

May/June 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

- 17 Holiday Party and Elections (Baltimore, MD)
- 18 Annual Tour to PTG (Winchester, VA)

February

- 1 4th Annual Superbowl Gokarting (Allsports, Sterling, VA)

March

- 20-21 Autocross School (Manassas, VA)

April

- 3 Spring Tour to Winterthur (Winterthur, DE))
- 17 Autocross #1
- 18 Gokarting (Allsports, Sterling, VA)
- 29 Bombay Garden Get together (Sterling, VA)

May

- 1 Autocross #2
- 2 21st Annual Deutsche Marque Concours (Potomac, MD)

Susan G Komen Ultimate Drive

- 1 Passport of BMW (Marlow Heights, MD)
- 3 BMW of Sterling (Sterling, VA)
- 4 Tischer BMW (Silver Spring, MD)
- 5 Northwest BMW (Owings Mills, MD)
- 6 BMW of Towson (Towson, MD)

- 13-16 TechFest East (Hyatt Regency Reston, Reston, VA)
- 16 Jefferson 500 (Summit Point Racetrack, WV)
- 22 Highway Safety School @ Jefferson Circuit (Summit Point, WV)
- 23 Driving School @ Jefferson Circuit (Summit Point, WV)

June

- 12 New Members' Party @ BMW of Towson (Towson, MD)
- 19-20 Driving School @ Summit Point Racetrack (Summit Point, WV)
- 27 Autocross #3

July

- 4-9 Oktoberfest (Pasadena, CA) (1)
- 18 Autocross #4
- 25 Summer Tour

August

- 14-15 Driving School @ Jefferson Circuit (Summit Point, WV)
- 14 Annual BBQ (Summit Point, WV)
- 14 What's the Point? Fun Rally (Summit Point, WV)
- 21 Autocross #5

September

- 11 8th Annual Shenandoah Vineyards Concours (Edinburg, VA)
- 12 Autocross #6
- 18 Scenic Drive (Solomon's Island, MD)
- 25 Dyno Pull Charity Event @ Curry's Auto Service

October

- 16 Autocross #7 and ChapterFest
- 23-24 Driving School @ Shenandoah Circuit (Summit Point, WV)

November

- 6-7 Frank Lloyd Wright Fall Tour (Mill Run, PA)

December

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



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



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

der Bayerische

National Capital Chapter BMW Car Club of America



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Cover: 645Ci Convertible
Photo: Andy Grigor

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Wanna Play?

I know I said this in my last column, but now I really mean it, winter is over and it's time to get out and play. Come on, you've procrastinated long enough. What's it going to be this year? Are you finally going to register for a driving school? Do you want to try your hand at autocross? How about a nice tour through the beautiful countryside with a few fellow car nuts? Perhaps you finally completed your winter project (from 2000) and want to show it off at a Concours?

We have a variety of events that are planned, prepared, and put-on just for your pleasure (try saying that three times quickly). To add to the menu, we're going to start having monthly general-membership gatherings. They won't be anything formal, just a designated time and place for members to meet and talk cars. We can check out all the hot rides, talk about the latest mods, tell racing stories (mostly lies), you know, the usual stuff. Look at the calendar of events either in the dB or on line at our website.

Are You the One?

Does everyone believe that "bigger is better"? Yes, I know, it's almost "un-American" to say this, but I like small cars. I've owned 3-series cars for 15+ years, I guess I'm such a loyal repeat-buyer because I think they handle very well and they are a blast to drive. But does that mean I hate the 5-series or the 7-series? Well, umm, no, I don't "hate" them. Styling issues aside, I just don't need a big highway cruiser (Come on you 5-series and 7-series owners, how about some nice Letters to the Editor? I dare ya).

Anyway, back to my point – I think I left it around here someplace – oh yeah, small cars. BMW has announced they are planning on displaying the new 1-series in Paris later this year. As the name implies, this is a car that is smaller than the 3-series and will be available as a 3-door hatchback, 5-door hatchback and 5-door wagon. Unfortunately the wagon version is not going to be available in the US market, which makes me wonder why not. Could it be that BMW is concerned about how a "little" wagon will sell in the US? That would be an interesting reason, considering they sold the Z-Coupe here in the US (come-on ladies and gentlemen, that's two golden opportunities for letters and comments). Would I buy a 1-series? Heck, I'd take a serious look at One (pun intended).

TechFest East.

By the time you receive this issue, you'll have just a few short days to register for our event that begins on May 13th. If you haven't done so already, send in your registration Right Now.

That's enough for now, so

Get out and DRIVE,

Rafael Garces

From the Editor

Wrenching Tales

My uncle and I have done a lot of wrench-turning through the years. Austin worked on F100 Super Sabre jets while stationed at Tuy Hoa, Vietnam, with the U.S. Air Force; he has an innate sense of things mechanical, and I've always enjoyed our time together under the hood. As a kid, there were many opportunities for backyard auto maintenance and repair since my family didn't have a ton of money and Uncle Austin, with my able assistance, was usually called-upon to keep the wheels turning on whatever jalopy our family was riding around in at the time.

Since we had a variety of older vehicles, my lessons were not limited to one particular marque. We did everything from swapping engines in a 1972 Volkswagen bus, to adjusting the valves on a 1965 Ford Falcon.

I learned to lubricate the gasket on a new oil filter with a bit of oil before installing it; to make sure the old gasket didn't stay stuck to the oil filter housing; and to not over-tighten the new filter, which can deform the gasket. I learned to set the dwell angle on old GM ignitions, how to diagnose a bad starter solenoid on the old Fords, and how to set timing on a variety of vehicles. Setting timing, now there's a lost art!

A few years ago, when I got my E30, Austin and I decided to add BMWs to our repertoire by giving it a tune-up. I was prepared with the Bentley manual and we were astounded to see that it recommended we pull the fan and fan shroud to change the distributor cap and rotor. We decided that sounded like a lot of trouble to go through for a tune up; with a little wrestling around we eventually found that a 1/4 inch-drive swivel-head ratchet and a short extension allowed us to remove the distributor cap bolts without messing with the fan. A little initiative, and the right tool, saved us a ton of work.

Now, specialization is definitely a good thing, and I'm not suggesting that people should give up their trusty Bentley manual and start taking advice from shade-tree mechanics as opposed to BMW-certified technicians, but sometimes experience and a general knowledge of machines and how they operate allows a non-professional to find innovative solutions to mechanical problems that might not occur to someone who is committed to doing things "by the book."

Austin and I do less of our own mechanic work these days, so I cherish each new project and view it as an opportunity to learn some new backyard mechanic tricks from the master. Now that summer is here, we'll have to get into something soon, I've got the itch to get some grease under my nails!

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Rob

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Autocross #2

May 1, 2004

Bowie Baysox Stadium
Bowie, MD

Our second event of the season will take place at Bowie Baysox Stadium. We'll have three heats of 30 cars each, with a split heat work rule. Registration will open on April 1. Please use the registration form on the web site:

Susan G. Komen Ultimate Drive

May 1-6, 2004

May 1 – Passport BMW, Marlow Heights, MD

May 3 – BMW of Sterling, Sterling, VA

May 4 – Tischer BMW, Silver Spring, MD

May 5 – Northwest BMW, Owings Mills, MD

May 6 – BMW of Towson, Towson, MD

For the seventh year in a row, BMW will partner with the Susan G. Komen Breast Cancer Foundation in the *BMW Ultimate Drive* program. As part of the program, fleets of specially marked BMWs travel across the country to increase breast cancer awareness and raise funds for breast cancer research. This year the event will be held locally from May 1 through May 6. Participants are invited to test drive one of these special BMWs. In return, for every mile these cars are test-driven, BMW donates \$1 to the Susan G. Komen Breast Cancer Foundation to aid in the fight against breast cancer. The test drives are free to the participants. There will also be lots of information on breast cancer awareness, early detection, etc. In addition, a community resident is honored for his or her work in the fight against breast cancer. To participate in the Ultimate Drive for the Cure, call 1-877-4-A-DRIVE or visit BMW's website, www.bmwusa.com, to make your reservation. Of course, you can also just stop by that day and drive as well, there will be plenty of spots available. Please come on out and help support this urgent and worthy cause.

New Members' Party

Saturday, June 12, 2004

BMW of Towson, Towson, MD

Time: See the NCC website

It's that time of year again, the time to welcome our new BMW members. This year we head north of the Capital Beltway to BMW of Towson for our annual New Members' Party. If you joined the car club within the past year, you are cordially invited to attend; you old-timers are more than welcome to join us as well. Besides getting some first-hand information on car club events, raffle prizes will be awarded to new members who attend. Of special interest to you new car owners, Chuck Joffe, BMW of Towson's service manager, will be on hand to answer any of your technical questions.

Don't know anyone? It doesn't matter, we're a friendly group. Come meet some of our board members who plan and organize the exciting activities that this chapter, the largest in the U.S., puts on every year. Come meet other enthusiasts who share similar interests and a passion for the BMW, as you share some conversation and light fare.

If you are interested in attending, please RSVP no later than June 7 to Membership Chair, Steven Schlossman, at steven@happytogether.com.

Directions to BMW of Towson:
I-95 to I-695 towards Towson.
Take exit 26A towards MD-45, South York Road/Towson.
Turn right onto West Road.
To 700 Kenilworth Drive

Autocross #3

June 27, 2004

Rosecroft Raceway
Fort Washington, MD

This is our annual Metropolitan Council of Sports Car Clubs autocross. It will be held at Rosecroft Raceway in Fort Washington, MD. This event will feature four heats of 30 cars each; MCSCC procedures will be in effect. Registration for this event will fill up quickly, and is NOT via our normal procedures. Registration will open at 8:00 AM, Sunday June 6th, the registration form can be found on the MCSCC schedule page at: <http://www.autocrossers.org/> Please remember, registration will open at 8:00AM, and it will fill very quickly.

Autocross #4

July 18, 2004

Osbourne Park High School
Manassas, VA

The fourth event of the season finds us back in Virginia, at Osbourne Park High School in Manassas. National Capital Chapter rules will be in effect with three heats of 30 cars each. Registration will open on July 18, using the web based registration form at: <http://www.nccbmwcca.org/autocross/registration.html>

Autocross #5

August 21, 2004

Location TBD

Stay tuned for more information, including the location for this event. Registration will open July 21. The most current information about this event will be found on the website at: <http://www.nccbmwcca.org/autocross/registration.html> and in the monthly email blast of coming events.

Autocross #6

September 12, 2004

Location TBD

Stay tuned for more information, including the location for this event. Registration will open August 12. The most current information about this event will be found on the website at: <http://www.nccbmwcca.org/autocross/registration.html> and in the monthly email blast of coming events.

Autocross #7 & Chapterfest

October 16, 2004

Location TBD

This will be our annual Chapterfest, with an autocross and concours. Stay tuned for more information, including the location for this event. Registration will open September 16. The most current information about this event will be found on the website at: <http://www.nccbmwcca.org/autocross/registration.html> and in the monthly email blast of coming events.

The Frank Lloyd Wright Fall Tour

Saturday & Sunday, November 6 & 7, 2004

Destination: Mill Run, PA Start

Location: Urbana, MD

Time: 9:00 a.m.

It's not too early to plan for the last NCC overnight tour of the year. We will depart from Urbana, Maryland, for a six-hour drive through the, hopefully, lingering fall foliage in Pennsylvania. After a leisurely lunch (restaurant still to be determined), we will head toward Gravity Hill, an especially interesting stop where we'll experience a strange phenomenon, our Bimmers will appear to defy gravity by rolling up hill! Afterwards, for those who would like to see the Flight 93 Memorial in Lambertville, we will stop to pay our respects. Then we'll head to our final destination, Summit Inn Resort in scenic Farmington.

After settling in, we'll have dinner at the resort and they've promised to keep the bar open for us as long as we need. Those who have attended previous drives and overnights with the car club know this is a fun group who enjoy good conversation and the camaraderie that enjoying our BMWs and the road brings us.

In the morning we'll travel 25 minutes to Frank Lloyd Wright's famous Fallingwater for a 10:00 a.m. tour. Then we'll depart from there for a 1:00 p.m. tour of Kentuck Knob, another Frank Lloyd Wright creation (Breakfast and lunch will be impromptu and on our own). After all is said and done, we'll head on home, which will be about a 3 to 4 hour trip.

There are 25 rooms reserved for us at the Summit Inn at a special rate of \$139. Make your reservations early by calling 800-433-8594 to ensure that you get a room at this lovely resort (first come, first served). For those who don't make a reservation in time, or who would prefer to spend a little less, there is additional lodging 15 minutes away in Uniontown. We're hoping to keep the cost of lunch and dinner on Saturday, and admission to both house tours at around \$60.00 per person; the details are still being worked out.

We hope to see you there! More details to follow in the der Bayerische and on the website. If you have questions, email the tourmeister, Steven Schlossman, at steven@happytogether.com.

For Additional Information:

Gravity Hill: <http://www.gravityhill.com/>

Flight 93 Memorial: <http://www.ft93memorial.org>

Summit Resort Inn: <http://www.summitinnresort.com/>

Fallingwater: <http://www.wponline.org/fallingwaterhome.htm>

Kentuck Knob: <http://www.kentuckknob.com/>

Directions to the Start:

From the Washington, DC, Beltway (I-495):

Take I-495 to I-270 North to Exit 26, Route 80.

The Park & Ride is straight ahead as you come off the ramp.

From the Baltimore Beltway (I-695):

Take I-70 West to Exit 62, Route 75.

Turn left at STOP sign to follow Route 75 South.

After 3.2 miles, turn right at STOP sign onto Route 80 West.

Continue 4.3 miles, straight at traffic light, Route 355 and through traffic circle.

Turn left into the Park & Ride.

Gas, coffee, snacks and restrooms near the Start.

Some people in Washington still think you need a \$600 hammer to fix things.

At TechFest East, you'll learn what you *really* need to fix your BMW.



BMW CCA TechFest East '04

Preliminary Schedule

May 13 Thursday

6 pm – Registration & Welcome Reception

May 14 Friday

9 am – 5 pm Technical Seminars*

9 am – 6 pm Exhibit Hall Displays

6 pm – 7 pm Social Hour

7 pm – Toyo Dinner, Door Prizes, Speaker

May 15 Saturday

9 am – 5 pm Technical Seminars*

9 am – 6 pm Exhibit Hall Displays

6 pm – 7 pm Social Hour

7 pm – BMW Dinner, Door Prizes, Speaker

May 16 Sunday

9 am – Noon Wrap-up Activities

Reserve your room ASAP at BMW CCA special rate: Hyatt Regency Reston, Virginia 1-800-233-1234

Registration form and latest news at www.nccbmwcca.org/techfesteast

*Tech topics ranging from basic care & maintenance to racing prep including presentations by: Bentley Publishers, BMW, Car Care Specialties, Club Racing, Jim Conforti, Eurosport, Ground Control, HMS, Ray Korman, Leatherique, Pete McHenry, Memphis Motorwerks, Maximillian, Mobile Tradition, Performance Friction, Road Race Tech, Terry Sayther, Mike Self, Alexandria Bavarian, Curry's Auto.





NATIONAL CAPITAL CHAPTER BMW CCA

JUNE 2004 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between April 16 and May 14, 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.
- **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.

June 19-20 (Summit Point Main Circuit)

\$325 two-day drivers' school

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

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

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

NCC Drivers' School
 % 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 _____ Check here if new address (Adult S, M, L, XL, XXL)
 City _____ State _____ ZIP _____ Chapter _____
 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): _____



NATIONAL CAPITAL CHAPTER BMW CCA

AUGUST 2004 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between June 11 and July 9, 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/>.
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- **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.
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- **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.
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- **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.

August 14-15 (Summit Point Jefferson Circuit)

\$325 two-day drivers' school

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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
 % 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 _____ Check here if new address (Adult S, M, L, XL, XXL)
 City _____ State _____ ZIP _____ Chapter _____
 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 22	March 19 – April 16	Summit Point	Highway Safety School
May 23		Jefferson Circuit	Drivers' School
June 19 & 20	April 16 – May 14	Summit Point	Drivers' School
		Main Circuit	Drivers' School
August 14 & 15	June 11 – July 9	Summit Point	Drivers' School
		Jefferson Circuit	Drivers' School
October 23 & 24	August 20 – September 17	Summit Point	Drivers' School
		Shenandoah Circuit	Drivers' School



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**Dave Ocel -
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Spring Training

Text and photos by Douglas Ellmore, Sr.

This year, spring training, or autocross school, was at Stonewall Jackson High School in Manassas, Virginia. On the evening of March 20, Miriam Schottland, the club's lead driving instructor, held a lecture on the physics of traction, understeer, oversteer and threshold braking. The lecture was a precursor to understanding what was to be attempted as drivers tried to find their own aptitudes for driving at their limits.

The class of sixty five was a combined event, with members from the local Porsche Club and the National Capital Chapter BMW Club. Students were as young as 16. My daughter Andrea came out, having just received her learners-permit two weeks earlier, and with only a few hours of manual shifting experience just the prior weekend in the '74 Polaris 2002tii with a dog-legged close ratio 5 speed.

There was a nice group of lady drivers. Yes, there were a few drivers with those newer machines with auto or semi-auto shifting contraptions, anti-lock brakes, and dynamic stability control.

Sunday started out with a minimalist tech inspection. The class broke up into 5 groups initially to rotate through lessons on slaloms, threshold braking, increasing and decreasing radius turning, and an autocross rules lecture by our own President and autocross enthusiast Rafael Garces.

The fifth lesson was the skid pad enhanced with a water sprinkler. This provided a great way to learn how to create both oversteer and understeer. There is a tradition at the event to donate a quarter for each cone you take out during the lessons. Andrea really pushed herself while driving the 2002tii, creating both understeer and oversteer situations. One dramatic oversteer situation led to Andrea taking out two cones, one of which was eaten up by the 2002tii's tuned suspension. Dad was nice enough to get out on the wet blacktop lot and dig the cone out from the suspension with Derrek, the skid pad instructor, rolling the car back and forth to free it from under the car. Needless to say, the cone was totaled and Andrea paid her due, taking the cone home as a trophy.

At the end of the day, we were all able to put our lessons into practice against two autocross courses. Drivers split up between the two courses and rotated through. The BMW club put together a nice long 2nd gear course. The Porsche Club designed a very tight 1st gear course. It was great to see my daughter and the rest of the drivers put it all together.

Andrea and I are planning on campaigning the 2002tii together this year in the Touring Class. So, for me, this was a great way to tune up the car for the year and get some expert instruction. Most importantly, it was great to see my oldest daughter grow up and gain confidence and skill driving a classic '02.



Andrea getting instruction...



Andrea on the oval...



Doug tight on the cones...

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Easy as Curry's

By Jared Townsbend

Opinions on suspension modifications have seen about as much press and chat-room threads as oil change intervals, so I thought I would give you my two cents. I have been driving my 1990 BMW 325iS at the track for over three years now with the stock suspension fully intact at 150,000 miles. Over the past year, I have been told that I am "over-driving" the car. I understand that "over-driving" means many different things to many different people. I interpreted "over-driving" to mean that it was time to upgrade my suspension. I sold this interpretation to my fiancé, throwing in a few key words like "safety" and "reliability." So, with my permission slip in hand, I placed the call... "What's up?" answered Ryan Laber at Curry's Auto Service... just like that, my suspension saga had begun.

I started by explaining my goals to Ryan. For around \$1000, I wanted an upgraded suspension, tuned for the track, but that could still be driven to the track (and, if luck prevailed, home from the track). I also wanted to learn about tuning and be able to play with suspension adjustments myself. I learned that suspension set-ups fall into roughly three categories, a "street" or "driving school" set-up, a Ground Control set-up, and a coil-over set-up.

The most common suspension upgrades are considered "street" or "driving-school" performance, falling just short of the dedicated race suspension. For any BMW, the most common upgrade at this level is H&R Sport springs and Bilstein Sport shocks. This upgrade combination maintains a smooth ride for normal street driving while also increasing performance for the track, accomplished by the progressive spring rate and shock dampening. Other common upgrades in this category include adjustable larger sway bars. More adventurous upgrades include adjustable camber plates and strut braces, although the latter are often installed to spice up the appearance of the engine compartment rather than for performance gain.

Overall, these "street" upgrades offer more performance than the stock suspension and do not usually require any fabrication or alteration of the existing suspension. These upgrade options are the least expensive because the parts cost less and there is less labor required to install them. With these street options, only the sway bars and the camber plates are adjustable for tuning; the ride height and shock bump/rebound are not.

Advanced drivers and racers may find that they are "over-driving" the H&R/Bilstein combination. The next step up is a fully adjustable suspension, most commonly referred to as the Ground Control set-up, consisting of Ground Control camber plates and spring mounts coupled with Eibach springs and Koni adjustable shocks. This combination allows fine tuning of camber and castor, as well as ride height and shock dampening. Spring rates can also be adjusted by changing the springs.

The Ground Control set-up, even with the shock dampening at the softest setting, is not suited for the driver with a sensitive backside and is thus mostly recommended for dedicated track cars and race cars. Increased performance comes at the cost of an overall stiffer suspension compared to the H&R/Bilstein combination. However, according to most track drivers, the increase in performance and adjustability is worth the reduction in ride quality. Of course, what makes the Ground Control package "worth it" also makes the package worth more and, you guessed it, a bit more expensive. Also, there is a need for some minor suspension modifications (i.e. welding), so consumers need to make sure that this suspension is the best fit because swapping back to the original parts requires acquiring used struts.

The ultimate high-performance suspension set-up is most commonly referred to as the coil-over. There are several good coil-over suspensions available for BMWs; since my research on coil-overs went only as far as a look at the price tag, and finding it well outside of my acceptable range, I won't spend any more time on those set-ups here.

At the time of my call to Ryan, my 325iS already had some minor suspension upgrades installed, including the E30 M3 control arm bushings and polyurethane rear shock mounts. While these upgrades were beneficial, they didn't go far enough to improve my aging stock suspension. My first instinct was to head to the H&R/Bilstein camp. But Ryan cautioned me that I may soon "over-drive" that set-up and find myself wanting the Ground Control package. Ryan offered to help me install and set-up (align) the suspension, and I was excited about the ability to fine-tune the suspension to suit my own tastes after spending some time on the track. I didn't need much of a push, and Ryan made it sound so easy that I was quickly sold on the Ground Control set-up.

The parts came in and whoa, I had no idea what I was getting myself into! I don't regret my decision, but it's clear that installation will require a crash course in adjusting camber, castor, shock dampening and ride height. To add to my concerns, I had heard a rumor about the need to corner-balance the car. Ryan explained that corner-balancing is not a necessity, but rather another method of fine-tuning the car. That was welcome news as corner-balancing can take 2-5 hours and requires skills I don't yet possess, meaning my credit card would have taken a big hit.

My suspension is set to be installed this week, so I will be able to find out first-hand how easy, uneasy, or queasy the Ground Control package will be to install and tune. Despite the daunting nature of the installation materials, Ryan says this shouldn't be too difficult, which reminds me that, for a mechanic at Curry's, everything seems easy.

Stay Tuned...



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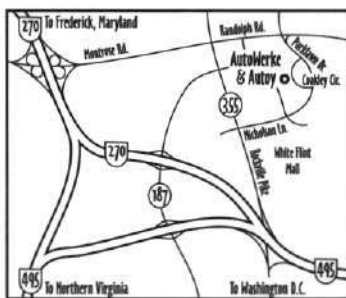
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Virginia International Raceway, Danville, VA - \$500.00

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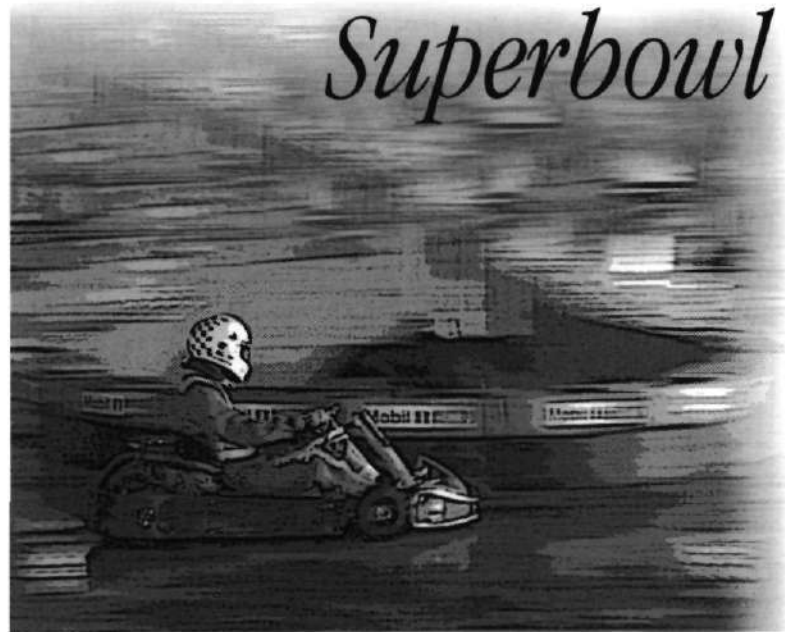
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Grand Prix Go-kart Racing *By Matt Reinhart*

We had another great session of kart racing at Allsports GP on February 1st, 2004; continuing our tradition of racing on Superbowl Sunday for the fourth year in a row and providing 30 enthusiasts with plenty of racing competition. Unlike the infamous football halftime show, there were no costume failures, although there were a few black flags for excessive bumping and grinding.

We ran the mini grand prix format with 25 laps to qualify for one of three 40 lap main races. Chapter President Rafael Garces posted the fastest qualifying lap at 23.32 seconds, earning him the pole position in the "A" main race. Rafael ran a flawlessly, posting fastest lap time in the "A" race on his way to capturing first place. I managed to qualify second fastest and had a

good starting position in the main race, but I was overcome by the "red mist" on the first lap and got black flagged. After impatiently waiting in the penalty box, I resumed the race in last position. Ultimately, the best I could manage after 40 laps was a fifth place finish. The "B" main race was dominated by Gary Lin who started in second place but quickly moved into first and continued to pull away from the rest of the field. The closest racing was in the "C" main, where Rob Johnson and Alex Bailey battled in a very close race for the lead. Rob prevailed, with a first place finish and Alex was close behind. Trophies were awarded to the first three finishers of each main race. Black flag penalties were also "earned" by Mike Radziewski in the "A" main, and Alan Olson in the "B" main.

Qualifying Position and lap time

1.	23.32s.	Rafael Garces
2.	23.61s.	Matt Reinhart
3.	23.72s.	Brian Hair
4.	23.87s.	Bill Brochu
5.	23.92s.	Gerald Haagensen
6.	24.05s.	Woody Hair
7.	24.10s.	Mike Radziewski
8.	24.21s.	Brian Walbert
9.	24.25s.	Serkan Karamete
10.	24.26s.	Tim Chong
11.	24.26s.	Cory Laws
12.	24.27s.	Gary Lin
13.	24.27s.	Martin Jeter
14.	24.40s.	Max Sadeghi
15.	24.43s.	Mike Lillis
16.	24.46s.	Steve Tomlinson
17.	24.58s.	Fatih Seleker
18.	24.61s.	Steve Tenney
19.	24.64s.	Gary Brown
20.	24.73s.	Alan Olson
21.	24.76s.	Rob Johnson
22.	24.76s.	Tony Covas
23.	24.78s.	Russ Potee
24.	24.94s.	Dan Curtiss
25.	24.94s.	Howard Moon
26.	24.96s.	Alex Bailey
27.	25.01s.	Jim Colbert
28.	25.31s.	Michael Evans
29.	25.43s.	Terrance Materniak
30.	25.51s.	Bill Steele

'A' main race finish position

1.	Rafael Garces
2.	Gerald Haagensen
3.	Bill Brochu
4.	Brian Hair
5.	Matt Reinhart
6.	Mike Radziewski
7.	Woody Hair
8.	Tim Chong
9.	Serkan Karamete
10.	Brian Walbert

'B' main race finish position

1.	Gary Lin
2.	Steve Tenney
3.	Cory Laws
4.	Alan Olson
5.	Fatih Seleker
6.	Gary Brown
7.	Martin Jeter
8.	Steve Tomlinson
9.	Max Sadeghi
10.	Mike Lillis

'C' main race finish position

1.	Rob Johnson
2.	Alex Bailey
3.	Tony Covas
4.	Howard Moon
5.	Bill Steele
6.	Dan Curtiss
7.	Terrance Materniak
8.	Russ Potee
9.	Michael Evans
10.	Jim Colbert

NEW MEMBERS WELCOME!

National Capital Chapter membership now stands at 5215 members. That doesn't even count our 658 associate members who share all of the benefits of being a Car Club member. We also have 56 members from neighboring chapters. We welcome all of our new members and those new to the area.

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Our email database now represents 69% of our members and it is growing 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. Occasionally there are changes to the published calendar and the monthly email contains the most current information,

so please send your email address to list@nccbmwcca.org to begin receiving this important update. Your email address is held in the strictest of confidence.

Thanks this month go to Bernard M. Aller, Ronnie Lewis, Keith McCree, Gary Ngo, Jorge Rios, Alan Slepian, Branko Terzic, III and Thomas Verba 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.

For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

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

Name	Year/Model	Name	Year/Model	Name	Year/Model
Walter Allen	1985 735i	Christina Bullman		John C. Filippini	2000 323Ci
Ahmed Al Amin	2004 325i	Patrick T. Bunt	1999 M3	Hill Fitzgerald	1998 740iL
Brandon Andreadakis	2002 330Ci	Troy A. Burrus		Tonya Flores	
David R. Andreyko		David Burstein	2000 323Ci	Rafael Franzini	2000 Z3
Joe Angle		Douglas Carroll	1989 325i	Ed & Michele Fuhrman	1989 M3
Thomas Arthur		Carl Cato	2003 M3	Michael Gallagher	2002 Z4
Stephen Ayers	1998 M3	James Chapman	1993 740iL	Karl Jay Garcia	2002 M3
Raymond Babbie	1987 325is	Mikhael Charnoff	2004 330Ci	Stacy Gorman	1904 X5
Paul Ballonoff	2000 528i	Cai Chen	2004 M3	Virgil Griffin	2002 530i
Robert J. Barnes	1999 323i	Michelle Cho		Jeffrey Gritz	1985 735i
Henri Becker &		Jeff Clarke	1994 325i	Nathaniel & Iva Harpe	1983 528e
Stephen H.S. Becker	1987 520i	Timothy Coates	1981 528i	Rodney & Donna Harrell	1989 750iL
Maurice G. Beecher	2001 530i	Marcellus Cobb	1989 525i	Michael T. Harrell	2000 528i
Eileen Beichler	2004 330Ci	Brian Cole	2001 530iA	Justin P. Harris	2004 330Ci
Robert Bell		Eric Core	2002 Z4	Jason Hawkins	1999 323i
Ed Belsinger	1999 Z3	Paul Cornett	1997 528i	Rick Heiden	2002 325Ci
John Bergin	1998 528i	Chris Coronado	1995 325i	Dennis A. Hendrix	
Bianca Berrios	2001 X5	Matthew Costigan	1999 328i	Michael Hertz	
Praveen Bhasin	2000 328Ci	Antonio A. Covas	2001 325i	David Hicks	1987 325e
Beverly Black	2004 330Ci	Darrel Cox	1994 318i	Donald Hill	2002 745i
Tom & Joanne Blanchflower	1972 3.0CSi	Victor Cuco	2004 X5	Brian Hill	2001 325iT
George Blankenship	1999 528i	Phillip Cummings	1985 318i	Don & Kay Hixson	2001 325i
Alexander Blauvelt	2002 325i	Russell & Wanda Delph		Martha C. Holland	
Charles & Wendy		Mark Demshak	2004 330Ci	Larry Holt	1985 635CSi
Boakye-Acheampong	2001 530iA	Jude Dessy	1990 535i	Andrew Hoover & John Hoover	1999 M3
Ryan Bohn	2002 330Ci	Halimatou Diallo	1995 525i	Martha Howell	
Marc T. Borger		Stella Diggs	1997 528i	Kathleen Hunt	2003 Z4
Max Boschetti	2003 M3	Hung Viet Dinh	1995 M3 LTW	David Hwa	2002 M Coupe
Kaith Bouchard	2004 X5	William Dormstetter	2001 X5	Chris & Anne Jackson	2000 328i
Jim Boyd	1992 525i	James Duff	1999 540i	Sharon Jackson	
Troy Bradley	1994 318	Adam Edelman	2001 330Ci	Phyllis M. Jackson	2001 325i
Phyllis A. Brickhouse	2004 325xi	Andrea Ellmore		Christopher Jakubiak	1904 325i
Fred & Donna Brinkel	2004 M3	Jaylene Elmslie		David James	1995 525i
David Brookheim	1999 Z3	Charles Evans	1999 540i	Jane & Mark Janeczko	2001 328i
Bendik Brorson	1997 540	Linda C. Evans	2001 530i	Michael Jeffrey	
Benjamin Brown	1998 328is	Joseph Farran & Ken Farran	1997 Z3	Bill Jones & Christopher Jones	1993 318is
Matt Brown	2004 330Ci	Joseph Fernandez	2001 X5	Don June	2001 530i

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

Name	Year/Model	Name	Year/Model	Name	Year/Model
Christopher Kaluna	1990 325iX	Thomas Minton	2001 540i	Horst Simon	1998 328is
Michael Kear	1992 325i	Dionne Montague	2002 325i	Brian Sobel	
Julie Ann Keegan	2004 330Ci	Steven & Julia Moody	2001 525iT	Joseph Solan	
Melissa Kehler	2001 325	Raymond Moy		William Staley	1986 528
Michael Kelley	2004 325Ci	Roshan Muhsin	1989 325i	Leslie Stefanik	
Warren Kendrick	1991 735i	Steven Muldrow	1996 740iL	Glen Steinbach	2002 330Ci
James Kilborn		Harriet & Richard Neldon	2000 740iL	Laurie Stewart	
Michael King		Paul Newby	2001 330Ci	Bill Stiebel	2000 M Roadster
Jim Kingsley	1974 2002	Nicol Newell-Bell	2004 545i	John B. Stokes	
Anthony Kopecni	2000 528i	Sarah Noakes		Pasupati Subramanian	2002 325Xi
Ronald G. Kraus	2003 X5	Thomas O'Donnell	2004 330Xi	Mark Sucher	2004 530
Chris Kubic	1998 528i	Patrick Olone	2002 Mini	Andy Suchoski	1904 330Ci
William Lambert	1994 325	Cooper		William Swayne	2000 328i
Brian Lamkin	2001 Z3	Brian Page		Alex Teitelbaum	2004 M3
Jason Laquatra	2000 323iT	Betty Pair	2001 525i	Bill Thornton	1978 633CSi
Parson Lau		Ivan A. Palacios		Arvinder Thukral	
LeRoy Lawson	2000 X5	Willie Parker	2001 525i	Geoffrey S. Tobias	
Alan Ledbetter	1992 525i	Matteo Pedercini	1996 M3	Richard Tremblay	2003 325
Susan Lefkowitz	1997 528i	Theresa M. Perfetto		Richard Trenz	
Paul Leishman		Andy Peters		Alexander Tsao	1904 325XiT
Gary Lisker	1997 M3	Michael & Maria Pfeffer	2001 X5	Fred Turner	2003 325i
Hubert Liu	2000 328i	Chris Pfeltz		Sunil Tuteja	2001 325i
Aaron Lowinger	2001 X5	Tonya Philip	2000 328i	Joseph Ustaris	1999 328i
Andre Lynch	2003 745Li	Alexander Philipov		Gokhan Vanli	2003 M3
Gregory Lyon	2004 325i	Cathy Piccoli		Luis & Mary Velarde	1976 2002
Michele Malan	2004 330iX	Bogdan Poplacean	1996 328is	Caroline Veney	
Radu & Mihaela Marin		Carl Pramuk	1992 750iL	Daniel Waechter	2004 X5
Ian & Jennifer Marks	2002 325i	Michael Ragland	2004 M3	Robert K. Wall	
George Martin		Shaun Ragnauth	1998 328i	Jonathan Ward	2002 530i
Jason & Jennifer Martin	2000 328i	Roberto Ramia	2000 528i	Ken Ward	2001 330i
David Martinez	1994 325is	Tony Ravenel	1997 528i	Wesley Warren	2001 325Ci
Kurt Masse		Bryan Read		Shanequar Wedgeworth	2004 530i
Scott Mathews	1997 M3	John & Virginia Redden	2004 325Cic	Douglas Welch	1994 530i
Charles Matincheck	2000 528i	Taruna Reddy	2003 330i	Stephen West	1997 328is
Steven Mayer	2002 M5	Irene Richwine	2004 325Cic	Michael Wherley	2004 330Xi
Robert Mazewr	2002 X5	Steve Roberts & Carlos Roberts		Reginald Whitaker	
Michael McClane	2004 X5	Richard A. Rothstein		Steve & Nancy Whitaker	1904 325Xi
Glenn & Janet McComas	1987 325is	Jay Rouse	1991 318is	Roland Whitehurst	1995 325is
John McIntyre		Graham Rowell	2001 X5	Dwight G. Whitted	1989 535
Colin McLaughlin		Bryant Rump	2002 330i	Kymmar Williams	2000 528i
James McNair	2003 735Li	Richard Rush	2002 Z4	Debbie Williams	2000 540i
Jim McWeeney		Anthony Sala	2003 M3	John G. Williamson	
Oscar Mekhaya	2004 X5	Gary Schatz		Rick Willigan	1998 328i
Dave Melville	2003 330Ci	David Scherr	2001 330i	Jacob Wohlstadter	2002 Z8
Bruce & Ann Menozzi	2001 330i	Robert Schmidle	2001 M5	Gabrielle & John Wytiaz	1904 M3
James Merikangas	1997 M3	Ari Schuler	2003 M3	Michael Yang	1997 M3
Eric Merten		Ryan Schwendiman	2001 740i	Rick Yost	1997 525i
Justin Miklas	1999 M3	Verton George Seivwright	1998 528	David Zankman	2003 Mini Cooper
David Miller		Jeffrey Shepherd	1995 325iC	Gene Zapfel	
Tommy Mills	1985 635CSi	Robert Shepherd	2002 330Xi	James Zinn	
Maziar Minovi	2002 325i	Alex Siegel	1995 M3		



BY WOODY HAIR

Woody's Competition



You may have read the barrage of letters in the Roundel concerning combining BMW Club Races with the traditional high performance driver schools. The initial letter that set off the firestorm was written by none other than our own Gordon Kimpel. I won't go in to the pros and cons of the issue here, as I believe the subject was very well covered by the letters already printed in Roundel. Reportedly, the national response had 68% favoring mixing the events.

The discussion reminded me that the National Capital Chapter, despite being the largest in the country, continues to have no regular participants in the Club Racing program. For many years one of Club Racing's national officials has asked me when the National Capital Chapter was going to host a Club Race. My standard response is, "why should we, none of our chapter members are doing Club Racing." We did host a race at our 1996 Oktoberfest, but that was under pressure from the national organization and we had little to do with the administration of the event. Occasionally our SCCA and NASA racers have tried BMW Club Race events, but none seem to be clamoring to do more.

Driver schools have been considered the prime source of Club Racing participants. Some advanced students (and some not so advanced students) crave the opportunity to put their driving skills to use in a competitive situation. The National Capital Chapter has had an active driver school program since the '70s and some aspects of it may be the best in the country. Some of our students have gone on to successful SCCA and NASA racing ventures with their BMWs, but none to the BMW Club Racing program. Yet each of three nearby chapters, all with much smaller memberships than NCC, have a couple of dozen members who have gone from driver schools to Club Racing. These chapters are Tarheel (North Carolina), Delaware Valley (Philadelphia area), and New Jersey.

Could it be opportunity, demographics, or the nature of the driver schools?

Opportunity: The New Jersey Chapter has hosted Club Races at Summit point for several years and the Tarheel Chapter's VIR races are not that far from our area, so I don't think it is a lack of opportunity for National Capital Members.

Demographics: There's no doubt that racing in any form takes time and money, but generally speaking our members must have as much

income as those in North Carolina or New Jersey. Do those areas have more racer-wannabes who are self-employed or otherwise have the free time to make a racing commitment? I do know that there are lots of shops that specialize in BMW race car preparation in both North Carolina and the Philly/NJ area. In our area, I can only think of Ed York's York Automotive in Mount Airy, Maryland.

Nature of the driving schools: Is there something about the nature of our driver schools... maybe. We all teach improving driver skills by learning to drive quickly around a race track, but maybe students pick up more of a racing culture at the other chapters' schools. As a case in point let's look at the recent Tarheel driver school at VIR. There were 79 instructors on the roster, seven of whom came from the National Capital Chapter. All seven NCC instructors drove to the event in the cars they would be using on the track and only one of those seven cars could be considered a "track car". I can only think of two or three of the other 72 instructors, all from other chapters, who didn't arrive with track cars on a trailer. Could it be that when a student sees that his instructor races, that student naturally tends toward aspirations of racing themselves?

Enough of my rambling. If anyone has any opinions or comments on this subject, a letter to *derBayerische* would be welcome.

Race Results – After their dismal showing at the Daytona 24-Hour race, the PTG M3s came back strong with a 1st and 2nd place finish in the GT Class at the Grand Prix of Miami in Homestead. In addition, second place overall was a G&W Motorsports Doran Daytona Prototype powered by a BMW M5 engine. This event was in support of an Indy Racing League race and there was no Grand-Am Cup race. The next Rolex Grand-Am race was in Phoenix April 18, long after the deadline for this publication.

It turns out Turner Motorsports will continue to run a three-car team of BMW 325s in the Speed World Challenge series in addition to their effort with 330s in the Grand-Am Cup. Bill Auberlen won the first WC Touring race at Sebring on March 19 in a Turner car. James Sofronas was 3rd in a Techmark team 325.

Things don't look as bright for BMWs in the GT class. The new factory-entered Cadillac CTS-V finished 1st and 2nd. Former series winner Jeff McMillin was 20th and Purcellville, Virginia's Tom Steward was 24th, both driving ex-PTG M3s.

For the first time in the last 9 years there were no BMW M3s in the Sebring 12-Hour American Le Mans race. The lone BMW-powered entrant was a Morgan Aero8 which finished 10th in the GT class. The announcers did not seem to be aware that the car comes with a BMW M5 engine.

After two rounds of the 18-race Formula One series, the Williams-BMWs have to be considered a disappointment. Ferrari's Michael Schumacher has qualified on the pole and won both races rather easily. Williams' Juan Pablo Montoya was 2nd in the second race, but only 5th in the first round in Australia. Teammate Ralf Schumacher was 4th in the first round but had an engine blow after a lackluster showing in qualifying and the first half of the Malaysia race. At least Kimi Raikkonen had the Mercedes engine in his McLaren blow in both races. I wonder if Juan Pablo is regretting his decision to sign with McLaren for 2005.

SpeedShifts: The SCCA has again added two provisional Solo II (autocross) classes. One, to be known as STU (Street Touring Unlimited) will follow the rules for STX but allow up to 3.1 liter engines with forced induction and unlimited displacement for naturally aspirated cars. True street tires are required, but they can run widths as wide as 275 (245 if all-wheel drive). This extends the Street Touring (slightly modified) concept to the E36 M3 as well as other

high performance models as the Audi S4, Neon SRT-4, Camaro, Mustang, new Pontiac GTO, Mazda RX8, Mitsubishi Evo8, and Subaru STi. The SCCA, in their great wisdom, excluded the E46 M3 and E39 M5, neither of which is a great autocross car. The other class is known as STS2 and is for 2-seaters with a maximum of 1.8 liters (Miatas, old RX7s, Toyota Mr2s, Honda CRXs and del Sols). If they had set the engine limit at 1.9 liters the BMW 4-cylinder Z3s would have had a place to play, but you can't expect the SCCA to accommodate BMWs in any way. The DC Region has made the decision not to use these classes for their 2004 series. Our autocross committee has not announced the new classification rules as of this writing even though our first event is less than a month away. The two big SCCA national Solo II events scheduled for FedEx Field on consecutive weekends in late May and early June are still considered tentative due to the constantly changing priorities of the stadium officials. The Shenandoah Circuit was scheduled to be introduced to the public at the Jefferson 500 races on May 16, and NASA was to have a race/driver school weekend on May 22-23. As this is being written, in late March, Summit Point has cancelled all Shenandoah events for May. They are now working on a June opening. The new track will be 2.1 miles in length for driver schools and 1.7 miles for races. Our chapter's driver school on the Shenandoah Circuit is not until Oct 24-25 so the track should be well broken in by then. CRUNCH!

COMPETITION CORNER CALENDAR

May 1	NCC Autocross, Baysox Stadium, Bowie, MD
May 8 (Sat)	SCCA Autocross, FedEx Field, Landover, MD
May 8-9	SCCA MARRS Races, VIR, Danville, VA
May 16	Jefferson 500 Vintage Races, Summit Point, WV
May 29-30	BMWCCA Club Races, Mid-Ohio
May 29-30	SCCA National Tour Solo II, FedEx Field, Landover, MD
Jun 5	SCCA 12-Hour Race, Summit Point, WV
Jun 5-6	SCCA Pro Solo, FedEx Field, Landover, MD
Jun 12-13	Canadian GP – F1 and FBMW, Montreal
Jun 12-13	Vintage Sports Car Races, VIR, Danville, VA
Jun 13	SCCA AX, FedEx Field, Landover, MD
Jun 19-20	US GP – F1 and FBMW, Indianapolis, IN
Jun 19-20	Rolex Grand-Am and GA Cup, Watkins Glen, NY
Jun 25-27	ALMS/World Challenge, Mid-Ohio
Jun 27	BMW Championship AX, location TBD
Jun 27	SCCA MARRS Races, Summit Point, WV



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Application for Customized Maryland Club License Plates



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

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

Mail to: Ed MacVaugh
608 Baltimore Avenue
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Address _____

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Present plate number _____

CLASSIFIED REQUIREMENTS

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

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

To place an ad, send an email to: db-advertising@nccbmwcca.org, or mail to Jared Townshend, Advertising Manager, *der Bayerische*, 4027 Mapleton Dr., Chantilly, VA 20151. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

Advertising Rates

Business Card size per issue	\$100	1/4 page per issue	\$200	1/3 page per issue	\$250
1/2 page per issue	\$350	Full page ad per issue	\$450	Back page ad per issue	\$550

CARS FOR SALE

1976 BMW 2002

VIN 2375775, \$1500 OBO, Residual Red/Tan, 100k+ miles, strong motor with Schrick cam, double sidedraft Webers, Piranha ignition, Ansa muffler, close ratio 5-speed, 6.5x13 Hayashi wheels, Yokohamas 205/60-13, worn-out racing seat and 4-point harness, surface rust but solid shock towers, idle for over a year in garage. Extra set of steel wheels and tires.

Dave Sossamon (202) 364-6766. sossamon@zeroneinc.com (DC)

1982 BMW 528e

WBADK7301C7953910, \$900 obo, Ascot Grey/tan leather (religiously treated with Leatherique), only 257kmiles, 5 speed, in-dash CD player. NCChapter Car of the Month for Feb. 2001. "Das Alte Mädchen" is great for commuter or student. Original engine and tranny, some rust. Mobil 1 since 1987 when we bought it, meticulously serviced, all records of ownership.

Issy Patapis (301)871-8402 cicimc@erols.com (MD)

1985 BMW M6 Euro

VIN #WBAAE3101051098. Black/Beige, 135K, 3.9 Stroker Engine rebuilt 110K, new ac compressor, "M" pin stripe, M3 light-weight wheels, new breaks, bilsteins, new tires, too many extras and upgrades, all records, some wear on drivers seat. \$16,000.00

Jared Lerner jaredlerner@hotmail.com

1987 BMW 535is

VIN WBADK7301C7953910, asking \$4,500, white over tan leather, original paint. Excellent condition, all options, 150,000 miles. All records since new. Performance suspension? Bilstein Sport shocks, lowering springs, front and rear swaybars, Racing Dynamics strut brace, Autothority performance chip, M5 3.90 limited slip differential, lightened aluminum flywheel. BBS rear valence, M steering wheel and shift knob, UUC aluminum pedals, short shift kit. BBS 3-piece wheels, polished lips with white body color, basket weave center (7x16 front, 8x16 rear.) Alpine CD player. Pirelli snow tires on original wheels available.

Stacey Berger 301-365-3910 or sberger@midlands.com (MD)

1987 BMW 325is

WBAA1305H2324691, \$1500, Black/Black, 5-speed, approximately 215k, damaged in drifting contest. 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 KumhoV700'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/outcrosser. Would make a great race car.

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

1988 BMW M5

VIN WBSDC93002791573 \$4,000 block/tan 140K miles.GOOD NEWS:No rust, all original body panels, timing chain and tensioners replaced @ 95K, stebro exhaust, just replaced all suspension components, always well maintained. New shocks, springs, sway bars, bushings & cross drilled rotors 0 miles. 2 sets of wheels and tires. BAD NEWS...electrical fire under right side of dash. Fire Dept. ripped out center of dash, however the instruments and dash cover are undamaged. Interior in good condition except front seats. I don't have time to fix it but am reluctant to part it out. I am told the wiring harnesses (3) can be had for less than \$1K. Please save this classic.

Andy Chisholm (410-956-4342) newshuz@hotmail.com (Md.)

1994 BMW 318i

\$7000 OBO. Green/Tan Leather, 4 door, 5 speed, 86K miles. Perfect interior. Garage kept since new. Power everything. Keyless entry/alarm. Sunroof.

Rob Blumel (202)903-9671 robert.blumel@earthlink.net

1995 BMW M3

WBSBF9324SEH00890, \$14,995, Cosmos Black/Black Leather, 104K miles, 5spd, sunroof, heated seats, alarm, Conforti CAI/Chip, new radiator and water pump, UUC Shift Kit, Eibach springs, Koni adjustable shocks, Euro-floating rotors, Euro ellipsoid with Xenon, Center console /arm rest. Always garaged, never trucked, hand-washed, synthetic oil and fluids.

Vaul Home: (301) 537-7862 Office: (202) 865-4717 vphillips@howard.edu (MD)

1995 BMW 530i

WBAHE2321SGE92142, \$10,800, Oxford Green w/tan leather, automatic with alarm, heated front seats, integrated(hands-free)BMW phone, 6-disc CD changer, Thule bike roof rack, non-smoker, one owner, beautiful - very clean, dealer maintained, 111K miles. Have to make way for wife's BMW in garage.

Sean Gallagher (443)271-4156 gallaghers@alum.mit.edu (MD)

1997 BMW 528i

VIN WBAD06327VW04613, \$9,900, Aspen silver/Aubergine Lthr., Premium package, heated seats, auto, unusually fine condition - in, out & mechanically. Synthetics since 1st change, garaged since new, no accidents or paint work, original owner, 223k miles. **(410)923-2511 hulting@comcast.net (MD)**

1998 BWM M Roadster

VIN WBSCK9330WLC86100 Arctic silver/black, 16575 miles, keyless entry/alarm, spoiler. Upgrades: BBS RK wheels with Yokohama AV1, B&B Tri-Flo exhaust, AutoTherity chip upgrade and FlowTech intake system with K&N. Pristine condition, garaged and covered. No winters. \$24,900.

Paul Stillwagon (540)665-8031 pswagon@adelphia.net (VA)

1999 BMW M3

Description: PERFECT! Cosmos Metallic Black. All std. Equipment + Power Heated Vaders, Full Computer, Rear Spoiler, Harmon Kardon 6-CD Audio System, SuperSprint Exhaust, BMW OEM Car Cover, UUC Aluminum Pedal Set, and UUC Clutch Stop. Asking \$28,500. Price Includes A Set of 4 OEM-sized Michelin Pilot Alpin Snow Tires on 17" M Contour II Replica Alloy Wheels (on car now). CARFAX Certified History - Guaranteed! Link: <http://www.carfax.com/cfm/FSBO.cfm?report=CFX000005610484>

Mike Hernandez hernandez jr@att.net

2000 BMW 328Ci

WBABM5347YJPO0996 Titanium/gray leather, 92,500 miles, 5-speed, premium package, Harmon/Kardon sound, xenon headlights, fog lights, moonroof, heated seats, auto-dimming mirror, rain-sensing wipers, non-smoker, original owner, dealer serviced, \$17,500 (will negotiate).

Larry (410)987-7421 or elbeywon@comcast.net (MD)

2001 BMW 330ci

VIN WBABN53451JU20707, \$29,500 or OBO, Steel Gray, Sand Interior, leather, heated seats, 5 speed, Spots package, Harmon-Kardon, single In-Dash CD, 23,000 miles, extremely well maintained, balance of 4 year maintenance until 8/04, balance of 7 year 70,000 mile warranty.

Jim Ferrara: w(202) 548-5541 m(703)973-2420 jimfer1@aol.com (VA)

2003 BMW 530i

5-speed, Sport 10k miles Sport, Premium, Cold packages & Xenons. Excellent condition, garaged. Rare Titanium grey - much nicer than the standard Sterling Grey. Includes almost \$2000 in extras: Full 3m X-pel clearbra including lights, Top-quality window tint, Sirius sat. radio (costs over \$500 at dealer), Rogue Engineering short shifter, CDV removed, touch-up paint. Leather treated with Leatherique. Carefully broken in. Oil changed @ 6800 miles. Always hand washed/waxed. DC area.

Jeff Snavely (703)313-8141 jsnavely@verizon.com (VA)

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Track Rims/Tires

6 Ronal LV 16"x7.5" rims (34 mm offset, 17 lbs) with lugs; no rash, some carbon. Toyo RA1 225/50-16 tires mounted/balanced on rims (tread: 2@100%; 2@75%; 2@30%). \$850 for set.

Andy Grigor (410)750.9212 andygee@comcast.net (MD)

Roundels

Most issues back to October 1988. \$5.00 each plus shipping.

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

Illuminated shift knob

Mroadster illuminated shift knob kit \$85. Shipping additional.

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

Wheel

Rim 18 x 8.5 (rear) from 2004 330 CiC w/ Sports Package. Used for 2500 miles. \$250.00 or Best Offer.

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

E36 Parts

All the extras from converting very nice black 1993 325is to a race car. Black leather power front & rear seats, headliner, complete power sunroof mechanism, rear interior side panels, all the interior trunk panels, complete a/c system, cruise control, interior lights, front struts, front sway bar, springs from all four corners, hood insulation, floor mats, steering wheel with airbag, catalytic converter, muffler, exhaust manifolds, drivers side window and window motor. Lots of other little bits and pieces. Everything was in great condition and worked before removal from car.

Marshall Lytle (703)765-8436 mbylytle@compuserve.com (VA)

Wheel

Rim 18 x 8.5 (rear) from 2004 330 CIC w/ Sports Package. Used for 2500 miles. \$250.00 or Best Offer.
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Wheels & Tires

Fittopaldi 15" x 7" Wheels with Yokohama AVS Intermediate Tires. Used on 1987 325is. Seven-spoke wheels mounted with very low mileage Yokohama AVS Intermediate 225/50 ZR 15 tires. Minor cosmetic scratches. \$500. E-mail for photo.

Geoff Barrow at barrizinger@earthlink.net or (202) 667-3173 (DC)

E28 side skirts/rear apron

Zender side skirts, red(zinnaberrrot), great condition 150.00. Zender rear apron, red, great condition 100.00.

Tom Kapikian TKapiki@aol.com

Euro Bumper kit

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Andy Chisholm (410)956-4342 newshuz@hotmail.com (MD)

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Bill Newman (703)933-3891 GloTrade2000@cs.com (VA)

E36 Parts

High flow intake (AutoThorty Flow Tech System) with K&N cone filter and bracket. Excellent condition. \$100. Colgan bra for E36 M3 front bumper. Excellent condition. \$50. These parts used on my 1994 325is.

Richard Smith w(301)837-3006 h(703)425-3726 richard.smith@nara.gov (VA)

Wheels

Four, 16x7, five spoke, Borbet style, wheels, excellent condition, w/225/45 Kuhmo auto-x tires (used twice,) off of a '98 Z3, \$750/oba.

Dan Dazzo (410)552-5857 dizziedazzo@aol.com (MD)

Wind Deflector

BMW E46 Wind Deflector removed from my 2002 M3 convertible. Excellent condition, used less than one-year, includes original storage case. \$300.00 firm (Retail \$445.00)

Bruce Kinsler (703) 795-3931 bkins0147@aol.com (VA)

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

Differential

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Greg Nolte (410)627-5861 greg.nolte@comcast.net (MD)

Z3/Mroadster Parts

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Steven Schlossman at (202) 478-0768 (msg) or email steven@happytogether.com (MD)

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(Please allow three weeks advance notice)
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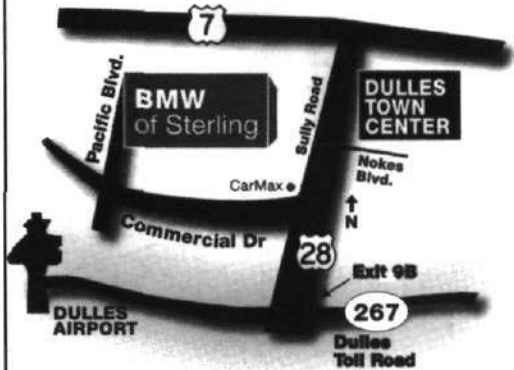


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