

January/February 2004

der Bayerische

National Capital Chapter BMW Car Club of America



2 0 0 4 C A L E N D A R O F E V E N T S

January

18 Holiday Party and Elections (Baltimore, MD)

February

14 Annual Superbowl Gokarting (Allsports, Sterling, VA)

April

3 Spring Tour to Longwood Gardens (Kennett Square, PA)

May

1 Highway Safety School @ Jefferson Circuit (Summit Point, WV)

2 Driving School @ Jefferson Circuit (Summit Point, WV)

13-16 TechFest East (Hyatt Regency Reston, Reston, VA)

16 Jefferson 500 (Summit Point Racetrack, WV)

June

12 New Members' Party

26-27 Driving School @ Summit Point Racetrack (Summit Point, WV)

July

4 - 9 Oktoberfest (Pasadena, CA) (1)

25 Summer Tour

August

14-15 Driving School @ Jefferson Circuit (Summit Point, WV)

14 Annual BBQ (Summit Point, WV)

What's the Point? Fun Rally (Summit Point, WV)

September

11 8th Annual Shenandoah Vineyards Concours (Edinburg, VA)

TBA Scenic Drive and lunch to Solomon's Island for lunch

October

16 ChapterFest

23-24 Driving School @ Shenandoah Circuit (Summit Point, WV)

November

6-7 Fall Tour to Fallingwater (Mill Run, PA)

December

(1) <http://www.bmwcca.org/Oktoberfest2004/>



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.)

der Bayerische

National Capital Chapter BMW Car Club of America



NCC BMW CCA

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BY RON KATONA

Cover: X3 3.0i

Photo: BMW NA

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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

Thank You!

As we approach the Holidays and the conclusion of another year, I want to say "Thank You" to everyone who organized, ran, or participated in any of our events. I would especially like to thank you for your fund-raising efforts. At the beginning of the year, I challenged you to make this a charitable year — and you came through. This past year, we were able to donate food collected at the Highway Safety School / Drivers' School event to Bread for the City and the "cone killer" money collected at the HSS was used to purchase toys that were donated to Children's Hospital. Our ChapterFest event was designated as a charity event. For this event, we didn't charge admission to the autox or to the Concours. Instead, all proceeds (which totaled \$2,000) were collected and donated to Sonny's Kids Foundation.

I would again like to thank the following three individuals for their many years of service to the Chapter: Raine Mantysalo for producing the *der Bayerische*; Sue Bryan for being the Chapter Webmeister; and Paul Vessels for acting as our Concours Chair. None of these people has left the Chapter and they all continue to actively volunteer for work assignments.

It's Party Time!

By the time you receive this issue, you will only have a very short time to register for our annual Holiday Party and Elections Dinner. The event is being held on January 18, 2004 at the Harbor Court Hotel in Baltimore, MD. Registration information can be found in the November/December dB or at our Chapter website. If you can't attend the dinner, please don't forget to send your vote in by mail (send your votes to the Chapter PO Box).

Calling all Techies.

The National Capital Chapter, in conjunction with BMW CCA, will host TechFest East '04 on May 13-16, 2004. We will be holding this event at the Hyatt Regency Reston Town Center, in Reston, VA. This event is geared (pun intended) toward people with a wide variety of skill levels. We welcome people who think an oil change is mysterious as well as those who swap engines overnight. TechFest consists of numerous vendor displays and a large number of short classroom sessions that will run concurrently. Vendors will be everything from large corporations (such as BMW NA), to medium size specialty tuners, smaller start-ups, and specialty experts. While planning is well underway, we can always use more help. So, please contact any one of the Board members to offer your support.

I hope you all had a safe Holiday Season and wish you and your families a happy and healthy New Year.

Get out and Drive
Rafael Garces

From the Editor

A Different Kind of Motorsport

I know some folks who are really into their vehicles; they belong to a club devoted to their favorite marque, they enjoy spending time tending to their rides, and they love to go out to the track — only their track is a rocky mountaintop or a "garden" of boulders. I'm talking about my friends in the Toyota Land Cruiser Association and the vehicular sport of Rock Crawling.

Since they are both off-road motorsports, rock crawling is often confused with mud bogging. It's true that both of these pursuits require vehicles with large tires, 4 wheel drive, and lots of ground clearance, but that's where the similarity ends. While mud bogging requires the driver to do little more than mash the throttle through hip-deep mud; rock crawling is a low speed endeavor that calls for precise steering, throttle, and clutch inputs as well as an ability to pick a good line. Sounds a lot like what we do at the track and while Autocrossing, huh?

Since the best off-road trails are some distance from the Metro area, these events are usually weekend affairs with participants staying over in nearby campgrounds. To try to avoid having trucks stranded on the trail, the vehicles are put in different classes depending upon what equipment they have. Trucks outfitted with after-market locking differentials, larger tires, and a winch, for instance, are qualified to go on much more technical terrain than those without that equipment. Instead of everyone shooting for the lowest time around the same track, rock crawlers try to make it through the toughest terrain they are qualified for without breaking anything vital. The toughest trails can call for participants to negotiate boulders five feet high or more.

This kind of abuse takes a toll on any vehicle, even one as tough as a Land Cruiser or 4 Runner, so rock crawlers carry spare parts and tools with them, knowing that eventually something is going to fail. The campground doubles as a pit area and there are always at least a few people making repairs to get their trucks ready to run the next day, or sometimes just to get them home. Interestingly, you never see anyone working on their truck alone; it always seems there is someone there who has made that repair before, and they are always willing to lend a hand — or a wrench.

I mentioned to Rob Blumel, the Vice President of The Capital Land Cruiser Club (the local chapter of the TLCA), that some NCC members might have an interest in riding along on one of their trails rides. Rob happened to be leafing through a past issue of *der Bayerische* at the time, and said he thought some of the off-road enthusiasts might like to sit in for an Autocross or a few laps at Summit Point.

If the idea of a weekend camping out and going on a trail ride is something that appeals to you, send an email to db-editor@nccbmwcca.org, I can put you in touch with Rob and make sure you are informed about the next event.

Have Fun, Be Safe.

Rob Williams

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Vintage at the Vineyards - a gathering of 1980 and older BMW motorcars May 8, 2004 , 11:00-6:00 Westbend Vineyards, Lewisville, NC

Well folks this is really shaping up to be a neat event. This is not some snooty concours event, but more of a come-one-come-all gathering of people with the same addiction . . . old bimmers. Whether your BMW is a frame off restoration, or sports faded paint and a few rust bubbles, you are more than welcome to attend. The display area will be reserved for BMW's of 1980 vintage and older. Registration is FREE, and there is no charge for spectators. Race cars are welcome.

The event site is Westbend Vineyards, in Lewisville, NC. It's the oldest winery in the quickly expanding Yadkin Valley wine country. For more information about the winery, and directions to the event site, their web site is www.westbendvineyards.com. Their address is also on the web site if you want to do a Mapquest.com search. Not only is the winery hosting the event, but they have also offered a complimentary bottle of wine for each of the first 40 cars on display.

During the afternoon there will be a short rally on the twisty country roads of the area. The goal of the rally is to have fun and enjoy cruising with the other BMW's on hand. With any luck we will also have a band playing some German music throughout the

day to create the perfect atmosphere. There is also a long distance award (so keep track of your mileage), and the coveted "Patina Award" will be given to the car with...well...the most patina.

Lunch will be available on site for the display participants. At 6:00, participants will caravan to Mocksville, and dine at Gasthaus on the Square which serves some really good German food!

If you are interested in bringing your vintage BMW, please contact me to get on my e-mail list.

see ya there, Scott Sturdy
(336) 773-1809 stur1809@b...

M I N U T E S - N C C B O A R D M E E T I N G

Meeting Date: April 9, 2003 (8:05p.m.)

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Jon Taillon, Rob Williams, Paul Vessels, Gordon Kimpel, Noah Paci.

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

Presidents Report -
News from National:
Overall membership is flat.
This year's raffle will be for M3; 1:2900 chance.
IRS stipulation that 85% of revenues must be from members of local sponsoring chapter; multiple chapter membership dues prorated to \$13.50.
Multiple associate members per every full member at same address now allowed.
Director/Officer liability coverage that will extend to local chapters.
BMW CCA Foundation raffling Z4 3.0.

O'fest at Austin, TX, 10/5-10; 2004 O'fest at Pasadena, CA, 7/4-9.

NCC membership at 4,929; still largest chapter.

V.P. Report -
Still working to procure lanyards - have received multiple versions (color, fastener, etc).

Treasurers Report -
Discussed and reviewed modified Chart of Accounts, the Profit and Loss Detail for January 1 - April 9, 2003, and the Account Listing

Working with National to determine the proper Employer Id Number (EIN) to use when submitting forms to IRS. NCC has submitted Form 990 under 2 different EINs in the past.

Secretary's Report -
Request agenda items for upcoming Board meetings be sent to Andy so they can be included in the agenda.

Committee Chair Reports -

Membership -
4,929 primary members; 66 affiliated (dual chapter membership).

New member's party at BMW of Sterling on June 14.

Autox - (Kevin Henry)
Met with DC Sports and Entertainment to review the RPK lot as a possible autox location.

4/12 event - AutoX school at Rosecroft Racetrack. 40 students, 9 on waitlist; 13-14 instructors.

June event will be NCC's MWCSCC event.

July event - still waiting on confirmation from Osborne park H.S.

August event - still need to find a suitable lot.

All timing equipment authorized by the Board has been purchased and configured.

Concours - (Paul Vessels)
5/4 event - Deutsche Marque Concours. Fees paid upfront by NCC; reimbursed by Mercedes club, still need fees from Porsche club. \$25 needed by Paul Vessels before 4/28.

Magazine - (Rob Williams)
Rob Williams' general impression of using of the Yahoo group to manage magazine submissions and review is positive. General discussion of how best to use the group and current issues ensued.

Advertising Manager -

Martin Motorsports is a new advertiser.

Driving School - (Rafael Garces)
4/11-13 school at Summit Point Main. 47 students enrolled (instructor limited).

DSSC help first meeting of the year on 4/6. Current members are: Rafael Garces, Board rep.; Miriam Schottland, Chief Instructor rep.; Adil Desai, Coordinator rep.; Bob King, instructor rep.; and Noah Paci, student rep. .

- 3 outside instructor candidates to be checked out during the 4/11 Instructor Academy day.

Social Chair - (Steven Schlossman, acting)
March GoKart event was held.

8/9 event - BBQ @ Summit Point for the rally and Highway Safety school participants.

Tours and Rallies - (Steven Schlossman)
Sprint Tour, 4/19-20. Expanded to 50 people.

TOYO Tires and Radial Tire will be sponsoring the Jefferson 500 Vintage Races Corral at Summit Point on 5/18.

Technical Chair - (Jon Taillon)
Need volunteers to run 5/3 DIY at Dr. John's Motorsport.

Old Business - None.

New Business -
Susan G. Koman Ultimate Drive to be held locally on 5/5-8. Steven

will include in list of upcoming events in monthly email to members.

Steven requested permission to distribute NCC license plate frames to driving school students. Permission granted.

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

Meeting Adjourned (9:30 p.m.).

Meeting Date: May 14, 2003 (8:10p.m.)

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Kevin Henry, Jared Townshend, Miriam Schottland, Woody Hair, Al Zavala, Rob Williams, Fatih Seleker.

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

Presidents Report -
News from National:
Slight growth in membership: 72,526 (includes associate members).
O'Fest registration open on 5/1/03. Need for volunteers - see Rafael for POC.
Updated Friend of BMW list will be in print by end of month.
New purchase rebates paid by BMW-NA: 2000 - \$1.4M; 2001 - \$1.6M; 2002 - \$1.9M; YTD - \$0.6M.

Ultimate Driver essay contest on BMW-NA website.

Contacted by Robert and Lee Ann Romine concerning raffle of '74 2002.

Contacted by Dallas European (parts distributor). Asking for info to establish discount for chapter members. POC provided to Jared for possible advertiser in dB.

Contacted by Christine Jewell and William Knapp, co-chairs of SerFest 2003. Event to be held in Boone, NC on August 9.

V.P. Report -
General discussion on lanyards for instructors and students. Miriam took responsibility for procuring the lanyards in time for next driving school. Rafael suggested CustomLanyards.com as a possible source.

Motion by Rafael to authorize \$1000 for the purchase of lanyards for instructors and students. Second by Miriam. Motion passed.

Treasurers Report -
Reviewed the Balance Sheet. Explained the ability to track income/expenses by category.

MINUTES - NCC BOARD MEETING

Secretary's Report –
NTR.

Committee Chair Reports –

Membership (Steven Schlossman) –
4,980 primary members; 63 affiliated (dual chapter membership);
600 associate.

New member's party at BMW of Sterling on June 14.

Motion by Rafael to provide certificates for new member raffle at new member's party: 6 autox school certificates and 1 Highway Safety School certificate. Second by Kevin H. Motion passed.

Motion by Al Z. to provide 3 certificates for service at BMW of Sterling (up to \$100) for the new member's party raffle. Second by Rafael. Motion passed.

Have email addresses on file for 64% of members.

Autox – (Kevin Henry)

Motion by Andy to approve \$75 for the purchased of an inkjet printer for use at AutoX events to print results. Second by Steve. Motion passed.

Verbal confirmation for use of Osburned Park H.S. for July event.

Still working on finding a suitable lot for the August event. Plan to resolve by next week.

Concours – (not present)
Rafael stated Deutsche Marque Concours had good attendance and was overall good.

Paul Vessels to retire as Concours Chair.

Motional by Roy to provide a statement of appreciation for Paul's years of service. Second by Rafael. Motion passed.

dB Magazine – (Rob Williams)
Review of May/June issue: Yahoo group working well; QC issue with dates on forms; calendar of events needs single individual to manage (VP's responsibility); disappointed in the production quality of cover photo.

Advertising Manager –

No report.

Driving School – (Miriam Schottland)
35 students registered for 5/31-6/1 school at the Jefferson Circuit.

Three new instructors graduated from the Instructor Academy program: Joel Bosser, Tom Kelly, and Glen Speakman.

Pete Read, IA coordinator, would like to meet with the DSSC.

Toyo Tires / Radial Tire to supply umbrellas for May/June school for instructors and workers.

BMW of Towson to sponsor T-shirts for upcoming school.

Bill Love, OG Racing, agreed to give a group discount for Chatterbox intercoms. Miriam to coordinate details.

Motion by Roy to provide \$100 per driving school for instructor raffle items. General discussion. No second.

Motion by Andy to provide \$100 for (4) \$25 gift certificates from OG Racing. Second by Rafael. Motion passed.

Miriam asked Rafael about BMW CCA Foundation safety program. Rafael stated he wants to participate in program outside of our driving schools.

Suggestion made to provide raingear for use by corner workers. No action taken.

Social Chair – (Steven Schlossman, acting)
May Baysox game attended by 10 people. Everyone had a very good

time. Fireworks at the end of the game were great.

Another Baysox game is planned for August 2.

Tours and Rallies – (Steven Schlossman)
Sprint Tour, 4/19-20, went great.

Summer Tour, 6/29, to Cumberland. Steam train rides for \$19.

Steven would like to retire as Chair at the end of the year.

Technical Chair – (Jon Taillon)
Need volunteers to run 5/3 DIY at Dr. John's Motorsport.

Old Business –
None.

New Business –
None.

Motion by Kevin Henry to adjourn. Second by Rafael Garces. Motion

Meeting Date: June 11, 2003

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

President's Report –
News from National:
Risk Manager position available for person with insurance background.
Minor waivers required for events; signed by both parents. Uncertain if waiver is required for paddock area during driving schools.

O'fest 2003 news: Steven Schlossman and wife scheduled to attend.

V.P.'s Report –
NTR.

Treasurer's Report –
Presented Profit/Loss balance sheet through 6/10/2003.

Secretary's Report –
Motion by Andy to accept May board meeting minutes as amended. Second by Rafael. Motioned passed by unanimous vote.

Committee Chair Reports –

Membership (Steven Schlossman) –
4,991 primary members; 58 affiliated (dual chapter membership);
607 associate.

New member's party at BMW of Sterling on June 14 from 6-9 p.m. 60 people scheduled to attend. Review of wording of certificates for driving schools to be given away as door prizes.

Have email addresses on file for 61% of members.

Autox – (Kevin Henry)
2 events held since last meeting: 1) 5/24 autocross at Baysox stadium parking lot – 82 people participated; 2) 6/8 MWCSCC championship autocross at Rosecross Raceway parking lot – 132 people participated.

July 12 autocross at Osburne Park H.S., Manassas confirmed.

Still no lot for August event.

Sept/Oct/Nov events could be held at Baysox stadium.

Motion by Rafael (?) for autox committee to spend \$35 to purchase two used laptops from a non-NCC member. Second by Steven. Motion passed with a 3-1 vote; Andy dissenting.

Concours – (not present)
Need a new chair person.

dB Magazine – (Rob Williams)
.pdf version of July/August dB available for review today – last day to review.

Need new layout manager to produce dB.

Advertising Manager –

Every advertiser to be billed by the end of the week.

Need assistance in lining up new advertisers and with billing.

Driving School – (Miriam Schottland)
May/June school went very well. Toyo and Radial Tire provided 40 logo'd umbrellas (people impressed with quality).

Instructor T-shirts ready for the next school. BMW of Towson is the sponsor.

Will order lanyards next Monday.

An informal poll of instructors by Miriam and Rafael indicated a preference for an NCC jacket as a gift of appreciation for the instructors.

Rafael to asked Adil to contact Summit Point concerning the status of the Shenandoah circuit for our scheduled October school date.
Social Chair – (Steven Schlossman, acting)
NTR.

Tours and Rallies – (Steven Schlossman)
Summer Tour, 6/29, to Cumberland has 17 cars registered.

Technical Chair – (Jon Taillon)
6/7 event cancelled.

6/21 event at Wagonworks needs more people to attend.

9/13 DIY scheduled at Martin Motorsports in Alexandria.

Old Business –
None.

New Business –
Concept of having a dealer/vendor liason discussed. Individual associated with business vs. NCC member acting as POC for business. Issue tabled.

Rafael discussed the need to develop a Procedures Manual for chapter. Event chairs and coordinators to prepare terse but complete descriptions of: 1) what they do, 2) calendar of deadlines/milestones as appropriate, and 3) name/address/phone of principle contacts. Due to President by July meeting. President to provide comments by August Board meeting. Have completed document by September meeting. President to maintain Procedures to be passed to future officers.

Discussion of need for Chapter credit card. Roy feels individuals should use personal credit card and they will be reimbursed promptly.

Chapter member expressed interest in provide Web page support to develop enhanced capabilities. Committee chairs to develop list of changes/additions to current NCC website to support their activities.

Following meetings need to be scheduled: DSSC (tentative 6/19); AutoX committee to discuss classes(?); dB staff to discuss new production mgr.

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

Meeting Adjourned



NATIONAL CAPITAL CHAPTER BMW CCA

MAY 2004 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between March 5 and April 2, 2004 inclusive. Each applicant must submit a separate form; photocopy as needed. Copies of the applicant's **driver's license** and **proof of insurance** (such as state insurance card) **must be included with the application**. Admission priority will be determined by postmark date. 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. Student familiarity with the car is essential. Car sharing is strongly discouraged, and splitting attendance between two drivers is not allowed. Drivers' school applicants must be 18 years of age or older. Highway Safety School applicants under 18 years of age require the submission of a notarized minor waiver form, signed by both parents. The waiver and detailed information are available upon request from the registrar.
- **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:

May 1-2 (Summit Point Jefferson Circuit)

\$125 ☐ Saturday Highway Safety School

\$165 ☐ 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 _____
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. Parents of workers under 18 must execute a minor waiver before the event. To preregister, or for additional information, contact 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): _____

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

Priority Assignment

- Students will be admitted in order of application postmark date from among the following groups until school capacity has been reached (ties within groups will be broken by random drawing):
 1. NCC members
 2. Members of other BMW CCA chapters
 3. Non-members
 4. Those submitting applications postmarked outside of the registration period

To expand the ranks of qualified instructors as quickly as possible and thus increase the number of students that can be admitted to future schools, applicants who qualify for the NCC instructor training program (Instructor Academy; IA) or who lack a single IA qualification will be given highest admission priority. Qualification for IA is based on student performance in earlier schools. Detailed information on IA may be obtained at <http://www.nccbmwcca.org/drivers-school/>.

In recognition of the importance of volunteer corner workers to our drivers' school program, two spaces (Jefferson Circuit) or three spaces (Main Circuit) will be reserved for applicants using corner worker credits earned at previous schools.

- Unsuccessful applicants will be waitlisted. If spaces become available after the first round of admissions, applicants will be admitted from the waitlist in order as described above. Applicants who are waitlisted but not eventually admitted receive full refunds of their fees; waitlisted applications will not be rolled over to later schools.

Notes

- NCC member priority will be given to applicants whose primary or secondary chapter affiliations include the NCC and to applicants with pending NCC membership applications.
- The number of novice students admitted will be limited to one-third of the total school enrollment.
- Every effort will be made to inform applicants of their admission status three weeks before the school.

2004 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.

Date	Registration Period	Location	Event Type
May 1	March 5 ñ April 2	Summit Point	Highway Safety School
May 2		Jefferson Circuit	Drivers' School
June 26 & 27	April 30 ñ May 28	Summit Point	Drivers' School
		Main Circuit	Drivers' School
August 14 & 15	June 17 ñ July 15	Summit Point	Drivers' School
		Jefferson Circuit	Drivers' School
October 23 & 24	August 27 ñ September 24	Summit Point	Drivers' School
		Shenandoah Circuit	Drivers' School

A Wild Day at Summit Point *By Dave Hogg*



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It had been a long journey into BMW CCA Club Racing. My first Drivers School was a New Jersey Chapter school that I attended in my '94 325i on the then-brand-new Jefferson Circuit at Summit Point, WV. In 1998 my school car became an M3/4. Wow, what a difference! The M3 is a lot of car and makes you feel like a star until you really start to drive it. You may have heard that fresh E36 M3 drivers run out of talent long before they run out of car. Well, I can personally vouch for that.

At that beautiful, new, silver car car's third school (BSR Friday at the Track on the Summit main course) I decided to try autocross tire pressures (more in front than in back), I don't recommend this technique. When I lifted off the throttle in the chute the car came around 180 degrees at nearly 100 mph and went off the track into the tire wall. The car launched fifteen feet into the air and, when it finally stopped rolling, I got a free ride in an ambulance and instructions on how to pick glass shards out of my face and neck. The fact that I'm alive to write this after such a vicious accident is testament to the safety built into my BMW.

I took a year off and spent a lot of time thinking about my accident. I asked myself what were the mistakes led to the crash. I even considered, briefly, giving up racing. Then I saw a Yellow M3 T2 Stock Class Racer for sale on the E36 M3 Digest. Hey, a stock M3 with a cage — a SAFE-TY car! I flew out to Indy and drove it home to York, PA, stickers and all, no tags. The seller was perplexed that I would drive it on the street. It just wasn't done, I guess, but this was just a stock M3, right?

Well, not really. Firm Koni's, Euro Lightweight springs, Conforti custom 100 octane racing chip, custom shifter, Dinan exhaust, TC Kline cage, Recaro seat, 5-point harnesses, stickers everywhere... you get the idea. I drove in constant fear of encountering a pothole, speed bump, or officer of the law.

I learned that car for two years in numerous schools, and attended the 3-day Skip Barber Racing School as well. I made a few more BMW CCA 1-Stock class-permitted improvements to it, just for good measure. Still, I didn't put racing springs or a LTW splitter/wing combo on it because I had to drive it everywhere. There's just no room for a trailer or tow rig at the house. A radio and a/c would be nice, but a lightly-muffled BMW six is pretty sweet music all by itself.

I drove it to Watkins Glen last summer for my rookie race and took third in class (out of five). My schedule (and wallet) just doesn't permit me to do more than a few races a year, and last year the Glen was the only one. I was happy with the podium finish my first time out. 2003 was a year of more learning and lots of suspension tuning. My first race outing of 2003 would be at my home track, Summit Point, in the heat of August.

My goal for Saturday qualifying was to tick off the fastest lap I'd ever done. I wanted to be in the 1:28s. The car felt good and I went a little faster on every lap. Non-threatening 1:29s kept staring back at me from the Hot Lap timer window. Doggone it, I had to stop holding back! I started telling myself to suck it up and do the lap. The car started feeling smoother, soon it was moving around just the way I'd envisioned it. Finally I managed to break 1:29, qualifying near the top with a 1:28 and change, and boy did it look nice on the readout!

The green dropped and we all made it through the first few turns fine. Then I got forced to the left about ten inches off the track at the beginning of the chute where they had added a little more paving this year. Oh, I knew the chute. I was now probably the fastest stock class car in the chute, period. The analysis and discipline from the incident years earlier had taught me some necessary lessons. I thought, "no problem - I'll just use the new paving". What I didn't know was that the leading edge of the new paving rose sharply 4" above the dirt.

Bam! Bam! What a couple of hits - they actually hurt! Things fell off the interior of the car and the rearview mirror was cockeyed. I thought something must be broken, but a quick check revealed everything seems to still be working, so I continued.

The field opened up and gained speed; I got to work chasing down the slower cars in front of me. I knew I had to make up a lot of positions, but my car just doesn't seem as crisp as it was that morning. I thought it must be the heat and shrugged it off to focus on the task at hand. Gunning for the E30 ahead of me, I decided to tailgate him out of Turn 10 and draft-pass. I came thundering out of Turn 9, carrying a lot of speed and felt the rear end start to break lose. I figured the heat must have messed up the car's balance somehow, making it feel as though I'm driving in the wet.

I recovered well and still felt like I could catch him out of turn 10, so I continued to push it, when I oversteered again big-time in turn 10. Having lost that opportunity, I decided I could catch him on the straight and out-brake him into turn 1. Surprisingly, he was able to reign it in as quickly as I could, so I tuck in behind him. What an insult, I was going as hard as I could in a very loose car and this pesky J-stocker was managing to stay ahead of me!

After 4 laps I started to envision myself looping it in the chute at 100 mph, common sense dictated that I park it. I sheepishly pulled into the paddock with 6 laps to go and commenced to check out the car. Everything looked fine until I checked the tire pressures and LR read zero! Both left-side Fikse's were bent, and the LF was also losing air, just not as quickly as LR. The left fender liner and the undertray were torn loose and dangling. "Hey, look at the times," I remember thinking when I first saw them, a 1:30.1 with a LR flat! Ooh, that was fun! Kind of.

How could I run at all the next day? Sheet metal screws and zip ties, that's how! Wheels and tires? I drove the car to the track on old, beat-up drivers school Goodyears on 8" IFG's. Put 'em on the right side - those tires don't do much work at Summit anyway. I questioned whether this set-up would make it through a one hour enduro.

Thankfully we were allowed to re-qualify for the race Sunday, and I got about mid-pack. Scott Smith was tearing up the track in his beautiful IS car and should have easily walk away with the class win. Our pit stop went like clockwork. I got out and friend Erich (Alfa guy - go figure) got in; I was happy for the break as my suit was soaked with sweat.

Erich battled with an IP M6 piloted by his friend Al Taylor. They trust each other and had a lot of fun going at it. With only 2 laps to go, Erich figured it was time to go in for the kill. He went for the pass in turn 1 but ran out of brakes. It was a harmless "off" but it put Al car lengths ahead and Ross Karlin right on his tail.

Ross's old 320i is not known as the fastest car out there; so the fact that he was on Erich's tail was not a good sign. Erich backed out of it just a bit so as not to wrinkle my car on the last lap (I'm OK with that), since he knew then that his brakes were, um, weak. Arrgh! It was just enough that Ross got by as they approached the checkered flag!

Later, we found out that just past the halfway mark, Scott Smith's suspension broke. He was in the paddock for 15 minutes fixing it before getting back out. I hadn't noticed. His misfortune gave us the IS win. Wow, cool! Just when we thought everything had gone wrong...

Thanks, Scott. I think I'll frame the Roundel article.

Dave Hogg
#20 IS '95 M3 Dakar Yellow with stickers



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NCC Member Recognized for Good Deed

By Robert Williams

Regular readers of the Dr. Gridlock column in the Washington Post may have noticed a familiar name in the November 24th column. Glynn Loeb wrote to sing the praises of an "angel" who stopped and rendered roadside assistance in a dire situation at the Route 50 exit off the Beltway. Her angel was none other than our own Gary Lin!

Apparently Ms. Loeb had struck the median while exiting the Beltway; her car was still serviceable except that she had a flat tire. She was stuck on the inside breakdown lane of the exit ramp; cars were whizzing by at full speed and she had two upset kids in the back. As she attempted to communicate the seriousness of her predicament to the Roadside Assistance people, Gary happened upon the scene.

First things first, Gary got the kids safely behind the guardrail on the other side of the ramp, and then he returned to swap out the flat. He located the tools and mounted the spare in record time. Miss Loeb even went so far as to say Gary was "NASCAR material".

Gary kindly rejected her offer of monetary recompense and returned once again to his lonely patrol of our area's darkened streets, searching for other motorists in distress.

Great work Gary!

BMW CCA National Capital Chapter Autocross Results

Summary Results, #6 - 2003 Series Event 6 - 10/25/03 Total Entries: 91

#	Driver	Car Model	Time	#	Driver	Car Model	Time	#	Driver	Car Model	Time
Class: 'SSM' Total Entries: 10				10	6107 Bill Iacobellis	1997 BMW M3	54.971	3	6315 Keefe Lee	2002 Subaru WRX	53.032
1	6329 Glenn Ty	1998 BMW M3	50.813	11	6304 Des Burke	2003 BMW M3	55.493	4	6308 Adam Chelikowsky	2002 VW GTI 1.8	54.240
2	6201 Neil Simon	1999 BMW M Coup	51.497	12	6336 Andrej Dolenc	1995 BMW M3	55.585	5	6331 Daniel Ra	2003 Mitsubishi	55.215
3	6327 John Vitamvas	1995 BMW M3	51.530	13	6335 Roy Morris	1998 BMW M3	55.967	6	6307 Han Park	1998 Chevrolet	55.872
4	6110 Bob Hausmann	1994 BMW 325	51.756	14	6313 George Hendricks	1995 BMW M3	56.677	7	6103 Andy Dhillon	1992 Honda Prel	56.754
5	6232 Woody Hair	1988 BMW M3	53.330	15	6324 Steve Kapuschansky	1995 BMW M3	57.123	8	6131 Richard Hall	1998 Audi A4	56.769
6	6216 Greg Sober	1997 BMW M3	54.926	16	6127 Joshua Turner	2002 BMW M3	57.761	9	6231 Hector Malpartida	2000 Ford Musta	56.867
7	6309 Gary Ngo	2003 BMW M3	55.295	17	6204 Peder Andersen	2000 BMW M Coup	59.085	10	6212 William Byrd	2003 Ford Musta	57.243
8	6227 Charlie Simon	1999 BMW M Coup	55.447	18	6209 Gary Moore	1995 BMW M3	59.940	11	6115 Jim Cunningham	1986 Porsche 94	57.714
9	6215 Bill Collins	1995 BMW M3	56.049	19	6119 Doug Bonner	2002 BMW M5	60.156	12	6112 Leo Ciccarello	2003 Ford Musta	59.165
10	6337 Sunir Ghosal	1995 BMW M3 Lig	57.560	20	6319 Brian Adamson	1997 BMW M3	60.812	13	6113 Antonino Barbaro	2003 VW GTI	59.248
Class: 'S1M' Total Entries: 7				21	6205 Kevin Batiste	1999 BMW M Coup	69.222	14	6214 Edson Soriano	2001 Ford Musta	59.365
1	6220 Kevin Henry	1990 BMW 325is	53.055	Class: 'S1' Total Entries: 10				15	6317 John Lindley	1993 Mazda Miat	60.687
2	6323 Mark Rebano	1989 BMW 325is	54.225	1	6228 Rafael Garces	1996 BMW 328i	53.603	16	6118 Mike Thomas	2002 Mazda Miat	61.003
3	6117 John Hartge	1988 BMW M5	54.543	2	6226 Brian Hair	1998 BMW 323is	54.905	17	6208 David Werneth	2000 Ford SVT C	61.676
4	6202 Austin Schreiber	1993 BMW 325is	55.415	3	6108 Al Zavala	2000 BMW 323i	55.260	Class: 'FUN' Total Entries: 1			
5	6305 Pete Lem	1998 BMW 323is	56.581	4	6310 Brandon Lindley	1993 BMW 325ic	55.875	1	6211 James Derry	1999 BMW M3	58.450
6	6302 Jed Carmona	1994 BMW 325is	59.442	5	6213 Bob Smith	2001 BMW Z3 Cou	56.582	Class: 'L' Total Entries: 1			
7	6224 Dan Pixton	1993 BMW 325is	60.363	6	6219 Brendon Bengermeno	2002 BMW 325Ci	57.662	1	LSS 6221 Gale Dazzo	2002 BMW M Road	56.167
Class: 'S2M' Total Entries: 3				7	6325 Markus Linke	1997 BMW 328ic	60.084	Class: 'N' Total Entries: 11			
1	6333 Bill Brochu	1987 BMW 535i	51.463	8	6129 David Miller	1999 BMW Z3	60.302	1	NS2 6124 Michael Radziewski	1989 BMW 525i	53.610
2	6206 Bill Schofield	1996 BMW 318ti	54.818	9	6311 Mark Grant	1997 BMW 328ic	60.357	2	NSSM 6318 John Doby	1998 BMW M3	54.057
3	6203 David Bullman	1998 BMW 318ti	58.536	10	6316 David LaPoint	1997 BMW 328	61.834	3	NS2 6123 Eric Andreasen	1991 BMW 318is	54.653
Class: 'TM' Total Entries: 2				Class: 'S2' Total Entries: 5				4	NS2 6130 Matt Reinhart	1991 BMW 318i	55.272
1	6334 Angie Brochu	1987 BMW 325e	55.419	1	6121 Jason Hairston	1990 BMW 535i	58.271	5	NX 6229 Zachary Catlin	1996 Chevy Corv	55.606
2	6223 John Fuston	1992 BMW 850i	58.192	2	6120 David Costanza	1998 BMW 540i	58.589	6	NS1 6126 Holly Markle	2002 BMW 325Ci	55.975
Class: 'SS' Total Entries: 21				3	6125 Eric Shott	2002 BMW 540iA	61.304	7	NS1 6330 Yannis Labrou	2003 BMW 325i	57.336
1	6210 Dan Dazzo	2002 BMW M Road	53.379	4	6222 Anthony Smith	1994 BMW 325is	62.780	8	NS1 6217 Allan Rutzen	2000 BMW Z3	57.677
2	6312 David James	1999 BMW M Coup	53.442	5	6314 Tim Wesling	1998 BMW 540iA	66.013	9	NSSM 6122 James Derry	1999 BMW M3	58.472
3	6104 Joe Murphy	1999 BMW M3	53.563	Class: 'T' Total Entries: 3				10	NSSM 6328 Alvin Caragay	1996 BMW M3	59.366
4	6320 Ken Kammerer	2003 BMW M3	53.900	1	6306 Jason Hallick	1998 BMW 318iA	58.630	11	NS1 6230 Gareth Lloyd	2002 BMW 330i	62.154
5	6105 John Dunnock	1989 BMW M3	53.946	2	6332 Evan Gray Williams	1983 BMW 320i	59.323	Top Time of Day: X 6301 Tyler Stewart 50.431			
6	6207 Philip Emad	1998 BMW M3	54.468	3	6322 Faisal Ahmed	1997 BMW 840Ci	65.577	Top Pax of Day: S2M 6333 Bill Brochu 48.118			
7	6303 Bud Schreiber	2002 BMW M5	54.700	Class: 'X' Total Entries: 17							
8	6225 Bill Steele	1999 BMW M3	54.780	1	6301 Tyler Stewart	1982 Chevrolet	50.431				
9	6218 Rani Emad	1998 BMW M3	54.817	2	6128 Stephen Catlin	1996 Chevy Corv	51.989				

Ultimate Driver Trip

By Margaret Hartka

It was about 10:30 p.m. on Tuesday, June 10. My husband and I had spent the day driving home from ten glorious days in Montreal and were fretting that our next vacation would not be until the U.S. Grand Prix in September when I decided to check our answering machine. "Hi!" said the message, "This is Tom Stepanchak of BMW North America. I'm trying to reach Margaret in regard to the Search for the Ultimate Driver" Thus began a month to remember.

A few weeks before leaving for vacation, I had noticed an ad in BMW Magazine. Entrants were to submit an essay and explain, in 100 words or fewer, why they wanted to be the Ultimate Driver, i.e. one of three lucky souls who would travel to Germany to drive the Nurburgring race track in a new 5 Series with Hans Stuck.

I am not a person who enters contests, assuming, as I do, that the chances of winning are usually somewhere between zero and, well, zero. However, having been a dedicated fan of motorsports in general and Hans Stuck in particular for many years, I thought, gosh, why not? So I wrote the following:

(1) because on our first date, I scared my husband by late braking into a turn; (2) because when I quit a former job and received my pension payout, I decided that a Skip Barber Three Day Competition School was a better investment than an IRA; (3) because when, as a birthday present, I gave my husband a driving school at Road Atlanta in my brand new BMW, I chastised him (gently) for not disabling the Dynamic Stability Control; and (4) because I love my cars so much, I give them names – and the BMW is named "Hans".

Off went my essay into cyberspace and off I went on vacation.

I played the message from Tom several times, each time thinking, "no – can't be". Needless to say, sleep was a scarce commodity that night. When I called BMW NA the next day, they told me the good news – that I had been selected for the first round of competition in the contest. This would involve flying to Spartanburg, S.C. on June 17, spending June 18 participating in various driving activities, a "casting call", and touring the BMW factory on June 19 prior to flying home. Was I available on those dates, asked Reisha of the Marketing Department? Was I available????

The first day at Spartanburg was filled with nervous anticipation. I had met two of the 25 semi-finalists at the airport and had ridden to the Greenville-Spartanburg Marriott with them (in one of the BMW-supplied 3 Series wagons that the hotel keeps for picking up BMW customers). Mike is a retired Air Force pilot and consultant from Florida and Jesus is a financial consultant from Miami who currently owns a Z4, his twelfth BMW. The agenda for the evening included a reception at the hotel and dinner. There we met and mingled with the rest of the group, a diverse crowd ranging in age from early 20s to perhaps mid 60s. Contestants had come from all over the country and from all walks of life.

The next day, we took a bus to the BMW facility to start the real fun. We had been divided into six small groups that would spend the day rotating through six activities. My group included Jesus, Ben, a marketing development consultant from Colorado, and Todd, a physician from Philadelphia. First on the agenda was the "casting call" interview. There were microphones, lights, a video camera and a fellow in a director's chair asking questions that barely registered about driving and cars. After about 10 minutes, the interview, blessedly, was over.

Our next event was a tour of the Performance Center, where new car deliveries take place and where certain BMWs (cars leased to employees and Z8s requiring body repair) are maintained and fixed. It is impossible to imagine a cleaner repair shop.

Next, the group proceeded to the Other Roads course for a little fun in the 4.4 liter X5s. The course included a water crossing and several steep and rocky sections including one where the automatic descent control (which carries the vehicle down a steep slope with no input from the driver save steering) was given a test. Pretty slick.

After lunch, the real fun began – it was autocross time! Our group left the building and there, in front of us, sat a 4.6 liter X5, a 760 Li, a 540i Sport and an M3 with SMG provided to us for our amusement. Each driver started in a different model car and after 8 or 10 laps, all drivers stopped and rotated to the next vehicle in line.

First was the 760Li. We started out onto the course, at measured intervals. The track was quite short, consisting of two hard right-handers, a curve to the left and a slalom.

For a car of its size, the 760 was very nimble. Equipped as it is with lateral stability control, which maintains a stable ride height, the car acquitted itself surprisingly well through the slalom. Next was the 540i Sport; the car that many felt would be the optimal choice, out of the four autocross vehicles, to have for everyday driving, touring, and track days. The car had tremendous low-end torque and very smooth (and, of course, rapid) acceleration. After the 540i came the highlight of the day – the M3. What a rocket ship and what tremendous brakes! Compared to my 323ci, the M3 was simply incredible. The final vehicle was the X5. After the M3, it felt like something of a lumbering hulk; however, that is an unfair comparison. For a vehicle of its weight and dimensions, it, like the 760, handled extremely well.

Let me, at this point, add a heartfelt "thank you" to all of the instructors at the NCC autocross school I attended in April. Without that refresher course, I'm sure I could not have driven well at Spartanburg. None of the other members of my group had any track experience at all. When I caught up to the M3 while driving the X5, I thought I might have a shot at Germany and, at that moment, silently thanked every driving instructor I've ever had.

The next adventure was the skidpad, again driving M3s. For yucks and giggles, this just couldn't be beat. Ah, horsepower – it's a joyous thing!

The final event of the day was an emergency lane-changing exercise in Z4s. This involved driving on the right side of a two-lane wide stretch of road, approaching a set of cones that forced you to make a 90 degree left turn, straightening the car out on the left side of the pavement, then jumping on the brakes hard to engage the ABS. The exercise started at 30 mph and, with each pass, the speed was increased by 5 mph. It was hard to complete this exercise at 45 mph. It became even harder when the exercise changed to, not one lane change, but two – first to the left, then back into the right lane. Sadly, many cones met their end during that event.

Our day at the Performance Center ended with the unveiling of the new 5 Series by Martin Birkmann, BMW NA's 5 Series marketing manager. Although the car certainly has drawn its share of criticism for the re-vamped styling, it is roomier than the older 5 (for those who are interested, the design parameter for the trunk was 4 golf bags) and, while a few inches longer, actually weighs less.

That night, BMW treated us to dinner and, the following morning, we toured the factory and headed home. For 22 among us, the adventure was over. BMW had promised that the three finalists would be selected by the following Monday. Sitting in my office Monday morning, I jumped each time the phone rang. Finally, the fateful call came from Tom Stepanchak, Martin Birkmann and Dianne Martini, the editor of BMW Magazine and it was off for a first-class trip for two to Germany.

The other two winners chosen by BMW were Ferman Wardell, an E46 convertible driver and member of the Tarheel Chapter of CCA, and Michael Auriemma, who hails from Long Island and, curiously, does not own a BMW. Although Michael has leased BMWs in the past, his current drive is a Porsche 996.

The trip to Germany began with a limousine ride to BWI airport courtesy of BMW. After several luxurious hours in the first-class cabin of a Lufthansa jet, we were met at the airport by our driver, Angelika, who led us to our waiting coach – a shiny, black 745 (each couple on the trip was provided a 745 with a driver).

For those who have never traveled to Munich, it is an elegant and beautiful city, filled with spectacular churches, many of which had been reduced to little more than rubble by the end of World War II and yet have been restored, lovingly, to their pre-war splendor. Munich is filled with excellent museums, theaters, restaurants and, yes, the famous beer gardens!

While staying for three days in Munich, the group was treated to a tour of the Forschungs und Innovations Zentrum, better known as the FIZ – BMW's research and design center and the home of the Mobile Traditions BMW collection. Mobile Traditions houses one of virtually every model of car BMW has made plus a wide assortment of race cars from 3.0 CSLs to a BMW-Williams. In addition, the collection includes 13 of the 15 BMW art cars. A complete body and repair shop is housed in the first floor of the building where new additions to the collection are restored and any damage to cars that have been placed on loan for exhibit is repaired. While at the FIZ, we were lucky enough to see a new 6 Series Coupe (parked in the space reserved for the head of Research and Development). Even at the FIZ, the car attracted quite a crowd.

The group also had the opportunity to visit the Dingolfing factory, where 5 and 6 Series cars are produced. Dingolfing not only assembles cars, but, unlike Spartanburg, presses body panels and parts both for BMW and for other car manufacturers (including Porsche and Rolls Royce). The most interesting aspect of this tour may have been the point where the aluminum parts of the unibody are mated to the steel passenger compartment shell. Since the dissimilar materials cannot be welded satisfactorily, they are glued and riveted instead. A robot actually turns the part to be attached while a mechanical applicator applies a bead of super-adhesive. More impressive, however, were the two test unibodies, one coupe and one convertible, that we saw. The units had been fully assembled, then force was applied to each glued and riveted joint to verify that it would hold. On every joined surface, the metal gave way before the glued/riveted joint.

Perhaps the best part of the tour, though, was the drive to the factory, which is about a hundred miles outside of Munich. The corporate drivers were given the morning off and each winner drove a 745 on the autobahn. It was both an exhilarating and a nerve-racking experience. Having grown used to assuming that anyone else on the road is as likely as not to perform a bone-headed maneuver, it was difficult to trust that the Smart car in the right lane would not pull out in front of you as you hurtled toward it, carrying an extra 40 miles per hour of closing speed. Nonetheless, there are few experiences more amusing than watching your speedometer climb past 200 as you drive down the highway (even if it is in kilometers, and not miles, per hour).

By Wednesday, it was time to leave Munich and fly to Cologne (or Köln) for a moment of fame and glory in front of Speed Channel's cameras. At the Cologne airport, each winner was provided with a rental car for the scenic drive through vineyards and preternaturally picturesque towns to the Nürburgring race track. BMW had arranged rooms at the Dorint Hotel which overlooks the front straight of the track used by Formula One. This is a newer track section than the storied Nordschleif, or North Loop — the 14 mile long track that would be used to film the Test Drive segment on the new 5 Series. BMW had rented about 11 of the 14 miles for filming the next day. For Wednesday, the filming was limited to some passing shots of Hans Stürk and Tom Kendall in 530s on the front straight as well as in-car interviews with the three winners, filmed while driving through the countryside near the track. We were also treated to a lap around the North Loop with BMW's corporate liaison to the track, a very good amateur racer who had completed the 24 Hours of Nürburgring co-driving a Mini with the woman who pilots the M5 Ring Taxi. The lap with Ossi was an experience. The track is not for the faint of heart. It is like a roller coaster. It is fast, and significant portions of it have no run-off at all — just Armco and trees.

After the track rides, we were turned loose for 30 minutes of go-karts at the in-door amusement area next to the track. While neither Stürk nor Kendall drove, Stürk's 16 year old son, Johannes, joined in the fray, not surprisingly, taking the checkered flag in first place. Dinner that night was at Stürk's favorite restaurant in the area — the Wild Pig. Johannes, Jeff, and I were chauffeured to the restaurant by Stürk himself in his corporate M5. There, the production team, Kendall, Mark Calabrese (the president of BMWCCA, who had joined our group), the winners and their spouses had a truly memorable evening of storytelling by Kendall and Stürk — both consummate entertainers — interspersed with discussions ranging from the popularity of NASCAR to the future of Formula One.

The next morning, the on-track filming began. While it was fascinating to see the sheer quantity of equipment installed in each car and fun to see Stürk and Kendall flogging the 530s on the track, the day consisted of a few thrilling moments interspersed with long periods of standing around in the cold drizzle. More dramatic than anything occurring on the track was Michael's announcement that he did not wish to take a lap with Stürk. We had been told the format — that, to spice up the now-predictable course of the Test Drive shows, the winners were being introduced as three "civilians" who, having won the Ultimate Driver contest, would be treated to a high-speed fling around the track with the Ringmeister himself. Michael did not feel comfortable, he said, being driven at speed by someone else and would, therefore, "sit this one out".

Boy, did he miss the chance of a lifetime. The ride around the track with Stürk at the wheel was, simply put, the best driving school I've ever attended. We were flying; yet the ride was as smooth as silk — not an abrupt movement or an indecisive instant occurred during the entire 11 miles out and 11 miles back.

As to the infamous emergency brake turn at the end of the segment, the story behind that was that Stürk was to deliver us at the point on the track where we had left Kendall and Michael, we were to exit the car and Kendall was to ask how we liked the ride. Someone realized, however, that when we returned, the camera would be pointed at the windshield, where viewers could see all of the in-car camera equipment attached to the glass. The e-brake turn pointed the car in the opposite direction, so the equipment was not visible. And besides, it looked silly.

So, the two morals of this story are: don't ever think you can't win a contest and keep taking driving schools.



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Cabin Fever Overnight Fall Tour

Article and photo by Steven Schlossman

Overnight tours are becoming increasingly popular. After the past Spring Tour to Monterey, Virginia, which seems like only yesterday, a call for someone to host the next overnight was put forth. Chenty and Miles Carpenter graciously volunteered to organize the next great escape from the Capital Beltway. Four months before our Fall Tour journey started, the planning began in earnest.

Chenty found a great destination location: Seneca Rocks, West Virginia. There she found Shirley Yokum, who owns some cabins, a general store, and a schoolhouse to boot. With our destination set, the next step was for Miles to plan a suitably serpentine route through the back roads to our get-away. Once that was done, we were all set.

November 1st was an absolutely gorgeous day; not a cloud was in the sky and unseasonably warm temperatures (Chenty will have to pick all future dates for our tours since I seem to have a knack for picking those rainy or cold days, even from six months prior to the date!) At any rate, we met at our usual Virginia starting point, The Cracker Barrel in Manassas. After a bit of socializing, Chenty gave the drivers' meeting and handed out the route instructions along with a trivia quiz and off we went.

Our eclectic collection of Bimmers, along with an exquisite red 911 and a beautiful Carrera, headed out shortly after 9:00 a.m. A few hours later it was time for lunch at the Four Bs, where we handed in our trivia answers, then back on the road. Miles selected some great roads and beautiful scenery for us. The easy-to-follow directions allowed participants to focus on the wide open straight-aways and great twisties, set off by spectacular Autumn colors.

Once we arrived in Seneca Rocks some folks checked in at the cabins and motel, others had rooms above Yokum's General Store down the road. A few of us tailgated over beers as a prelude to dinner. Then it was time to go back to school. Yes, back to school. Shirley Yokum owned the local school, which was right next door to the cabins. Dinner was set up in the gymnasium for us and, no, we did not have to sit at little tables or on small chairs. We enjoyed a home-style dinner of fried chicken, roast beef, corn, mashed potatoes and gravy with a selection of pies for dessert.

After dinner, Chenty had some door prizes to give away and she announced the winner of the trivia quiz. Prizes were awarded for the newest BMW, and the owner who had owned the most BMWs, amongst several other categories. Congratulations to Glen Speakman for winning the trivia contest. After dinner some people retired to their rooms while others continued to share the evening with friends.



On Sunday morning some folks went horseback riding while others tried to drive up to Seneca Rocks, the highest point in West Virginia. Those who opted for the drive had to turn back about halfway up, when we got word that it was too rocky ahead. Too bad no one brought an X5.

After breakfast my wife and I decided it was time to say goodbye to our friends and head home. We let our Nav plot the way, avoiding all highways. A few hours later we were home without ever having seen a 4-lane road. That is the way to travel!

Many thanks to Chenty and Miles. Although I enjoy my role as Tourmeister, it was very relaxing for me to sit back and just be a participant on this tour. It has been said that members make the club; this trip certainly proved the truth in that adage.

And now, for next year: Longwood Gardens in the springtime to see the flowers bloom? A fall overnight to visit Fallingwater, a Frank Lloyd Wright creation? A day trip to Solomon's Island for lunch in September? Nothing is planned for next summer as yet. Do you have any good ideas and an interest in planning an event? If so, please contact me, I'm more than happy to help get you started.





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The Devil is in the Details Part 1: *By Bill Shaw*

Cleaning your car should be considered routine maintenance and should be done with the same commitment and regularity as a 3,000-mile oil change. There are numerous benefits to cleaning your car regularly, and they have been stated many times, but it all boils down to protecting your investment. This article will let you in on some of the techniques and insider tips that the pros at Curry's Auto Service use when they detail a customer's car.

Tools of the Trade

Start by purchasing, stealing, or otherwise procuring two buckets that will be used *exclusively* for washing your car(s). Do not use a household bucket: You don't want to wash your car with a bucket that recently contained bleach or ammonia-based cleansers. Conversely, you want to avoid accidentally transferring harsh chemicals and contaminants from your car to the fine Italian marble floor that was just laid in the foyer. The first bucket will be used only for washing the wheels and other sullied non-body parts. The second bucket, preferably one in a different color than the first, will be used only to wash the painted surfaces of your prized Bimmer.

Next, buy the softest car-wash mitt available. Mitts with a thick, plush mat/pile are best since they easily lift and carry away dirt, bugs, small children, Buicks, and other unwanted debris from the paint surface without scratching it. We use a natural fleece mitt for the paint and a (less expensive and thus more disposable) synthetic fiber glove mitt for the wheels and bumpers. Do not use sponges on painted surfaces since they are not as effective as thick mitts for gently lifting and removing grime.

For drying, a synthetic chamois is very effective. It can be thrown in a washing machine when soiled and does not crack or become brittle with age. There are a number of detailing aficionados who do not like natural chamois; for fear that the chemicals used in the tanning process might adversely react with car's finish. These chamois also require more care, and do not last as long as a quality synthetic chamois like those sold by P21S. The trick to preserving a chamois, by the way, is to always keep it moist; store it in its original container, and do not ring it out since this tears the fibers. Instead, squeeze the chamois to get rid of excess water.

Another tool that can be used to quickly dry your car is a silicone squeegee. The California Water Blade is one example. The manufacturer claims that it removes water in one-third the time of a chamois, the edge applies 15 times less friction than a terrycloth towel, and that it will not scratch your car's finish.

Microfiber towels, as well as 100% cotton cloth towels and diapers, can be worth their weight in gold – and can cost just as much. We use diapers for waxing and cleaning windows, cotton towels for removing wax/polish (the thick pile is better suited for this purpose than diapers), and the microfiber towels for windows and detailing work. Also buy several heavy-duty cleaning "shop" rags and/or sponges for use on the grimeiest areas of your car (e.g., wheels, engine, drivetrain, etc.). A round, thick, stiff-bristle, wooden-handle (not metal) paintbrush, and a nylon (not brass) toothbrush can also be invaluable tools for getting at those hard-to-reach crevices or for cleaning wheels.

Washing

The quickest way to prematurely age any vehicle is to simply do nothing and allow the dirt to attack your car's finish. Having the right tools helps, but knowing how to use them is equally important, and it all begins with soap and water.

We like to use a liquid soap specifically designed for washing cars/automobiles as opposed to powder soaps since undissolved particles from powder soaps can be abrasive. We also avoid dish-washing liquids at all costs. These are designed to remove the dried-on and encrusted Lobster Florentine that you had for brunch 3 years ago and they will remove the wax from your car just as effectively. All wax manufacturers (Meguiars, Eagle One, RainDance, Turtle Wax, etc.) sell their own brand of car wash soap. Generally speaking, the stronger the concentration of soap, the more wax you are likely to remove. Read the manufacturers suggested directions, then use half the recommended amount of soap; also, avoid using hot water when mixing the soap in your bucket since this will soften and facilitate removal of the wax.

Ideally the car should be parked in the shade and cool to the touch before washing. Thoroughly wet the car down with a garden hose, not with a high-pressure system. Even Holy Water will eventually find its way into unwanted areas if a 10,000-psi deck washer or a fire hydrant is used.

Begin by washing the wheels first with the bucket that you identified for this purpose. Generally speaking, properly cleaning four wheels takes more time than washing the entire car. Therefore, if you start washing the car first, you risk the water drying on the finish before you've completed cleaning the wheels. Treat the wheels with the same care as the paint since many late model cars have clear-coated wheels, and be careful when using special products used to clean wheels. Some are for non-clear coat wheels and contain acids that will etch your beautiful wheels quicker than Anna Nicole Smith Hoovering her way through an all-you-can-eat buffet.

Next, using the bucket specifically for the painted surfaces, start at the top and work your way down to avoid transferring heavy dirt, grease, from the lower parts of the car into the bucket. Use plenty of water. As one expert detailer wrote, "If you spare the water, you risk ruining the finish." If, however, a cleaning detergent or engine degreaser is to be used, it is always best to clean this part of the car first so you can properly remove any chemicals that may have inadvertently been sprayed onto the bodywork. If you accidentally drop your mitt on the ground, set it aside and get a clean one.

The car should then be re-rinsed thoroughly and dried as soon as possible. As suggested earlier, the best method of accomplishing this is to use either a quality synthetic chamois or silicone squeegee. We do not advocate using compressed air to facilitate the drying process since this can easily force water into unwanted areas of your car or imbed dirt into the finish.

Next month: waxing and detailing your car. If you have any comments, criticisms, or suggestions, please post them on the Forum at www.CurrysAuto.com. Please address any ideas for future articles to bill@currysauto.com.

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Autocross Season is (Unfortunately) Over

By Kevin Henry

November 15 dawned clear and quite cool as we put on the last autocross of the season. This was to be the seventh event in our autocross series, but alas, it was an inauspicious end to the season. Problems with the timing equipment led to us having to time the second half of the day with hand-held stop-watches. Since human error could be a factor in determining people's scores, we decided not to count the results from this event toward the season standings. Despite this development, very few people chose to go home; knowing that this would be the final Autocross event for any club in the DC area in 2003.

Other than the timing problem, the day went very smoothly and we ran right up to the edge of darkness. The course was designed by yours truly, and it seemed most competitors enjoyed it immensely. Even though this was a full event, with 88 competitors, everyone managed to get four runs in; giving them plenty of time to get a good feel for the course. In many cases, all four runs were needed because the cold made for very little tire grip, leading to some interesting spins and car-control exercises! In the end, Glenn Ty came out on top with a blazing time of 54.15 seconds to win in SSM and nab the fastest time of the day. Other class winners include Kevin Henry (S1M, 59.22), Bill Brochu (S2M, 57.86), Angie Brochu (TM, 58.66), John Dunnock (SS, 58.11), Rafael Garces (S1, 57.75), David Costanza (S2, 62.539), Jason Hallick (T, 62.53), Mike Cole (X, 56.901), and John Doby (N, 56.347.)

Since this seventh event did not count toward the season-long statistics, that left six races that did count, competitors had to have attended four of those to qualify for a trophy. The results are published elsewhere in this issue, and trophies will be presented to the top three racers from each class at the Holiday Party in January. Please come on out and congratulate your fellow competitors!

We will be evaluating the classification structure this winter with a goal of trying to make it a little more evenly distributed and easier for beginners to get involved. If there are any issues that you would like to see addressed, or ideas for making it better, please let us know.

Time to store the tires and wait for old man winter to leave town. I'm already itching for another autocross fix and the 2003 Season just ended. Sure, it may seem like an eternity, but the start of the 2004 Season is really only a few months away!

Thanks to everyone for coming out and making this a great autocross year!



Dan Dazzo's Z3

Photo by Al Zavala



Al Zavala's 323i

Photo by Woody Hair



Neil Simon's M Coupe

Photo by Al Zavala



Bill Schofield's 318ti

Photo by Al Zavala

der Bayerische

BMW CCA National Capital Chapter Autocross Results

Summary Results, #7 - 2003 Series Event 7 - 11/15/03 Total Entries: 88

#	Driver	Car Model	Time	#	Driver	Car Model	Time	#	Driver	Car Model	Time
Class: 'SSM' Total Entries: 7				13	7315 Robert Bahlow	1997 BMW M3	61.960	14	7124 Karim Awad	2002 Mercedes C	60.508
1	7329 Glenn Ty	1998 BMW M3	54.150	14	7132 Steven Kapuschansky	1995 BMW M3	63.023	15	7313 Antonio Barbaro	1983 Porsche 91	60.730
2	7208 John Vitamvas	1995 BMW M3	54.982	15	7322 Steve Steele	1999 BMW M3	63.730	16	7235 Stephen Pilkerton	1993 Honda Civi	61.000
3	7306 Neil Simon	1999 BMW M Coup	56.770	Class: 'S1' Total Entries: 10				17	7105 Serkan Karamete	2003 Mercedes C	61.017
4	7319 David James	1999 BMW M Coup	57.550	1	7228 Rafael Garces	1996 BMW 328i	57.750	18	7111 Seth Eaton	2003 VW Jetta	61.657
5	7213 Bob Hausmann	1994 BMW 325	57.677	2	7303 Brandon Lindley	1993 BMW 325ic	59.030	19	7321 John Nicholaysen	VW GTI	61.660
6	7135 Bradly Evans	2003 BMW M3	60.921	3	7227 Brian Hair	1998 BMW 323is	59.490	20	7104 Stephen K. Brown	1986 Ford Musta	61.713
7	7330 George Nychis	1995 BMW M3	61.240	4	7211 Ronald Bushar	2002 BMW 330Ci	60.210	21	7307 William Byrd	2003 Ford Musta	62.490
Class: 'S1M' Total Entries: 6				5	7316 Brian Scall	2004 BMW 325Ci	60.980	22	7340 Han Park	1998 Chevrolet	62.580
1	7220 Kevin Henry	1990 BMW 325is	59.220	6	7122 Joshua Turner	2002 325 XiT	61.122	23	7308 Steven Podwysocki	2000 Audi S4	62.980
2	7304 Pete Lem	1998 323 is	59.430	7	7224 Nicholas Rubenstein	2002 BMW 325 Xi	61.670	24	7323 Leo Ciccarello	2003 Ford Musta	63.850
3	7325 Steve Tomlinson	BMW 325i	60.170	8	7107 Burak Kotan	2002 BMW 330Ci	62.946	25	7210 Edson Soriano	2001 Ford Musta	64.289
4	7216 Austin Schreiber	1993 BMW 325is	61.580	9	7305 Yannis Labrou	2003 BMW 325i	65.190	26	7320 Daniel Lee	Acura Integra	64.770
5	7231 Phil Gosnell	1995 BMW 325ti	61.880	10	7219 Michael Pesce	2003 BMW 330 ZH	65.960	27	7230 Josh Haha	1994 Acura Inte	64.930
6	7310 Jed Carmona	1994 BMW 325is	63.920	Class: 'S2' Total Entries: 4				28	7215 Peter Shoemaker	1995 Mitsubishi	65.782
Class: 'S2M' Total Entries: 3				1	7118 David Costanza	1998 BMW 540i	62.539	29	7226 Patrick Kelly	2000 Honda Prel	65.800
1	7233 Bill Brochu	1985 BMW 535is	57.860	2	7128 David Miller	1999 BMW Z3 2.3	63.101	30	7225 J.R. Fuller	1994 Mustang 5.	66.460
2	7212 Bill Schofield	1996 BMW 318ti	58.732	3	7133 Tony Kopecki	1998 BMW 528	63.149	31	7326 David Pope	2001 VW Golf GL	75.440
3	7203 David Bullman	1998 BMW 318ti	62.462	4	7116 Eric Shott	2002 BMW 540iA	65.181	32	7205 Sean King	2003 Corvette Z	DNF
Class: 'TM' Total Entries: 2				Class: 'T' Total Entries: 1				33	7223 Scott Knott	1993 Mazda RX-7	DNS
1	7234 Angie Brochu	1987 BMW 325es	58.660	1	7301 Jason Hallick	1998 BMW 318ia	62.530	34	7311 Ben Shaffer	Honda CRX	DSQ
2	7221 John Fuston	1992 BMW 850i	61.020	Class: 'X' Total Entries: 34				Class: 'FUN' Total Entries: 3			
Class: 'SS' Total Entries: 15				1	7130 Mike Cole	2004 Subaru WRX	56.901	1	7126 Stephen K. Brown	1986 Ford Musta	57.059
1	7207 John Dunnock	1989 BMW M3	58.011	2	7121 Stephen Catlin	1996 Chevy Corv	57.482	2	7324 Fatih Seleklr	2004 Subaru STi	57.480
2	7131 Dan Dazzo	2002 M Roadster	58.727	3	7314 Brian Karwan	1992 Honda Civi	57.520	3	7327 Okas Elam	1992 Honda Civi	59.050
3	7209 Joe Murphy	1999 BMW M3	58.841	4	7101 Keefe Lee	2002 Subaru WRX	57.646	Class: 'N' Total Entries: 8			
4	7302 Phil Emad	1998 BMW M3	59.070	5	7309 Steven A. Brown	1994 Mazda Miat	57.880	1	NSSM 7204 John Doby	1998 BMW M3	56.347
5	7328 Andrej Dolenc	1997 BMW M3	59.100	6	7106 Burak Tuglu	2004 Subaru WRX	57.932	2	NS2 7123 Michael Radziewski	1989 BMW 525i	56.401
6	7318 Rani Emad	1998 BMW M3	59.710	7	7109 Matt Yip	1988 VW Scirocc	59.129	3	NS1 7217 Brendon Bengermiro	2002 BMW 325Ci	57.876
7	7214 Des Burke	2003 BMW M3	59.797	8	7110 Tom Green	1994 Mazda Miat	59.144	4	NX 7222 Zachary Catlin	1996 Chevy Corv	58.330
8	7129 Clyde Caplan	2002 BMW M3	60.155	9	7312 Adam Chelikowsky	2002 VW GTI 1.8	59.280	5	NS2 7102 Matt Reinhart	1991 BMW 318i	58.489
9	7206 George Hendricks	1995 BMW M3	60.354	10	7202 Tyler Stewart	Corvette	59.350	6	NX 7232 Fatih Seleklr	2004 Subaru WRX	60.900
10	7332 Gary Moore	1995 BMW M3	60.450	11	7229 Okas Elam	1992 Honda Civi	59.650	7	NS1 7127 Holly Markle	2002 BMW 325Ci	61.675
11	7103 Roy Morris	1998 BMW M3	60.988	12	7108 Daniel Ra	2003 Mitsubishi	60.069	8	NX 7134 William Kratz	2003 Mazda 6	66.734
12	7120 Bud Schreiber	2000 BMW M5	61.652	13	7201 Hector Malpartida	2000 Ford Musta	60.366	Top Time of Day: SSM 7329 Glenn Ty 54.150			

Top Pax of Day : S1 7228 Rafael Garces 53.939

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October 9 & 10 - Virginia International Raceway, Danville, VA - \$500.00

November 12, 13, & 14 - Shenandoah Circuit, Summit Point, WV - \$675.00

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Event #1: 2003 Series Event 1, Event #2: 2003 Series Event 2, Event #3: 2003 Series Event 3, Event #4: 2003 Series Event 4, Event #5: 2003 Series Event 5, Event #6: 2003 Series Event 6

Pos.	Car #	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/Drops	Pos.	Car #	Driver	Car Model	#1	#2	#3	#4	#5	#6	Total	W/Drops
Class: 'SSM'																							
1	SSM 6329	Glenn Ty	1998 BMW M3	10	10	10	8	-	10	48	40	7	SS 6335	Roy Morris	1998 BMW M3	5	6	-	-	3	1	15	15
2	SSM 6327	John Vitamvas	1995 BMW M3	9	8	8	9	10	8	52	36	8	SS 6209	Gary Moore	1995 BMW M3	6	5	-	2	-	1	14	14
3	SSM 6201	Neil Simon	1999 BMW M Coup	7	6	7	10	8	9	47	34	9	SS 4118	Kevin Lewis	2002 BMW M Road	1	4	2	4	-	-	11	11
4	SSM 6110	Bob Hausmann	1994 BMW 325	8	-	9	6	-	7	30	30	Class: 'S1'											
5	SSM 6232	Woody Hair	1988 BMW M3	4	7	2	7	9	6	35	29	1	S1 6228	Rafael Garces	1996 BMW 328i	-	10	10	10	10	10	50	40
7	SSM 5210	Chuck Grafton	1990 BMW M3	2	1	1	2	6	-	12	11	2	S1 5129	Clyde Caplan	2002 BMW 325 Xi	9	9	8	9	9	-	44	36
8	SSM 6216	Greg Sober	1997 BMW M3	1	1	1	1	5	3	12	10	3	S1 6108	Al Zavala	2000 BMW 323i	8	-	9	8	8	8	41	33
Class: 'S1M'												4	S1 6213	Bob Smith	2001 BMW Z3 Cou	6	-	-	7	6	6	25	25
1	S1M 6220	Kevin Henry	1990 BMW 325is	10	10	9	9	10	10	58	40	5	S1 5222	Nicholas Rubenstein	2002 BMW 325 Xi	1	8	6	2	7	-	24	23
2	S1M 6323	Mark Rebano	1989 BMW 325is	9	8	8	7	9	9	50	35	6	S1 6310	Brandon T. Lindley	1993 BMW 325ic	7	-	5	3	-	7	22	22
3	S1M 6305	Pete Lem	1998 BMW 323is	6	6	7	5	6	6	36	25	Class: 'S2'											
7	S1M 6302	Jed Carmona	1994 BMW 325is	-	-	6	2	4	5	17	17	1	S2 6125	Eric Shott	2002 BMW 540iA	6	-	8	8	9	8	39	33
Class: 'S2M'												Class: 'T'											
1	S2M 6333	Bill Brochu	1987 BMW 535i	10	10	-	10	10	10	50	40	1	T 6306	Jason Hallick	1998 BMW 318iA	10	9	10	10	10	10	59	40
2	S2M 6206	Bill Schofield	1996 BMW 318ti	8	9	9	-	9	9	44	36	Class: 'X'											
3	S2M 6203	David Bullman	1998 BMW 318ti	7	8	8	-	8	8	39	32	1	X 6128	Stephen Catlin	1996 Chevy Corv	10	-	10	10	10	9	49	40
Class: 'TM'												2	X 6308	Adam Chelikowsky	2002 VW GTI 1.8	2	1	4	6	6	7	26	23
1	TM 6334	Angie Brochu	1987 BMW 325e	-	10	-	10	10	10	40	40	8	X 6115	Jim Cunningham	1986 Porsche 94	1	1	1	-	5	1	9	8
2	TM 6223	John Fuston	1992 BMW 850i	9	8	-	7	9	9	42	35	Class: 'N'											
3	TM 5330	Doug Ellmore	1974 BMW 2002ti	8	7	8	6	8	-	37	31	1	NX 5316	Fatih Seleker	2004 Subaru WRX	10	10	9	-	7	-	36	36
Class: 'SS'												1	NSSM 6318	John Doby	1998 BMW M3	8	9	8	10	9	8	52	36
1	SS 6312	David James	1999 BMW M Coup	10	-	10	10	9	9	48	39	1	NX 6229	Zachary Catlin	1996 Chevy Corv	7	-	10	9	10	5	41	36
2	SS 6225	Bill Steele	1999 BMW M3	-	8	6	9	10	4	37	33	2	NS1 6219	Brendon Bengemino	2002 BMW 325Ci	9	8	-	8	8	9	42	34
3	SS 6304	Des Burke	2003 BMW M3	3	10	-	8	7	2	30	28	3	NX 6103	Andy Dhillon	1992 Honda Prel	-	-	7	7	5	3	22	22
5	SS 6313	George Hendricks	1995 BMW M3	4	-	5	7	5	1	22	21	3	NSSM 5101	Paul White	1995 BMW M3	5	7	4	6	3	-	25	22
7	SS 6127	Joshua Turner	2002 BMW M3	7	-	-	6	1	1	15	15	4	NS1 6126	Holly Markle	2002 BMW 325Ci	6	-	6	5	4	4	25	21

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Our membership is now at 5185 members and we continue to grow. That doesn't even count our 652 associate members who share all of the benefits of being a Car Club member. We also have 59 members from neighboring chapters. We welcome all of our new members and those new to the area..

Do you know someone who owns a BMW and is missing out on the rewards of the belonging to the BMW CCA? Parts discounts at local BMW dealerships and select independent service centers. The national monthly publication of the Roundel. The Membership Rewards Program from BMW NA. Not to mention all of our local activities. Our email database now represents 67% of our members and grows each

month. Let's make it 100%. If you did not receive an email of upcoming events the past month, we need your email address. There are sometimes changes to the published calendar in 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.

Thanks this month go to Casey BMW and Steven A. Canterbury for referring new members.

If the spelling of your name is incorrect please use the form at <https://www.bmwcca.org/join/membershipchanges.shtml> to make changes.

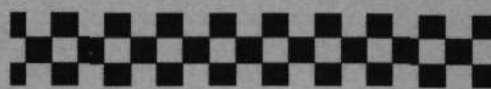
Name	Year/Model	Name	Year/Model	Name	Year/Model
Roy Adams	2004 745i	Dino Buktaw		Andrew Feinstein	1998 740iL
Folasade Adegoroye		John Burke	1998 740iL	Frank Ferrara	2003 530i
Vipin Adhlakha	1999 528i	David L. Burrell	1993 325i	John Fittipaldi	1999 323i
John & Cynthia Alter	2000 Z3	William Byrd		Michael Fitzgerald	
Jerry Anderson	2000 M5	Jeannie Carpenter		Nick Foong	2001 530i
Eric Andreasen	1991 318is	John Carria	1998 740i	Richard Foote	1997 528i
Johnson Antar	1973 3.0CS	Alvaro Chasseloup	2003 330i	Susan Forrester	2002 330xi
Carver Audain		James Chen	2001 325Ci	James Frederick	1997 840Ci
Adam Avery	2001 M Coupe	Samuel Cho	2000 323Ci	Jay Gaines	2002 325i
Massoud & Mariluz Bahrami	1995 740i	Tim Chong	1998 M3	Theresa & David Gallimore	2004 X5
Thomas Barham	2003 525iT	Siphath Chrea	2003 Z4	RC & Margaret Gamble	2003 X5
Benito Barron	2001 540i	Paul & Jodi Colantuno	1998 Z3	Patty George	2000 323i
Mel & Ann Barth	1999 M Roadster	David Cole	2001 740iL	Deborah Ghanayem	1997 328iC
Tiffany Beevers		Tom Craigo	2002 330Ci	James Gibson	1990 M3
Michael Beller	1999 328iC	Gary Cricks	1998 M3	Steve Glover	2001 M5
Lisa & Richard Benson	2002 540i	Grant Crowder		Diann Gottron	1998 528i
Melvin & Robin Bethea	1990 755i	Gregory Crum	1992 325is	H Lamont Gouridine	2002 323i
Amiel Bethel		Alex Cudaback	2000 328Ci	Randy Granzow	1999 Z3
Kevin Beverly	1995 525i	Marvin Davis	2003 X5	Patrick & Mary Jo Gunnin	1998 323i
Dennis Bilowus	2002 530i	Gerald Decker	2002 M5	David Hammond	1990 325i
William Bond	1990 735iL	Charles Dennis		Robert Hanagan	2002 325Ci
Jorge Bonilla		Jeffrey Denny	1970 2002	John Hartz	1998 528i
Nancy Bosnak	2002 325Ci	Daniel M. Dick	2003 325i	John & Deborah Hechinger	1997 540i
John Boston		George Dougherty	2004 545i	Steve Hodecker	
Jeff Boyd	1988 535i	Paul J. Duggan	1976 2002	Claudia Hogle	2001 525iT
Darryl Britt	1990 535i	Al Ebnereza	1997 318ti	Steven Hopping	2003 M5
Otis Brown		David Enger	1997 540i	Kenneth D. & Stephanie Hough	2000 X5
Christopher Brown &		Aaron Epstein	2003 Z4	Jon Howard	1998 M3
Christopher Brown	1999 M3	Gerhardt Ervin	2004 330i	James & Darlene Howard	2003 Z4
William James Brownlee	1995 740i	Linda Estrada		Gregory Hunter	1995 M3
Kosin Budsuke	1999 M3	Glenn & Maribeth Fabbrini	1998 Z3	Henderson Hutson	
		Omololu Fatukast		Juanita Jackson	

NEW MEMBERS WELCOME!

Name	Year/Model	Name	Year/Model	Name	Year/Model
Damon Job	2001 330i	Raymond Moreno	2000 740iL	John Skipper	2003 745i
David Johnson	2001 X5	Eric Mothershead	2004 330i	Fred Skow	1981 320i
Frederick Jones	2002 325i	Adnan Mousavizadegan	1975 2002	Sheryl Slegel	1994 325i
Owen K. Jones	2003 Z4	Diane Myers		Alexander Smith	2001 325i
J.T. Kaaihue	1995 540i	Paul Naas	2002 530i	Sunil Srinivas	1999 740i
Raja Kaul	1999 M3	Trevor & Rowena Nelson		Marilyn Stark	1995 318i
Nabil Khawand	1996 750iL	Eduard Nemirovsky	2004 X5	S. Denise Steele	
Ben Kline	2000 540i	William Nigh		Ty E. Sutton	
John & Norma Koch	2001 530i	Mounir Nsouli	1997 M3	Caryl Tallon	2003 Z4
Piotr Kulesza	2004 330i	Timothy O'Neil		F. W. Tate	2000 540i
Stephen Lachter	2003 X5	Miles Okal	1989 325i	Ronald Cray Taylor	
Maureen M. Lane		Robert & Helena Olivier		Chris Terry	
Elizabeth Langalis		Stefen Olsen	1995 M3	Gregory Thoben	2003 540i
Darryl Lansey		Korgun Ozguler	2000 328i	Roudy Thomas	
Won & Angela Lee	2000 528i	Jason Paar	1995 525i	Fernando Thompson	1995 M3
Bill Lee		David Pack		Marshall Thompson	
William Lee	2003 X5	Spencer Padgett	1997 540i	George Toetfer	2004 330Ci
Clarese Lemberger	2003 330xi	Joyce Park	2003 325xi	John Topper	2003 325i
Paige Lesnik		Dave Patel	2002 330i	Francisco Torres	
Lee A. Licata	1994 325is	Debra Pennington		Brian Tremblay	2001 330Ci
Mark Lomax	2000 740iL	Dufirstson Perce	2002 325Ci	Brian C. Tringali	2003 330xi
Hunter Lonsberry	2003 M3	Eric Peterson	1993 325i	Luis Valencia	1995 M3
John Lowder	2002 530i	Vanessa Pierce	2003 325i	Silvija Valleru	
George J. Magiros	1997 540i	Perry A. Pitrone		Matthew Wagenhofer	1986 325es
Robert & Tasha Maglocchi	2004 325i	Joseph & Louise Plaistow	2004 530i	Kirk Wagner	1997 328iSs
Hung Mai		Marvin Potter	2003 Z4	James Waldron &	
Heiko Maiwald	1999 328i	Christopher Potter	1997 M3	Bryan Waldron	1998 528i
Sam Maneen	2002 325i	Hayk Rachidian		Eugene Walters	2000 323Ci
William Mangana	1995 M3	Ryan Reed	1973 3.0CS	Kai Wang	2002 M3
Thor Markwood	2004 545i	Bruce Riddle	2002 330i	Micah Wangerin	
Stephen Marzen		William Robison	2003 Z4	Michael Ward	2000 540i
John Maxwell	2003 Z4	Bryan Rudge	1988 M3	Carolyn Watson	1993 525i
Michael & Dina McCullough		Mark Sanders & Ron Sanders	2002 330i	Gregory Weiss	
Eugene McDuffie	2001 740iL	Kristen Sapienza &		John Wellschlager	2002 M3
Ginger McElfresh	2000 323i	Augustine Sapienza	2000 528i	Robert Wesch	2004 330Cic
Kevin McLaughlin	1998 328i	Frank Satinover	1972 2002	Philip Wilson	1993 325is
Eric Medina	2000 328i	Christman Schafer	1997 M3	John Witherspoon	2001 330Ci
Andrew Michaels	1988 535i	Jeremy Scheinker	1904 530i	John Xenos	2002 540i
Mary Mologne	2000 328Ci	Dianna Seltzer	1999 323i	Rob Yergovich	2001 M3
Patricia & Chris Monje	1995 M3	Steven Shen	1972 2002tii	Howard Yoon	1993 325is
Joseph Moore	2003 540i	Keith Shin	2003 X5	Joseph Zarbo	1993 525i
Robert Morales	2001 530i	Alex Shiroma		Zhewei Zhang	1999 528i



Woody's Competition



BY WOODY HAIR

C O R N E R

At one point, fairly late in this past season, it looked as if the BMW-Williams team had a good shot to take both the drivers' and manufacturers' Formula 1 championships. In the next-to-last round at Indianapolis Juan Pablo Montoya's chances for a good finish were done in by a questionable stop-and-go penalty for knocking Rubens Barrichello's Ferrari off the track during a pass attempt, a faulty fuel rig, and a tardy stop for rain tires. Ralf Schumacher also stayed on slicks one lap too long when the rains came. Holding the lead while others had pitted, he spun into a tire wall and out of the race. Michael Schumacher won Indy in his Ferrari and had a nine point lead going into the final race in Japan.

Juan Pablo qualified second behind Barrichello, but it started to rain just before Michael's qualifying attempt and he could do no better than 14th. Ralf had been the quickest car in most of the earlier practice sessions, but the sudden rain came before he could switch tires. With the car hydroplaning all over the place, Ralf aborted his qualifying attempt and had to start at the back of the pack. Montoya was able to pass Barrichello early on and was driving off to a huge lead when the engine expired due to hydraulic problems. After a spin, and a coming-together with brother Michael, Ralf could get no higher than 12th. Zero points for the Williams team.

Thus Montoya ended the driver's points chase in third place (82 points) behind Michael (93) and Kimi Raikkonen (92). Rubens (65) was fourth and Ralf (58) fifth. BMW-Williams was second in the manufacturers' standings to Ferrari, 158 to 144. As they say in baseball, wait 'til next year.

The 2004 season could be even more interesting than 2003. Hopefully the Williams team will continue their strong performances right out of the gate. Rules changes will include each car being limited to one engine for practice, qualifying and the race. Presumably a blown engine can be replaced. Also, the Friday qualifying session will be moved to Saturday with just a 1/2 hour break between sessions.

The off again, on again Canadian Grand Prix is on again as of this writing. The Montreal F1 race has always been one of the most popular for both fans and drivers as most of the city becomes a big street festival. Those of you who plan to attend Montreal and Indianapolis (F1 - not the 500) will have to contend with those races being back-to-back this year - June 13 and 20).

Of course the biggest F1 news since the end of the season is the announcement that Juan Pablo Montoya will be leaving BMW-Williams at the end of this season to join the McLaren team. Although this possibility had been rumored for months, it was unusual for official confirmation to happen a year in advance. It is assumed by most that David Coulthard is the odd man out at McLaren, but how about a scenario of Raikkonen going to Ferrari to replace Barrichello, who then goes to Williams to replace Montoya?

The SCCA's regional road race series (MARRS) had nine events in 2003. Ed York (BMW 325is) won eight of nine races in the Improved Touring S to easily win that class championship. Second and third in final points were Sam Asinugo and Ted Giavanis, also driving 325s. Bill Radford (BMW 2002) won the Improved Touring B class. Chapter members Bruce Shelton and Jim Harrison finished first and second in the GT-Pinto class standings (Don't laugh - with modified engines and slicks, these Pintos can fly, and yes, they have fuel cells.)

Our chapter's autocross series had seven events, but only the first six counted toward the season championship. A damaged timer partway through the last event meant we had to resort to a hand-held stopwatch, and in the interest of fairness, the results were not considered official. To allow for vacations and other conflicts, only the best four results count for the championships. Congratulations to the following first and second place winners:

SuperSport Modified - Glenn Ty - 98 M3
John Vitamvas - 95 M3
SuperSport Stock - David James - 99 M Coupe
Bill Steele - 99 M3
Sport 1 Modified - Kevin Henry - 90 325i
Mark Rebano - 89 325is
Sport 1 Stock - Rafael Garces - 96 328i
Clyde Kaplan - 02 325xiT
Sport 2 Modified - Bill Brochu - 85 535i
Bill Schofield - 96 318ti
Sport 2 Stock - Eric Shott - 02 540iA
Touring Stock - Jason Hallick - 98 318iA

Unfortunately, none of the entrants in the Touring Modified class ran in the minimum four events necessary to qualify for a trophy. Because we've had as many as 21 cars in one class (SuperSport Stock) at some events, our classing and preparation rules will likely be revised for the 2004 Autocross Season. If you have any input please contact the autocross committee listed in our masthead.

Some BMW drivers did well in the SCCA's seven event autocross series that was held on one of the huge lots at FedEx Field. The final standings include:

E Modified - 1st - Gary Lin - 96 318ti
A Street Prepared - 2nd - David Kolodny - 99 M Roadster
B Street Prepared - 1st - Lee Piccione - 95 M3
3rd - Ron Katona - 95 M3
4th - Jeremy Warfield - 95 M3
D Street Prepared - 1st - James Sheridan - 98 323is
3rd - Kevin Henry - 90 325i
Street Touring X - 3rd - Mark Rebano - 89 325is
Street Modified - 2nd - Bob Hausmann - 94 325is
Street Modified 2 - 1st - Glenn Ty - 98 M3
2nd - Eric Wong - Vette/M3
3rd - Neil Simon - '99 M Coupe
F Stock - 2nd - Wayne Rubain - 91 M5

Final season standings for our third local autocross series, the Metropolitan Washington Council of Sports Car Clubs, haven't been finalized as of this writing.

I want to recognize some new faces to the local autocross scene that impressed me with their performances. Glenn Ty came on with a bang in his silver E36 M3 and took fastest BMW time at many events this past year. Glenn has been racing a VW in SCCA and NASA events, but I believe he is new to autocrossing. It's generally accepted that autocrossers make good road racers, but it rarely works the other way around. John Vitamvas had his yellow E36 M3 near the top of our highly competitive SSM class since the beginning of the year. Fatih Selekler started the year in a 330Ci, did our school, volunteered to join the chapter's autocross committee, bought a Subaru WRX STi, and is now running at or near the top of his class.

I should also mention a couple of veterans who continue to impress. James Sheridan has been turning times with his E36 323is that are right in there with similarly prepared M3s. It's always fun to watch Bill Brochu muscle his tail-wagging, tire smoking, '85 535i around an autocross course and he is usually at or near the top of the time sheets against all the M cars, Camaros, and Mustangs.

I have no news about construction progress on Rausch Creek or the Beaver Run South Course, but construction is progressing on the Shenandoah Circuit at Summit Point and they expect an opening in May. The track should be well broken-in by our driver school there in October.

BMW Autocross Results

SDAC MWSCC Champ #7, September 28, Rosecroft

Glenn Ty	98 M3	1st	BSP	44.096
Mark Rebano	89 325is	2nd	STX	46.192
Bill Brochu	85 535i	1st	ESP	46.469
George May	88 M3	3rd	STX	46.484
Kevin Henry	90 325i	1st	DSP	46.524
Brian Hair	98 323is	2nd	STS	48.1
Nick Rubenstein	02 325xiT	5th	STX	48.26
Gary Lin	95 318ti 3.0	1st	EM	48.431
Clyde Caplan	02 325xiT	2nd	DS	48.521
Wayne Rubain	91 M5	3rd	FS	49.43
Jason Hickey	88 325is	11th	SM	50.798

Kyle Mathews	95 M3	3rd	BSP	55.09
Clyde Kaplan	02 325xiT	5th	DS	55.34
Wayne Rubain	91 M5	1st	FS	55.579
Gary Lin	85 325es	3rd	EM	55.645
Bill Collins	95 M3	4th	BSP	56.098
Pete Lem	98 323is	7th	STX	56.208
Josh Williams	02 M3	7th	AS	56.242
Ted Wentz	99 M3	10th	BS	56.689
David Kolodny	99 M Roadster	5th	ASP	56.727
Wayne Rubain Sr.	91 M5	7th	FS	62.982
John Clay	03 540i	8th	FS	63.655
Risa Sheridan	98 323is	10th	DSP	69.028

SCCA #7, October 19, FedEx Field

Glenn Ty	98 M3	1st	SM2	49.915
Matt Williams	1st SM	95	M3	50.355
James Sheridan	98 323is	1st	DSP	50.575
Eric Wong	98 M3	2nd	SM2	50.703
Neil Simon	99 M Coupe	3rd	SM2	51.014
John Doby	98 M3	4th	SM	51.609
John Vitamvas	95 M3	3rd	BS	51.917
Bob Hausmann	94 325is	5th	SM	52.142
Kevin Henry	90 325i	3rd	DSP	52.532
Brian Hair	96 328is	1st	DS	52.902
Mark Rebano	89 325is	1st	STX	53.41
Jeremy Warfield	95 M3	2nd	BSP	53.685
David James	99 M Coupe	6th	BS	53.855
Woody Hair	96 328is	2nd	DS	53.904
Austin Schreiber	93 325is	Fun	DSP	54.186
Elaine Wong	95 M3	7th	BS	54.316
George May	88 M3	5th	STX	54.416
Kenneth Kammerer	03 M3	5th	AS	54.603
Bud Schreiber	93 325is	Fun	DSP	54.807

Salazar MWSCC Champ #8, November 2, Rosecroft

Glenn Ty	98 M3	1st	BSP	56.644
Neil Simon	99 M Coupe	1st	SM2	57.311
David James	99 M Coupe	1st	BS	58.785
Philip Emad	98 M3	3rd	BS	59.769
Mark Rebano	89 325is	1st	DSP	60.18
Bob Hausmann	94 325is	5th	SM	60.405
Vic Hall	88 M3	2nd	CSP	60.452
Bill Brochu	85 535i	3rd	ESP	60.461
Han Ah-Sue	89 325is	1st	EM	60.754
Brian Hair	98 323is	3rd	DS	61.408
Woody Hair	88 M3	6th	CSP	61.727
Clyde Caplan	325xiT	4th	DS	61.93
Josh Turner	02 M3	7th	AS	62.03
Elaine Wong	95 M3	Fun	BS	62.192
Angie Brochu	87 325es	1st	Ladies	62.272
Pete Lem	98 323is	4th	STS	62.374
James Derry	99 M3	6th	SM	63.187
Nick Rubenstein	02 325xiT	5th	STX	64.688
Blair Lee	02 325xiT	7th	DS	67.831

To My Friends in the NCC BMWCCA *By Ron Katona*

Ron Katona, our former Autocross Chairman, moved to Newport News last spring. He just sent the following message to our chapter:

Sometimes competition takes a back seat to reality. And sometimes the real meaning of a club like the BMW CCA becomes apparent in unexpected ways. Many of you know that I have moved up from local NCC autocross, to regional SCCA events, all the way to national competition where I've won both SCCA ProSolo and National Tour events, as well as trophying at the Solo-II National championships in Topeka, KS two years running.

Shortly before competing in my third nationals in September of this year I learned through an unscheduled chest x-ray that I had a large tumor on the sac that surrounds my right lung. The tumor was diagnosed as inoperable meaning a course of chemo therapy would be the only hope of a cure. I decided that should my health deteriorate quickly, I didn't want to miss nationals - so I went to Topeka despite some pain in my chest wall from the tumor.

With this on my mind I missed a trophy at Nationals this year finishing 9th of 18 in a very fast BSP class. I co-drove Lee Piccione's Daytona Violet M3 which was set up a bit differently from my M3, but truthfully I simply didn't have my head in the game for much of the competition. Undoubtedly, the disease had more of my attention than I wanted to admit and being mentally focused is of primary importance at nationals.

However, the positive far outweighs the negative here. I've received a tremendous amount of support from family and friends around the country to help me get through this tough time. Much of that support has come from a group of close friends I made of BMW CCA members in both the NCC and Tidewater chapters. Their

friendship, gifts both large and small, visits, and offers of help with everything from taking care of my Bimmers to helping around the house, has made me realize how lucky we all are to have great friends and a great club like the BMW CCA. You'll never really understand the depth of friendships that are made among club members until you're faced with a truly life changing event and these CCA members have come through with flying colors. I thank each and every one of you for your support!

My plans for next year are to limit my nationals schedule until I'm sure I have the stamina to attend those events without disrupting my cancer treatments. I may again focus on smaller local events such as NCC autocross just to keep from getting rusty. Don't be surprised if you see me cruising comfortably up from Newport News in a 14 year old E34 535i to compete in a street tire class instead of driving my M3 up and having to change tires, etc. So all you guys with those E39s in S2 had better bring your "A" game!

Meanwhile, the chemo treatments are going well. The tumor has responded by shrinking and I'm feeling well enough most days to get up and about to do an oil change, valve adjustment, or just go for a little scenic ride in the Virginia countryside. I'm confident of a full recovery and that I'll once again use the skills I learned at NCC autocrosses and drivers schools to compete on the national autocross scene. I'm looking forward to seeing all you cone-heads out there next year at NCC events.

Sincerely,
Ron Katona



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

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CARS FOR SALE

1987 BMW 325is

WBAAA1305H2324691, \$2500, Black/black, 5-speed, approximately 215k, damaged in drifting incident. Many new parts and work done, including: timing belt, valve cover gasket, valve adjustment, head bolts, fuel pump, spark plugs, distributor cap, fan clutch, left-front control arm, Bilstein sport shocks, M3 springs, catalytic converter, wiper pivot assembly. Modifications: Turner Motorsports Conforti chip, K&N cone filter, ANSA muffler, Ferodo brake pads, Clarion AM/FM/CD, used Kumho V700's, 225/50 14 on stock BBS wheels. Damage includes: front and passenger-side body, crushed and punctured fuel tank, bent right-front control arm, and missing front air dam. Was a strong daily driver/autocrosser. Would make a great race car.

Brian Hair (703) 860-3205 16paws@kih.net (VA)

1987 BMW L6

VIN WBAEC8402H3265354, Black/tan leather, 157,000 miles, automatic, tinted windows, sunroof, cruise, AM/FM with cd, all power, runs good, clean condition. \$3,900. Sheldon (410) 840-4141 (MD)

1995 318is E36 Coupe

VIN WBABE5321SJA11526 Immaculate Car \$9500.00 OBO. Midnight Black/Grey Leather, 94K, 5spd, loaded, LSD, Premium Sound, 6pk CD, Bra, mirror covers, Car cover, new Michelins, Dealer maintained, 1 owner, nonsmoker.

Lance (410) 269-7694 Freelancemedcons@comcast.net (MD)

1997 BMW M3 Coupe

WBSBG9328VEY75352, Arctic silver/gray leather, 88K miles, 5sp., sunroof, 6-cd changer, heated seats, DSC, alarm, M rear spoiler, ECIS intake, Shark injected, Rogue SS, AA exhaust, X-brace, Rieger body kit; the following have been replaced/installed in the last 3-5 months: front tires (Pilot Sports), OE springs & Bilstein shocks, radiator/thermostat/water pump/belts, trailing arm bushings. \$17,000.

Rich Fristik (703) 897-0684 rfristik@comcast.net (VA)

2000 BMW 528i

WBADM6342YGU24156 Jet Black/Black Leather, Steptronic, Premium Package, Moonroof, Heated Seats, Cassette & 6 CD changer, Rain Sensor, Dealer Maintained. + extra oil changes, 64k mostly highway miles, Garaged, Non-Smoker, Clean, No Accidents, New Tires, Zymol, Beautiful! \$24,900/offer

Ruhl Heffner (410) 532 5400 x120, rapt@mac.com (MD)

2003 BMW 330ci

VIN: WBABN534X3JU28725, \$30,995, Coupe, Alpine white with Sand interior/Titanium finish trim, 5-speed manual, Bi-Xenon headlights, Power glass moonroof, Sports package, M-double-spoke alloy wheels, Harmon-Kardon sound system, 6 disk CD player, 13.5K miles, garaged, non-smoker, clean, no accidents, beautiful car-original owner, priced to sell fast-new 911 here!

Mike: (202) 306-0993 bmw330ci@verizon.net (MD)

PARTS FOR SALE

M Roadster parts

Floor mats \$55, clear side lamps (pair) \$30, cockpit tonneau cover \$48, hat \$12, illuminated shift knob \$90, wiper inserts (pair) \$11.

Chris (703) 726 0338 chrisosborne1@adelphia.net (VA)

Wheels & Tires

4 Kumho ECSTA 712's, 205/55R 15 with less than 3K, mounted on Borbet Type H (5-spoke) 4x100, 15x7's. Fit non-M3 E30 BMW's. Great looking, clean, and straight, includes center caps and chrome valve stems. \$500.

Brian Hair (703) 860-3205 16paws@kih.net (VA)

E30/318i (1984) parts

Engine accessories: alternator, starter motor, fuel pump, engine manifold, air flow sensor, fan clutch, oil pump, power steering pump, timing chain and sprockets, etc. Miscellaneous: instrument cluster, sensors, relays, harnesses, mounts, Jetronic DME and idle control unit brains, alloy wheel, jack, interior and exterior trim, brake light and parking lenses, etc.

Steve (703) 577-8477 g7ushs@yahoo.com (VA)

Snow Tires

Four mounted and balanced Blizzak winter tires, 205/60R-15, on steel rims. Less than 1 season, 500 miles, wear in excellent condition. \$500 plus shipping or local pick-up.

Bob Wilson home: (202) 544-1325 office: (202) 994-5259

robtjwil@gwu.edu (DC)

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From 2004 BMW 330 CIC w/ Sports Package. Used for 2500 miles. \$250.00/obo

Rick Sander 410-241-9854 Rick_Sander@cable.comcast.com (MD)

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Andy Grigor 410.750.9212 andygee@comcast.net (MD)

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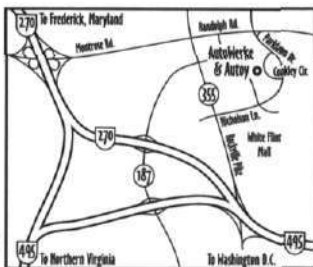
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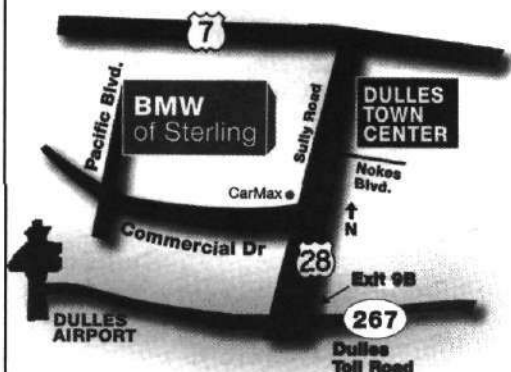


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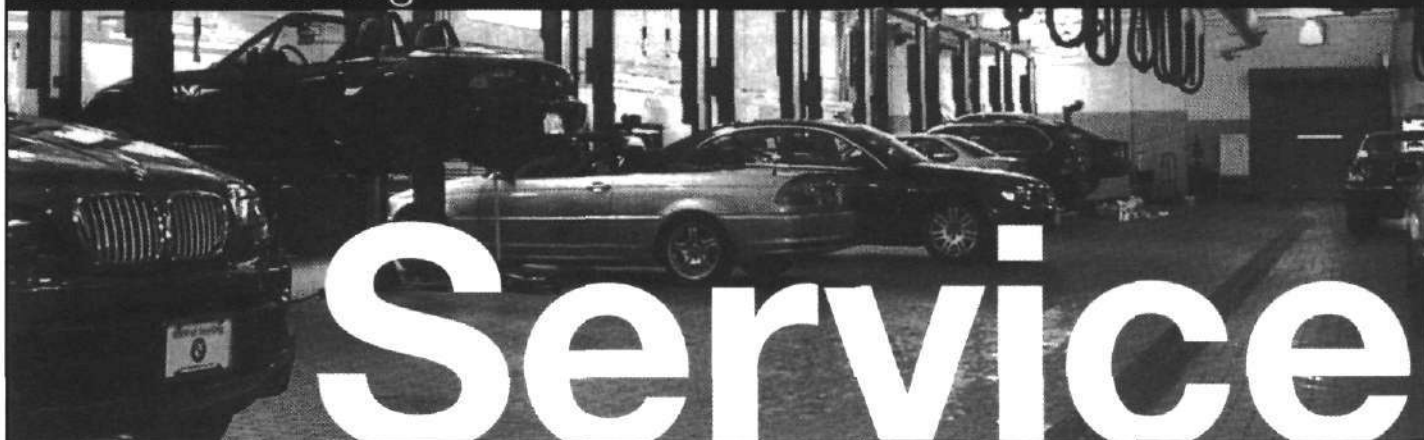
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