

September/October 2004

der Bayerische

National Capital Chapter BMW Car Club of America



2004 CALENDAR OF EVENTS

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
- 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 (Council)

July

- 4-9 Oktoberfest (Pasadena, CA) (1)
- 17 21st Annual Deutsche Marque Concours (Potomac, MD)
- 18 Autocross #3
- 22 On the Border Get Together (Rockville, MD)

August

- 7 Summer Tour (Solomon's Island, MD)
- 11 Membership and Board Meeting (Tysons Corner, VA)
- 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 #4

September

- 11 8th Annual Shenandoah Vineyards Concours (Edinburg, VA)
- 12 Autocross #5 (Bowie, MD)
- 28 Vehicle Preparation Center (Jersey City, NJ)
- 25 Dyno Pull Charity Event @ Curry's Auto Service

October

- 16 Autocross #6 and ChapterFest (Bowie, MD)
- 23-24 Driving School @ Shenandoah Circuit (tentative) (Summit Point, WV,)

November

- 6-7 Frank Lloyd Wright Fall Tour (Farmington, PA)
- 20 ///M School (Spartanburg, SC)

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.)

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*Cover: Neil Simon on skid pad during
the 2004 One Lap of America
Photo: Highland Design Studio*

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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

Are you Board (material)?

We have asked before and some of you have actually responded favorably to our requests for help in the running of events for the NCC. However, we're going to ask one more time. Elsewhere in this issue we are requesting nomination statements for the four elected board positions (President, Vice-President, Treasurer, & Secretary). Each of the incumbents has held his position for at least two years and feels that it's time to let others enjoy oversight of the largest chapter in the CCA. Please take some time and consider which position may interest you. If you have specific questions concerning any particular position, please contact us either via e-mail or phone as listed in the masthead of this publication. Or, better yet, come to one of our board meetings.

Are you the best driver?

We also need a number of people to help coordinate and run our drivers' school program for next year. Details on the open positions, and on how to apply for them, can be found elsewhere in this issue. Please consider helping – even if you are not the best driver.

Mmmmm Mmmmm – Good?

Some details are surfacing on the next generation M5 and to say that the numbers are staggering is an understatement. Power will come from a new V-10 that will put out over 500 horsepower! Start saving those nickels and dimes in the cookie jar. If a new M5 isn't enough good news, it looks like we will also be getting an M6 in the near future. Therefore, if you're in the ///Market for an ///M car, you will soon have to decide between an M2, M3, M5, & M6. Decisions, decisions.

Other BMWs – Bad?

I don't know about the rest of you, but I'm getting a little more than concerned about the ratings that BMW's have been receiving in various magazines. In their September issue, *Motor Trend* tested six of the top line luxury cars and the 745i tied for LAST. While they acknowledge that the 745i "posted the group's best objective handling numbers" they trashed the car on the basis of iDrive and aesthetics (both exterior styling and what they call "button-itus"). What beat out BMW's best luxury car? Would you believe the Jaguar XJ, Lexus LS 430, Audi A8, Mercedes S, and even the VW Phaeton? Well at least *Consumer Reports* recommends the M3 – over the Cadillac CTS-V and the Pontiac GTO. They scored the Audi S4 higher than the M3, but the Audi has a problem with reliability, so they don't recommend it for that reason. I will not comment on their 3rd choice – a car with a sticker nearly half of the M3's and whose initials are WRX STi (sorry, couldn't resist).

Ultimate Drive Experience –

I just participated in BMW's Ultimate Drive Experience at FedEx Field. BMW was showing off their X3s. They had stock X3 3.0s with automatic transmissions and turned us loose on a twisty course with "professional instructors". Prior to getting in a vehicle, I was concerned that these "professionals" would not be professional and that their sole purpose would be to rein us in and keep us from squealing the tires. Boy was I mistaken.

The first couple of laps were driven by the instructors and they set the tone by flying around the course. The first "student" in my car (we had three students in each car) was a bit tentative with the gas and steering inputs. The instructor kept telling her to get on the gas more aggressively and he actually grabbed the steering wheel to show her how sharply to make her turn-ins. When my turn arrived, I asked our instructor, Nicolas, about his experience as a driver and instructor. It took him nearly a full lap of the circuit to complete his resume – many open wheel racing series and several championships – no wonder he could toss that car around so well. All the instructors were truly professionals. I came away with a very high degree of respect for the X3s handling capabilities. I never felt the slightest bit of concern for any rolling tendencies – even on high speed off camber turns or going through a fairly aggressive set of S-curves.

Get out and DRIVE,
Rafael Garces

der Bayerische

From the Editor

Neil Simon and Woody Hair Win their Class at the One Lap of America!

We have a great article in this month's issue about the Cannonball One Lap of America and Woody and Neil's victory in their class. Woody gives a little history of the One Lap, describes the sights and sounds of the event (both on the track and off), and the various people they met along the way.

I was especially interested in all the support these guys got from enthusiasts across the country. It seemed whenever they ran into some trouble, they managed to find some folks who bent over backwards to lend them a hand. It's a very well-written article and I encourage you to check it out.

See your car in pictures!

How would you like to see your BMW featured in the *dB*? We'd like to feature member's cars a little more often in the magazine. If you have a unique car, and would like to see it featured in the magazine, please send an email to db-editor@nccbmwcca.org. If you like to write, you can write your own article about your car; if you don't want to write the article, don't worry, we can help you. One caveat: If you want the editor to write the article, you have to let him drive your car!

Get Published!

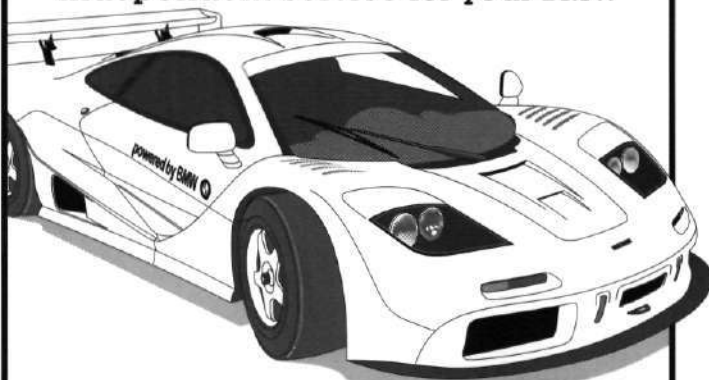
So you attended a club event and had a great time, how about writing an article to share your experience with others? We're always looking for material, and the newsletter has a mandate to give voice to the members. Don't worry about grammar and proper style; we can help you with that stuff.

Special thanks this month to DJ Kim for his post-production assistance in getting the extra copies of the magazine out to the advertisers.

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Rob Williams

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Dear dB Editor:

As an E36 M3 driver, I'm always interested to hear opinions on the E46 model. I've taken the advice of another Club member: don't test drive the E46 until you are ready to trade up, because you won't be able to resist. Finally, in its September 2004 issue, Consumer Reports has come out with the definitive evaluation of the E46 M3 so that driving school/autocross enthusiasts such as myself can make an informed purchasing decision. I'd like to pass along some of the salient points to Club members who don't subscribe to Consumer Reports.

"The shifter is a bit imprecise, and the clutch requires attention to operate smoothly." Hmmm. Maybe a UUC shortshift is in order...or, since I don't want to have to pay attention to my shifting while driving, I should get the SMG (which CR does not mention anywhere).

Speaking of shifters, CR seemed quite taken with the illuminated shift knob. "...at night the [shift] pattern glows red, a nice touch that matches the other instrumentation and makes the shifter easier to see." Why don't they just admit that it is a useless but totally cool detail? Let's hope you're not searching for the shift lever in the dark.

"The M3 feels stable and comfortable at higher speeds, but it may require driver restraint to keep from going too fast on public roads." That's a negative?

"The rear seats are tight, with limited head and toe room...it's a chore to wiggle into the back seats." So, sit in the front seat.

"Complaints included window switches that are located on the center console." What's the complaint?

"There are two sturdy cup holders up front, but none in the rear." Kids, you'll just have to hold those Big Gulps in your laps, along with the potato chips, popcorn and ice cream bars. Now we know why the smooth clutch operation is such a concern. Wait until they try the SMG in "launch mode."

It must be said, CR praised the E46 M3 for quick acceleration, strong brakes, excellent handling, impeccable interior fit and finish, seating for five and a usable trunk. But we knew that already.

Sincerely,
Roy Morris

Candidacy Statements

Elections for positions on the National Capital Chapter's Board of Directors for 2005 are approaching soon. Members are encouraged to run for a position. Should you care to run for either President, Vice President, Treasurer, or Secretary please send a candidacy statement by email to: president@nccbmwcca.org or standard mail to the NCC club address: NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. Statements need to be submitted by September 30, 2004 in order to be published in the November/December issue of the *dB*.

8TH ANNUAL SHENANDOAH VINEYARDS CARAVAN AND CONCOURS

Saturday, September 11, 2004

Shenandoah Vineyards, Edinburg, Virginia
9:30 A.M.

The tour/caravan leaves the parking lot of the Cracker Barrel restaurant promptly at 9:30 A.M., as the driving time will be approximately an hour and a half. Cracker Barrel is located on Route 234 (Manassas exit) off I-66 west.

The seventh annual event (boy time flies!) is once again hosted by Shenandoah Vineyard, in conjunction with their annual wine festival, and by John Estep, owner of E&E pre-owned BMW Autosales in Harrisonburg, Virginia. The activity of the wine festival, and the scenic vineyards, make for an excellent setting for an all-BMW concours. Since its inception seven years ago, the popularity of this event has grown tremendously. The competition is keen but friendly, with cars coming in from as close as D.C. and Maryland and from as far away as North Carolina. This event is a low-key, "top only" concours and serves as the last "judged" event of the season. Please don't feel intimidated about bringing your car, this is a casual event focused on having some fun; engine compartments and undercarriages are optional. All classes will trophy three deep, classes are broken out as follows:

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

This is a family event so bring the kids, the dog, the neighbors, and grandma too. In addition to our car show, the wine festival will be in full swing all day long! The festival combines live music, good food, arts and crafts, wine tasting, and winery tours.

The entry fee is \$25.00 per car, which includes admission to the wine festival, the car show, and the wine and cheese awards reception for the driver. Each additional person will be charged the general admission price of \$8.00. The entry fee will be collected at the gate. Please let the gate know that you are with the car club display.

Event schedule:

10:00 A.M. — Vineyard/show grounds open

1:00 P.M. — Judging begins

3:30 P.M. — Awards presentation and wine/cheese reception

10:00 A.M. to 6:00 P.M. — Wine festival

If additional information is needed, please contact Richard Pineda rypineda1@cox.net

Autocross #5

September 12, 2004

Location: Bowie, MD

Registration opened 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.

Dyno for Charity and Open House

Saturday, September 25, 2004

Location: Curry's Auto Service,
1510 Moran Road, Sterling, VA
Time: 9:00 a.m.

Ever wondered how much horsepower your Bimmer really has? Now you have a chance to find out! The National Capital Chapter and Curry's Auto Service have teamed up to host Dyno for Charity and Open House on Saturday, September 25, 2004. Curry's is graciously donating the use of their four-wheel chassis dynamometer from 9:00 a.m. until 6:00 p.m. with all the proceeds going to charity. Lunch will be provided courtesy of Curry's.

Two charities will be the beneficiaries of this event. The

first is Sonny's Kids Foundation, which was established to honor James (Sonny) L. Buchanan's memory and his lifelong commitment to mentoring young people. Sonny was the third victim of the Washington, D.C., area sniper attacks. The second charity is the Lance Armstrong Foundation, which works to define, refine, and improve services for cancer survivors; and facilitates the delivery of those services to patients, their families, and other loved ones touched by the disease.

For a minimum donation of \$65 (a \$95 value) your car will be set up for at least two baseline runs in which you will receive a printout report of its horsepower and torque throughout the RPM band. Space is limited. We can only accommodate a maximum of 25 cars, so please sign up early. Tables will be set up for Open House attendees, whether they are participating in the Dyno for Charity or not, to make donations in support of the good work of our two worthy charities.

As a one-time-only promotion for this event, Curry's is reducing the cost of parts and installation on all Eurobahn Superchips, knocking \$200 off of the MSRP. Please contact Chris Litten at 571-522-1002 at least one week before this event to take advantage of this limited opportunity.

This event will fill up fast (as dyno events always do!!!), so reserve your spot early. Pre-registration is required, as well as your signature on a waiver*, so that we can put your car on the dynamometer. Please bring your check, made payable to NCC BMW CCA, to the event.

Reserve your dyno slot by sending an email to Steven Schlossman at steven@happytogether.com. Curry's Auto of Dulles is a mile and a half west of Route 28 on Moran Road in Sterling, Virginia. They are located just seconds from Exit 8 (Route 606), of the Dulles Greenway.

**Disclaimer: Neither the National Capital Chapter nor Curry's Auto Service Inc. is responsible for any damage to your vehicle during the testing process.*

Additional information:

- Sonny's Kids Foundation <http://www.sonnyskids.org>
- Lance Armstrong Foundation <http://www.laf.org>
- Curry's Automotive <http://www.currysauto.com>
- Eurobahn Superchips <http://www.eurobahn.us>

Autocross #6 & Chapterfest

October 16, 2004

Location: Bowie, MD

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. For information on the Concours, please contact Richard Pineda at rypineda1@cox.net. Anyone interested in participating in a swapmeet, please contact Kevin Henry at autocross-chair@nccbmwcca.org

The Frank Lloyd Wright Fall Tour

Saturday and Sunday, November 6 & 7, 2004

Destination: Farmington, PA

Start Location: Urbana, MD

Time: 9:00 a.m.

The NCC's final tour of the season will depart from Urbana, Maryland, at 9:00 a.m. on November 6. It will be a six-hour drive through the, hopefully, lingering fall foliage in Pennsylvania. We'll stop for a leisurely lunch along the way (restaurant still to be determined), then head towards Gravity Hill, an especially interesting stop where we'll experience a strange phenomenon, our Bimmers will appear to defy gravity by rolling uphill! Afterwards, for those who would like to see the

Flight 93 Memorial in Lambertville, we will stop to pay our respects. Finally, we'll head to our final destination, Summit Inn Resort in scenic Farmington.

After settling in at the Inn, we'll meet for dinner at the resort's lovely restaurant. (They've promised to keep the bar open for as long as we need.) Those of you who have attended previous drives and overnights with the Car Club know this is a fun group who enjoy good conversation along with the camaraderie that enjoying our BMWs and traveling the road brings us.

On Sunday, we'll travel 25 minutes to Frank Lloyd Wright's famous Fallingwater for a 10:00 a.m. tour. We'll then 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 your 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 (although the majority of the rooms have been booked). To make your reservation, call 800.433.8594. For those who didn't make it in time, or who would prefer to spend a little less, there is additional lodging only 15 minutes away in Uniontown.

The cost for this event is \$75.00 per person. This includes the light lunch on Saturday, dinner at the Inn, and admission to Fallingwater and Kentuck Knob on Sunday. The form for your meal selections is on the NCC website and must be submitted to the tourmeister no later than 10/29. Also due by 10/29 is your check for the event. Please make your check payable to NCC BMW CCA and mail to: Steven Schlossman, 18265 Smoke House Court, Germantown, MD 20874. If you have questions, email them to Steven at steven@happytogether.com. We look forward to seeing you there!

For Additional Information:

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

Flight 93 Memorial: <http://www.flit93memorial.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.

///M SCHOOL

Saturday, November 20, 2004

Location: BMW Performance Center, Spartanburg, SC

Come join us on our first and, hopefully, annual ///M Driving School at the BMW Performance Center. There are eight events throughout the day, all established and directed by Performance Center instructors. Events include wet skid pad, braking, handling, accident avoidance, autocross, timed autocross, classroom instruction, and a rat race around the oval skid pad. We are limited to 32 participants. The cost is \$500 per person. Applications with payment will be accepted on a first-come, first-serve basis. Did we mention the Performance Center supplies the M3s, M5s, gas, tires and lunch for the day? Deadline to receive payment is August 20th, but act early to ensure your spot on the roster. No refunds after September 20th.

Further details including transportation and hotel accommodations will be posted in the next *der Bayerische* and on the website as they become available.

Please RSVP to Doug Verner at ddverner@mac.com if you are interested.

der Bayerische

SPECIAL EVENT

TOUR TO BMW NA VEHICLE PROCESSING CENTER

Saturday, September 18, 2004

Destination: Jersey City, NJ

Start Location: Columbia, MD

Time: 6:30 A.M.

National Capital Chapter will be hosting a tour to the BMW NA Vehicle Preparation Center in Jersey City, NJ, on Saturday, September 18. The left coast chapters have toured the Oxnard facility in California, but we will be the first to tour our East Coast facility. Several club members have had a preliminary tour a few weeks ago and were very impressed with the operation. Two to three thousand BMWs roll off the boat and are processed in only a few days. From clean up, to body work, to software upgrades, this facility does it all, and very efficiently. Rolls Royce and the MINI are also prepped for delivery at this location.

We will meet at 6:30 a.m. on Saturday morning (the 18th) at the Park & Ride on Rt. 32 & Broken Land Parkway, one mile from I-95. The bus will leave promptly at 6:45 a.m. and arrive at the Center at 10:00 a.m.

Tours will be from 10:00 to 12:00, with a German lunch being served from 12:00 to 1:30. BMW NA will provide knowledgeable speakers to address a variety of current topics. 1:30 to 2:30 are additional tours or Q&A sessions with BMW NA. 2:30 p.m. we will leave the VDC and arrive between 5:30-6:00 back at the parking lot.

VERY IMPORTANT

Please use the registration form on the NCC website. Go to the calendar.

<http://www.nccbmwcca.org/>

This will make the registration process easier for all. Then mail your check, in the amount of \$40.00 per person and payable to NCC BMW CCA, to Steven Schlossman, 18265 Smoke House Court, Germantown, MD 20874. Open to NCC members only; each member may bring one guest. To our friends in the surrounding Jersey City area, please submit your registration form and mail your check for \$15 per person payable to NCC BMW CCA to the address above. Parking is very limited; leave the driving to us. The facility can accommodate only 200 guests.

Please don't delay. Register no later than September 8.

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2004 On-Track Driver Education Schedule

Join us at world famous tracks such as Watkins Glen International Raceway, Virginia International Raceway and Summit Point Raceway during our 2004 season

March 5, 6 & 7

Summit Point, WV — \$675.00

May 30 & 31

Shenandoah Circuit, Summit Point, WV — \$500.00

July 5 & 6

Watkins Glen, NY — \$475.00 (Garage \$60.00 extra)

August 13, 14 & 15

Virginia International Raceway, Danville, VA — \$675.00

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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NATIONAL CAPITAL CHAPTER BMW CCA

OCTOBER 2004 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between August 20 and September 17, 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.

October 23-24 (Summit Point Shenandoah 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
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.

<i>Date</i>	<i>Registration Period</i>	<i>Location</i>	<i>Event Type</i>
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

Give Back to the Club – and Have Some Fun Too!

As our Drivers' Education Program continues to expand, we are seeking individuals who would like to volunteer to help run our schools. Our current staff members have been serving in their positions for, in some cases, ten years. We're looking for people who would like to do more for the Chapter and/or are willing to act as understudies to our current staff. The positions we are seeking to fill and/or apprentice are:

Drivers' School Coordinator

The Drivers' School Coordinator (DSC) is the equivalent of what other chapters call the Drivers' School Chairman or Event Chairman. The DSC has overall authority and responsibility for the administration of our chapter's drivers' school events. The DSC should have a strong commitment to the job and be able to deal smoothly with a variety of people including students, instructors, and track officials.

That's the official job description, but those of you who have been to our events know that Adil Desai, the current DSC, has no ability to, "deal smoothly with a variety of people". Basically, the job entails someone who can tell time and read a schedule. It really is that simple. Adil is otherwise available on Saturdays until mid-2006, and would like to begin driving again.

We're looking for someone who would like to work with Adil to learn the ropes while also running a school or two on your own when Adil is not available. There will be plenty of support and the learning curve is not too steep. Are you willing to give back to the Chapter?



Event Registrar

The Registrar is responsible for receiving and processing student applications and fees, as well as the creation and mailing of student packages, including a Student Manual. The Registrar is also responsible for implementing or delegating at-the-track registration, which includes verification of Medical Forms, Proof of Insurance, Tech Sheets, and Waivers.

Our current Registrar, Gary Ketner has done



an exemplary job in this role for well over five years. However, Gary has moved on to our instructor corps and serves the Chapter by helping train our students to become better drivers. In anticipation of his departure, we are looking for someone to fill Gary's shoes. This is perhaps the most important and visible position in our program. Every student must pass through the Registrar prior to and at the school. Thus, this job is a great way to get to know the club members who participate in driving schools.

We're looking for someone who will work with Gary for the remainder of the 2004 Drivers' School season to learn the processes and be able to take over in the Spring of 2005. Are you up to the challenge? Are you willing to give back to the Chapter?

Chief Instructor

The Chief Instructor (CI) is responsible for all aspects of the Drivers' School regarding safety and curriculum.

The description above makes it sound simple, doesn't it? But to be honest, the CI position carries with it a tremendous amount of responsibility and stress, and while the Registrar "touches" every student, the CI has a hand in each and every aspect of a Drivers' School weekend.

The term of office for the CI is two years, and our current Chief Instructor's term expires this year. Miriam Schottland has done an amazing job for the National Capital Chapter over the course of the past two years. Ideally, though, we would like to avoid burning out our most talented volunteers. To forestall this situation from arising, we're posting the position of Chief Instructor. Due to the responsibilities and nature of the position, we are looking for someone with outstanding credentials.

There will be a tremendous amount of support for the CI and, while the learning curve is quite steep, the rewards of conducting a safe and educational school are immeasurable. Are you willing to give back to the Chapter?

Chief of Workers and Control

In the past, our Chief of Workers has also acted as our Course Controller. This dual position is responsible for the selection, recruitment, training, scheduling, equipping, and performance of our corner workers. As Control, this person runs the radio network connecting the course workers and the Drivers' School Coordinator. As Control, you will be responsible for starting/stopping the run sessions throughout the day.

Steve Lowry has held these two positions for what must be at least a decade. He hasn't stepped down because no one will step up to the plate and help him out. Now, due to other constraints on his time, we need to find a way to get some relief for Steve. We're not looking to replace him, but we need volunteers who can fill in for Steve or at the least, learn from him and share his duties. Are you willing to give back to the Chapter?



Stand Up for Your Club

None of these positions is terribly hard, but the people who have been running the events that you have come to love have earned the right to step back from, or at least reduce the demands of, these duties. In each case, you will receive complete support and training, so lack of experience in a specific role is not an impediment if you have a sincere willingness to serve. Don't you think it's time for you to step up to the plate and volunteer to give back to the Chapter that has given you so much?

If so, please send email to Adil Desai, at the address below, indicating which position you're interested in.

Thank you for your attention!

Adil Desai

ds-coordinator@nccbmwcca.org



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2004 One Lap of America

By Woody Hair Photos by Highland Design Studio



Neil Simon ended his story of last year's Cannonball One Lap of America with, "Next year? Hell yes! But can anyone lend me a supercharger?"



Well, Neil got his supercharger, but installation was only completed in Salt Lake City two weeks before the April 30 start of this year's event. By the time Neil drove the car back from SLC, it had to go to Ed York's York Automotive shop in Mount Airy for the mounting of Porsche (Brembo) big red brakes and some other suspension tweaks. Neither of us would have time to test the car's increased power in any track or autocross events before our departure.

Neil's already extensively modified 1999 M Coupe had spent much of the winter in Salt Lake City, the home of both Josh MacMurray's Eurosport High Performance and Jim Conforti's Bonneville Motor Werks. This was for the installation of a beta version of Eurosport's intercooled twin-screw supercharger. This OBD-II compliant system is built around a Lysholm-type positive displacement compressor manufactured by Opcon Autorotor and a liquid-to-air intercooler using Laminova heat exchanger cores. Reprogramming of the stock ECU by software guru Conforti produced 362 rear wheel horsepower and 293 ft-lbs (SAE), with 250 ft-lbs available at 2,200 rpm! Fortunately the power production is very linear and proved to be completely controllable on the track.

What is the One Lap? While it evolved from the legendary Cannonball Run, an illicit mad

dash from New York City to Newport Beach, California, the event is entirely legal and, at least in theory, can be run without exceeding the speed limit while on public roads. After a number of slapstick movies based on the Cannonball Run, many people do not realize that it was a real event with serious participants that took place five times in the 1970s. The driving force behind the Cannonball was *Car & Driver* magazine writer Brock Yates. He also won the first event co-driving a Ferrari Daytona with ex-Formula One driver Dan Gurney. When Yates realized how much liability and concern from law enforcement agencies his event was generating, he came up with the idea for an eight-day rally around the perimeter of the USA. Think of four checkpoints in Boston, Seattle, Redondo Beach, California, and Miami and you get the idea. The official distance was 8,705 miles, but over the years the route was shortened and special events such as TSD rally stages, autocrosses, and drag races were thrown in to spice things up. In the nineties actual time trials on road course race tracks became the main focus of the One Lap.

This year's One Lap would start on Friday, April 29 at the Tire Rack headquarters in South Bend, Indiana. Registration was in the morning and, following the drivers meeting, we had a skid pad time trial in the afternoon. By Monday morning we would be in the Sonoma Valley of

California. In all, there would be thirteen road course time trials, two skid pad trials, an elapsed time-mile drag race and a bracket elimination drag race event before the awards banquet on Saturday afternoon, May 8. The schedule said we would travel 5,628 miles getting from event to event.

Entrants' cars are placed in one of twelve classes based on type, age, and original list price. Our M Coupe was in Sports/GT1 for cars costing over \$40,000. Last year over 25% of the entries were in this top class, so for 2004 it was split into Big-Bore and Small-Bore. A 3500 cc engine displacement was the dividing line, so our 3.2 liter engine put us in Small-Bore. What about the supercharger you ask? Generally speaking, the only rule concerning preparation and modifications is, "there are no rules." The other cars in our class included a supercharged M Roadster, an E36 M3, and a Porsche Boxster. The Big-Bore cars included Z06 Corvettes, Vipers, late model Porsche 911 variants, and a Ford GT-40 replica built by CWA in South Africa. Another interesting class was for Luxury Sedans (over \$40,000 list price). Two E39 M5s were pitted against some AMG Mercedes models, two Audi S4s, two Cadillac CTS-Vs with their Z06 engines tweaked by Corvette tuner Mallet, and a Lincoln LS with a Roush-built supercharged V8. The latter was built and driven by three young Lincoln engi-

der Bayerische



neers. Three modified MINI Cooper S cars made up the "Retro" car class. Other potent BMW entries included an E30 M3 with an S50 6-cylinder engine in the SSGT2 Small Bore class and an E30 318i, also with an S50 engine, in the Mid-Price Sedan class. The latter car was built by Californian Bill Arnold and co-driven by Tamara Hull. They brought their 5-month old son Derek along to help with navigation. The Mid-Price Sedan class included some very fast Subaru STis and a Mitsubishi Evo 8 putting out over 500 hp.

Some people have asked how we carried the track tires. Well, that is one strict One Lap rule. Tires must be purchased from Tire Rack and are limited to full-tread street models manufactured by any of eight major manufacturers. R-compound tires are not allowed, although somehow this rule was overlooked for one competitor. Tire Rack actually brands the tires like cattle at time of purchase. We carried one spare — a narrow snow tire. A roof-mounted Thule ski box carried our luggage and helmets while the small rear hatch area held the spare, tools, spare parts, fire extinguisher, and chairs.

A typical day would have us arriving in the area of a track around 4 in the morning. A motel room would allow for some sleep between sheets and a shower. Since all but two of the tracks, Hallett and Road America, were totally new to us, we would arise about 6 in order to get breakfast, arrive at the track as the gates opened, unpack the car, and walk the two-mile, or more, track. The first time trial might start at 8:30 and be done before noon. After a lunch break the second trial would be held. As soon as we finished with our afternoon run the car would be packed, and we would hit the road for the next destination. We rarely caravanned with other One-Lap cars, choosing to follow Brock Yates' advice to "run silent — run deep". In order to avoid tickets or jail time, we normally kept within 15 mph of the speed limit. Although the usual advice is to switch drivers every two hours, for the most part one of us would drive as long as he was fresh and the other tried to sleep. Seats in an M Coupe have no room to recline. Dinner might be peanut-butter crackers and a Mountain Dew, followed several hours later with a Moon Pie or ice cream sandwich. We made no effort to follow a healthy diet, although occasionally bananas or apples would be found at one of these "Quik Stop" road-side shops.

The road course events would begin with six or so cars starting at 10-second intervals for a reconnaissance lap from pit-out back to the

start/finish line. Then the six cars would be flagged off at 10 second intervals for 3-laps with a flying finish. The total time counted. Passing was permitted but rarely happened. We were encouraged to cooperate with the overtaking car, and wheel-to-wheel racing was frowned upon.

Thursday April 29th (645 miles)

We departed the DC area at 1:00 pm and I fell asleep as we hit Pennsylvania. We arrived at the OLOA headquarters hotel, a Holiday Inn in South Bend, Indiana at 10:00 pm and figured the 645 miles was good training for the One Lap. Neil even got to practice for the drag race events as we left toll booths. The Holiday Inn parking lot was full of competitors' cars and friendships were renewed over a couple of beers.

Day 1 — Friday, April 30th (704 miles)

We were awakened by the sound of the 1954 Chevy pick up truck parked outside our door. This particular truck had a 1,000+ horsepower super-charged GM engine. Actually, I'm not sure if it was the sound or the room actually shaking that awoke us. After a big breakfast, our last for a while, we drove out to the Tire Rack facility on I-80. The morning was spent registering and affixing many decals and stickers to the car. Some of these were required event sponsors and others were Neil's benefactors, including Eurosport High Performance and UUC Motorwerks.

A 3:00 o'clock drivers' meeting was conducted by Brock Yates and his son Brock, Jr. Junior is bet-

ter known as "Brocky". He does most of the planning and conducting of the One Lap these days. We were given the usual warning about the hazards of speeding, sleep deprivation, and how truckers could be friend or foe. As Brock started into his annual mantra, all the veterans said along with him, "remember we are all driving street cars cleverly disguised as race cars."

Event 1, the "Wet Skid Pad" started at 4:00 pm. The rain had held off so sprinklers were used to wet the Tire Rack's paved circle. Each competitor had to make two laps around the circle in each direction. Knowing the diameter and time, a computer calculated an average g-force from the best lap in each direction. Last year we were 17th overall on a dry skid pad. Now we were 56th! The M3, driven by Pennsylvanians Greg Peters and Tony Dragotta, was 10th and the M Roadster 35th. We were behind already. Seventy-nine cars and trucks took place in this first event and the winner was a Vintage class Porsche 911 with 0.930 Gs. Surprises included the hot rod Lincoln in 4th place and the ultra powerful Mitsubishi Evo 8 way back in 71st place. Apparently the type of differentials used in this car was not suitable for a wet skid pad.

At 5:30 pm we departed for Topeka, Kansas taking Interstates to Chicago, St. Louis, and Kansas City before arriving at our downtown Topeka hotel at 4:00 am. Most of the way from Chicago to southern Illinois was in a hard rain. At least Neil was driving for that stint. We could not believe there was a line at the hotel check-in



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counter. It seems the machine that programs room keys was on the fritz. We actually got in our room at 4:30.

Day 2 – Saturday, May 1st (550 miles)

This Saturday morning was cold and mostly sunny. We heard three entrants had fallen by the wayside already – the '54 Chevy pick up, a Mercedes 190E 16-valve, and one of the favored Corvette Z06s.

Heartland Park is a combination road course/NHRA championship drag strip. Event 2 would be 3 laps of a 2.4 mile track. The finishing order would be significant because it would set the running order for the remainder of the week. The higher your seed, the sooner you could depart for the next track and the less chance of being held up by a slower car out on the track. Our walk of the track showed that many places were still wet from the previous night's rain. There were actually deep puddles blocking parts of the proper line. Even drivers with prior Heartland Park experience were concerned about a new alteration to the track that had us exiting the front straight via a left kink that led up a short rise before a blind crest as the track turned slightly right and dropped downhill. We were warned that three weeks prior someone was killed when he failed to negotiate this section properly. At a minimum, overshooting the kink back to the right would be rewarded with a trip into a muddy field with unknown consequences.

Starting 25th, I gave too much respect to the evil front-straight kink and damp track. Fifty second place was not in our game plan. At least the M3 was 56th and the M Roadster 68th. This

Dinan supercharged M Roadster was driven by Jim and Francis Rzegocki, a father and son team from Washington State. Last year the son had no previous track experience and the father did most of the events. This year we were to find out that son Francis was a budding Michael Schumacher. To the surprise of most, the Paul Gerrard driven Evo 8, starting back in the field on a drying track, took fastest time.

In Event 3, the afternoon trial, I improved by 22 seconds to finish 34th. The M3 was 49th and Rzegocki's M Roadster 57th. We were even happier when they announced that the first trial didn't give representative times due to the drying track, so the afternoon results would establish the run order for the rest of the week. A 2003 Viper won the event. The variety of cars in the One Lap really hit home as I watched the CWA GT-40 struggle to pass a Subaru Forrester. I later found out the turbocharged Forrester was putting out close to 400 hp.

The two road course events were followed by a single quarter-mile drag race for elapsed time, and a bracket elimination drag race event. I won't go in to how a bracket event works, but will say that with no prior drag racing experience, we did not do well in either event. The 500+ hp Evo 8 took top time with 12.179 seconds.

As we packed the Coupe we noted six more casualties in the Heartland Park paddock. A Miata was preparing to change transmissions with the help of the local Miata club. The hot rod Lincoln had blown a hole in the block, a Chevrolet Impala SS had a blown transmission, as did a Porsche 911 Turbo. A Honda S2000 had a wheel bearing going bad, and a very fast Volvo

740 (Ford V8 power) from Falls Church seemed to have blown his differential.

The worst casualty came from the drag strip. A beautiful new Mercedes S55 AMG was entered by two brothers. The owner, who was going to do all the competition events, decided to let his brother do the drag race. Without clarification, he told his brother, "Keep your foot in it all the way to the end". The brother kept his foot in it all the way to the end of the quarter mile, and all the way to the end of the asphalt shut-down road. He probably hit the brakes as he crossed a gravel trap and went head first into a tire-protected barrier. The \$100,000+ Mercedes was totaled and the brother was lucky to walk away with only broken wrists.

We departed Heartland Park at 5:30 Central Time and headed for Colorado Springs. As we entered I-70 near Topeka, I told Neil the next route instruction is in 468 miles. Actually the rally-style route book we had been given was very good. It had mileages to each rest area and the fee for each toll booth. At one gas stop on this leg a team in a Porsche 911 told us they had been stopped on I-70 for going 92 mph. The trooper told them that he knew the car was capable of a lot more so he was only giving them a warning. We should be so lucky the next time we were in Kansas. The drive was relatively easy and uneventful until we stopped at a rest area in eastern Colorado. Neil tried to make a well-timed dash through a lawn full of rotating sprinklers. The last one got him good. I laughed so hard he took revenge by hiding himself and the car while I visited the facilities. Later I made a navigational error on the outskirts of Colorado Springs which resulted in a short tour of the nicer parts of the city. A crummy motel south of Colorado Springs would provide us with several hours of good sleep that night.

Day 3 – Sunday, May 2nd (1,352 miles)

We awoke to a cold, clear day and a magnificent view of snow-capped Pike Peak. Pikes Peak International Raceway is a 1.5 mile banked tri-oval used by the Indy Racing League. The road course utilizes parts of the high-speed oval and a twisting infield section. We finished 51st in the morning event while the Rzegocki Roadster was 34th and the Peters M3 46th. A nice comeback in the afternoon trail had us 29th to 31st for Rzegocki and 43rd for Peters. Note: we could have been beat by the Roadster if he hadn't been balked by a slower car. The Brian Smith Viper was the overall winner of both events. One of the pre-race favorites, a tube-framed, Viper-powered,

1999 BMW M Coupe

Class Winner: SSGT1 – Small Bore 2004 Cannonball One Lap of America

Engine

- Eurosport intercooled, twin-screw supercharger & pulleys
- 362.5 rwhp/293.1 ft-lbs (SAE)
- Schrick cams
- Euro oil cooler
- Supersprint exhaust
- S54 radiator
- Spal fan

Suspension/Brakes

- Ground Control coilovers (front), rear shock mounts & camber plates
- Eibach springs/SA Konis (front)
- TC Kline VVS springs/DA Konis (rear)
- Racing Dynamics sway bars
- Strong-Strut CL brace - K-Mac trailing arm bushings
- 993 Big Red calipers/Alcon rotors (front)

Drivetrain

- UUC transmission mount, EVO3 shifter & lightweight flywheel
- SPEC 2 clutch
- Quaife differential w/3.15 final drive

Instrumentation/Lighting

- SPA Design dual gauges
- XM satellite radio
- Umnitza/Jim Powell ProjectorZ™ w/HIDs

Special Thanks:

Josh MacMurray (Eurosport High Performance), Jim Conforti (Bonneville Motor Werks), Rob Levinson (UUC Motorwerks), Brett Anderson (Koala Motorsport) and Matt Grintsag (Umnitza). Also York Automotive, Bimmerworld, Edge Motorworks, Radial Tire and OG Racing.



sessions. The heavily modified Porsche 996 twin-turbo of Mark DaVia won the first Event and the Brian Smith Viper came back to take the afternoon session.

Foregoing the recommended route that took US 50 due east toward Wichita, Kansas, we headed back up I-25 past Pikes Peak International Raceway to Colorado Springs. Winslow BMW is a modern facility with a great view of Pikes Peak. Tim, the service manager, does some SCCA racing in an ITE E30 M3 and shares a customer's M Roadster in local auto-crosses. After replacement of the belt tensioner, our One Lap car was emblazoned with a Winslow BMW window sticker and some of the staff took pictures of the car in front of the dealership. It was a 2-hour stop, but very pleasant experience. We drove northeast on Route 24 to pickup I-70 east, retracing our route from Saturday night. Somewhere on I-35 in Kansas, on an empty interstate in the middle of the night, we pick up our only ticket of the week. The trooper asked no questions about the car or our destination, just saying he, "had to give us the ticket". We arrived in Cleveland, Oklahoma at 4:00 am.

Day 7 – Thursday, May 6th (871 miles)

Hallett Racing Circuit is a natural road course that roams over a hilly two miles about 40 miles west of Tulsa. This would be the first track at which either Neil or I had driven before, although this year the afternoon session would change directions and run the track clockwise. Shortly before the start of the morning session, Bill Arnold and Tamara Hull showed up with the 318i. Late Tuesday morning in Las Vegas, a junkyard had located an E36 with a manual transmission at another junkyard. It took until 7 pm for the donor car to be delivered. Working on a dirt floor caked with old and new car fluids, and only a floor jack, Bill was able to make the transmission swap by 2 am Wednesday. It then took another 45 minutes for Bill to get the grime off. They then drove straight through to Hallett with no stops for real sleep. Young Derek seemed happy as could be on their arrival.

The Rzegockis finished 35th, the M3 49th and we were 55th in the morning session. The afternoon was a little closer but the positions didn't change with the Roadster 37th, the M3 40th and we were 42nd. The DaVia Porsche won in the morning and the Viper was first in the afternoon. An Audi S4 thrilled the crowd watching from the grandstand overlooking a diabolical turn known as "The Bitch". The driver, a

One Lap veteran, overshot the turn and was launched over the tirewall.

Departing Hallett at 3 in the afternoon, we had a rather uneventful 13 hour drive to Sheboygan, Wisconsin. The same could not be said for the One Lap Cadillac and S2000 that blew past us in Oklahoma and were given tickets a mile short of the Missouri border. We missed it, but a big thunderstorm in Wisconsin caused the Rzegockis to raise the top on the M Roadster for the first time since last Friday night's rain. I guess they grow em hardy out in Washington State.

Day 8 – Friday, May 7th (245 miles)

Friday brought a dramatic change in the weather. While the previous few days had been around 90 and higher, the wind chill on Friday morning had to be about 32 degrees. Road America's four-mile circuit is what many consider to be the Mecca of road-racing in the USA. We were to use the new motorcycle chicane in order to avoid the notorious "Kink" that leads onto a winding back straight. This kink has claimed so many cars that the Windy City BMWCCA Chapter has instituted an 85 mph speed limit there for their driver schools. We topped our classmates in the morning event by nineteen seconds, and were finally feeling pretty confident the first place trophy would be ours. However, Jim Rzegocki put his son Francis behind the wheel for the second session. Despite never having driven Road American before, Francis drove the Dinan M Roadster to a scorching 36 second faster time than Dad and topped us by 18 seconds. The DaVia Porsche claimed the morning event and Brian Smith's factory Viper was the afternoon winner.

One of the biggest names on this year's One Lap was Andrew Firestone. Grandson of the tire company founder, Andrew was the first subject of the reality TV show "The Bachelor". He was co-driving a Subaru STi with his brother Adam. In the afternoon session Andrew lost control at turn 5, the slowest on the course, and clouted the wall with the nose of the car. He was uninjured.

After some traditional Bratwursts, we departed Road America at 3:10 pm for the relatively short drive to South Bend. In our four-car class competition the fastest team received 20 points for each event victory, 15 points for 2nd, 10 for 3rd and 5 for last place. We now led the Rzegockis by a mere 5 points and could be overtaken or tied in the final One Lap event, a dry skid pad trial. In order to gain some insight as to what we could do to maximize the car's skip pad performance, we stopped at Leo Franchi's Midwest Motorsport shop

north of Chicago. Leo used to race a team of 318is in the Firestone Firehawk series. After a few secret tweaks, we were on our way. I guess, considering how little sleep everyone had had the past week, we shouldn't have been surprised that the Holiday Inn bar was relatively empty when we arrived at 10:00 pm.

Day 9 – Saturday, May 8th

With the winners of most classes already settled before this final event on the TireRack skid pad, most competitors considered this a day to relax. However, with the SSGT1 Small Bore title on the line, Neil and I were anything but relaxed. Neil had the honors for this trial and his two-way time calculated to 0.931 G. Francis Rzegocki went next in the Roadster and his result was 0.918 G. We had won and the week-long competition had made this year's One Lap especially fun. Mark DaVia, a PCA instructor, was the overall winner with his highly modified Porsche 911 Turbo. Bill Caswell and his sister Meg won SSGT2 Small Bore with the E30 M3. Roy Hopkins and his co-drivers Adrienne Hughes and Nancy Becker easily won Luxury Sedan with the M5.

After everyone made their skid pad runs, the top 10 cars were given free reign to demonstrate their drifting and donut skills on the ski pad. A factory Dodge Ram SRT-10 lapped the circle doing a smoke-churning burn out while moving forward at little more than walking pace. The tread on one 20-inch Pirelli finally separated from the carcass after five minutes of this abuse. Trophies were then presented at an awards luncheon and we departed for home mid-afternoon. Door to door, we did a total of 7,181 miles and the supercharged M Coupe car proved to be fast, reliable, and reasonably comfortable.

I consider the Cannonball One Lap of America the greatest car event in which I've ever participated. There is the assortment of highly modified cars driven by some excellent drivers on a wide variety of race tracks. Then there are guys and gals in relatively plain cars that may not drive so well, but are just fun to be with. Mix in the travel through previously unknown parts of the country, and the result is a really great time for all. It's something everyone should do and 2005 would be a good time to start as the One Lap is rumored to be an "East Coast" event next year.



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headed northeast thru Sonoma wine country to avoid San Francisco rush hour and pickup up I-5 south down the middle of the state. Our route would have us exit east through Bakersfield on Route 58 and then I-15 to Las Vegas. I was disappointed that Neil had let me sleep across the Mojave Desert, but don't know if there would have been much to see as it was dark. I drove into Las Vegas at 3:00 am. As I went past the Horseshoe Casino the bright lights and many pedestrians made it seem like 9 pm. A One Lap room deal had been arranged at the Sam's Town Hotel and Casino. We had a long route through the gaming rooms to find the registration desk, but were too tired to try our luck. Checking out three hours later, I swear the same people were at the same gaming tables.

Day 5 – Tuesday, May 4th (867 miles)

Las Vegas Motor Speedway is another banked tri-oval and is a favored stop for the NASCAR tour. We were to use the 2.5 mile road course that combined sections of the oval and a much longer infield section than Pikes Peak. With the temperature topping out at 106 degrees, we were thankful that the track allowed use of the garages; providing us some refuge from the broiling sun. A late arrival at Las Vegas was the Bill Arnold/Tamara Hull M3-powered 318i. At Sears Point, their home track, they realized a shock had blown out. A quick trip to Bill's shop for replacement, laundry, and a pizza only delayed them a short while. After being back on the road for an hour, they realized a wheel bearing was going bad. They headed back to replace it and barely

arrived at the track in time for the morning session. We finished 32nd in the morning event, closely followed by the Rzegocki Roadster in 36th and the Peters/Dragotta M3 with suspension issues in 56th. In the afternoon we were balked by a Porsche 944 Turbo and dropped to 34th while the Roadster moved up to 30th. One could say this was payback time for Pikes Peak #2. The Brian Smith Viper won both events to take a good lead for the overall trophy. The woes for Arnold/Hull BMW grew worse as the transmission failed big time in the morning session.

We left the Speedway at 2:30 pm and headed toward an entrance to I-15 five miles away. The gauge indicated we were in dire need of petrol, but we assumed there would be a station at the interstate. Nothing. There was a fairly major road intersecting I-15 five miles north and we thought we could make that. We made it, but there were no gas stations there either, and the next intersection appeared to be 25 miles away. We then made the decision to backtrack eleven miles to the track where we remember they had gas pumps. It was downhill most of the way back and Neil tried to coast as much as possible. The car sputtered as we turn into the Speedway grounds and flat ran out as we were in the infield tunnel. We soon found out the track pumps were not operating that day. A One Lap Corvette team gave us two gallons from their can and the track manager told us of a station at the interstate entrance just south of the track. This was the only time the route instructions really let us down. After a visit to an AutoZone store for oil and a spare belt, we departed Las Vegas for the second time at 3:30.

Just before I-15 left Nevada and crossed the northwest corner of Arizona, we approached a very imposing mountain of bare red rock. Surely there would be a tunnel we thought. Instead we drove through one of the most incredible pieces of interstate in the country – the Virgin River Canyon. I don't know what scenery we missed during darkness, but this was the highlight of our daylight driving.

Our recommended route had us picking up I-70 east in Utah and at Grand Junction, Colorado we were to leave the interstate and take US 50 through the Colorado Rockies to Pueblo. This route included a winding ascent of 11,300 foot-high Monarch Pass in the middle of the night. We chose to stay on I-70 all the way to Denver and drop south on I-25 to Pueblo. It may have been a little longer, but we were able to cruise 90mph at times and we figured Route 50 had to have some 35 mph sections. In any case, we didn't arrive in Pueblo until 4:50 am.

Day 6 – Wednesday, May 5th (700 miles)

As I did my early morning rituals, Neil did his usual check of the car, especially the drive belt. He didn't like what he saw. No split this time, but the belt was wobbling as the car idled. At the front desk he asked to see the local yellow pages to see if there were any BMW specialists in the area. Winslow BMW was an authorized dealer 30 miles north in Colorado Springs, but a trip there would surely mean missing the morning event at Pueblo Motorsports Park. An alert desk clerk caught Neil removing the one important page from the phone book. With a bit of anger she said, "Keep the whole book. It's no good to us now." Pueblo yellow pages in hand, we departed for a nearby Midas shop and when they officially opened at 7:30 their master technician took a look. He thought the belt tensioner pulley had gone bad, but we should be able to get through the two 3-lap events at the track before replacement. A phone call to Tim Roghair, the service manager at Winslow BMW, set up an afternoon appointment where he would have his best tech diagnose the problem and he promised they would provide the necessary parts even if they had to cannibalize a car in their stock.

Pueblo Motorsports Park is an eleven-turn 2.2 mile road course that uses a drag strip for the front straight. It reminded me of Memphis, but had some interesting elevation changes and blind turns. We didn't do as well as we had at Las Vegas, but our 42nd and 41st places were comfortably ahead of the Roadster and M3 in both

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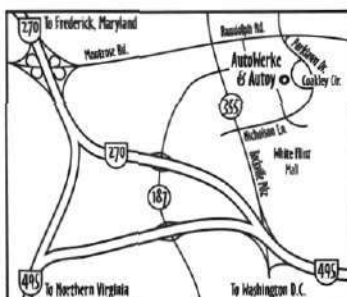
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NASCAR Craftsman truck look-alike driven by previous winner Ron Adee, broke a differential in the morning event. It was replaced for the afternoon, but zero points for not finishing in the morning effectively eliminated the "Dodge Ram" from the potential event winners.

It should be noted that the S2000, Miata, 911 Turbo, and Lincoln, all mentioned as being ill the previous day, all were back in the competition today. The Lincoln boys apparently had someone in Dearborn pull enough strings that a local Ford dealer pulled a Mustang engine from his stock. Also, the owner of the Impala SS had gone to a used car lot and purchased an old BMW 325i so he could continue to participate, at least in an unofficial capacity.

Neil was concerned when someone pointed out that the accessory drive belt showed a little fraying on one side. He thought the pulley might be misaligned. This belt drove the power steering, alternator, and supercharger, among other things. We also noticed the smell of gasoline after the morning run. Spencer Bunting, an M3 owner from Denver graciously donated his gas cap to replace the one someone left in a station the night before.

With our longest leg ahead of us, we took others' advice and decided to forego the recommended route which went west on I-70 and north on US 6 across the Rockies to pick up I-80 in Salt Lake City. Instead we went due north on I-25 to Cheyenne, Wyoming, turned left on I-80 to the Sonoma Valley of California. — a 1,300 mile trip with one turn and no traffic lights! A Neon that took the recommended route suffered heavy front-end damage from a deer or elk. It even knocked out part of his limited edition ECU. Someone at Daimler-Chrysler was able to locate a replacement and have it shipped to SLC. The Neon rejoined the One Lap Tuesday morning. North of Denver we noticed we were being closely followed by a nice couple from Atlanta in their One Lap Firebird. At a rest area he explained, "I'd like to follow you because I don't believe in radar detectors and noticed you have one." Right. This northern route skirts the more severe mountain ranges. For many hours I could only think of what a great setting for a Western movie.

Neil decided to call Josh and ask his opinion about the frayed drive belt. It turns out Josh would be working that night and his shop was only 3-blocks from I-80 in SLC. We arrived at 10 pm and were greeted by Josh, software guru Jim Conforti, his wife Lisa, and the garage cat. An initial inspection showed no problem with the

belt or pulley. Josh decided to hand-crank the engine through a complete revolution of the belt and soon found a hard-to-see foot-long split. After that was replaced we read about ourselves on the net and were fortified with Mountain Dew and ice cream bars. Exactly two hours after exiting I-80 we resumed our longest night.

Somewhere in western Utah we stopped with some other One Lap cars at a rest area next to what appeared to be a snow-covered lake. I couldn't believe it was still that cold in May. One of the guys walked down to the lake and brought back a small handful of the "snow". It was salt and we quickly found the large display that told us we were at the Bonneville Salt Flats. Since it was the middle of the night, we skipped trying a top speed run.

This has to be one of the most desolate interstates in the country, but as soon as we crossed into Nevada we were greeted by the bright lights of a huge Casino. A couple of times while in Nevada we were both too tired to drive and parked it for short naps. Shortly after dawn I realized we were getting low on gas and the map didn't indicate anything for another fifty miles. I gradually lowered the speed to 65, then 55. There weren't even any other cars or trucks on the road that might help. We did get to the exit for Fernley on what must have been fumes and were able to get gas and breakfast.

West of Reno we entered California and crossed the Donner Pass in heavy Monday morning traffic. Somewhere west of Sacramento we stopped for gas. The Coupe was looking pretty grungy from the Friday night rain, and Neil spotted a large sign for a "Hand Car Wash". It wasn't exactly as advertised but they agreed to do a real hand wash and put a crew of five at the task. Wow! The car looked as nice as the weather, but that was one more hour added to our journey. It was apparent we wouldn't arrive in the Sears Point area in time to benefit from a motel room, so we headed straight to Sears Point (officially Infineon Raceway now), arriving at 11 am Pacific time.

Day 4 — Monday, May 3rd (609 miles)

A super bike school was being held in the morning and we would only have one five-lap time trial that started at 2 pm. Despite a shower and lunch at the track, I was exhausted. With no opportunity to walk the track I tried to hike the perimeter, or rather, to climb it! Sears Point is on the side of a large ridge and the elevation changes are much greater than one might

suspect from watching races on TV. Yes, we used the full track, not the girly-man short course used by NASCAR. With the many blind turns and little runoff room I was becoming intimidated. Two instructors from the Golden Gate Chapter tried to coach me on a proper lap. The fact they disagreed on several aspects didn't help my confidence any. I tried reading a "hot-lap" description. It was EIGHT pages long. Try digesting that after driving all night.

The Coupe had been in a garage at Sears Point since our arrival. As we were sitting on the grid awaiting our run group, we noticed the crew at the car wash had applied a nice coat of tire-shine to the Bridgestone S03s. This slippery goo covered the sidewalls and some of the outer edge of tread. Neil sensed my concern, and being a good car owner, stripped the shirt off his back and proceeded to wipe off as much as of the stuff as he could. He assured me this was not just to show off his manly torso to the many women in the stands.

I am a firm believer that the recon lap should be done as fast as your track knowledge and tire temperatures allow. At Sears Point the pit out and start-finish line are both very close to the high-speed blind sweeper known as Turn 1. It is blind due to a footbridge across the track as it starts to climb steeply uphill. Thus it would not be until starting the second lap that you would enter Turn 1 at speed. As if there wasn't enough concern, just before starting our run group, Brocker warned each driver that a tractor was sitting on the right edge of the track shortly after the exit of Turn 3A. Turn 3A is a blind right-hander, so the tractor would only be an obstacle if one drove off the left edge while exiting 3A and shot back across the track into . . . I didn't want to think about it.

I felt like I was starting to learn Sears Point by my cool-down lap, but the wrecked Mitsubishi Evo 8 I saw on my last lap made me glad I was conservative. We were 39th, the M3 36th, and the Roadster 56th. After eight events we realized a class win would not be easy. The Viper was the overall winner again. Second place was a Porsche Cars of North America-entered 911 GT3 driven by American Le Mans and Rolex Grand-Am star David Murry. David has raced at Sears Point many times, but it was the first time he had to drive to get there. While most all teams brought a load of tools and spare parts, the Murry Porsche carried two soft bags for clothes and a bottle of Windex.

We departed Sears Point at 5:00 pm and

BMW CCA National Capital Chapter

Summary Results, #3 - National Capital Chapter 2004 Autox #3 - 7/17/04 - By Kevin Henry
Total Entries: 86

Car #	Driver	Car Model	Time	Diff.	From 1st
'Modified Super Sport' Total Entries: 10					
1	3317 Ty, Glenn	1998 BMW M3	48.376	-	-
2	3327 Schreiber, Bud	1993 BMW 325is	48.702	0.326	0.326
3	3318 Doby, John	1998 BMW M3	48.930	0.228	0.554
4	3220 Simon, Neil	1999 BMW M Coup	49.391	0.461	1.015
5	3114 Hausmann, Bob	1994 BMW 325	49.566	0.175	1.190
6	3309 Schreiber, Austin	1993 BMW 325is	49.753	0.187	1.377
7	3209 Carmona, Jed	1998 BMW M3	50.292	0.539	1.916
8	3303 Doby, Nicole	1998 BMW M3	52.232	1.940	3.856
9	3206 Grafton, Chuck	1990 BMW M3	52.970	0.738	4.594
10	3328 Nguyen, Bryant	1988 BMW M3	55.066	2.096	6.690

'Modified Sport' Total Entries: 2					
1	3319 Henry, Kevin	1998 BMW 323is	52.693	-	-
2	3101 Staib, Ted	1991 BMW 325i	54.861	2.168	2.168

'Modified Touring' Total Entries: 2					
1	3214 Brochu, Bill	1985 BMW 535i	49.730	-	-
2	3118 Pantezzi, Todd	1973 BMW 3.0cs	53.414	3.684	3.684

'Prepared Super Sport' Total Entries: 6					
1	3329 Vitamvas, John	1995 BMW M3	49.410	-	-
2	3130 Potter, Chris	1997 BMW M3	52.294	2.884	2.884
3	3201 Derry, James	2001 BMW M3	52.663	0.369	3.253
4	3221 Funkhouser, Todd	2002 BMW M3	53.803	1.140	4.393
5	3129 White, Paul	1995 BMW M3	55.402	1.599	5.992
6	3106 Garcia, Karl	2002 BMW M3	66.070	10.668	16.660

'Prepared Sport' Total Entries: 5					
1	3228 Garces, Rafael	1996 BMW 328i	51.581	-	-
2	3302 Lem, Pete	1998 BMW 323is	53.974	2.39	2.393
3	3215 Poplacean, Bogdan	1996 BMW 328is	55.422	1.448	3.841
4	3321 Carroll, Doug	1989 BMW 325i	56.226	0.804	4.645
5	3108 Keen, Chris	1995 325is	72.078	15.852	20.497

'Prepared Touring' Total Entries: 6					
1	3211 Bullman, David	1998 BMW 318ti	55.070	-	-
2	3125 Ellmore, Douglas	1974 BMW 2002Ti	55.722	0.652	0.652
3	3127 Shott, Eric	2002 BMW 540iA	56.644	0.922	1.574
4	3205 Andreasen, Eric	1991 BMW 318i	56.910	0.266	1.840
5	3333 Hallick, Jason	1998 BMW 318i	57.203	0.293	2.133
6	3104 Tsui, Charles	1984 BMW 633CSi	61.305	4.102	6.235

'Showroom M Cars' Total Entries: 8					
1	3212 Dazzo, Dan	1998 BMW M3	51.560	-	-
2	3232 Bengemino, Bren	2004 BMW M3	51.980	0.420	0.420
3	3323 Stephens, Drew	1997 BMW M3	54.612	2.632	3.052
4	3218 Ascher, Matthew	2003 BMW M3C	54.686	0.074	3.126
5	3204 Teitelbaum, Alex	2004 BMW M3	55.140	0.454	3.580
6	3322 Newman, Spencer	1996 BMW M3	57.082	1.942	5.522
7	3103 Mullins, Daniel	1999 BMW M3C	57.560	0.478	6.000
8	3219 Levy, Stuart	2001 BMW M5	DNF	57.560	51.560

'Showroom' Total Entries: 11					
1	3310 Bushar, Ron	2002 BMW 330Ci	53.172	-	-
2	3203 Hartge, John	2004 BMW 330Ci	53.196	0.024	0.024
3	3216 Hair, Woody	1996 BMW 328is	53.243	0.047	0.071
4	3325 Lindley, Brandon	1993 BMW 325ic	53.574	0.331	0.402
5	3227 Gajjala, Anand	2001 BMW 330i	55.072	1.498	1.900
6	3128 Costanza, David	1998 BMW 540i	55.648	0.576	2.476
7	3119 Glaus, Kevin	1997 Acura Inte	57.866	2.218	4.694
8	3102 Lloyd, Gareth	2002 BMW 330i	58.824	0.958	5.652
9	3222 Dittmer, Gary	2000 BMW Z3 2.3	60.833	2.009	7.661
10	3111 Moody, Steven	2001525it	61.555	0.722	8.383
11	3107 Gorissen, Christian	2000 z3	80.224	18.669	27.052

'Non-BMW on R Compounds' Total Entries: 1					
1	3316 Seleklér, Fatih	2004 Subaru Sti	49.237	-	-

'Non-BMW' Total Entries: 31					
1	3332 Chambers, Matt	1997 Honda Civi	52.448	-	-
2	3217 Caplan, Clyde	2004 Mazda RX-8	52.729	0.281	0.281
3	3331 Edwards, Stephen	2003 Mazda 6i	52.764	0.035	0.316
4	3314 Kratz, William	2003 Mazda 6 S	53.028	0.264	0.580
5	3307 Miller, Jonathan	2002 Mini Coope	53.497	0.469	1.049
6	3231 Snyder, Ross	1998 Acura Inte	53.651	0.154	1.203
7	3213 Rubenstein, Nick	2004 Mazda RX8	53.680	0.029	1.232
8	3306 Chelikowsky, Adam	2002 VW GTI	54.093	0.413	1.645
9	3226 Spaulding, Scott	1993 Mazda Miat	54.331	0.238	1.883
10	3315 Sharma, Sanjay	2000 Honda Prel	54.740	0.409	2.292
11	3313 Frankel, Mick	2001 Porsche Bo	54.978	0.238	2.530
12	3112 Miks, Charles	2004 Mitsubishi	55.005	0.027	2.557
13	3208 O'Lone, Patrick	2002 Mini Coope	55.101	0.096	2.653
14	3124 Estelle, Glenn	1992 Chevy Cama	55.191	0.090	2.743
15	3120 Wile, Kevin	1998 Acura Inte	55.840	0.649	3.392
16	3123 Saunders, Allen	2002 Honda s200	55.889	0.049	3.441
17	3115 Cunningham, James	1979 Porsche 91	55.983	0.094	3.535
18	3116 Taylor, Josh	1994 Acura Inte	55.983	0.000	3.535
19	3223 Dhas, Navin	1994 Honda Civ	56.209	0.226	3.761
20	3109 Hatcher, Brian	2000 Honda Civi	56.897	0.688	4.449
21	3117 Lee, Blair	2004 Ford Focus	7.210	0.313	4.762
22	3121 Baz, Paul	2004 Mazda 3	57.258	0.048	4.810
23	3312 Crossin, Michael	1990 Honda CRX	57.282	0.024	4.834
24	3326 Copty, Christina	2002 VW GTI	57.680	0.398	5.232
25	3105 Abrams, Seth	2003 Nissan Max	57.851	0.171	5.403
26	3113 Belman, Peter	2002 Porsche Bo	57.913	0.062	5.465
27	3210 Spaulding, Doug	1993 Mazda Miat	58.044	0.131	5.596
28	3324 Sharma, Vinay	1994 Honda Del	58.771	0.727	6.323
29	3320 Schmidt, Mike	1998 Chevy Corv	59.170	0.399	6.722
30	3311 Saunders, Paul	1992 Honda Acco	59.726	0.556	7.278
31	3110 Fillmore, Mark	1994 Honda Civi	67.878	8.152	15.430

'fun runs' Total Entries: 4					
1	3304 Hausmann, Bob	1994 BMW M3	49.478	-	-
2	3301 Rubenstein, Nicholas	2004 BMS M3	52.377	2.899	2.899
3	3330 Derry, James	2001 BMW M3	52.436	0.059	2.958
4	3305 Poplacean, Bogdan	1996 BMW 328is	54.715	2.279	5.237

Top Time of Day: MSS 3317 Ty, Glenn 48.376

Top Pax of Day: MSS 3317 Ty, Glenn 48.376



BY WOODY HAIR

Woody's Competition



C O R N E R

Several weeks ago *AutoWeek* magazine had a story about Mitsubishi voiding engine, clutch and transmission warranties on cars it found had participated in autocross events. It seems one Utah owner of the latest performance car, a 300 hp Evo 8, had taken his car to a dealer because of bad noises from the engine. The car had two failed connecting rods and a blown turbocharger, but Mitsubishi's computer system showed the warranty had already been voided due to the car's participation in an SCCA autocross a month earlier.

Disregarding the question about why these items broke, is it right for a manufacturer to market a car based on its performance capabilities and then fail to stand behind the product when it is used as advertised? What is the policy of other manufacturers? I looked at the warranty information on my '96 328is and could find no reference to using the vehicle in racing or "competitive" events. However it does state, "This warranty does not apply to the following: . . . Modification of the vehicle or installation of any performance accessories or components attached to the vehicle which alters the original engineering and/or operating specifications. . . ." When *AutoWeek* surveyed several manufacturers, including Porsche and DaimlerChrysler (Mercedes), the response seemed to be unanimous that using a vehicle in competitive events would (or might) void the warranty. Is this something you were aware of?

On the one hand, you have car makers selling performance through advertising and sponsorship of competitive events. Some, including BMW, pay contingency money for top finishing positions in autocross and club racing events. Mazda is using their Rev-It-Up national autocross competition to sell the new Mazda 6. BMW NA provided their Performance Center track in Greenville, SC for the 2000 Oktoberfest autocross. Subaru provides a free one-year SCCA membership with a purchase of their WRX, ". . . to help you fully experience the benefits of owning this car." On the other hand, manufacturers are saying our cars are really not up to the additional stress of these events.

It has been suggested that Mitsubishi was going so far as to match published autocross results with their Evo 8 owners list. How else would they have decided to blacklist the Utah owner? One rumor had it that Mitsubishi was sending employees to events and noting the VIN numbers of competitor's cars. I attended the SCCA NorthEast Division Solo2 event in Aberdeen, Maryland several weeks after this story broke, and someone pointed out that the Evo 8s were running with their VINs taped over and license tags covered.

Should you be concerned if you are driving your BMW in local autocrosses or on-track driver education events? I don't know, but if anyone makes a personal request, I will refrain from listing your name in derBayerische's autocross results.

SpeedShifts: There were two young fellows driving a black MINI Cooper S at our June 27 autocross at Rosecroft. I doubt many competitors knew that they had been driving open-wheel race cars at the hallowed Indianapolis Motor Speedway the previous weekend. Tom Milner and Billy Johnson are racing in the Formula BMW series. Of course Tom is son of the PTG team owner; however, Californian Billy Johnson is not the son of the former World Cup downhill skier. Eight races in the FBMW series have been held as this is written, including two each at the Canadian and US Grand Prix. Tom had his best weekend so far at the

Cleveland Burke Airport where he had 1 pole position, 1 fast race lap, and two 5th place finishes. He said his confidence is growing with every lap. I saw the Montreal events and the racing is very close. Juan Pablo Montoya's younger brother Federico and Bobby Rahal's son Graham, the two biggest "names", were eliminated from Sunday's race when Montoya ended up on top of Rahal's car in a first lap melee. Tarheel chapter member Dan Herrington, who races a 325is in NASA's SpecE30 class, has driven in some of the FBMW events and plans a full season in 2005. . . . You really should make plans to attend the Virginia 400 at VIR October 2-3. The 400 kilometer Rolex Grand-Am feature race on Sunday will have the PTG M3s competing in the GT class. A couple of BMW-powered entries are in the top Daytona Prototype class too. Support races will include BMWCCA Club Races and a 3-hour Grand-Am Cup race on Saturday. The Turner Motorsports BMW 330s compete in the G-A Cup. Ticket, camping and lodging information can be found at www.virclub.com. . . . It is official. Ralf Schumacher, who has not driven since his horrific wreck at Indianapolis in June, is leaving the Williams BMW team to join Toyota. Australian Mark Webber will be one of the drivers for Williams in 2005. Speculation on the second team member has included Mika Hakkinen coming out of retirement. . . . The Summit Point 12-Hour race was held two months ago as

COMPETITION CORNER CALENDAR

Sep 5-6	SCCA Regional MARRS Races, Summit Point, WV
Sep 5	SCCA AutoX, FedEx Field, Landover, MD
Sep 12	BMW AutoX, location TBD
Sep 18-19	NASA Races, Summit Point, WV
Sep 26	Salazar Championship AutoX, Rosecroft Raceway, Oxon Hill, MD
Oct 2-3	Grand-Am/Grand-Am Cup/BMW/PCA Races, VIR, Danville, VA
Oct 3	SCCA Autocross (members only), FedEx Field, Landover, MD
Oct 10	Shelby-Dodge Club Championship AutoX, Rosecroft Raceway, MD
Oct 10	SCCA Regional MARRS Races, Summit Point, WV
Oct 16	NCC Chapterfest AutoX, location TBD
Oct 24	Corvette Club Championship AutoX, Rosecroft Raceway, MD
Oct 23-24	NASA Races, Summit Point, WV
Oct 30-31	SCCA Race Drivers School, Summit Point, WV
Nov 6-7	NASA Races, Summit Point, WV

this is written and I still have not found a comprehensive set of results. I believe chapter member Jim Harrison was 2nd overall co-driving a Porsche 911, and Ohioans Scott Hughes and Bill Sarraan were part of a team finishing 3rd in a 325is. At least ten SpecE30 class cars were on hand for the NASA races at VIR the end of July. Some were a

little "over-prepared" at this stage and the owners plan to down grade their 325s to meet the class standards. There were a few other 325s in the driver school that will be raced when their owners obtain their competition licenses. Dan Herrington won Saturday's race and NCC member Barry Battle was the Sunday winner in his Road Race

Technology car. These two were turning 1:49 laps on the VIR North Course. A completion date for the Shenandoah Circuit at Summit Point is still up in the air. As of the end of July, all events scheduled through the end of September have been canceled. CRUNCH

BMW AUTOCROSS RESULTS

SCCA ProSolo, FedEx Field, June 5-6

Lee Piccione	95 M3	1st BSP	52.758
Matthew Braun	95 M3	1st SM	53.254
Mike Neary	95 M3	2nd BSP	53.701
Bob Tunnell	02 330Ci	1st DSP	53.927
Doug Newhard	95 M3	2nd SM	54.07
Eric Wong	99 M3	3rd BSP	54.712
John Doby	98 M3	4th SM	54.971
Ryan Carag	99 M3	5th SM	55.014
Matt Williams	95 M3	4th BSP	55.03
Kevin Henry	98 323is	2nd DSP	55.801
Alex Shchipkov	89 325i	3rd DSP	55.919
James Sheridan	98 323is	4th DSP	56.021
Jason Herrera	98 M3	8th SM	56.062
Grady Wood	95 M3	9th SM	56.244
Alexsander Melorne	89 325i	5th DSP	56.58
Mark Sipe	03 Z4	2nd BS	56.957
Mark Rebano	89 325is	6th DSP	57.021
Glenn Ty	98 M3	7th BSP	57.057
Mitch Beranek	02 330Ci	8th DSP	57.593
Clyde Kaplan	03 Z4	6th BS	58.144
Jamal Mardini	99 M Coupe	5th SM2	58.151
GH Sharp	02 330Ci	1st DS	58.401
Han Ah-Sue	89 325is	11th DSP	58.425
Keith Robertson	95 M3	10th BSP	58.589
Bob Hausmann	94 325is	10th SM	58.784
Kevin Youngers	02 330Ci	3rd DS	58.786
Ron Bauer	03 330Ci	4th DS	59.29
Patty Tunnell	02 330Ci	2nd Ladies2	59.833
Cliff Rosenberg	02 330Ci	5th DS	60.57
Joshua Turner	02 M3	8th AS	61.655
Mari Clements	02 330Ci	3rd Ladies2	61.744
Kurt Eikenberg	00 M Roadster	9th BS	62.714

SCCA, Round 3, FedEx Field, June 13

Matt Williams	95 M3	1st BSP	48.723
Eric Wong	99 M3	2nd BSP	48.751
Glenn Ty	98 M3	3rd BSP	49.223
John Doby	98 M3	3rd SM	49.334
Bob Hausmann	94 325is	4th SM	50.465
Neil Simon	99 M Coupe	2nd SM2	50.554
Mark Rebano	89 325is	1st DSP	51.355

David James	99 M Coupe	3rd BS	51.762
Kevin Henry	90 325i	2nd DSP	52
Joe Murphy	99 M3	4th AS	52.132
Bill Collins	95 M3	4th BSP	52.206
Ken Kammerer	03 M3	5th AS	52.862
Brian Hair	98 323is	2nd DS	52.898
Josh Turner	02 M3	9th AS	54.633
Nick Rubenstein	04 M3	10th AS	54.878
Gary Lin	95 318ti	2nd EM	54.98
James Derry	01 M3	4th ASP	55.59
Jason Kuper	03 M3	5th ASP	55.737
Wayne Rubain	91 M5	6th FS	56.395
Tina Lin	99 M3	21st SM	59.143
Ken Ward	01 330i	12th DS	59.663
Tommy Volk	04 325i	18th DS	64.026
Carlos Souto	99 323i	19th DS	68.154

BMW Club/MWCSCC Championship, Round 3, Rosecroft, June 27

Eric Wong	99 M3	1st BSP	63.687
Glenn Ty	98 M3	2nd BSP	63.689
James Sheridan	98 323is	1st DSP	64.055
John Doby	98 M3	1st SM	64.75
Terry Baker	97 328is	1st STS	67.103
Bob Hausmann	94 325is	2nd SM	67.222
David James	99 M Coupe	4th BS	67.506
Nick Rubenstein	04 M3	2nd AS	68.013
Brian Hair	98 323is	1st DS	68.031
Bill Collins	95 M3	3rd BSP	68.52
Ken Kammerer	03 M3	5th AS	68.71
Ed Raymundo	97 328is	3rd STS	68.989
Woody Hair	96 328is	3rd DS	70.197
Kevin Henry	90 325i	2nd DSP	71.058
Josh Turner	04 M3	9th AS	72.148
Wayne Rubain	91 M5	5th FS	72.782
Gary Lin	95 318ti	2nd EM	73.122
David Sames	99 328i	8th DS	73.939
Jason Kuper	03 M3	5th ASP	74.277
David Kolodny	99 M Roadster	6th ASP	75.501
Ken Ward	01 330i	12th DS	78.044
Carlos R. Souto	99 323i	15th DS	86.917
Carlos Souto	99 323i	16th DS	90.488

Competition Corner News Flash

August 5, 2005: In a very surprise announcement, England's Jenson Button has been named as the other Williams-BMW driver for the 2005 and 2006 seasons. Button, along with Australia's Mark Webber, will be replacing Juan Pablo Montoya and Ralf Schumacher. Button had driven for Williams in his rookie season, 2000. Even though he did well for a rookie, he was replaced after one year by Montoya. There had been little speculation that Button would make this move because his BAR-Honda team had been doing so well. Button is in 3rd place in the drivers' standings behind Ferrari's Michael Schumacher and Rubens Barrichello as this is written. BAR is way ahead of Williams in the manufacturers' standings.

BMW CCA National Capital Chapter

Summary Results, #0 - MWCSCC 2004 event - 6/28/04 - By Kevin Henry

Total Entries: 134

Car #	Driver	Car Model	Time
'Super Stock' Total Entries: 5			
1	309 Steve Dana	2003 Red Dodge	47.371
2	219 Steve Trow	2004 Silver Che	48.218
3	107 Firoze Lafeer	2003 Grey Porsc	50.450
4	235 Matt Schnell	1998 Chevrolet	52.393
5	335 Rick Schnell	1998 Chevrolet	53.198

'A Stock' Total Entries: 11			
1	315 Michael Patnode	1990 Red Chevro	46.285
2	124 John Todd	2003 Yellow MLE	46.639
3	414 Paul Gerhardt	1985 White Chev	48.508
4	420 Kenneth Kammerer	2003 Silver BMW	48.628
5	223 Richard Fekete	2004 Blue Subar	48.815
6	401 Max Boschetti	2003 Silver BMW	49.109
7	128 Josh Turner	2002 Black BMW	49.159
8	422 Rob March	2004 Silver Sub	49.303
9	217 Brendon Bengemino	2004 White BMW	49.817
10	323 Nick Rubenstein	2004 Blue BMW M	50.571
11	212 Alex Teitelbaum	2004 Silver BMW	52.554

'B Stock' Total Entries: 7			
1	232 Jeremy Caplan	2004 Gray Mazda	48.272
2	204 Rani Emad	1998 Blue BMW M	49.604
3	206 Chris Breneman	2003 Silver Nis	50.235
4	231 Phil Emad	1998 Blue BMW M	50.413
5	210 Ram Narayan	2003 Red Honda	51.169
6	431 Spencer Newman	1996 Black BMW	52.894
7	424 Benjamin Brown	1998 Avus Blue	54.749

'C Stock' Total Entries: 3			
1	316 Chris Mahood	2000 Orange Maz	47.183
2	125 Stephen A. Brown	1994 Black Mazd	48.220
3	410 Alex Lee	2002 Blue Toyot	48.652

'D Stock' Total Entries: 7			
1	121 Rafael Garces	1996 Silver BMW	47.894
2	425 Brian Hair	1998 Black BMW	47.922
3	433 Lance Skiles	2003 Blue Nissa	49.137
4	306 Ronald Bushar	2002 Grey BMW 3	50.516
5	405 Janeen Hair	1998 Black BMW	51.000
6	122 David Sames	1999 Silver BMW	51.510
7	221 Robert Eikel	1997 Black BMW	55.652

'E Stock' Total Entries: 5			
1	134 Lee Owens	1990 Red Mazda	48.527
2	413 Hayes Lewis	1990 Red Mazda	50.257
3	129 Lee Hassig	1991 White Mazd	51.102
4	213 Kevin Santana	1990 Red Mazda	52.218
5	416 Hank Kuo	1991 Blue Mazda	53.747

'F Stock' Total Entries: 4			
1	423 William Byrd	2003 Grey Ford	50.349
2	127 David Costanza	1998 Blue BMW 5	51.022
3	319 Wayne Rubain	1991 White BMW	51.443
4	117 Tony Kopecni	2000 Silver BMW	52.270

'G Stock' Total Entries: 9			
1	311 Kenny Sorensen	2003 Blue Toyot	48.284
2	412 Jamie Sculerati	1992 Silver Hon	48.448
3	325 Perry Sorensen	2003 Blue Toyot	50.025
4	434 Tom Milner	2002 Black Mini	50.193
5	211 John Crooke	2003 White Audi	51.529
6	406 Kevin Pisz	1998 Black VW G	52.769

Car #	Driver	Car Model	Time
7	427 Ann Popels	1998 Black VW G	53.212
8	305 Ashutosh Mehndiratta	2003 Blue Mazda	53.940
9	135 Emily Garami	2003 Grey Volks	57.250

'H Stock' Total Entries: 4			
1	236 Bob Walker	2003 Blue Mazda	52.337
2	310 Adam Chelikowsky	2000 Blue VW Je	52.882
3	418 Enrico Patricio	1990 Honda Civi	54.221
4	322 Christina Copt	2000 Blue VW Je	57.111

'A Street Prepared' Total Entries: 6			
1	109 Robert Lower	2002 Blue Chevr	45.235
2	120 David Lower	2002 Blue Chevr	45.727
3	326 Jason Kuper	2003 Silver BMW	49.494
4	328 James Derry	2003 Yellow BMW	50.831
5	116 David Kolodny	1999 Blue BMW M	50.903
6	136 Steve Davey	2001 Blue Porsc	51.119

'B Street Prepared' Total Entries: 4			
1	108 Eric Wong	1999 Black BMW	45.445
2	330 Glenn Ty	1998 Silver BMW	45.989
3	103 Bill Kratz	1999 Black BMW	48.459
4	435 Allen Saunders	2002 Silver Hon	50.668

'C Street Prepared' Total Entries: 8			
1	220 Woody Hair	1988 Black BMW	47.950
2	114 Jay Deleyos	1994 Blue Mazda	48.076
3	105 Douglas Johnson	2000 Red Mazda	48.392
4	225 Chuck Grafton	1990 White BMW	49.114
5	334 Scott Spaulding	1993 Mazda Miat	49.632
6	432 Larry Crass	2000 Black Mazd	51.385
7	113 Bryant Nguyen	1988 Red BMW M3	52.134
8	234 Doug Spaulding	1993 Mazda Miat	55.187

'D Street Prepared' Total Entries: 5			
1	329 Mark Rebano	1989 White BMW	46.990
2	307 Tyler Stewart	1990 White Spec	47.102
3	133 William Simmons	2000 Silver Saa	48.368
4	304 Pete Lem	1998 Black BMW	49.030
5	331 Bill Schofield	2002 White BMW	51.284

'E Street Prepared' Total Entries: 3			
1	207 Stephen Catlin	1991 Red Chevy	47.239
2	118 J. K. Sachs	1998 Blue Ford	47.434
3	227 Zachary Catlin	1991 Red Chevy	48.413

'C Prepared' Total Entries: 1			
1	317 Dave Mapes	1966 Gold Plymo	49.104

'E Prepared' Total Entries: 2			
1	301 Doug Ellmore	1974 Silver BMW	51.040
2	320 Andrea Ellmore	1974 Silver BMW	58.800

'D Modified' Total Entries: 1			
1	102 Michael Dougherty	1998 Green Cate	45.333

'F Modified' Total Entries: 1			
1	224 Dan Remmers	1974 Purple Com	45.027

'Street Touring S' Total Entries: 9			
1	222 William Burdette	1991 Black Hond	48.372
2	218 Nick Coronel	1991 Black Hond	48.482
3	332 Matthew Chambers	1997 Black Hond	49.413

BMW CCA National Capital Chapter

Car #	Driver	Car Model	Time
4	214 Joey Zarrella	1986 White Hond	50.152
5	228 Chris Doolittle	2000 Red Subaru	50.363
6	205 David Bullman	1998 Blue BMW 3	50.449
7	233 Josh Taylor	1994 Red Acura	50.627
8	302 Sanjay Sharma	2000 Silver Hon	50.910
9	408 Eric Andreasen	1991 Black BMW	52.183

'Street Touring X' Total Entries: 5

1	336 Vince Bly	2003 Blue/Yello	47.816
2	106 Stephen Edwards	2003 Red Mazda	49.670
3	419 John Willemijn	2003 Blue Subar	50.431
4	404 Mark Silvia	2003 Black Suba	50.898
5	313 Dan Girard	2001 Black Suba	52.094

'Street Modified' Total Entries: 12

1	430 John Vitamvas	1998 Silver BMW	45.156
2	104 Jack Brennan	2003 Silver ME8	45.168
3	409 Daniel Ra	2003 White Mits	48.654
4	411 Jonh Nicolaysen	2000 Black VW G	49.173
5	230 Okas Elam	1985 Black Toyo	49.659
6	111 Todd Pantezzi	1973 Silver BMW	49.872
7	119 Peter Appell	1981 Gray VW Sc	50.053
8	415 Keefe Lee	2003 White Mits	50.380
9	421 Drew Stephens	1997 Green BMW	51.199
10	303 Mark Ammerman	1995 White Niss	51.315
11	126 Paul White	1995 Blue BMW M	51.694
12	209 Andrew ODell	1981 VW Scirocc	53.220

Top Time of Day: FM 224 Dan Remmers 45.027

'Car #	Driver	Car Model	Time
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'Street Modified II' Total Entries: 10

1	318 John Doby	1998 Silver BMW	45.190
2	327 Neil Simon	1999 Red BMW M	45.334
3	333 Mike Kline	2001 Silver Maz	46.138
4	101 Bernard Schreiber	1993 Blue BMW 3	46.731
5	123 David Lane	1985 Red Mazda	47.097
6	132 Austin Schreiber	1993 Blue BMW 3	47.303
7	203 Sean King	2003 Yellow Che	47.619
8	115 James V. Cunningham	1979 Red Porsch	49.592
9	308 Nicole Mancini-Doby	2003 Red Chevro	52.241
10	417 Jim Cardenas	1991 White Hond	52.417

'Ladies' Total Entries: 1

1	LASP 208 Sam Kline	2002 Blue Chevy	39.537
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'Fun' Total Entries: 11

1	FSTS 402 Daniel Lee	1998 Black Acur	38.284
2	FDSP 428 Tyler Stewart	1990 Miata	38.660
3	FSTS 216 Eric Wong	2003 Mazda 6s	38.720
4	FDSP 0 Kevin Henry		39.888
5	FSM2 407 John Doby	1998 Wife's Vet	40.124
6	FSTS 202 Bill Kratz	2003 Mazda 6s	40.457
7	FSM 312 Peter Appell	1981 Gray VW Sc	41.839
8	FASP 403 Jason Kuper	2003 BMW M3	42.421
9	FSS 429 Piroze Lafeer	2003 Porsche 91	42.632
10	FASP 436 James Derry	2001 BMW M3	42.765
11	FSTS 215 Katie Orgler	2003 Blue Mazda	44.396

Top Pax of Day : GS 311 Kenny Sorensen 37.710

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NEW MEMBERS' LIST

National Capital Chapter membership is still climbing and now stands at 5347 members. 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? Benefits include: parts discounts at local BMW dealerships and select independent service centers, the national monthly publication of the *Roundel*, and the Membership Rewards Program from BMW NA, not to mention all of our local activities.

Our email database now represents 71% 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 Michael E. Mills

and David Volpe 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.

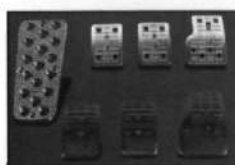
Matthew Aboud	1997 528	David Dugan	1998 328i	Jeff Kramer	2000 323i
Carroll A. Alexander		Anne K. DuVivier		Carl Lay	1994 530i
Matt Alheim	2003 325i	John Dwyer	2004 X3	Duc Le	2001 M3
Jack Anderson	1989 735i	Ron Dysland	1993 325i	Stuart Levy	2001 M5
Stephanie Arthur	1998 Z3	Marie B. Edwards		Murrill Lewis	1990 M3
Matthew Ascher	2003 M3	Marc English	1985 535i	Robert Lewis	2001 325Ci
Yani Avrahami	1988 M3	Ron Evans	2000 M5	Alfred Lilienthal	1978 633CSI
Albert L. Bartlett		Nick Ferrante	2004 530i	John Linderman Jr	1985 635CSI
Paul Batigne	1971 2002	Bonnie & Larry Fields	2003 530i	Marc & Sharon Lindsey	
Christopher Beauregard		Kamran Foroughi	1997 528	Alexander Litvak & Felix Litvak	2004 330Ci
Brendon Behan	2003 M3	Edward J. Friedman		Ian Lobas & Glenn Lobas	
Marcos Belen	2001 325Ci	Kevin Gallagher		Claudio M. Loser	2003 525i
Adam Bixler	1989 M3	Nicholas J. & Nancy A. Garito	2000 Z3	Garnell Louis-Charles	2003 325i
Bart Bixler	2000 323i	Pamela L. Garland		Edward Lunney	2000 540i
Michel Bodart		Darrell Garrison		Christian Madsen	1994 525iT
James Boland		Clint Gauvin		John D. Magnolia	2002 745i
Michael Bolgar	2004 330i	Jeffrey George		Malek Malekghasemi	2004 545i
Linda Bowyer	1990 325iX	Glenn Gest	2000 528i	Ryan Mallard	1998 740iL
Willie Boykin	1994 740iL	John Glessner		Aabid Markar	2004 X3
Tracy Bryant	2004 X5	Janelle Graustein		Mary B. & Richard B. Martin	
Janet Buckley		Brian Gumenick	1985 735i	Laura & Mario Martinez	2004 X5
Christopher & Nhon Bui	1996 328is	David Guskin	2001 530i	Stephen & Carrie Matherne	2001 M3
Roger Byrd	1993 850Ci	Edward Hallahan		Norman Mau	1993 740i
Richard & Christiana Cameron	2001 330Ci	Mike Hancock	2001 540i	James McDermott	2001 M3
Joseph & Lisa Cammarota		Robert E. Harewood	2001 740iL	Ann McDermott	2004 325xi
Robert Carlson	1997 528i	Susan Harrison	1989 325	Paul Melluzzo	2004 330Ci
Tom Carmel	1997 328i	Reginald Hart	1992 535i	Carlos E. Mena	2003 325i
Carl Carrington	1997 328i	Jose Hernandez		Tracy Merchel	
Robert & Delia Chess	2004 325i	John Hewes & Philip Hewes	1973 2002tii	Norman Miller	1998 740iL
James Chew	1990 750iL	Joseph Hoehl	2000 M5	David Milner	2003 330i
Kerry Colston	2002 325i	Evan Hopkins	2001 330i	Jeff Mironcow	
James Criner	1989 750iL	Eli P. Howard		Jeremy Monnet	1999 323i
Peter Cuppernull	1976 2002	John Hurley	1991 535i	William Moore	
Gregorio Dangelo	2001 325i	Louisraj Innaci		Brian J. Morra	2003 M5
Matt Dapson	2004 M3	Lalit Jain	1997 318i	Henry & Patricia Mungle	2002 745i
James Davidson	2004 325Ci	Marc James	2003 325i	Carol Nadworny	2002 M3
Andrew Davis	1974 2002tii	Gary Johnson		Aaron Nauman	1997 M3
John E. & Patsy Davis	2001 X5	Kevin Jones	1999 M3	An Ngo	
Vicki Day		Hans Kapur	2003 M3	Thu Huong Nguyen	
Dean Degen	2000 Z3	Jason Kendall		Stan Nignan	
Dorsey Delavigne		Phillip Kim		Joseph Niro	2004 645Ci
Jay Delduco	2001 325xi	Seokyu Kim	2001 X5	Kathryn Novello	
Kelly & Mickey Dellinger	2004 X3	DeBora & Alfred King	2002 525iT	Marie O'Dell	2003 325Ci
John Derrick		Sundar Kingsley	2002 M5	James O'Donnell	2003 330i
Chris Desautels		Alfred Knieriern	1999 M3	Scott Palcich	2004 330Ci
Julie Drolet		Phyllis Kotwicki		Bob Pattishall	2000 M5

NEW MEMBERS' LIST

Janice Pavlik		Joseph M. Segars	1996 328i	William Stogsdill	2004 325i
Ben Pearson	1987 535i	Michael & Jean H. Seibel	1999 328iC	Judith Sukol	2004 330xi
Steven Pelovitz	2004 530i	Wil Selby		Bill Sullivan	2003 M5
Todd & Corey Pettit	2003 330i	Arnagan Selcik	2004 X3 3.0	Scott Szala	1995 M3
Tom Pierotti		David Seroskie	1998 Z3 2.8	Arnoakon Thiemele	
Anthony Pinto	1997 M3	Keith Sessions	2002 325iT	Joan Thomas	2001 Z3
Curt Powell	2001 540i	Mike Shakik	2004 530i	Darlene & Charlie Toomer	2001 Z3
Michael Prendeville	1999 M Rdster	Jeffrey Shaw	1987 635CSi	Peter Wang	2003 M3
Thomas Raithel	1997 740iL	Richard Shea	2000 528i	Gordon Wegert	1975 525i
Lance Randall	2004 330Xi	Alana Sheldon		Ian Weitzman	1983 320i
John Ravinski	2004 645Ci	William Shelton		Kim Westerhaus	
Ralph Reeside	1986 635CSi	Anmin Shen		Diane H. Whitby	2002 530i
Eric Reid	1996 740iL	Grant Shevchik	2000 M5	Howard Wilkes	1991 325i
Rich & Melissa Reinhardt	1997 M3	Donald Shoop	2000 323i	Heath Wilkinson	
Michele Renetate		Junaid Siddiqi		C. S. Williams & J. Y. Williams	2001 740i
Bill & Tammy Richardson	2004 X3	Craig Sieminski	1990 535i	Stefany Wilson	
Douglas Rico	1974 2002	John Simpson		Dennis Winans	2001 740i
Stephan F Riley		K Singh		Michelle Wojewodzic	
Peter H. Rodgers		Rupinder Singh		Yolanda Wong	2004 X3
Marilyn Roenfeldt	2001 330Ci	Charles Slade	2004 330xi	Sean Wright	
Tony Rose	1987 535i	James S. Smoose		Walter D. Wynn	2002 525i
David & Barbara Ross	2004 M3	Robert & Beverly Smoot		Suat Yelken	1997 540i
David Rothleder	2001 X5	Abhinandan Som	2000 328i	Suat Yelken	
Barbara Roza		Joshua Spangler	1996 328i	Kenneth Yellen	
Marc Santana		Ronald G. Steele	2004 M3	Tae-Sik Yoon	
Allen Saunders		Peter Steiger	1979 633CSi	Mario Yuri	1994 325i
James Schapel	1994 325i	Shayna Stillman		Mike Zazanis	
Sherri Schornstein	2004 325Ci	Joseph Stivaletti	1997 328is		



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**Dave Ocel -
Parts Manager**

MINUTES - NCC BOARD MEETING

Meeting Date: July 14, 2004

Present: Rafael Garces, Steven Schlossman, Roy Morris, Andy Grigor, Rob Williams, Tim Wesling, Gordon Kimpel.

Reading of the Minutes

- Waived due to late posting of May minutes and no posting of June minutes.

President's Report - (Rafael Garces)

News from National (June 22 edition):

- National membership is up: 67,769 full (+125), 76,448 total (+214).

- TechFest being sponsored by Hoosier Chapter next year.

- Discount rental benefit via BMW CCA.

- Updated Incident Reporting Form available.

- New chapter - Green Mountain Chapter (Vermont)

V.P.'s Report - (Steven Schlossman)

- The \$300 in matching funds by ZF Industries, for NCC's charitable contributions last year, will go to Sonny's Kids.

Treasurer's Report - (Roy Morris)

- Presented Profit/Loss summary report for 1/1/2004 - 7/13/2004.

- Showing a negative balance for the year due to monies owed by National for TechFest and no *dB* ad fees have been collected.

Secretary's Report - (Andy Grigor) - NTR.

Committee Chair Reports -

Membership - (Steven Schlossman)

- As of 7/13/2004: 5,337 primary members, 62 affiliated (dual chapter membership), 698 associate; 106 new memberships, 129 non-renewals.

- Have email addresses on file for 69% (+0%) of members.

Autocross - (Kevin Henry)

- 7/17: Autocross #3 at Osbourne Park H.S., Manassas, VA.

- 8/7 (tentative) Autocross school at MD State Police Training Facility, Sykesville, MD.

Concours - (Richard Pineda - not present; Rafael reporting)

- 7/27 (rescheduled): Deutsche Marque Concours, TPC at Avenel, Potomac, MD.

dB Magazine - (Rob Williams)

- Deadline for September/October issue is 7/21.

- Need articles.

Advertising Manager - (Jared Townshend - not present) - NTR.

Driving School - (Miriam Schottland - not present; Rafael reporting)

- 8/14-15 Driving school: Jefferson Circuit, S.P.; 40 students registered, plenty of instructors.

- Shenandoah event is still questionable. Might be partial track for Oct school. If so, will there be a reduction in rental?

Social Chair - (Steven Schlossman, acting)

- New member party went well.

- 7/22: Dinner at On The Border in Rockville, MD.

Tours and Rallies - (Steven Schlossman)

- 8/7 (rescheduled from 7/24): Summer Tour to Solomon's Island.

- 8/14: Fun Rally to Summit Point; NJ Club race and BBQ with NJ.

- 9/18 Vehicle Distribution Center tour: Port Newark, NJ. 200

people max for the event. ~\$700 for a coach bus that holds 57 (\$32/person).

Technical Chair - (Jon Taillon - not present)

- Tim Wesling to coordinate DIYs: BMW of Fairfax, and BMW of Sterling.

Website - (Steven Schlossman, acting)

- Rafael encouraged Steven to switch over to the "new" website.

- Put blurb in *dB* about the new look and layout of the NCC website

Old Business -

- "///M School" at the BMW Performance Center in Spartanburg, SC on 11/20; 22 people currently showing an interest in attending.

New Business -

- Per Rafael: Chris Smith, newly promoted Service Mgr of BMW of Sterling, wants to re-establish a relationship and co-sponsor activities with NCC. Chris is coordinating a "customer day" at S.P. for customers to experience the dynamics of various models.

- Rafael asked each officer if they plan on running for office next year. Need to place a "call for candidates" write-up in the next *dB*.

- Motion by Tim Wesling, sorry Kevin, to adjourn. Second by Rafael Garces. Motion passed by unanimous vote.

Meeting Adjourned

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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@necbmwcca.org, or mail to Advertising Manager, *der Bayerische*, c/o Bill Iacobellis, 12239 Green Meadow Dr. Columbia, MD 21044. 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

1971 BMW 2002

VIN# 2570309: Sahara/Tan, partially restored, new hood, windshield, rebuilt transmission and Weber 38/38, basketweave alloys, solid car that runs good, needs some body work and paint, extra new and used parts, \$1,700/OBO.

James Keenan (703) 308-2559, james.keenan@uspto.gov (VA)

1974 BMW 2002 turbo

Polaris/Black, very original car, purchased from Electrodyne in 2000, excellent paint, good interior, perfect dash, very strong running car, needs a little more attention to win a concourse, drivers choice award @ 2002 Carlisle meet. \$17,500/OBO.

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

1979 BMW 320i

VIN# 5480267: Kaschmir-Metallic/Black Int., complete with many extras including 5-sp overdrive out of 1982 model. Needs work. \$400/OBO.

Chris (301)261-7418, (301)523-4784, cfoosbrook@comcast.net (MD)

1987 BMW L6

VIN# WBAEC8404H3265338: LuxorBeige-metallic. 127K miles. Dinan chip, B&B Triflo, K&N air filter. Exterior, and interior in good shape except for dash which is original. Blaupunkt removable radio. CD player. All repair records since 1997. \$6,000.

Stephen S. Skjei (703)938-4623 (VA)

1987 BMW 535is

190K miles, salmon silver, black leather sport seats. E34 head, E34 intake, ported, port matched, Schrick cam, aluminum rocker arm retainers, new valves and rocker arms. Rising rate fuel pressure regulator. Conforti chip. Eibach springs, Bilstein sport shocks, M5 sway bars. BBS basket weave wheels, M5 front brakes, Dinan front bushings, Urethane filed subframe bushings and diff mount. 325is limited slip rear. MM exhaust. Mechanically very good, some paint issues, interior very good. Asking \$4,000/OBO.

Mark Conley, mconley3@yahoo.com

1988 BMW M5

VIN# WBSDC9307J2791926: Black/Tan 153,000 miles. First generation M5 in excellent condition, 2,000 miles last 2 years. Four new Yokohamas 1,000 miles ago. Self-leveling system replaced w/BMW shocks, springs. Needs front shocks. Front air dam cracked, not noticeable. Period stereo upgrades in trunk. Custom black mats (Donner/Blitzen). Clean, rare, well maintained. \$9,500.

Jim (301) 824-2340, mpower5@netzero.net (MD)

1988 BMW M3

VIN# WBSAK0305J2195117: Diamantschwarz/Pearl Beige leather March 1987 build, #117 brought into the USA. 83,500 miles, excellent condition, basic bolt-ons with original parts available for everything but exhaust. Engine rebuilt 1,000 miles ago to stock specifications, running in top condition. Full documented ownership, sales, maintenance, and repair history. \$15,000.

Blair Lee (703)860-2052, blee@blairlee.com (VA)

CARS FOR SALE

1995 BMW M3

VIN# 0000010: Dakar Yellow/Black, 118,000, excellent condition, new OZ Supperleggera rims with new Pirelli's, very few track miles, original owner, euro clear lens, Racing Dynamics suspension, Autothority chip. \$15,000/OBO

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

1997 BMW 328i

VIN# WBACD4326VAV48136 Red/Black leather, 64K miles, automatic, sport package, Xenon, Ellipsoids, Business head unit, 6 CD changer, non-smoker, 17" BBS RKs, Yokohama AVS Sports, excellent condition, garaged, service records. \$16,500.

Charles (301)442-7388, cemokotoff@yahoo.com. (MD)

1998 BMW 750iL

VIN# WBAGC819J2765803: Black-on-black, 190K miles. V12 w/300HP, 376lb/ft torque. Still a very fast, solid, clean, luxurious and reliable car. Runs smooth. Passes MD emissions inspection with flying colors, ultra low: HC 0.23 gpm, CO 1.79gpm, NOx 0.15gpm. MD std is HC 1.4gpm, CO 30gpm, NOx 2.5gpm. No rips in leather, no rust, everything works fine. Rear comfort seats, heated, AC works great (1342a conv.), all stock except Bilstein shocks, and wheels from an 840ci (16"), but original wheels incl. Garaged last several years, waxed twice a year, oil changed faithfully at 3Kmi. New stock springs, spark plugs, dist. cap/rotor and O2 sensors. Self-leveling currently disabled, Bilstein shocks on rear (made it much tighter). 'Carfax' is clean. \$6,500/OBO.

Erik Scheirer (301)260-7513, erik.scheirer@illumine.org (MD)

1999 BMW 528i Touring

VIN# WBADP6347YBV62954: Black/Black leather, clean, non-smoker, 43,800 miles, basketweave alloys, tires replaced at 35,000 miles, premium stereo with subwoofer. \$20,000/OBO.

Wes Boatwright (202) 338-1985, wesboat@aol.com (DC)

2000 BMW 528i Touring

VIN# WBADP6347YBV63560: Silver/Silver, 55,500 mi, BMW certified warranty for 45,000 miles or 22 months remaining transfers, leather, sun/moon roof, auto, new brake discs and pads, BMW bike carrier, nice wagon! \$21,500/OBO.

Paul (703)780-1751, pab@ballonoffconsulting.com (VA)

2002 BMW 325i

VIN# WBAEV33412KL55383: Black/Tan leatherette, 23,000 miles, 5-speed, premium package, heated seats, sunroof, original owner, non-smoker, no accidents, excellent condition. \$23,500/OBO.

Val (301) 404-8526, val555@mail.com (MD)

PARTS FOR SALE

Snow Tires

Blizzak snow tires for 530i/E24 series. Purchased in DC in 1997. Used two winters and stored in plastic bags. Now we winter in Florida. Estimated mileage on tires is 10,000. Tread depth 5/16 inches. Asking \$250.

Alan Postlethwaite (202)554-3606, postleaw@alum.mit.edu (DC)

PARTS FOR SALE

Illuminated shift knob

M Roadster kit \$85, BMW radio removal tool \$11, Weathertech license plate cover \$18. Shipping additional.

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

Roundels

Many back issues available back to 1988. \$5.00 each plus shipping.

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

Continental ContiSportContact Tires

For E46 (330Ci) Sport Package Size 225/45 ZR 17 from the front of a 2001 E46 (330Ci) with Sport Package. Two available: one with 7 mm tread (only driven 5,000 miles), one with 5 mm tread. Make offer (Tire Rack price is \$129), buyer pays UPS shipping.

John Witherspoon (202) 607-1187, wspoon3@umich.edu (MD)

Headers for M30 3.5 Engine

If you know of anyone looking for a set of headers to fit the M30 3.5 engine drop me a line. A friend of mine has just had several sets made up and ceramic coated. They are copies of the original Hartge headers. They consist of 1 5/8" 16 gauge mandrel bent primary tubes, and flame cut flanges that are ground on the inside for flow. They will fit E23, E24, E28, E34 and E32.

Paul Vessels, onboost@bellatlantic.net (DC)

Free 2002 Parts

Side window glass, window regulators, rear sway bar, stock air cleaner housing, hot/cold air intake valve, half shaft. All well used but free to good home.

Matt Reinhart (410)987-3027, matthew.reinhart@jhuapl.edu (MD)

M3 Stock Wheels

1995 BMW M3 stock wheels w/ A007's, 2 very good, 1 slightly bent but repairable, 1 very bent and probably dead. Make offer.

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

M Contour wheels

BMW M Contour wheels 2 front 7.5 x 17 and 2 rear 8.5 x 17. Two ContiSportContact Continental 245/40 ZR17 with good tread. \$1000. Also have a set of 14 inch rims from a 1981 528i. Best offer.

David Prinz (301)586-8411, spirkprinz@aol.com (MD)

E28, E34 E28 Parts & Wheels

E28, E34: (4)Borbet C with 225/50-16 Dunlop SP8000 \$300;(4) Steel 15" \$100. E28 Parts: Trunk -new OEM; trunk (interior) and bumper trim; grills.

Ed Oldewurtel (410)716-7817, keold@aol.com (MD)

Snow Tires & Wheels

Four 205/55HR16 Michelin Pilot Alpin snow tires mounted and balanced on 16X7.5 Mille Miglia Spider wheels. Wheels and tires are off a 95 M3 and will fit most E36s. Tires have approximately 4,035 miles wear are in excellent condition. Lug bolts included. \$450/OBO. Shipping additional.

Jim Mikolashek (703) 729-3844, jjmikolashek@yahoo.com (VA)

OEM Wheels

Set of four 15 x 6.5 OEM wheels for a '99 or '00 323i in excellent condition. Wheels are straight and clean, one has minor nick. (Note: will NOT fit newer 325s, 328s or 330s) These are double spoke style # 53 P/N 36 11 095 368 with center caps. \$400/offer.

Al Zavala (703)346-2543, agzavala@att.net (VA)

PARTS FOR SALE

E30 Car Cover

Used sparingly, in great shape. \$85.

Leah Epting (571)215-8908, leahztempest@lycos.com

Steel rims and tires

Steel rims for E30 with mounted Toyo Proxes RA1 tires. Used 2 days, still have lots of tread. \$200.

Leah Epting (571)215-8908, leahztempest@lycos.com

E30 OBC

On board computer dash unit with control unit. Used, in working order. \$200.

Leah Epting (571)215-8908, leahztempest@lycos.com

Roof Rack & Tires

BMW Roof Rack Box \$150, E36 4 DR Roof Rack \$100, 7.5x16 BBS RZ wheels \$500, 7x15 Borbet Type T wheels w/Michelin Arctic Alpin tires \$500. Items located in Falls Church.

Marc Plante (703)675-2212, marc@plante.com (VA)

H&R Springs

4 H&R coil springs (2 front, 2 rear); 2 front bilstein shock inserts for 2002 models. Parts are slightly used from '76 car (approx.. 1,000mls.). \$300/OBO.

Robert O'Boyle (410) 889-1037, rdobjr37@earthlink.net (MD)

Borbet Wheels

Type H. 15 x 7. Set of four, in excellent condition. I'd say 'perfect condition' except that I found a 1" curb scratch on one as I was cleaning them up. Will fit 5, 6 and 7 series up to, but not including, latest versions. Can meet you for delivery in Baltimore/DC areas. \$175. Lots of jpgs available.

Jim Arnett (410)993-3775, jim_arnett@rocketmail.com (MD)

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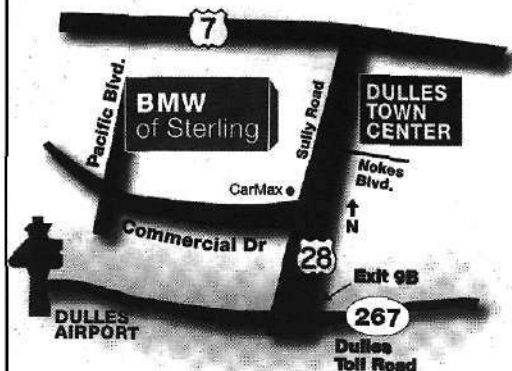


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