true comparison of sport sedans. There was an awkward silence around the table, figuring I must not have made my case clearly enough, I decided to press on; "the 3 Series is not designed for that level of comfort" I said, becoming slightly more animated, "it's made to favor handling over ride comfort...you're comparing apples to oranges," I continued...

When I finally stopped to daub the beads of sweat from my forehead, I scanned the table for supportive faces, there were none to be found. My dining companions all shared the same blank stare; it was mostly, "what the hell is he talking about" tinged with a little, "this guy has lost his mind". To them I might just as well have been reading from the yellow pages, except with the inflection of a fire-and-brimstone preacher admonishing his flock not to stray from the path of righteousness. That's when I noticed my wife giving me what I like to call the, "your fly is down" look...so I dropped the subject.

A week or so later, Homer and Marge bought a Lexus GS300, and I couldn't have been happier for them. The reason I was happy is that I had thought a lot about that evening and I had come to realize that Homer and Marge were not car people. If they had taken my recommendation, and gotten the 5 Series, they probably would not have appreciated what a fine car they had. Also, if they had purchased the Bimmer, I would have felt somewhat responsible for every quirk, creak, or repair bill they might have had for the life of the car. Further, if the car did need some repairs, they would always wonder if they would be having this kind of trouble had they bought the Lexus. It could have really damaged our relationship with Homer and Marge.

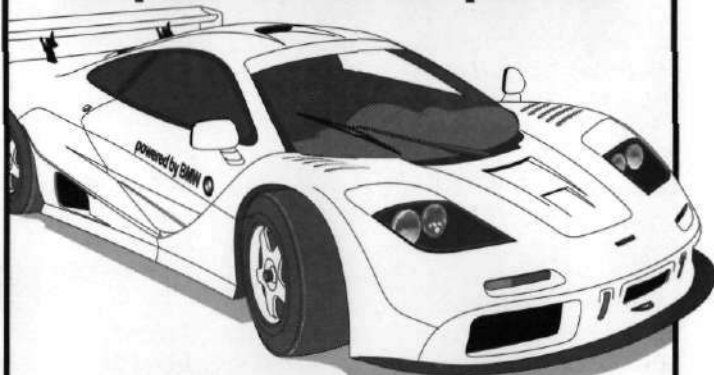
I learned some lessons from this experience: Just because I'm excited by cars, doesn't mean everyone around me has to be as well. Even those friends who I know are into cars don't have to be Bimmerphiles like I am. If they do ever decide to get into BMWs, I'll be glad to offer what little I know about the marque, but I won't pressure anyone else to share my affinity for the cars.

Hey, the less popular BMWs are, the cheaper they will be; less interest should make it easier to get parts for the older cars too, right? So, from now on, I'll just keep my mouth shut and enjoy my BMW; no one else has to know!

Rob Williams

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NCC Autocross Series Event #3**Saturday, July 12, 2003****Osbourne Park High School
Manassas, VA****Time: 9:00 A.M.**

Our third event of the season will be the first in Virginia in quite a long time! It will be at a brand new (to us) lot at Osbourne Park High School. Since we've never used this location before, let's be good to them while we're there.

The autocross will feature three heats of four runs for 30 cars, heats will start at 9:00 A.M., 11:30 A.M., and 2:00 P.M. Pre-register for this event started June 8th by contacting Fatih Seleklir by e-mail (ncc_autox@yahoo.com). Please note that only BMW CCA members can pre-register. Entry fee for the autocross will be \$20 for BMW CCA club members and \$25 for non members. Please provide your BMW CCA member number when registering.

Please note that if you run, you must work. We will be running the standard Split Heat Work Rule, which means that for each heat, half the drivers work while the other half drives. We will be enforcing this rule, so if you don't work your shift, your times WILL NOT COUNT.

Directions to Osbourne Park:

Take 66 West to Exit 53A, US 28 South towards Centerville. Go about 6 miles, and turn Left on Manassas Dr. At the first light, turn right onto Euclid Ave. Osbourne Park High is less than half a mile down on the left.

Take Me Out To The Ball Game III**Saturday, August 2, 2003****Baysox Stadium, Bowie, MD****7:05 p.m.**

Bring your family and friends out to Baysox Stadium to share a Saturday evening of fun with your fellow NCC members. Following the game, point your eyes to the sky to watch the spectacular fireworks display.

Tickets must be requested in advance by sending an email to Steven Schlossman at steven@happytogether.com. Your tickets will be held at the "Will Call" window. We will collect \$11.00 per ticket at the game. Reserve your spot early, tickets are limited! The deadline is July 26th; after July 26th, our reserved seats will be released to the public.

Directions:

Washington, DC, Northern VA, or Capital Beltway [I-495] Follow Capital Beltway or New York Avenue to U.S. 50 East (Exit 19A off the Beltway). Exit U.S. 50 at MD 197 South. Follow until it ends at U.S. 301. Turn left onto 301 North, then right at the first light into Ballpark Drive. Additional parking is available by turning right at the second light onto Governors Bridge Road.

Baltimore Beltway [I-695]

Take Exit 4 [Route 97 South] towards Annapolis. Proceed to Exit 7 [Route 3 South to Bowie/Odenton]. Remain on

Route 3 for approximately 11 miles. After passing under the Route 50 overpass, proceed to second traffic light and turn left onto Ballpark Drive. [Note: Route 3 changes to 301 South at Route 50.] Additional parking available off Governors Bridge Road. Turn left at first light south of Route 50.

Additional information and directions:

<http://www.baysox.com> Questions? Email Steven Schlossman <steven@happytogether.com>

NCC Autocross Series Event #4**Saturday, August 23, 2003****Location TBD****Time: 9:00 A.M.**

We're still searching for an appropriate lot for our fourth event of the autocross season. Once the location is settled, that information will be posted on the chapter web-site (www.nccbmwcca.org).

This autocross will feature three heats of four runs for 30 cars; heats will start at 9:00 A.M., 11:30 A.M., and 2:00 P.M. You may pre-register for this event starting July 23rd by contacting Fatih Seleklir by e-mail (ncc_autox@yahoo.com). Please note that only BMW CCA members can pre-register. The entry fee for the autocross will be \$20 for BMW CCA club members and \$25 for non-members. Please provide your BMW CCA member number when registering.

Please note that if you run, you must work. The standard Split Heat Work Rule will be in effect, which means that for each heat, half the drivers will work while the other half drives. We will be enforcing this rule, so if you don't work your shift, your times WILL NOT COUNT.

What's the Point? Free Food!**Start: Urbana, Maryland****Finish: Jefferson Circuit, Summit Point, WV****Date: Saturday, August 9, 2003****Start: 11:30AM**

We will meet at the Park & Ride in Urbana, Maryland, which is off I-270 on Route 80. Each team will be given a set of general instructions that outlines all the rules necessary to follow the route instructions correctly. At least two people in one car constitutes a team. It is recommended that you bring a pen and clipboard.

The key to this fun rally is understanding the general instructions. For this reason, you must pre-register by email with the number of participants in your car no later than August 1 to Steven Schlossman at steven@happytogether.com. The general instructions will then be emailed to you on August 1. You may email any questions you have once you have read the instructions, but I must warn you that some questions can be answered while others cannot. Each person will receive the questions and answers at the Start as an addendum to the general instructions.

Staying on course will only be one of the challenges. The other challenge will be who can answer the most questions correctly along the way. Some questions may require getting out of the car, some can be observed from within the car. Some may not even have answers. Disputed questions may be thrown out. Tie-breaker bonus questions may determine the winner. The first car leaves at 12:00 PM. And remember, this is not a race! There is no time limit other than that the answer sheet must be submitted no later than 4:00 PM at Summit Point. Answer sheets will be collected on the deck near the restrooms.

Once you arrive at Summit Point Raceway, the scheduled NCC Highway Safety School will be wrapping up. You can watch Chapter members driving their daily drivers trying to learn the limits of their cars.

Around 6:00 p.m. a dinner will be served for all the participants of the driving school and Fun Rally.

Again, if you are interested in joining our Summer Fun Rally, please RSVP by email no later than August 1 to Steven Schlossman at steven@happytogether.com

Directions to the Start:

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

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

Fuel and snacks near the start.

6th Annual Shenandoah Vineyards Concours**Saturday September 6, 2003****Shenandoah Vineyards
Edinburg, VA**

Tour/Caravan leaves parking lot of Cracker Barrel restaurant promptly at 9:30 am as drive time will be approximately an hour and a half. Cracker Barrel is located on Rt 234 (Manassas exit) off I-66 west.

Once again Shenandoah Vineyards and E&E Auto-sales will host the 6th annual Shenandoah Vineyards Concours in Edinburg VA. For the past 45 years this event has been hosted by the vineyard in conjunction with their annual wine festival, and by John Estep, owner of E&E pre-owned BMW Auto-sales in Harrisonburg, VA. The wine festival, and the vineyards itself, make an excellent venue for an all BMW concours. This event has steadily grown since its inception four years ago. The competition is keen but friendly with cars coming in from as close as DC and MD and from as far away as NC. This event is a low key "top only judges choice" concours and the last "judged" event of the season. Again,

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

it's a "low key" fun event and engine compartments etc. will be optional. All classes will trophy three deep and will be broken out as follows:

- Display
- Special Interest/racing
- 02
- 3 series/early
- 3series/late
- Coupe/early
- Coupe/late
- Sedan

Now please remember this is a family event so bring the kids, the dog, the neighbors and grand-ma too, because in addition to our car show the wine festival will be in full swing all day long! The festival combines live music, good food, arts and crafts, wine tasting and winery tours.

Entry Fee: \$25.00 per car...which includes admission for 1 to wine festival, car show and wine and cheese awards reception. Additional persons with the vehicle and general admission will be \$8.00 ea. Please let the gate know that you are with the car club display. Entry fees will be collected on site.

Vineyard/show grounds open 10:00am

Judging begins 1:00pm

Awards presentation & Wine and Cheese reception 3:30pm

Wine Festival ongoing 10:00am—6:00pm

If additional information is needed, please contact Paul Vessels at onboost@bellatlantic.net John Estep at eandebmw@gte.net

Driver Education/Demonstration and Go-Kart Racing Allsports Grand Prix, September 20, 2003

We have two go-kart events planned for Saturday September 20 at Allsports Grand Prix in Sterling. At 10:00 AM, Tom Milner will demonstrate some of the finer points of driving go-karts quickly, and racers Jeff Altenburg and Mike Copperthite will show us how it's done in shifter karts. In the afternoon, at 1:00 PM, we will have a sprint/heat race to try out our newly acquired skills. Members are welcome to attend either or both events if they choose.

Tom Milner is known among BMW racing fans for his team's success in prototype racing. Many successful racecar drivers believe that training in racing go-karts helps to make them better drivers when they get on the track in their full-size cars. Tom trained in go-karts when he was actively driving, and his current crop of drivers train in go-karts as well. Jeff Altenburg and Mike Copperthite are both experienced

with racing in cars and go-karts. Mike has demonstrated his skills at prior BMW club go-kart races. The morning session will include a combination of classroom discussion, demonstrations on the track, and for a lucky few...a chance to drive a shifter kart! There is no fee planned for the morning activity as the instructors are generously donating their time and materials, while Allsports is donating morning track time.

The afternoon session will be a sprint/heat race where we can test our skills in wheel to wheel racing. This race is for adults only (18 and over) and this venue is not to be confused with tourist-trap go-kart tracks that are better suited for kids. Allsports features an indoor track with computerized scoring; and race-bred go-karts, with full safety gear supplied. Their excellent website (www.allsportsgp.com) provides a good description of Allsports' karts and the facility. The sprint/heat format consists of a sequence of short races of about 10 laps each. The field will run in 5 heat races, with varying competitors and starting positions. The cost for this event is \$60.00, payable when you arrive.

Please RSVP to Matt Reinhart by September 1, preferably by e-mail at matthew.reinhart@jhuapl.edu or by phone at work 240-228-6410 or home 410-987-3027.

2003 On-Track Driver Education Schedule

Join us at world famous tracks such as Watkins Glen International Raceway, Virginia International Raceway and Summit Point Raceway during our 2003 season

February 28 – Jefferson Circuit (Summit Point), WV – Seat Time (Special rules apply – contact office for more information) – \$175.00

March 1 & 2 – Summit Point, WV – Main Track – \$500.00

June 16 & 17 – Lowes Motor Speedway – Charlotte, NC – \$500.00

June 28 & 29 – Summit Point, WV – Main track – \$500.00

July 7 & 8 – Watkins Glen, NY – \$475.00

August 15, 16 & 17 – Virginia International Raceway, Danville, VA – \$675.00

August 30, 31 & September 1 – Shenandoah Circuit, (Summit Point), WV – \$550.00

October 18 & 19 – Virginia International Raceway, Danville, VA – \$500.00

November 14 – Jefferson Circuit (Summit Point), WV – Seat Time (Special rules apply – contact office for more information) – \$175.00

November 15 & 16 – Summit Point, (Main track) – \$500.00

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NATIONAL CAPITAL CHAPTER BMW CCA

AUGUST 2003 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between May 29 and June 27, 2003. Each applicant must submit a separate form. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission will be by modified lottery with priority given to National Capital Chapter members and those attending the fewest prior schools this year. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must have full, valid driver's licenses. If the applicant is under 18, a *notarized* parental permission form (available from the registrar) is required. One student per car is strongly recommended. Student familiarity with the car is essential.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **Convertibles**, motorcycles, and rental cars are not allowed. Trucks, SUVs, and vans are allowed in the Highway Safety School only.
- **Cars must be inspected** by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy.
- **Helmets** must be certified to Snell M- or SA-standards, 1995 or later. Full-face helmets with SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

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

August 9-10 (Summit Point Jefferson Circuit)

\$150 ☐ Saturday Highway Safety School

\$195 ☐ Sunday drivers' school

Fees: Nonmembers add \$35 per event (the nonmember fee is waived for the Highway Safety School). Make checks payable to *National Capital Chapter BMW CCA*.

Refund Policy: Refunds less a \$25 cancellation fee will be given for cancellations within four weeks of an event **only** if your place is filled

from the waiting list. **No refunds** will be given for cancellations within two weeks of an event. School admissions are non-transferable.

Mail your application, payment, and copies of your driver's license and proof of insurance to:

NCC Drivers' School
c/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044

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

Name _____ Membership # _____ T-shirt size _____
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Car Color _____ Year _____ Make _____ Model _____

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

And don't forget our volunteer credit program: corner-work any three track days and attend a two-day school as a student for half price, or work six days and attend a two-day school FREE! *

* Note: To be eligible for credit for free schools, workers **MUST** preregister with Steve Lowry (telephone: **240-417-0286** before 10:00 PM; e-mail: pitout@hotmail.com). Worker spaces are limited, so contact Steve early.

Experience: List your previous experience as a drivers' school student by number of days and location. If no previous experience, state "None."

Days at Summit Point Main Circuit: _____ Days at Summit Point Jefferson Circuit: _____

Days at other tracks (please list individually): _____



NATIONAL CAPITAL CHAPTER BMW CCA

OCTOBER 2003 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between August 15 and September 12, 2003. Each applicant must submit a separate form. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission will be by modified lottery with priority given to National Capital Chapter members and those attending the fewest prior schools this year. See full details elsewhere in this issue of *der Bayerische* or on our Web site at <http://www.nccbmwcca.org/drivers-school/>.
- **Drivers** must register for **both days** of the school. Sharing or splitting attendance between two drivers is not allowed. Drivers must have full, valid driver's licenses. If the applicant is under 18, a *notarized* parental permission form (available from the registrar) is required. One student per car is strongly recommended. Student familiarity with the car is essential.
- **Cars** must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness as well). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are strongly discouraged.
- **Convertibles**, motorcycles, and rental cars are not allowed. Trucks, SUVs, and vans are allowed in the Highway Safety School only.
- **Cars must be inspected** by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy.
- **Helmets** must be certified to Snell M- or SA-standards, 1995 or later. Full-face helmets with SA-2000 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The National Capital Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

October 18-19 (Summit Point Shenandoah Circuit)

\$385 ☐ two-day drivers' school

Fees: Nonmembers add \$35 per event (the nonmember fee is waived for the Highway Safety School). Make checks payable to National Capital Chapter BMW CCA.

Refund Policy: Refunds less a \$25 cancellation fee will be given for cancellations within four weeks of an event **only** if your place is filled from the waiting list. **No refunds** will be given for cancellations within two weeks of an event. School admissions are non-transferable.

Mail your application, payment, and copies of your driver's license and proof of insurance to:

NCC Drivers' School
c/o Gary Ketner
10965 Shadow Lane
Columbia, MD 21044

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

Name _____	Membership # _____	T-shirt size _____
Address _____	<input type="checkbox"/> Check here if new address	(Adult S, M, L, XL, XXL)
City _____	State _____	ZIP _____
Phone (home) _____	(work) _____	E-mail _____
Car Color _____	Year _____	Make _____
		Model _____

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

And don't forget our volunteer credit program: corner-work any three track days and attend a two-day school as a student for half price, or work six days and attend a two-day school FREE! *

* Note: To be eligible for credit for free schools, workers **MUST** preregister with Steve Lowry (telephone: 240-417-0286 before 10:00 PM; e-mail: pitout@hotmail.com). Worker spaces are limited, so contact Steve early.

Experience: List your previous experience as a drivers' school student by number of days and location. If no previous experience, state "None."

Days at Summit Point Main Circuit: _____ Jefferson Circuit: _____ Shenandoah Circuit: _____

Days at other tracks (please list individually): _____



Admissions Policy

Because of strong demand for space in National Capital Chapter drivers' schools, sometimes we are unable to accommodate all of the students who apply. For schools where applications exceed our school capacity, we will employ the admissions policy outlined below.

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

General Requirements

- Applications for a school must be submitted during the published registration period for that school. A separate application must be submitted for each school; waitlisted applications **are not** "rolled over" to later schools. School and registration period dates are listed below.
- Applications must be submitted in writing on the official application form, which can be photocopied from *der Bayerische* magazine or downloaded from the chapter's Web site at <http://www.nccbmwcca.org/drivers-school/>. A check for school fees and photocopies of the applicant's current driver's license and proof of insurance (such as a state insurance card) must accompany each application.
- Unlike previous years, students must register for **both days** of an event, except for the weekend of the Highway Safety School, when students may register for either the Highway Safety School or the drivers' school or both. Shared or split registrations are not allowed.

Priority Assignment

- A random priority number will be assigned to each application postmarked within the published registration period. Priority numbers will be assigned separately for each school.
- Students will be admitted in order of their priority numbers (*not* postmark date) from each of the following groups in sequence until school capacity has been reached:
 1. Applicants currently enrolled in the NCC instructor-training program (the *Instructor Academy*; see the "Notes" section below) or who lack a single "IA" admission qualification.
 2. NCC members who have attended 0 or 1 previous NCC drivers' school days in 2003.
 3. NCC members who have attended 2 or 3 previous NCC drivers' school days in 2003.
 4. NCC members who have attended 4 or more previous NCC drivers' school days in 2003.
 5. Members of other chapters of the BMW CCA, according to criteria 2-4 above.
 6. Non-members, according to criteria 2-4 above.
 7. Applicants applying outside of the published application period.

- Unsuccessful applicants will be waitlisted. If spaces become available after the first round of admissions, applicants will be admitted from the waitlist in the order described above.

Notes

- Giving admission priority to instructor-candidates is intended to expand the ranks of qualified instructors as quickly as possible, which will in turn increase the number of students that can be admitted to future schools. Qualification for IA admission is based on student performance at earlier schools. Detailed information on IA is available at <http://www.nccbmwcca.org/drivers-school/>.
- BMW CCA members may be affiliated with more than one chapter. Applicants with either primary or subsidiary National Capital Chapter affiliation have "NCC member" priority for admission. New National Capital Chapter members, including those with pending membership applications, also have "NCC member" priority.
- The number of novice students admitted will be limited to one-third of the total school enrollment.
- The Highway Safety School is not counted for determining priority.
- Every effort will be made to inform applicants of their admission status three weeks before the school.
- Applicants who are waitlisted and not eventually admitted receive full refunds of their fees, usually by return of their original check.

2003 Event and Registration Period Dates

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

<i>Date</i>	<i>Registration Period (Dates Are Inclusive)</i>	<i>Location</i>	<i>Event Type</i>
April 12	February 7 – March 14	Summit Point Main Circuit	Drivers' School
April 13			Drivers' School
May 31	March 28 – April 25	Summit Point Jefferson Circuit	Drivers' School
June 1			Drivers' School
August 9	May 29 – June 27	Summit Point Jefferson Circuit	Highway Safety School
August 10			Drivers' School
October 18	August 15 – September 12	Summit Point Shenandoah Circuit	Drivers' School
October 19			Drivers' School

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. By purchasing parts at the sponsor, we provide an 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 are routinely 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 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 three 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. Please include one separate check for each event for which you are registering. 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 DIY Registration Forms to:

Jon Taillon, 2704 Curzon Ct., Vienna, VA 22181.

Charity Food Drive. At every National Capital Chapter event this year, we will have a box for collecting non-perishable food items. This is purely voluntary and is not a requirement for admission to any event. All we ask is that in addition to the "regular" price of admission (if any), that you please bring one non-perishable food item. These will be distributed periodically to the Capital Area Community Food Bank in the name of the National Capital Chapter.

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



DIY Registration Form

Curry's Auto Service - Saturday, July 26, 2003, 8:00 AM to 2:00 PM
1510 Moran Road, Sterling, VA 20166

Name _____ Hm phone _____ Wk phone _____
Address _____ City _____ State _____ Zip _____
BMW Year _____ Model _____ I'll Need help (Y/N) _____ E-mail _____
BMW CCA Member # _____ Work I plan to accomplish _____
Special Tools Needed _____



DIY Registration Form

Martin Motorsports - Saturday, September 13, 2003, 8:00 AM to 2:00 PM
460 A South Pickett Street, Alexandria, VA 22314

Name _____ Hm phone _____ Wk phone _____
Address _____ City _____ State _____ Zip _____
BMW Year _____ Model _____ I'll Need help (Y/N) _____ E-mail _____
BMW CCA Member # _____ Work I plan to accomplish _____
Special Tools Needed _____

Spring Tour 2003 to Monterey, Virginia

*Text and photos by
Steven Schlossman, Tourmeister*

You can do lots of things with your BMW. You can blast down the front straightaway at VIR. You can navigate your way through a sea of orange cones. You can spend all day washing and waxing it, but that's not for me... Me? I like driving 200 miles on back country roads to have dinner with my friends. That is just what we did on our Annual Spring Tour.

All week the weather forecast called for rain on our spring tour date, Saturday, April 26th. I figured...great! They will be wrong as usual; it will rain on Friday, which it did, and by Saturday the weather will be warm, clear, and we'll have blue skies. WRONG! This time weather.com was on the money. Well...almost.

As my wife and I drove to the Cracker Barrel in Manassas from our home in Germantown all I could think about was the rain that was coming down in buckets. "Why today?" I asked myself? I had started planning this weekend back in November and it had been exceptionally fun to plot. I was able to use some of my favorite roads. As we headed west on 66, I started to see the Shenandoah Mountains in the distance and the clouds seemed to part. By the time we got to the Cracker Barrel, the rain had stopped. After taking care of the necessary paperwork, and a brief driver's meeting, we headed out on our journey.

From previous tours I learned something very important: people drink coffee in the morning. That coffee has to go somewhere after it is consumed; so our first stop, for those who chose to stop, was an Exxon and Aldey's Grocery Store. Once our internal tanks were emptied, and some gas tanks filled, we continued to head on down the road.

Off Route 50 we picked up Snickersville Turnpike, then onto Blue Ridge Mountain Road (some call it Weather Mountain—we soon found out why). As we started our ascent we soon found ourselves in the clouds. The entire length of the road was covered in a dense fog. (Note to BMW, we need rear fog lights!)

July/August

Fortunately the lead car had a very fearless driver and we were able to stay close enough not to lose anyone, while maintaining safe following distances. Luckily, a few drivers even managed to miss Bambi who was out gallivanting in all that fog!

After getting back to Route 50 we took a left to drive along the Shenandoah River to get to our next rest stop, a 7-11 in Front Royal. Back on our trip we drove into Edinburg, with long twisty roads with woods and running water on both sides, then we headed south to New Market for a light lunch at the Shenvallee Golf Resort Restaurant. After eating and mingling we headed back on course through farm country, over mountains and through the woods, to West Virginia we went. And more fog. We continued another ninety minutes until we reached our destination, Monterey, Virginia.

Most of our group stayed at the Highland Inn, but because of limited rooms there, others stayed at the local motel or one of the Bed & Breakfasts down the road. By now it was raining again but people still ventured out to see the town, it didn't take long.

Dinner at the Highland Inn, who graciously reserved their main dining room for our event, was well attended. The food was good, the service was good, and being with some of our old friends while making new ones was great! We dined on Chicken Marsala, Rib Eye Steak, or Pork Loin, accompanied by a wonderful selection of local Virginia wine. After dessert, we retired to our cozy rooms or took after dinner drinks on the porches, which were on both levels of the Inn.

In the morning, those of us who stayed at the Inn met for a complimentary Continental breakfast in The Black Sheep Tavern. Sunday turned out to be absolutely gorgeous! I gave people directions for a variety of routes home. Some chose the short route, some chose the road less traveled. My wife and I took the roads no one travels in preparation for another road trip at a later date. On the return trip we used

only a few of the roads that we used to get to Monterey, mostly we scouted new roads for future tours. We eventually got back to New Market for a quick bite then home along some more great twisty roads.

Now, I can't take full credit for this weekend. I must thank Ted Verrill for his recommendation of the Highland Inn, and Dave Gurtner for telling me about the covered bridge and a good place for lunch. I also want to thank everyone who came out for the drive. I hope everyone had a good time and made some new friends.

For those who did not come out, but who want an overnight getaway, I strongly recommend a night at the Highland Inn or a nearby Bed & Breakfast in Monterey. Make your reservation and get a copy of the route instructions (at the url below) and do your own tour. Go it alone or with a group of your friends. You'll be glad you did.

For more information:

The Highland Inn: 888/466-4682, or
<http://www.highland-inn.com>

Additional lodging:

<http://www.highlandcounty.org/lodging.htm>

Route instructions can be found at

<http://autos.groups.yahoo.com/group/dcmetroBMW/files/Tours/>



The 330i PP (Performance Package)

By Jared Townsend



Photos: BMW NA

When plans for the 330i PP (Performance Package) were unveiled earlier this year, I knew I would eventually find time to experiment with BMW's compromise between the 330i sedan and the E46 M3 – currently only available as a coupe with no plans for a sedan...ever! Since I have a 1997 BMW M3 sedan, I could compare the two automobiles as kin, maybe even brothers. Opportunity came knocking when my persistent calls to BMW of Sterling uncovered a rarity— a 330i Performance Package that had not yet been purchased. Thanks to Jim Handy, New Car Sales Manager, at BMW of Sterling in Sterling, VA, I drove that automobile on one of the few sunny days in May.

Before the test-drive, I researched the Performance Package specifications and, on paper, the car is quite impressive. The Performance Package includes the following upgrades to the 330i rear-wheel drive sedan for \$3,900. Optimized engine software produces a 235-hp engine (10hp more than the standard 330i) with a 300rpm higher redline, as well as some other goodies; aggressively tuned sport suspension, M 3-spoke Alcantara-wrapped multi-function sport steering wheel, Alcantara/cloth-upholstered front sport seats, double Spoke (Style 135M) cast alloy wheels (18 x 8.0 front, 18 x 8.5 rear), performance tires (225/40R-18 front, 255/35R-18 rear), a space-saver spare replaces the full-use spare and wheel, high-gloss shadowline exterior trim, aluminum "black cube" interior trim, aluminum "silver cube" interior trim, and an aerodynamic package.

In the eye of the beholder-

Reminiscent of the late 80's M5, what first caught my eye was actually the absence of something to catch my eye, because all the chrome is blacked-out (or

"shadowline" in BMW speak), the usual shimmering chrome was missing. The effect is subtle, yet very effective, especially with dark blue metallic paint. In addition to the shadowline trim, there are three accents that set the 330i PP apart from the 330i. The first accent is the front valence, carried over from the M Roadster; I consider it to be bland compared to the front valence on the 330ci. The second accent is the flashy 18" wheels. Although I like the style of the wheels, I wondered to what degree the very low-profile tires might adversely affect ride quality. The final accent is the stainless steel exhaust tips, now those I like.



The upgrades to the interior were aimed at replicating the aftermarket, with brushed aluminum and suede steering wheel and shift boot (shift boot... huh?), and cloth/suede sport seats.

In the hands of the driver-

The immediate feedback that the 330i PP gave me were delivered via the suede steering wheel, handling it felt wonderful, almost like getting a massage. With the numbers off the spec sheet fresh in my mind, noting the 235hp, 255/35R-18 rear tires, 6-speed manual transmission, I was ready to go! I warmed up the engine before I had some fun, then off I went. I shifted through 1st, 2nd, 3rd, with my foot on the

floor then leveled off in 4th. Then I thought to myself...where is the extra 10hp? I rarely have a truly negative comment about a BMW, but I must say I felt a bit letdown. I would like to have seen BMW take advantage of the 6 speed transmission; instead of boosting the fuel economy, leverage the extra gear by installing a much lower-g geared differential, maybe the 1:3.38 from the automatic instead of the 1:3.07. In addition, although shifting was smooth and precise, the throw of the short-shift kit did not feel appreciably shorter, maybe 5% at the most.

So I decided to put the more aggressive sport suspension through its paces. Overall, the suspension provided great feedback through the pedals and steering wheel, instilling confidence in the twisties. However, the first bump I hit made me re-evaluate my confidence. Remember, I drive a 1997 M3 every day to work, and have driven plenty in the District, so I am quite familiar with a bumpy ride. However, the 330i PP seemed to exaggerate even the smallest bump in the road. Although the bumps did not seem to upset the car, they certainly upset the driver. This effect could have been partially related to the Michelin Pilot sports, which are known for their harsh ride characteristics, and I did not verify that the tires were not over-inflated, which may be the case since the car exhibited notably more under-steer than expected. Thus, in all fairness, the jury is still out and I will need more time behind the wheel of a 330i PP to formulate a final opinion.

Even though I left feeling a bit let down, I still enjoyed the experience. For \$3,900 worth of warranted BMW performance parts, the deal is certainly sweet. Add to that sweetness the fact that there is no four-door M3 and not many 330i's with the Performance Package, and I believe most buyers will feel they got their money's worth.

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Take Me Out to the Ballgame II

Text and photos by Steven Schlossman

Despite the gloomy weather forecast for May 10th, a few NCC members gathered at Baysox Stadium for an evening of baseball, some even brought their families. The light drizzle stopped just in time for the 7:05 p.m. start of the game. Our seats were so close to the field that we felt we were on top of all the action. Being the BMW fanatics that most of us are, we soon discovered that there was more to do than just watch the baseball game, namely; eating hot dogs and drinking beer. Some of us were so busy talking about our cars – the best shops to bring them in for service and the better mechanics in the area, that before we knew it, we found that the game was into extra innings! After the game there was a spectacular fireworks display, well worth the \$11.00 admission price alone. A good time was had by all. We found that the ballpark is a great place to take the family and to make new friends. We will be going back on August 2nd. If you are interested in attending, simply send me an email at steven@happytogether.com. To make it easier this time, your tickets will be held at the "Will Call" window; money will be collected at the game. See the Coming Events section of this issue for further details. Hope to see you there.

Team Go-kart Racing at Allsports Grand Prix

By Matt Reinbart

We've been gradually adding go-karting events to the club calendar recently as it has become clear that this sport is one of our most popular club activities. In addition to the excitement of wheel-to-wheel competition, kart racing is known to improve performance-driving technique, which is applicable to full-sized cars as well as karts. Wet weather can't dampen the fun at the Allsports indoor track, but April 13th was the first sunny day in a while, and it was nice to open the sunroof on the way to the event.

There were 24 racers participating, forming 8 teams of 3 drivers each. The goal was to complete as many laps as possible in 90 minutes of continuous racing. Driver changes were done on the fly, the only requirement being that every driver must have at least two stints behind the wheel. Since driver changes mean lost time in the pits, most teams stuck with the minimum.

Team 1 dominated right from the start and proceeded to lap the second place team four times on

their way to the checkered flag. While they did not turn in the fastest lap of the day, Team 1 was composed of three strong drivers who contributed consistently quick times. The fastest lap of the day was Geoffrey Palcher's 22.92 seconds, which just edged out Gerald Haagensen's 22.94. For us mid-pack racers, a lap turned in under 24 seconds is considered very good. A 24 second lap works out to a lap speed of about 28mph, which is downright fast considering that more than half the track is sharp turns!

Black flag penalties were imposed for excessive bumping, costing the offender ten seconds in the penalty box. There were very few black flags compared to our previous sprint/heat races, a format in which there is greater urgency to complete passes quickly. The race was long enough that most drivers were able to exercise patience in passing slower karts. The winning team completed 224 laps, which is about 42 miles in 90 minutes. The final standings are shown below.

Final Standings

Laps Down

1st place Team 1:	Brad Evans, Gerald Haagensen, and Tim Dehart	-
2nd place Team 8:	Geoffrey Palcher, Bill Schofield, and Erik Seibold	4 laps
3rd place Team 6:	Rafeal Garces, Cory Laws, and Brian Hair	5 laps
4th place Team 5:	Patrick Veltri, Mike Radziewski, and Matt Reinhart	6 laps
5th place Team 4:	Dion Brown, Steve Kapuschansky, and Scott Kapuschansky	8 laps
6th place Team 3:	John McCambridge, Robert Kingsley, Patrick McCambridge	12 laps
7th place Team 2:	Ted Staib, Dan Maguire, and Gerrit Visser	14 laps
8th place Team 7:	Anand Gajjale, Steve Tenney, and Rob Johnson	18 laps

Autocrossing, Rain + Skid Pads = Fun For All!

By Doug Ellmore, Sr.

May 24, 2003 marked the opening of the National Capital Chapter Autocross season at the Bowie Baysox stadium in very wet conditions. The event had 3 heats with 81 drivers competing in 9 categories. It was a challenging day due to the weather conditions and course layout. The first round was under rain most of the time. The second round had rain most of the first half. The third round found the driest conditions;

with the final group actually finding a few very small dry spots on the course.

Among the normal tight turns and slaloms, the course had three full radius skids pad type turns that challenged drivers with decreasing radius and off camber wet conditions. Two of the skids pads where laid out back to back creating a figure 8. You entered the dual skid pad in the middle and

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first went clockwise. The transition included an off-camber wet decreasing radius, followed by counterclockwise run into the next skid pad, hitting the same off-camber wet transition, but from the opposite side. Coming out of the second skid pad you made a right hand 180 degree turn into the second slalom going up grade to the final clockwise skid pad to the finish. A number of drivers became confused during the transitional section between the 1st and 2nd skidpad. Many noted staying in second gear with slower, smoother minimal braking runs allowed them to achieve their better run times. So they said.

Glynn Ty had the fastest run (69.960 sec) in his SSM class M3. The other class leaders included: Kevin Henry (72.080 sec) driving a '90 325i in the

S1M class; Bill Brochu (71.738 sec) driving a '87 535is in the S2M class; Todd Pantezzi (74.216 sec) in his '73 3.0CS in the TM class; David James (74.533 sec) driving a '99 M Coupe in the SS class; Brian Hair (72.371 sec) in his '87 325is in the S1 class; Michael Costanzo (77.682 sec) in his 2001 540i in the S2 Class; John Fuston (76.681 sec) driving a '92 850 in the T class; and, Stephan Caitlin (72.445 sec) driving a '96 Corvette in the X class.

In the pits, there were a lot of drivers and companion riders comparing setups, noting their engine and suspension modifications. A few drivers went through the hassle to switch and run R compounds. It was sketchy whether this would be a good choice or not. For the third round

drivers, the dryer conditions favored the R compound tires. This in fact may have made the difference for Glynn Ty.

Most commended the course layout team; it was a challenging and fun course with longer run times. The only problem with the rainy weather and longer run times was that there was no time remaining for fun runs at the end before the lot had to be cleared.

It was a good day to shake out the start of the NCC autocross season for both the new and seasoned drivers alike. The second autocross is scheduled for June 8 at Rosecroft Raceway. Hope to see you there!

BMW CCA National Capital Chapter Autocross Results

Summary Results, #1 - 2003 Series Event 1 - 5/24/03 Total Entries: 82

#	Driver	Car Model	Time	#	Driver	Car Model	Time	#	Driver	Car Model	Time
Class: 'SSM' Total Entries: 13				Class: 'SS' Total Entries: 12				Class: 'T' Total Entries: 2			
1	332 Glenn Ty	M3	69.960	1	126 David James	1999 M Coupe	74.533	1	306 John Fuston	1992 850	76.681
2	321 John Vitamvas	1995 M3	71.259	2	329 Kyle Mathews	1995 M3	76.999	2	317 Jason Hallick	1998 318i	80.640
3	207 Neil Simon	1999 M Coupe	73.542	3	116 Julian K Meer	1995 M3	77.025	Class: 'X' Total Entries: 19			
4	328 Elaine Wong	1995 M3	73.791	4	117 Josh Turner	2002 M3	77.070	1	106 Stephen Caitlin	1996 Chevy Corv	72.445
5	223 George May	1988 M3	74.486	5	219 Gary Moore	1995 M3	77.723	2	130 Mike Cole	Subaru WRX	72.450
6	214 Woody Hair	1999 M Coupe	74.890	6	315 Roy Morris	1998 M3	78.280	3	113 Matt Yip	VW Scirocco	72.950
7	319 Jeremy Warfield	1995 M3	75.647	7	309 George Hendricks	1995 M3	78.849	4	129 Richard Ellinger	VW Scirocco	73.620
8	228 Chuck Grafton	1990 M3	76.137	8	301 Des Burke	2003 M3	78.897	5	304 Scott Knott	1993 Mazda RX7	75.653
9	311 Phil Emad	1998 M3	76.199	9	103 Roy Nicholson	1995 M3	78.961	6	303 Roberto Rabe	Audi TT	76.189
10	327 Rani Emad	1998 M3	76.256	10	208 Peder Anderson	2000 M Coupe	80.892	7	108 Keefe Lee	2002 Subaru WRX	76.203
11	305 John Doby	1998 M3	77.039	11	314 Kevin Lewis	2002 M Roadster	83.088	8	325 Mohammed Fares	2003 Mini Cooper	76.810
12	201 Greg Sober	1997 M3	80.493	12	310 Andrej Dorenbaum	1998 M Roadster	85.486	9	318 Adam Chelikowsky	VW GTI 1.8T	77.893
13	221 Paul White	1995 M3	84.256	Class: 'S1' Total Entries: 14				10	121 Zachary Catlin	1996 Chevy Corv	78.598
Class: 'S1M' Total Entries: 8				1	222 Brian Hair	1987 325is	72.371	11	101 Berkeley Jeffress	Audi A4 Avant	78.713
1	218 Kevin Henry	1990 325i	72.080	2	122 Jeremy Caplan	2002 325XiT	74.780	12	115 Jim Cunningham	1986 Porsche 94	79.510
2	230 Bob Hausmann	1994 M3 Fra	73.232	3	217 Al Zavala	2000 323i	74.882	13	209 William Speegle	Audi S4	79.869
3	107 Mark Rebano	1989 325is	74.541	4	323 Brandon Lindley	1993 325ic	75.941	14	125 Charles Mils	2002 Subaru WRX	80.562
4	322 Jim Stauffer	1989 325is	74.847	5	213 Bob Smith	2001 Z3 Coupe	76.188	15	326 Ryan Keefe	2003 VW GTI	80.843
5	330 Justin Hopkins	1989 325is	79.745	6	226 Dae Chung	2002 330Ci	77.772	16	331 John Lindley	Mazda Miata	81.216
6	308 Pete Lem	1998 323is	79.897	7	316 Fatih Seleklir	2002 330Ci	78.029	17	102 William Speegle	Audi S4	85.257
7	313 Mike Parks	1987 325is	80.517	8	119 Wayne Rubain	1991 M5	78.683	18	112 Mark Sullivan	1993 Chevy Z28	86.539
8	320 Jim Colbert	1990 325i	81.146	9	202 Amos Kwan	2001 325Ci	79.412	19	324 Ram Srinivasan	2003 Mini Cooper	90.095
Class: 'S2M' Total Entries: 6				10	104 Dave Sames	1999 328i	80.063	Class: 'FUN' Total Entries: 1			
1	210 Bill Brochu	1987 535is	1.738	11	220 Nicholas Rubenstein	2002 325XiT	80.341	1	229 Mark Rebano	1989 BMW 325is	DNS
2	224 Angie Brochu	1985 535is	73.168	12	215 Brendon Bengermimo	2002 325Ci	81.547	Top Time of Day:			
3	212 Bud Schreiber	2001 540i	77.718	13	205 Steve Noe	2001 330i	81.610	SSM 332	Glenn Ty		69.960
4	302 Bill Schofield	1996 318ti	79.138	14	118 Holly Markle	2002 325Ci	86.098	Top Pax of Day:			
5	206 David Bullman	1998 318ti	79.215	Class: 'S2' Total Entries: 5				T	306 John Fuston		58.584
6	333 Gary Lin	1995 330ti	82.351	1	204 Michael Costanzo	2001 540i	77.682				
Class: 'TM' Total Entries: 2				2	105 Marvin Poindexter	2000 540i	79.501				
1	111 Todd Pantezzi	1973 3.0CS	74.216	3	203 Roger Kim	1997 528i	79.910				
2	307 Doug Ellmore	1974 2002ti	81.796	4	120 Eric Shott	2002 540i	82.988				
				5	312 Charlie Grafton	1997 318ti	101.338				



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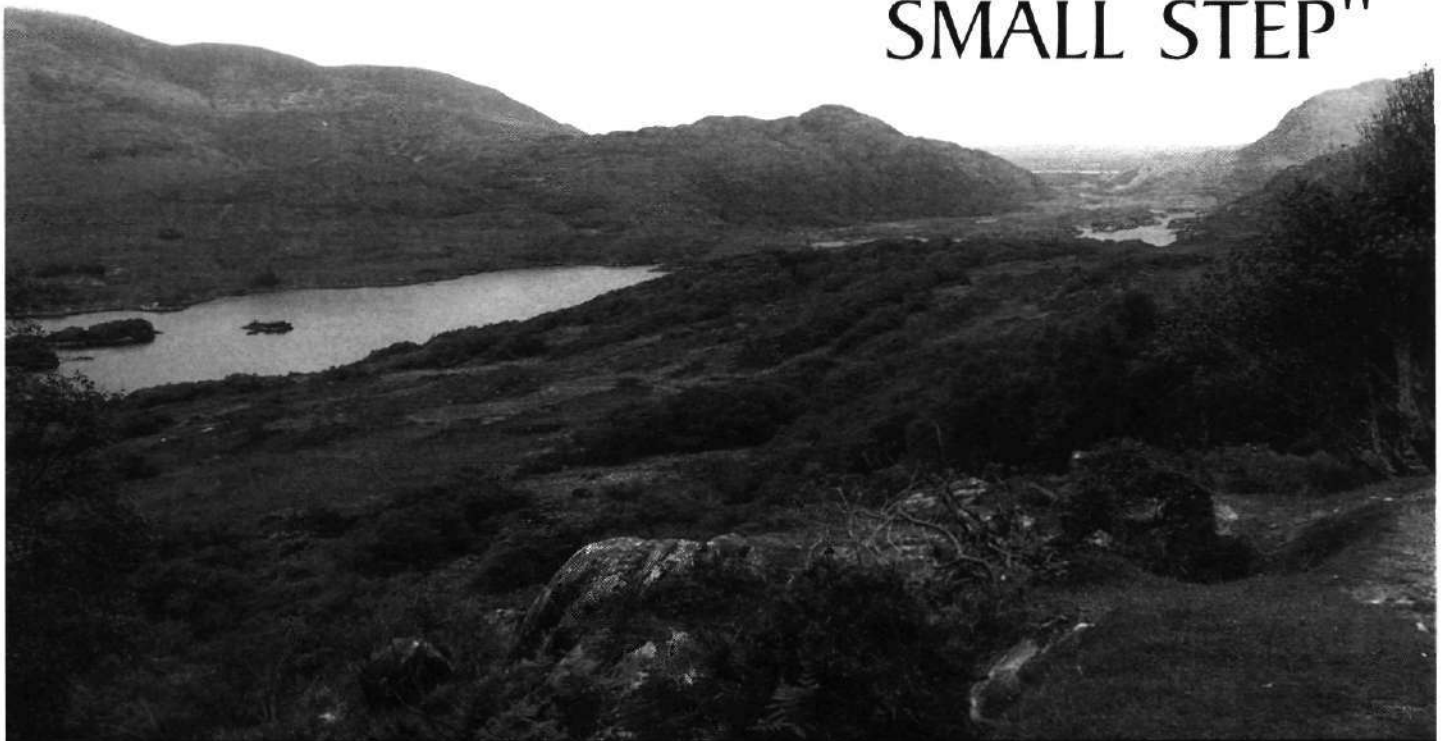
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BMW CCA National Capital Chapter Autocross Results

Summary Results, #0 - Autocross School - 4/12/03
Total Entries: 41

#	Driver	Car Model	Time	#	Driver	Car Model	Time	#	Driver	Car Model	Time
Class: 'SS' Total Entries: 15				Class: 'S1' Total Entries: 17				Class: 'S2' Total Entries: 4			
1	215 Ward, Matt	02 BMW M3	57.961	1	225 Caplan, Jeremy	02 BMW 325XiT	58.443	1	206 Bullman, David	98 BMW 318ti	62.971
2	103 Doby, John	98 BMW M3	58.256	2	211 Seleker, Fatih	02 BMW 330Ci	59.419	2	120 Hallick, Jason	98 BMW 318i	63.449
3	105 Curtis, Don	95 BMW M3	59.093	3	110 Bushar, Ronald	02 330Ci	59.635	3	217 Dulisse, Mike	96 BMW 318ti	63.958
4	218 Stadter, Patrick	95 BMW M3	59.368	4	111 Hartka, Margaret	00 BMW 323Ci	59.813	4	108 Shott, Eric	02 BMW 540	68.731
5	216 Vanskiver, John	01 BMW 325Ci	59.521	5	121 Lem, Pete	98 BMW 323is	60.781	Class: 'X' Total Entries: 5			
6	205 El-Bashir, Tarik	97 BMW M3	60.261	6	101 Bengermينو, Brendan	02 BMW 325Ci	61.117	1	220 Knott, Scott	93 Mazda RX7	56.947
7	207 Mullins, Dan	99 BMW M3	60.265	7	201 Ramage, Jeff	00 BMW 323 Ci	61.334	2	212 Snaveley, Jeff	02 Porsche Boxs	58.847
8	213 Lewis, Kevin	02 M Roadster	60.643	8	202 Parks, Michael	87 BMW 325is	61.411	3	112 Chelikowski, Adam	02 VW GTI	60.273
9	222 Sober, Greg	97 BMW M3	60.762	9	114 Jeffress, Berkeley	91 BMW M5	62.112	4	113 Cheng, John	93 Toyota MR2 T	60.667
10	116 Moore, Gary	95 BMW M3	60.977	10	210 Carmona, Jed	94 BMW 325i	63.252	5	203 Beriss, Michael	02 Mini Cooper	65.756
11	208 Meer, Julian	95 BMW M3	61.113	11	209 Cover, Kirk	93 BMW M5	63.314	Top Time of Day:			
12	115 Rueda, Luis	99 BMW M Coupe	61.547	12	204 Grant, Mark	97 BMW 328ic	63.606	X	220 Knott, Scott		56.947
13	106 Smith, Mark	88 BMW M3	61.873	13	109 Hill, Michael	01 BMW 330i	63.695	Top Pax of Day:			
14	102 Derry, James	99 BMW M3	63.643	14	107 Labrou, Yannis	03 BMW 325i	64.793	S1	225 Caplan, Jeremy		54.586
15	221 Meer, James	95 BMW M3	65.983	15	117 Coutts, Nick	91 BMW 325i	65.657				
				16	214 Long, Karyn	97 BMW 328ic	65.731				
				17	118 Schrepel, Dawn	00 BMW Z3 2.5	65.931				

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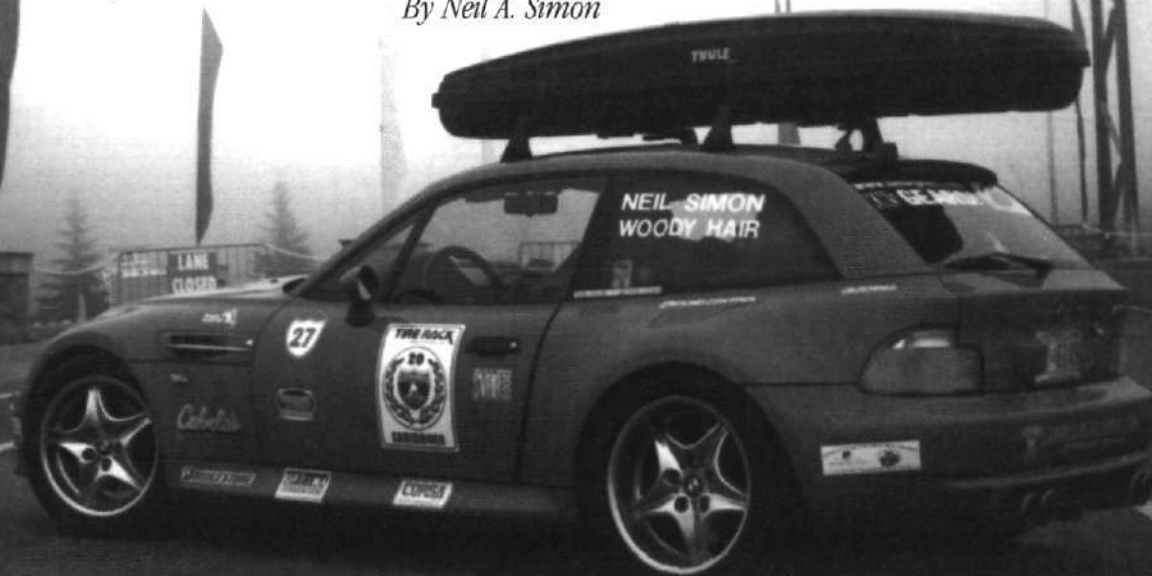
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2003 ONE LAP OF AMERICA: Woody and Neil's Great Adventure!

By Neil A. Simon



Neil's fully laden M Coupe arrives at Watkins Glen.

Who wouldn't be excited by the prospect? An entire week with almost no sleep, endless hours behind the wheel on public highways, and time trials at some of the nation's finest road racing courses. For hard-driving autoholics, One Lap of America is a rite of passage!

Woody Hair and I departed for Watkins Glen, in my 1999 M Coupe, on Thursday May 1st to join 84 entrants for the 20th Cannonball One Lap of America. We returned home - some 4,835 miles later - on Saturday May 10th. During that time, we managed to avoid floods (except for one motel room), tornadoes (very close call), sleep, good food, bending my car and - most fortunately - speeding tickets.

Friday May 2nd was registration, tech (primarily to determine that the official sponsors' decals were properly affixed to what One Lap founder/organizer Brock Yates called our "street cars cleverly disguised as race cars") and a driver's meeting at Lodge on the Green in Painted Post, NY. We also added the decals of our own sponsors - Curry's Auto Service, Koala Motorsport,

and UUC (thanks guys!). We ogled some unbelievably well prepared cars and hung out with the other entrants, including NCC members Alex May and Vic Hall in their spec racer E30 325e and Todd Brown driving a turbocharged Eclipse GSX.

Woody and I had decided that we would each drive the courses we knew best (Woody - Watkins Glen and Road America; me - BeaveRun). We split the remaining events. Knowing my limits, I chose to drive the road courses with the largest run-offs! Depending on the event, there were between one and four time trials at each venue.

Due to One Lap's unique classification system, the M Coupe was classed with the Big Dawgs in SSGT1 - along with 28 assorted Vipers, supercharged and/or nitrous-enhanced Corvettes, a Ruf and numerous "lesser" Porsches, and a race-prepared Diablo that somehow obtained temporary tags! I figured that Woody's track experience, and my M Coupe's well-sorted suspension and overall reliability, would more than compensate for our massive hp deficit. (Note to self for next year: Woody does not equal 300+ hp!).

The Diablo - running in the top run group - hit the wall in its first hot lap at the Glen, putting its left rear quarter panel into a concrete barrier. Woody, who was fortified by the Genesee Valley Chapter's breakfast buffet, fared better. His time was good for 31st overall, placing us ahead of 12 competitors in SSGT1. However, we would shortly begin an inexorable downward slide in the standings, Alex and Vic in their 325e set out on the opposite course, having been black-flagged at Turn 9 with coolant pouring from their car. Once their radiator hose was re-attached, they could only move up! Indianapolis Raceway Park was next.

We arrived at our motel in Indianapolis after a 10-hour drive, got over 4 hour's sleep (!) and, after getting lost, arrived to walk the track at 7 AM. Attrition had already taken a toll and seven cars didn't make it from Watkins Glen. Woody drove IRP and improved his time by 17 seconds in the second heat, finishing 33rd.

Next up was a quick stopover in South Bend for a skid pad competition, run in both directions, at TireRack. I pulled a .933 g average, on



Bridgestone S-03s, placing 17th overall - just ahead of the Diablo. Lo and behold, Alex and Vic came in at 19th in their "lowly" 325e. Guess all of those NCC autocrosses made a difference! Woody and I were now running 30th overall with only two BMWs ahead of us (Roy Hopkins' M5 and Ryan Catucci's supercharged M Coupe). Alas, this would be our high point in the overall standings.

On our way to Road America, we passed a large highway sign for the "Bong Recreation Area" (named, of course, for WWII pilot and Wisconsin native Richard Bong) and arrived in Elkhart Lake in a thick fog (yes, I am talking about weather!) and some rain. It was in the 40s and still raining hard the next morning at the track. Given these conditions, Brock decided that we would run only one heat, instead of two, and imposed a stop-and-go before "The Kink", a very fast and dangerous right hand dogleg. Due to fog, visibility was less than 50 yards at points on this fast, four-mile long track.

Road America took a toll. The Diablo, which had no defroster or other "comfort" features, spun at Turn 5. On driving at Road America with only a fist-sized clear spot in his windshield, the Diablo's driver said he imagined it was what Hell must be like. The factory-supported 2003 Viper Roadster got sideways after the stop-and-go and whacked its snout against a concrete barrier. Roy Hopkins'

M5 ended up stuck in a gravel trap. And Woody, after having fallen asleep on the false grid; got loose in several turns on the reconnaissance lap, but never lost it. He drove conservatively in the four hot laps bringing the M Coupe in (thankfully) unspent.

We departed Road America, after several Johnsonville bratwursts, for Hallett, Oklahoma at 1:00 PM. Because Woody and I hadn't yet "perfected" our driver-navigator communication skills, we ended up outside Chicago during rush hour. This navigational feat led to our induction into Team Fugawi (as in "where the fugawi?"). At 3:15 AM, after 940 miles of driving, we checked into a motel somewhere west of Tulsa. One Lap exhaustion had been attained! We came to understand the One Lap slogan: "Sleep is for the weak". We checked out less than two hours later to search for gasoline, food, and the track.

It was warm and sunny at Hallett, a challenging road course with many interesting elevation changes and technically demanding turns. Despite putting two wheels off at a turn aptly named "The Bitch", I loved the course and figured out the line (sort of) by the afternoon heat. We left Hallett in 40th place overall. After I adjusted tire pressures and the shocks, Woody drove the next event at nearby Tulsa Speedway, a half-mile dirt oval.

We left Tulsa for Memphis at 6:25 PM and it became clear that we had, "better buckle up, it's going to be a rocky ride"! The Weather Channel on my XM satellite radio featured ominous warnings of a vast storm system, including a record number of tornadoes, threatening Tennessee. We drove through the most incredible electrical storm that I've ever witnessed. It reminded me of the up-river scenes in *Apocalypse Now*. We checked into a motel after midnight and were told that sirens had sounded just an hour earlier to warn residents of nearby tornadoes.

Between midnight and 6 AM, when we left the motel for Memphis Motorsports Park, there was 1.5" rain and more than 30,000 lightening strikes. Although the rain soon stopped, the drag races were cancelled and the track event was delayed. Woody then enjoyed driving both on and off the course. He shortcut an "S" on his reconnaissance lap, driving through a gravel trap at the end of the long straight, and back onto the track with the car unscathed - on his second hot lap. Mike Howell, a Tarheel Chapter member driving a BMW 732, informed Woody, "it's a little late to be planting corn". Woody limited himself to the pavement in the second heat and improved his time by 22 seconds. We were now 43rd overall.

On our drive to Carolina Motorsports Park, we passed Greer, SC - the "birthplace" of my M Coupe. As we drove by the exit, I sensed the car

Co-drivers Neil Simon and Woody Hair at BeaveRun.





pulling to the right and the windshield washers leaked just a little bit. Of course, it was very late and my perceptions may have been affected by exhaustion! We arrived at our motel after 3 AM to find 20 One Lappers in the parking lot watching/assisting Roy Hopkins repair a broken rear shock mount on his M5.

The Sandlappers Chapter members come out en masse the next morning and offered extraordinary hospitality (catered lunch under a tent with chairs and fans). However, despite their expert guidance, I drove CMP as if it was an off-line exercise at a driver's school. Sure could have used a 2 1/2 gear and some pylons marking turn-in, apex, and track out! Woody tried to convince me that my weak performance was due to what he referred to as "excessive neutral camber".

We were then off to our final venue, BeaveRun just north of Pittsburgh. During our drive, we pulled alongside Bill Arnold and Tammi Hull in their very quick "vintage import" Bavaria. While driving together at speeds that are almost legal (at least on the Autobahn), Bill opened his window and shouted to Woody that his keys were in the door. Thanks Bill!

We were supposed to have three events at BeaveRun, two on the track (me) and one at the kart facility (Woody). Yes, it was raining - again. The top three cars were separated by the closest possible margin and, on the reconnaissance lap, the 600+hp Doug Rippie Corvette in second place lost it at the first kink (Turn 8), slid 200+ yards off course, turned 180 degrees and slammed into the guardrail. The first place car, a 7 liter Z-06

running nitrous, also got sideways but managed to recover.

At this point, Brock called off the track event and announced that, if it dried out, we would run the track only once. However, we'd be driving two heats on the tight and twisty kart track. Woody's autocross skills come to the fore at the kart track and he finished 13th overall in the second heat! The track also dried out and I drove to my best finish on a road course. Knowing a track makes a BIG DIFFERENCE!

Woody and I pulled back into the Lodge on the Green in Painted Post, NY at 7 PM on Friday May 9th - completing the 2003 One Lap of America. Given the euphoria, and beer, we didn't find our room until close to 1 AM. We finished in 42nd place overall and in 16th place (of 28) in SSGT1. More importantly, we had loads of fun and enjoyed the abundant generosity, friendship, and humor of our fellow competitors.

Next year? Hell yes! But can anyone lend me a supercharger?

M Coupe at One Lap finish in Painted Post, NY.



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Modifying the Driver-the NCC BMW CCA Autocross School

Text and photos by Jed Carmona

Coilover suspensions, high-flow intake manifolds, underdrive pulleys, x-braces, chips, and exhausts. Sounds like the basis for a high performance car, right? One thing to keep in mind though: none of that will do you a bit of good if you don't know how to drive that car. For the paltry sum of \$25 (versus maybe \$300-\$400 for the "hottest" new go-fast part) local BMW CCA members had a chance to modify the most important part of the performance equation - the driver!

The NCC BMW CCA Autocross School welcomed students with varying levels of experience: folks who have yet to do their first autocross all the way to seasoned road-course drivers. Staffed with experienced instructors, this year's school promised to be a productive one. The daylong event started with a classroom session, which covered basic concepts such as weight transfer and how acceleration and deceleration affect the balance of the car. Students soon got to apply what they just learned in the classroom to the autocross course.

With a group of 40 students, the course was divided into 2 sections with 20 people running 3 heats each. One half featured a slalom and offset gates while the other offered a skidpad. A course walk-through was followed by a low speed (some were not-so-low speed) drive with an instructor who showed the students where the braking points and optimal line were. The concept of "looking ahead" was emphasized as instructors explained how it sets the car up for the next turn.

Smoothness must have been the theme of the day; repeated instruction on the smooth application of throttle, steering, and braking was drilled into our heads by the instructors. After letting the students run their heats, the instructors stepped up and let it all hang out, much to the delight of the wide-eyed students. So THAT'S how it's done!

After a lunch break spent watching Eric and Elaine Wong's dog, Molly, rearrange the course with her cone-pilfering skills, the whole course was opened up. This was a new twist as the day students now had to remember the WHOLE course. While not as complex as some of the autocross courses in the past (e.g. the infamous "spaghetti" course designed by Kevin last September), it was difficult breaking the groove formed by the morning session courses. Some were frustrated on their first run after realizing that they had skipped a gate or slalom. The students were undeterred, however, as they returned to the line to review the course map and discuss their runs with the instructors. The afternoon showed a lot of promise as lap times started dropping with each run. Some first timers found themselves running laps as low as some of the experienced autocrossers. James Derry, who ran his Stage II Active Autowerkes turbocharged M3 on snow tires, owned one of the most interesting cars out there!

The beautiful April day ended with fun runs, where instructors got to join in the fun for the whole course. We got to see how years of experience can culminate in great driving skills. Drivers such as Ron Katona, James Sheridan and Bill Brochu attacked and carved the corners with sheer precision and control. Mark Rebano, who only a year ago went to the autocross school as a first timer, was now instructing. Ron showed us what a year of intense dedication to the sport could do as he threaded the slaloms and offset gates. Following a great day of Autocross School, many of us were left anticipating the next event at which we could further "modify the driver"

Eric Wong (instructor) and Molly.



John Dody



Tarek El-Bshir



Dawn Schrepel



Pete Lem



Jed Carmona





Mid-Atlantik '02 Fest IV

By David Roach

Despite damp, chilly, weather for the second year in a row, the fourth annual Mid-Atlantik '02 Fest attracted 76 examples of BMW '02 models to the fairgrounds at Carlisle, Pennsylvania, on Saturday, May 17. This year and last, event organizer John Weese has joined the event with the Carlisle Import-Kit/Replicar Nationals. The '02 Fest made up a significant portion of the larger show, the 30-year-old BMWs providing counterpoint to newer imports and replicars.

A new feature at this year's event was a guest speaker. Ray Korman, owner of Korman Autoworks in Greensboro, North Carolina, and a long-time BMW racer. Korman raced 2002s in what was then the IMSA Radial Challenge, in the early 1970s, while serving in the U.S. Army. Ray entertained the drizzled masses with stories of his early racing experiences.

All manner of '02s were represented, from the 1600 to the 2002turbo, with model years ranging from 1968 through 1976, the last year of production. A substantial number of the cars were 2002tjis, the fuel-injected version that was produced from 1972-1974, and the National Capital Chapter was out in force.

Trophies were awarded in the following categories:

Favorite non-tii Round Taillight ('67-'73 models):

- Paul Wegweiser, 1973 2002tii

Favorite non-tii Square Taillight ('74-'76 models):

- Joel Trumper, 1976 2002

Favorite tii Round Taillight:

- Tim Jones, 1973 2002tii

Favorite tii Square Taillight:

- Kevin Bange, 1974 2002tii

Most Original:

- Kevin Bange, 1974 2002tii

Drivers' Choice:

- Larry Schwarz, 1975 2002 turbo

Farthest Distance Traveled:

- Tim Jones, who drove his '02 1115 miles, from Florida

Michel Potheau Memorial Award, given to the person who best represents the spirit of 2002 ownership and helping others (Michel always said, "It's about the people, not the cars"):

- Bill Williams

Wegweiser, Trumper, and Williams are all National Capital Chapter members. One NCC member — Brian Hollen, who rode up with Mike Leeper in Paulette's Fjord 1972 2002tii — summed up the feelings of the '02-less: "It's been 26 years since I sold my last 2002. Now I've just gotta have another one."



Event Organizer John Weese's Atlantikblau 2002tii
Photo by Marcial Feliciano (aka Marsmann)



Another perfectly restored 2002tii
Photo by Marcial Feliciano



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Deutsche Marque Ramblings

By Paul Vessels



Photos by Raine Mantysalo

Well, another Deutsche Marque Concours has come and gone. This one, however, is significant in that it represents our 20th Anniversary of this event, and after 12 years as your concours chairman, it will also represent my last season in this capacity for the club. The club, your club...needs someone, one of you out there, to step up and fill the position of Concours Chairman at the end of this year!

Anyway, once again the "Car Gods" held off the rain so that the cars at the Annual Deutsche Marque Concours would shine, and shine they

did! There were many newcomers entered in the concours this year, and a number regulars who return to make this show a success each and every year, we thank you. Just so you know, once again we beat out both the Porsche and Mercedes clubs in number of entries shown! The quality of all the cars from each club was exceptional. Although I must admit, this BMW chapter is full of neat stuff to show off. This year we had Lothar Schuettler (who always brings multiple cars) surprise us with a very rare and clean "right-hand-drive" 3.0CSL. Richard Penida brought out his patriotic display (red, white and blue) of



M cars, we had not one but two 850s, a whole rack of very clean sedans, and some of the cleanest 02s anywhere! Within the ranks of NCC, the competition this year for the Best of Marque award was very intense with top honors going to Ginger and Danny Miller with their impeccably clean 635csi.

Hey did you notice?...this year we even got the food right...we finally found a vendor willing to "jump through the hoops" of the Park Authority to come and cook for us. A big thank you to "Big M's grill" for working with us!

Thanks to all participated in and came out to see this 20th Anniversary event!

Until next time...Keep the Shiny Side Up!!

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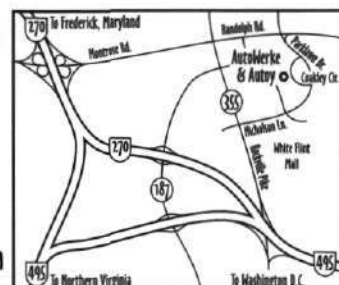


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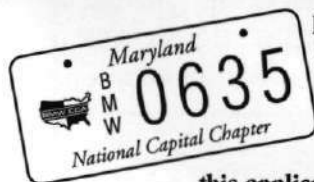


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Maryland Club Plate applicants! If a quick turnaround is necessary, please inquire with Rich when sending in your form. Rich does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership 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 _____



Photo BMW NA

BMW-Williams Wins Monaco Grand Prix

By Woody Hair

Juan Pablo Montoya drove his BMW-powered Williams to a narrow victory over Kimi Raikkonen in the Monaco GP on June 1, thus ending a fifteen-month absence from the top step of the podium by "our" team.

The weekend started looking up for team Williams in the Saturday qualifying when Ralf Schumacher topped the time charts and Juan Pablo was third. Under this year's rules, teams are not allowed to refuel or make any other changes to the cars between qualifying and the start of the race. Therefore there was much speculation about how soon the Williams would have stop for gas once the race got underway. This is of particular concern at this tight circuit through the streets of Monte Carlo where passing is almost impossible without the assistance of the overtaken car. The vaunted Ferraris of Michael Schumacher and Rubens Barrichello had their worst qualifying effort in memory. They would start from the 5th and 7th grid positions.

Juan Pablo had a good start, passing the 2nd place qualifier, Raikkonen, before the first turn. Ralf and Juan jumped to a large lead, but that was for naught as Heinz-Harald Frentzen's crash before the end of the first lap brought out the Safety Car to pace the field while the debris was removed. When the green flag was waved again, Ralf again

led the race, but was not able to pull away from JP and the third place Raikkonen. Whether by team strategy, or starting with less fuel, Ralf was the first of the top runners to pit.

JP and Raikkonen then proceeded to set and re-set lap records. Their speed was such that after their pit stops they were still ahead of Ralf. Meanwhile, the older Schumacher was finally able to get by the Renault of Jarno Trulli by turning some very fast laps when the Italian vacated fourth spot for his first stop. This same strategy enabled Michael to take over third place from brother Ralf on the second pit stops. Ralf reported his handling "went off" during the middle part of the race. Such was his lead over the fifth place car, the Renault of Fernando Alonso, that Ralf was able to maintain fourth after locking the brakes and sliding to a brief stop just short of a barrier.

When Montoya relinquished the lead to Raikkonen for his second pitstop, the Finn stayed out for several more laps at maximum pace. Then Kimi made his second stop, but he had not built a

sufficient lead and he re-entered the track just as Montoya flew past. Knowing how difficult it is to pass at Monaco, JP was able to dial back a little and still hold Kimi at bay. Thus they finished less than a second apart, with Michael Schumacher another second behind. Ralf took fourth, 28 seconds behind his Colombian teammate.

This was Montoya's first win since the Italian GP in Monza in September 2001, and the first win at Monaco for Williams in 20 years. I know it was only one race, but it now looks like the BMW-Williams team have solved the various technical issues that saw them a lowly fourth in the Manufacturers standings before Monaco. They now stand 3rd and hope to make significant gains on McLaren and Ferrari in the remainder of the season.

If you don't have access to Speed TV, you better do something. The season should be interesting.

NEW MEMBERS WELCOME!

Our membership is now at 4991 members. There are an additional 58 who have dual membership in the National Capital Chapter and another chapter, as well as 607 associate members.

We welcome all of our new members and those new to the area. And a special welcome to Brian Hair.

Special thanks this month go to Andre Dacu and Harold C. Datcher for referring new Club members.

Do you know someone who owns a BMW and is missing out on the rewards of belonging to the BMW CCA? Parts discounts at local BMW dealerships and select independent service centers, the national monthly publication of the Roundel, and the Membership Rewards Program from BMW NA are a few of the benefits - not to mention all of our local activities.

Our email database now represents 61% of our members and is growing each month. Let's make it 100%. If you did not receive an email of upcoming events this past month, we need your email address. Occasionally there are changes to the published calendar for which we need to reach you, so please send your email address to list@nccbmwcca.org. Your email address will not be given out to anyone.

If the spelling of your name is incorrect please use the form at <https://www.bmwcca.org/join/membershipchanges.shtml> to make changes. For those whose memberships are expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

To our newest members: you joined the club, now join the fun! Check the website at <http://www.nccbmwcca.org> for the latest details.

Name	Year/Model	Name	Year/Model	Name	Year/Model
Dean Ahner		Joseph Buccolo		Michael Dunlap	2000 323Ci
Neal Ailstock	1987 535is	David Burn	2002 325Ci	Laura Dunman-Sauani	
Rob Allen	1996 328ic	Jose Cabrera		Michael Durazo	1995 M3
Lupita Alvarez		Robert C. & Carolyn Carder	1997 318i	Stephanie Earman	
John Amann	2003 530i	Anthony Carigo	1991 735i	Gregory Edwards	1998 328iC
Shaun Amini	2001 740iL	Sorudh Chandani	2001 M3	Joseph Ensor	2003 325Xi
Robert Andrews		Charlson Choi	2003 M3	John Evans	2003 530i
John Asher	1997 540i	Melvin Christian	2001 Z3	Lisa Evers	1997 M3
M J. Austin	2003 530i	Catharine Clark		Lade Fatiregun	2000 Z3
Keith Bailey	1997 540i	Anthony S. Clark	1990 535	Peter Fayne	2000 540i
Yanni Bakalis	1995 M3	Jerry Clark		Jerald Feinstein	2000 Z3 Roadster
Rob Banwarth	2000 528i	Edward Claybrooks	1985 318	Sterling Fennell	1998 M3
Roger Barker	2003 535i	Joseph Colao		Amalia Ferguson	1997 528i
Eric Basile	1994 325is	Troi Coleman	1992 535i	William Floyd	
Melvin Bell		Bill Collins	1995 M3	Teresa & Brian Foley	2003 325iXt
David Bench	1997 540i	Christopher Connelly	1984 325e	Michael Fortkort	1995 750iL
Michelle Bengermio		Simon Core	1994 325i	Paul Franks	1997 328Ci
Tidanke Berete-Diane		Paul Correa	2002 530i	Ramona Fryer	1998 740i
Jeffrey Berger		Madeline Cox	1998 M3	Harry Fulton	1988 635CSi
Tom Berkley	2000 328i	Stephen Crack		Steven Gardner	2000 528i
Deborah Berndtson	2002 525iA	Alton Crawley	1973 2002Tti	Steven Geloso	2003 330Ci
Glenn Beyer	2003 330Xi	Thomas & Kerstin Crutchfield	2002 330Cic	J J. Gertler	1988 325is
Betty Bivens	1996 328i	George Currie	2002 325i	Andrew Gilman	2001 330Ci
Gene Blaylock	1988 735i	Linwood Dailey	1989 635CSi	Ivan Goldberg	1997 Z3
Barry Blum	1991 850i	John Dailey		Eran Gorev	2003 530i
Jermaine Booker		Robert & Beth Dailey	2002 525	Brian Gorka	1994 325is
Scott M. Bosari	1994 530i	Edward Davidson	1974 2002tii	Geoffrey C. & Paula D. Gould	2003 330i
Robert Bouland	2003 330Cic	Al Davis		Chester Grala	2000 528i
Martha & Roy Bozzi	1998 323Ci	Justin DeAngelis	2002 325Xi	David Greenberg	
Michael Brainard	1991 525i	Gregg DeLeaver	1999 528iTA	Vishwa (Vic) N. Gupta	2003 330Xi
Stephen Braman	2003 325	James & Liteshia Dennis		Richard Gwyn	2000 M5
Edgar H. Brenner	2001 325i	Nikhil Deodhar	2002 530i	Brian & Janeen Hair	
Archie Bright	1992 325i	Alok Dhir		Steven Hale	
D K. Brockett	1988 325is	Mahmoud Diane	2001 525i	Duane & Seana Hale	
Corby Broumandan	1988 535i	Steve Doberstein	2001 540i	Ralph L. Hankey	1987 325i
Bruce Brown		Cordell Duncan	1987 M6	Joseph Hardin	2003 Z4

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

Name	Year/Model	Name	Year/Model	Name	Year/Model
Mark Harrison	2000 540i	Regina McGill	2002 M5	Michelle Siau	1990 325is
Alex Hart	2000 528i	Joseph T. Meaney	2002 330i	Sergey Sibirsky I	999 328i
William Hathaway	2002 Z3	Chaz Mewshaw	1998 323is	Emanuel Silberstein	
Stephen Hawkins	2002 325i	Hugh Miller	1988 533i	Trevor Simm	2002 525i
David Hawkins	1989 325iC	Jack Mills	2003 M3	Jerrold Simms	1985 735i
Debbra Head	2003 330i	Marcello Mirabelli		James Simpson	1998 740iL
William Heil	2002 325i	Baris Misman		Karen Skanderson	
Stacie Hennig	2002 325i	Nick Mongillo	1996 318ti	Carolyn Smith	1996 328i
Jay Hernly	2000 323i	Michael Moore	2003 330Ci	Richard Smith	1994 325is
Kelsey Hill	1999 540i	Kenneth Moore	1991 325iC	Jason Smith	1995 318iC
Brandon Hipps	1997 M3	Robert Moss		Greg Sober	1997 M3
Charlton Ho	1994 325i	Kris Motz	2001 M3	Michael Sokalsky	
Brian Hoyle	1999 528i	Jim Murphy		Rick Soloway	2002 330i
Michael Hritz	1999 328iC	Tecla Murphy	1994 318i	William Speegle	2001 M Roadster
Edward Ihnat	1995 325i	Jimmie & Lori Myers	2003 330Ci	H. M. Spencer	2001 M5
Matt Jackson & William Jackson	2003 M3	Larry Nelson	1993 740iL	Jason Spicknall	1999 M3
Alex Jackson	1998 M3	Mike Newborn	1998 323is	Nick Spithas	1986 M5
Estella L. & Jerry James	2000 Z3	Hoa Nguyen	2002 M3	Ron Stramberg	2000 323i
William Jegl	1996 328is	Jenny Ogle	2003 325i	John F. Suhre	2003 325i
Toni Johnson	2002 540i	Jeffrey Okamitsu	2003 M5	Jill Swedenburg	2000 323i
John Jonaitis	1985 635CSi	Annaghia Oliver	2002 325Ci	Kaveh Tahvildary	2003 X5
Lois Joyeusaz	1982 323 Bauer	Brian Oshaughnessy	2001 330Ci	John Thompson	1995 540i
Brian Kachold		Richard Osman	2002 325i	Katie R. Trabelsi	1989 M3
Phillip A. Karber & Zach Karber	2003 Z4	Peter P. Ottmer	1997 740i	Deborah Trautwein	2003 325i
Daniel Karr	1999 540iA	Mario Palafox	2003 540i	Matthew Tucker	1999 528i
Dale Katzenberger	2003 Z4	Ron & Lilian Parisotto	2001 330i	Lawrence Turnbull	1998 M3
Nancy D. & Michael Kaufman	1991 325iC	Richard Payton	1994 740i	Glenn Ty	1998 M3
Michael Kidder	1993 325is	Jake Pena	2000 328Ci	Connie K. Van Ness	1998 740iL
Michael Kincaid	2003 330i	Beth Pengelly		Michael Vardell	1998 540i
Karen Kinney	1996 Z3	Eric Peterson	2003 325Ci	Lalit Verma	1999 328
Pamela Klinedinst	2000 740iL	Pamela M. Pinkett	2002 330Ci	Doan Vo	1997 M3
Doreen Knapp	1999 528	Scott & Christine Pisut		Nina Wadhwa	2003 325
Frank Korpusik	2003 525i	Dan Popelas	2003 Z4	Samuel Waldruff	2003 325Ci
Frank & Joan Kratz	2003 325Xi	Marc Potash	2000 323Ci	Robin K. Wallace	2002 528i
David Kresslein		Joel Prescott	2000 323i	Ernest Walters	998 318i
Leandro Lagera	2000 328Ci	Shannon Pryor	2003 530i	Dewight Watson	
Howard Lane		Andreas Psycharis	2003 X5	Stephen T. Weakley	1995 740i
Jeff Latker	1984 E23 733i	Raj & Ritu Rana	2003 X5	Timothy Weaver	2000 Z3
William M. Leak	2002 330Ci	Erik Rasmussen	1997 740iL	G Patrick Webre	1997 M3
Matt Leavitt	2000 323i	Charlotte Reffner	2001 325Ci	Roger Weinberg	2000 540i
Nick Lemberos		Carlos A. Rojas	1998 528i	Jerry Weinberger	
Marcelo Lessa	1997 328i	Gina Rollins	1988 735i	Kenneth Weir & Amy Weitzman	2001 M3
Jason Lewis	1991 850i	Mark Rubin	2003 M5	Paul A. White	1995 M3
Karyn Long		Todd Ruelle	1985 325e	George Williams	
John Long	1998 M3	Thilo Rusche	2004 325Ci	Deborah Williams	2002 323i
Russell Lum	2001 330Ci	Mark Ryan	2000 323iT	Jeff Williams	
David H. MacAnlis		Myron Sadowy	1993 525i	Byron Williams	1987 325e
Steve Maggid	2003 330Xi	Erik Scheirer	1988 750iL	Michael Wisinski	1987 325
Roger Mahler	1994 530i	Rich Schwarzkopf		Mary-Beth & Louis Yachimowicz	2002 525i
Jeffrey Major	1999 540i	Lydia Scornavacchi		Sergey Yatskevitch	1998 328
Joseph Malcolm	1995 530i	Yasir Shallal	2000 328i	Peter Zoll	1987 1.6
Holly Markle	2002 325Ci	Linda Shaw	1990 535i		
Scott C. & Pamela Martin		Ron Shekkin	2000 323i		
Suena Massaquoi		Julie Sheldon	1991 318i		



BY WOODY HAIR

Woody's Competition

C O R N E R

Discussions continue concerning the pros and cons of the National Capital Chapter's autocross classes and preparation rules. They can be viewed in detail on our website: www.nccbmwcca.org (go to Chapter Programs, then Autocross). The current rules, written over 10 years ago, were intended to be easily understood and to provide competitive classes for bone-stock cars on real street tires, as well as cars that are set up for track and regular autocross use.

We allow some typical street enhancements such as plus one wheels and engine management chips to still qualify as "stock" figuring they wouldn't help much against a well sorted car on R compound tires. Our Touring class, both stock and modified, is for all you 7-series, 528e, and old 2002 owners. So far the Touring classes have never attracted more than a handful of entries at an event. Some who have R compound tires with special wheels on their otherwise SCCA-legal "stock" car complain that if they want to use the R tires at a BMW event, they are at a disadvantage against the highly modified cars. To my knowledge, no other chapter uses rules such as ours.

A number of larger chapters such as Golden Gate, Boston, and Windy City use a points system where each BMW model starts with so many points and each little, or big, modification adds more points. The final point total for that car is used to determine in which class it may run. Using this system, it's not uncommon for a highly modified 2002 to be classed with an E46 M3. In fact, most of the cars competing are in the top class, making it very cumbersome to administer. The San Diego Chapter has three groups: 4-cylinder, 6-8-12 cylinder, and M cars. Each group has a stock and modified division. Some chapters just use the SCCA's Solo II classes.

The Autocross Committee is interested in your opinion of the system we use in comparison to some other systems. If you'd like to opine, please send an email to the Autocross Committee contact from the masthead.

It took until the third race, but the Prototype Technology Group BMW M3s finally showed they could be the dominant cars in the Speed World Challenge GT Series. After posting fourth place finishes at Sebring (Hans Stuck) and Mosport (Bill Auberlen), the M3s were first, second and fifth in the Saturday race at Lime Rock; and first, third and fourth in the Monday Lime Rock event. Auberlen drove the winner both times, but was most impressive in the rain on Monday considering that two factory-backed all-wheel-drive Audis RS 6s were among his chief competitors.

Twenty-four of 51 starters in the World Challenge Touring race at Lime Rock were BMWs, but the winner was Pierre Kleinubing in an Acura RSX-S. Matt Plumb in a dePont Motorsport 325i was second.

There have been three SCCA Mid-Atlantic Road Racing Series (MARRS) races to date, one at Summit Point and the "double" weekend at VIR that is in conjunction with the South Atlantic Road Racing Championship (SARRC). Ed York and Brian Shipman have finished 1 and 2 in all three ITS races with their E36 325s. In ITB, Bill Ranford (BMW 2002) scored a 2nd at Summit and 1st and 2nd at VIR. Bob Eveleigh drove his E30 M3 to an ITE class 1st at Summit, 8th and

5th at VIR, while Doug Bittner, also in an ITE E30, was 3rd at Summit, 5th and 7th at VIR.

The National Capital Chapter was represented by three cars in the One Lap of America this year. Todd Brown and Fred Espinel finished 30th overall and 5th of 10 in the SSGT2 class with Todd's Mitsubishi Eclipse. Todd and Fred also won the George Shuster Sportsmanship award for helping other teams with their difficulties, despite a number of mechanical and accident problems of their own. Neil Simon and I were 42nd overall and 16th of 27 in the SSGT1 class with Neil's M Coupe. Alex May and Vic Hall were 61st overall and 12th of 17 in the Mid-price Sedan class with the 325e they have built for racing in the SpecE30 class with NASA and possibly BMWCCA Club Racing. The best of the 13 BMWs in this year's One Lap was the E39 M5 driven by Roy Hopkins, with Nancy Becker and Adrienne Hughes. They were 19th overall, one position ahead of Bill Arnold and Tammi Hull in a 1972 Bavaria that was equipped with an E36 M3 engine and E28 5-series suspension and brakes.

While this year's event started in Coming, New York and went no further west than Oklahoma, next year it is expected to start in Indianapolis and go all the way to the West Coast. In addition to the usual fourteen road course time trials, this year the schedule included a skid pad competition, a regular and bracket drag race (both rained out unfortunately), and a time trial on an 8/10 mile kart track. Possibilities mentioned for '04 are a hill climb, a long public road race similar to the Silver State Classic, and a top speed run. It's not too soon to start planning.

Speedshifts: Chapter member Elaine Wong has stepped forward to fill the autocross chairperson position for the Metropolitan Washington Council of Sports Car Clubs. Although three MWCSCC events will have been held by the time you read this, including the BMW Club's event, the series is still in jeopardy due to the

COMPETITION CORNER CALENDAR

July 6	SCCA Autocross, FedEx Field, Landover, MD
July 12	BMW Club Autocross, Osbourne Park HS, Manassas, VA
July 19-20	NASA Races at Shenandoah Circuit - not likely
July 20	SCCA Autocross, FedEx Field, Landover, MD
July 27	SCCA MARRS Regional Races, Summit Point, WV
July 27	Z-Car Club Championship Autocross, location TBD
Aug 10	SCCA MARRS Regional Races, Summit Point, WV
Aug 16-17	BMWCCA Club Races, Summit Point, WV
Aug 23	BMW Club Autocross, tentative
Aug 3-Sep 1	SCCA Double MARRS Regional Races, Summit Point, WV
Sep 14	SCCA AX
Sep 14	Salazar Racing Championship Autocross, location TBD
Sep 27-28	SVRA Vintage Sports Car Races, Summit Point, WV
Oct 4-5	NASA Races, Shenandoah Circuit, WV
Oct 4-5	Grand-Am/G-A Cup/BMWCCA Races, VIR, Danville, VA

lack of suitable sites. Elaine attended one of the professional Evolution autocross schools earlier in the year. She must have learned well because she just missed setting fastest BMW time at the SESCO event by less than 5 hundredths of a second The weekend of October 4-5 will have the Grand-Am Series (think Daytona 24-Hour Sports Cars) in a three hour race on Sunday, the Grand-Am Cup (TC Kline prepped-Z4s included) on Saturday, and a couple of support races by BMWCCA Club Racers! It is unfortunate that date conflicts with the beginning of Oktoberfest in Texas. The rains of May have played havoc with autocross results. There is a striking example from the results of the May 18 SESCO Championship event and the May 24 BMW Club event, both of which started in rain and finished under drying conditions. On May 18 Glenn Ty (E36 M3) ran in

the wet first heat and was 16th of 18 BMWs entered that day. David James (M Coupe) ran in the relatively dry third heat and was the fastest BMW of the day. A week later, David James ran in the wet first heat and was 10th fastest BMW of the day. Glenn Ty ran at the end of the almost dry third heat set the fastest time of the event. At the SCCA's Pro-Solo event in near Petersburg on May 24-25 part of Saturday was run in the rain. The format gives competitors additional runs on the same courses Sunday, but the forecast for even more rain caused some entrants to pack up and head for home since there was little chance to improve on their times. The Virginia Region of NASA has added a time trial program to their race/highperformance driver school weekends. Apparently roll bars and Nomex are not required. CRUNCH

BMW Autocross Results

SCCA Event #1, April 27, FedEx Field

Lee Picone	95 M3	1st	BSP	53.425
Ron Katona	95 M3	2nd	BSP	53.873
James Sheridan	98 323is	1st	DSP	54.943
Doug Newhard	95 M3	1st	SM	54.991
Jim Stauffer	89 325is		Fun	55.283
Bob Hausmann	94 325is	3rd	SM	55.757
David James	99 M Coupe	3rd	BS	56.592
Neil Simon	99 M Coupe	2nd	SM2	57.059
Glenn Ty	98 M3	7th	SM	57.097
John Vitamvas	95 M3	7th	BS	57.231
Kevin Henry	90 325i	6th	DSP	57.339
Bill Brochu	85 535i	3rd	ESP	57.758
Elaine Wong	95 M3	3rd	Ladies	57.804
Dan Stauffer	89 325is	7th	DSP	58.189
George May	88 M3	11th	SM	59.841
Angie Brochu	87 325es	2nd	Ladies	60.121
Kevin Cuellar	88 M3	7th	STX	60.325
Travis Eddy	86 325	13th	SM	60.644
Gary Lin	85 325	2nd	EM	60.695
Jeremy Warfield	95 M3	5th	BSP	60.782
David Kolodny	99 M Roadster	2nd	ASP	61.285
Paul Redmon	95 M3	6th	BSP	61.739
Jeremy Caplan	02 325xiT	4th	DS	61.89
Wayne Rubain	91 M5	1st	FS	61.915
Nick Rubenstein	01 325xiT	11th	STX	62.264
Roy Nicholson	95 M3	12th	BS	62.283
William Loehr	00 323Ci	6th	DS	64.276
Dean Lake	95 325iC	8th	DS	65.014
Jim Eagan	96 328is	9th	DS	65.214
Steve Noe	03 330i	11th	DS	65.905
Allan-Roy Hobiena	99 323is	14th	DS	86.504

Salazar-Racing, MWCSCC Round 1, May 4, Rosecroft

Gary Lin	95 318ti 3.0	2nd	EM	47.589
Jeremy Warfield	95 M3	1st	BSP	47.92
Greg Sober	97 M3	2nd	BSP	49.193
Jose Turner	98 M3	3rd	BSP	49.608
Chuck Grafton	90 M3	5th	CSP	47.818
Kevin Henry	90 325i	1st	DSP	46.752
Bill Brochu	85 535i	1st	ESP	46.072
Kaho Ho	00 328Ci	9th	STS	51.656
Han Ah-Sue	88 M3	2nd	STX	46.221
Kevin Cuellar	88 M3	4th	STX	46.953
Brian Hair	87 325is	5th	DSP	47.104
George May	88 M3	8th	STX	48.32
Pete Lem	98 323is	9th	STX	49.855
Blair Lee	88 M3	10th	STX	51.885

Bob Hausmann	94 325is	2nd	SM	46.252
David James	99 M Coupe	3rd	BS	46.334
Elaine Wong	95 M3	7th	BS	48.974
Janeen Hair	95 M3	8th	BS	48.46
Jeremy Caplan	02 325xiT	3rd	DS	48.448
Roy Schwartz	00 328i	4th	DS	51.226
Dae Chung	02 330Ci	6th	DS	53.643
Wayne Rubain	91 M5	1st	FS	49.585
Angie Brochu	87 325es	2nd	Ladies	49.373

SESCA, MWCSCC Round 2, May 18, Rosecroft

David James	99 M Coupe	1st	BS	55.443
Elaine Wong	95 M3	1st	BSP	55.5
Kevin Henry	90 325i	1st	DSP	56.544
Bill Brochu	87 325es	1st	GS	57.015
Bob Hausmann	94 325is	5th	SM	57.348
Neil Simon	99 M Coupe	1st	SM2	57.581
Al Zavala	88 M3	4th	CSP	57.81
Angie Brochu	87 325es	1st	Ladies	58.082
Wayne Rubain	91 M5	1st	FS	58.218
Garrett McWilliams	95 M3	4th	BS	58.391
Brian Hair	96 328is	3rd	DS	58.927
Chuck Grafton	90 M3	5th	CSP	58.939
Stephen Brown	94 325is	8th	SM	59.961
Woody Hair	96 328is	5th	DS	60.106
Mark Rebano	89 325is	4th	DSP	60.743
Glenn Ty	98 M3	4th	BSP	61.801
Nick Rubenstein	01 325xiT	7th	STX	61.852
Gary Lin	95 318ti 3.0	3rd	EM	66.943

May 24-25, SCCA Pro-Solo, Petersburg

Mark Sipe	03 Z4	6th	BS	54.427
Steve Snow	03 Z4	12th	BS	56.458
Garrett McWilliams	95 M3	16th	BS	57.417
Van Michael	02 330Ci	1st	DS	55.627
Kevin Younger	02 330Ci	2nd	DS	55.649
Keith Robertson	93 318i	6th	HS	58.381
Lee Piccione	95 M3	1st	BSP	53.487
Doug Newhard	95 M3	2nd	BSP	53.542
Ron Katona	95 M3	4th	BSP	55.064
Michael Snyder	95 M3	6th	BSP	55.144
James Sheridan	98 323is	5th	DSP	54.662
Victor Michael	02 330Ci	6th	DSP	55.366
Han Ah-Sue	90 M3	7th	STX	58.978
Matthew Braun	95 M3	1st	SM2	53.645
Mary Medicus	02 330Ci	3rd	Ladies	2 58.442

NCC BOARD MEETING MINUTES

Meeting Date: February 5, 2003

Present:

Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Paul Vessels, Jon Taillon.

Read and Adopted Minutes from previous meeting.

President's Report:

Review of holiday party; 120 attendees appear to be reasonable limit for facility.
Review of elections and Bylaws changes: 45 votes for Bylaws changes, 9 votes against.
Would like to see charitable food drives at all NCC events (intentions will appear in President's message in *dB*).
Roy Morris volunteered to coordinate for autocross events.

V.P.'s Report:

Two Baysox night games are planned for 5/10 and 8/2, with 20 reserved seats each game (announcement will appear in *dB*).

Treasurer's Report

Review of club finances — reserve is strong.
Overview of tax status for social organizations.
Discussion of taxation by MD counties on revenues of entertainment events (ex. Prince Georges County has 10% entertainment tax on admission fees). List of MD county taxes presented to the President.

Secretary's Report: Nothing to report.

Committee Chair Reports:

Membership

- 4,924 primary members. Chapter has email addresses for 58% of members.
New members party at BMW of Sterling on 6/14.
Discussion of inaccurate member info in National's database.

Autocross

Review of tentative schedule for 7 events and possible locations.
Autocross school at Rosecroft on 4/12 — call for experienced autocrossers to act as instructors.
General discussion of status of timing equipment upgrade. Issues with current versions of software not supporting our timing equipment.

Motion by Kevin Henry to approve up to \$1500 for the purchase new timing equipment, software, and laptop.
Second by Steven Schlossman. Motion passed by unanimous vote of the Board.
Jon Taillon, Asst. Tech Chair, requested info on event insurance.
Kevin Henry will represent NCC at MWCSCC meetings.
~\$760 dollars expended on trophies for last season.

Concours

On schedule to host concours on 5/4 at Notaway Park, Vienna. Need food vendors for event (require business license and health dept. permit). 10% tax on proceeds to go to Park Dept. This is 20th anniversary event. Call for judges.
General interest expressed in sponsoring Chapterfest with a tentative date of 10/25.
Wayne Watkins expressed interest in coordinating a crabfeast. Tentative date of 9/13.

Newsletter

Ad revenue up to \$5478. Require \$1600 more per issue to break even.
Miriam to provide driving safety article.
General discussion on individual responsible for providing write-up for upcoming driving events.
Overview of upcoming articles.
Help needed following up with potential advertisers.

Driving School

Motion by Roy Morris to appoint Rafael Garces as the Board's DSSC representative. Second by Steven Schlossman.
Motion passed by a unanimous vote of the Board.
Driving school dates: 4/11-13 (Main), 5/30-6/1 (Jefferson), 8/8-10 (Jefferson), and 10/17-19 (Shenandoah).
DSSC needs to discuss alternate CI for first school — Miriam is unable to attend due to scheduling conflict.
Miriam and Rafael to attend the national DEC meeting in Atlanta.
Motion by Steven Schlossman to purchase 100 lanyards for driving school instructors' use (per Miriam request).
Second by Rafael Garces. Motion passed with unanimous vote of the Board.

Social Chair

Brief discussion about Jefferson 500 Corral coordination and sponsorship.

Tours and Rallies

Highland Inn is full for 4/19-20 Sprint Tour. Other nearby hotels still available.
Fall Tour date changed from 10/19 to 11/2.
Fun Rally on 8/9 to end at Summit Point. Al Zavala to coordinate BBQ at S.P.

Technical Chair

DIY sessions are proceeding very well. DIY Session #1 held 1/25 with 16 people attending.
DIY Session #2 to be held on 2/22.
4 DIY sessions planned for Dr. John's: 5/3, 8/16, 9/20, 11/8. Dr. John's will provide 4 bays and 3 technicians for 5 hours; should be able to accommodate ~8 people. \$20 fee for DIY participants.
Request for plaques for BMW of Fairfax for their support of DIY events.
Tech session at Wagon Works on 6/21. Will accommodate 80-90 people. Will demonstrate advanced repair techniques such as frame straightening and paintless dent removal.

Old Business — None.

New Business — None.

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned.

Meeting Date: March 12, 2003

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Jon Taillon, Rob Williams, Al Zavala, and Miriam Schottland.

Read and Adopt Minutes from previous meeting — amended and accepted.

President's Report:

Discussion about joint events with Joe Wozney, President of regional Mercedes club.
Chapter forms due to National by the end of the month.
Postage Reimbursement Request. Action: Jared.
Printing Reimbursement Request. Action: Jared.
Chapter Financial Statement. Action: Roy.
Chapter Officer Questionnaire. Completed: Rafael.
Event Insurance:
driving school: \$1040 (not reimbursed)
autocross, TSD rally, car control clinics: \$205 (not reimbursed)
concours, gymkhana, fun rally, tours: \$108 (reimbursed)
all social events are to get insurance (no cost)
event chair responsible for obtaining insurance
must use Wisenberg's waiver forms for events

V.P.'s report: No club activity in March — could affect National reimbursement. Will look into GoKart event coordinated by Matt Reinhart.

Treasurer's Report:

Balance as of 2/28/2003.
Tax return due May 15. Will be based on Financial Report being generated for National.
Discussed upcoming monetary outlays — deposit for track for driving school events.

Secretary's Report: Nothing to report.

Committee Chair Reports

Membership

4,912 primary members; 4,975 including dual membership.

Autocross

4/12 event — AutoX school at Rosecroft Racetrack. 40 slots. Exercises in the morning, autocross runs in the afternoon.
June event may not be a MWCSCC event; MWCSCC has no AutoX Chairperson and no insurance.
July event — Osborne Park H.S., Manassas, VA.
Timing equipment ordered today. Still looking for laptop.
Possible other venues: call into RFK; with National Grand Prix cancelled parking lot may be available.

Concours <Chair not present>

5/4 event — Deutsche Marque Concours (Mercedes/Porsche/BMW joint concours).

Magazine

dB late partly due to late submissions.
Discussion of using Yahoo list for submission and review of *dB* materials to speed the distribution of materials.
Folder per section
Steven to setup; initially for *dB* editors, Board members, committee chairpersons; requires Yahoo account and sign up for list.
3/21 deadline for May/June edition; submissions to Rob Williams.

Advertising Manager

Projected revenues of \$6,500 for next issue.
Welcome suggestions for additional advertisers.

Driving School

Driving Events Conference in Atlanta attended by Rafael and Miriam.
Examples of changes to National's minimum standards: minors not allowed to drive at high speed events; current BMW CCA Operations Manual must be at driving events; in-car instruction required for each student; no lap timing allowed; etc.
BMW CCA Foundation established and sponsoring the "Street Survival Teen Safety Program". Foundation performs administrative functions (registration, monies, etc) while local chapter runs the event.
Discussion at conference concerning tech inspections performed at the event location prior to start of the event.
Proposed DSSC meeting on 3/18.
BMW of Towson to sponsor instructor T-shirts.
Radial Tire and Toyo to provide sponsorship item.

Social Chair

Crab Feast — Patapsco already booked on proposed date. No further details.
April GoKart event planned.

Tours and Rallies

Tour scheduled for end of April. Will accommodate 40+ people.

Technical Chair

Three dates booked with Curry's Automotive: 7/26, 9/27, 11/1.
6/7 event — Alexandria Bavarian Service; Myths about BMW warranty/service intervals will be discussed. Mobil 1 and Michelin representatives will be present.
Need help coordinating the 5/3 event at Dr. John's.

Old Business — None.

New Business — None.

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned.

CLASSIFIED REQUIREMENTS

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

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

To place an ad, send an email to: db-advertising@ncbmwcca.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

1971 2002 VIN 2570309, sahara, brown interior, Weber 38/38, rebuilt 4-speed, nice 320 alloys w/ Yokohamas, 320 Recaros (ripped, w/ sheepskin covers), project car, needs body-work and paint, solid unibody, mechanically solid and reliable, fun to drive, some restoration work done, have lots of new and used extra parts, \$2,500/obo.
James Keenan (703) 308-2559 james.keenan@uspto.gov (VA)

1988 M3 VIN WBSAK0304J2197523 Black/Stripped, meets 1-P specs, 2.5L engine, adjustable GC suspension, custom 8-pt welded cage, \$17,500, details and pics available at <http://members.cox.net/mfox>
Michael Fox (703) 903-2515 mcofox@usa.com (VA)

1995 318is E36 Coupe VIN WBABE5321SJA11526. \$ 10,500/obo Certified. Midnight Black/Grey Leather, 94k, 5 spd Loaded. Rear Slip Diff, Premium Sound, 6pack CD, Leather Bra/Mirror Covers, Dealer Maintained, Schedule II Inspection done, 1 Owner, non smoker, New Michelin MXV4s. Immaculate
Lance (410) 269-7694 freelancemedcons@comcast.net (MD)

1998 318ti VIN WBACG7331WKC31462, Alpine white/black leather w/red cloth inserts, Excellent condition, 71K miles, 2nd owner, M-sport appearance package, sunroof, Pioneer stereo with factory 6 speakers, factory rear sunshade, 1.5 diff, factory 15" five-spoke wheels with locks, extras, never in accident, excellent mpg. \$15K or offer.
Tom (703) 522-5830 tomtom@starpower.net (VA)

1998 323is Coupe VIN WBABF732XWEH42401, \$12,500, Black/black leather, one owner, 73K miles, H/K sound system w/ 6 disc CD, leather, sport seats. All records. Strong and solid.
Phil Burdette (202) 309-0901 psburdette@prodigy.net (MD)

1998 328i VIN WBACD3325WAV23045, green/sand leather, 4 doors, 5 speed manual, sport suspension, 6 CD changer, Harmon Kardon upgraded speaker sys, sunroof, loaded! Purchased as cert. pre-owned from VOB in Rockville, MD; now selling with 114,000 HWY MILES, excellent condition!! New Michelin high performance tires (\$400 ea.) recently installed, all dealer serviced... just had Type II major service at VOB - CLEAN BILL OF HEALTH! MUST SELL!!!! Will email pictures upon request and/or set up test drive.
Call Danielle (301) 865-2008 (MD)... \$12,000

1999 323i VIN WBAAM3336XFP63306, 2.5 liter, 5-speed automatic, ABS, traction control, fern green metallic paint, sand leather, dual power front heated seats, power glass moon roof, myrtle wood trim, foglights, factory xenon headlamps, glovebox CD player upgrade, factory alarm, premium package, 36k miles, no accidents or paint work, \$19,900.
Stephen Bates (703) 263-0396 batessl@msn.com (VA)

1999 M3 Coupe VIN WBSBG9339XEY80877 Metallic fern Green with Gray leather, 30K miles, CPO warranty 100K miles/2005, 5-speed, CD player, HK sound, power seats, sunroof, OBC, tinted windows, rear spoiler M contour wheels, keyless entry, DINAN intake system, air flow meter, throttle body STAGE 4 programming, Evolution exhaust, UUC shifter + transmount, H&R springs, Michelin Pilots. Excellent condition inside and out, asking low 30's or best offer.
Eric (434) 973-8592 Charlottesville, (VA)

2003 M3 Coupe VIN WBSBL93403JR19149 Estoril Blue with Gray leather, 6-speed, premium package, xenon lights, HK sound system, aluminum trim inside, tinted glass, 1,200 miles. Unique color. Beautiful car, NEW! Sticker \$54,770/OBO.
Eric (434) 973-8592 Charlottesville, (VA)

PARTS FOR SALE

Z3/M Roadster Parts Wind deflector \$100, Floor mats \$55, clear side lamps (pair) \$30, cockpit tonneau cover \$48, hat \$12, clutch stop button \$2, shift lever \$45, illuminated shift knob \$90, wiper inserts (pair) \$11.
Chris (571) 435-1660 superleggera1@yahoo.com (VA)

1988 535is Parts Silver exterior and Salmon interior. e-mail for parts list. Also have a complete "built" engine with wiring harness, brain, all brackets etc. Ideal for someone looking to upgrade an older car w/carbs to a newer Motronic injected engine. This motor dynoed 206 hp at the rear wheels. I installed a M5 driveline in my car hence the availability of this "complete swap".
Chris Hasircoglu (717) 530-1333(w) or (717) 426-0081(h) chasircoglu@earthlink.net (DE)

E46 Parts Factory roof rack for E46, also includes two locking bike supports for rack. Good used condition, over \$450 msp. \$225.
Paul Beam (304) 876-9420 silver6@citlink.net (WV)

E28 Car Cover For (1982-1988 5 Series). Excellent condition. Hardly used. Stored 13 years. Evolution fabric from Reliable. \$50/OBO includes shipping. Satisfaction guaranteed.
Bob Cook (301) 694-1287 bob.cook@automls.com (MD)

Snow Tires Set (4) of Blizzak WS50 snow tires, size 225/60R15, mounted on rims. (Tire Rack Winter Package). Less than 2,000 miles. \$200 + shipping.
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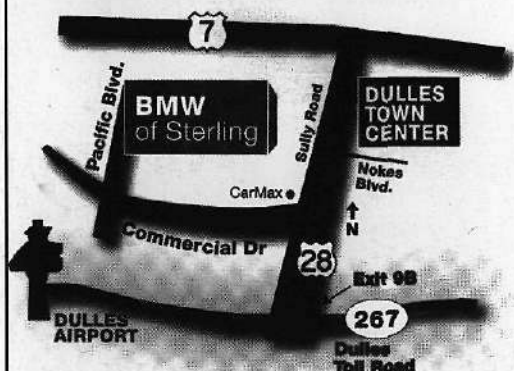


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