

November/December 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
- 30 Rams Head Tavern Get Together (Savage, MD)

## October

- 9 DIY (BMW of Sterling, Sterling, VA)
- 16 Autocross #6 and ChapterFest (Baysox Stadium, Bowie, MD)
- 23-24 Driving School @ Jefferson Circuit (Summit Point, WV)

## November

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

## December

## January 2005

- TBA Annual Tour to PTG (Winchester, VA)
- 22 Holiday Party and Annual Meeting (Hyatt Reston, Reston, VA)

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



For the latest info check out  
the Chapter website: [www.nccbmwcca.org](http://www.nccbmwcca.org)



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

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National Capital Chapter BMW Car Club of America



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Photo: Raine Mantysalo

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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

### The Ranting of a Raving Lunatic -

Well, maybe that's a bit harsh, but you be the judge.

A very sad thing happened as I was driving home recently. My normal route takes me from Hunter Mill Road to Vale Road in Vienna. I made my normal left turn on to Vale when I realize that something was not right on the road ahead. The on-coming traffic was stopped about one quarter mile ahead and there was a car in the trees on the left side of the road. I commented to my passenger that there was a problem ahead. Little did I realize what an understatement that was.

As we arrived on the scene, I realized that a very serious accident had just occurred. One car was parked in a driveway and two young people had just looked into the crashed vehicle. The girl was in the process of having a severe emotional reaction. When I looked more closely at what was left of the car in the tree - or, more accurately, the car with a tree inside it, I realized what had happened. Someone lost control of their car at a very high rate of speed and the last thing he experienced was a catastrophic impact with an immovable object.

The car was a Mazda Protégé. What was left of this car was literally wrapped around a very large and sturdy oak tree. The car had spun and hit the tree right at the driver's door. The tree was right where the driver's seat should have been. It was clear to me that this was not a survivable crash. There were several people that were already calling for emergency help and since I'm not medically trained, there was nothing for me to do. I later learned that the drivers were high school kids. The driver of the Protégé was killed instantly - he was all of 16 years old.

As I was leaving the scene, I heard an eye-witness say that she was going to wait for the police since she had just been passed by both of these cars. Yes, these people were racing. If you are not familiar with Vale Road in Vienna, it is a residential two-lane road with many curves and hills. The speed limit is 35 mph in most places, but it drops down to 25 and even to 15 at some of the tighter corners. This crash happened immediately after a blind up-hill 90 degree left hand corner where the speed limit is posted as 25 mph. If the road was deserted and there were guardrails on the shoulders instead of mature oak trees, this road would be a blast to drive quickly.

As I'm sure many of you are aware, over the last few weeks, the DC metro area has experienced a disturbingly high number of fatal teenage-driver automobile accidents. I believe that in Montgomery County, MD, they experienced four fatal crashes involving young drivers in one weekend.

What is happening? More importantly, what can we do to stop this insanity?

My suggestion is to more vigorously promote driver education. We need to be more active in promoting teen (or new) driver programs that teach these young drivers how to safely handle the one, two or even three tons of steel that is at their command. Frankly I don't care if the program is one of our NCC courses, the BMW CCA Foundation's Street Survival program or any other highway safety school. The point is that we are losing too many young drivers and the reasons are as simple as inexperience and stupidity. As a car club I think we have an obligation to step-up and help stop this madness. Please help. You can help by simply setting a good example on the road (yes, even in DC). Or, you can help by writing to your elected officials and demanding that more and better driving programs be offered by the schools. Finally, you can help by volunteering at one of our schools or by helping us find a local facility to host a safety school.

Thank you for listening (and for helping).

Now back to your regular programming.

Get out and Drive

Rafael



# Candidacy Statements for NCC Elective Offices 2005

*The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2005 term.*

## Rafael Garces — *Candidate for President*

Hello, my name is Rafael Garces and I would like to continue to act as your president for another year. I've been a member of the National Capital Chapter of BMW CCA for over 15 years. It has been my privilege the past two years, to serve on your Board as the President. Working with Steven (V.P.), Roy (Treasurer), Andy (Secretary), and all the dedicated committee chairmen, we work to bring you a very diverse set of activities. Our Chapter continues to grow and the Chapter's finances are strong. We are planning another busy schedule of activities for next year. Please don't forget that we need your comments and suggestions. This is your club and we need your input. Please join us at the Holiday Party and cast your vote.

## Steven Schlossman — *Candidate for Vice President*

My name is Steven Schlossman. I am seeking re-election to the position of Vice President. I have served as the NCC's Vice President for the past two years, as Membership chair for the past three years, and as Tour chair for at least the past four years. Being involved with so many aspects of the Chapter, I feel I have a good understanding of the members' needs and have the desire to continue doing what I can to make this the best Chapter of the car club. I hope you'll vote for me.

## Tim Wesling — *Candidate for Secretary*

As Secretary for our Club, you will benefit from my six years of Club membership. During this time, I worked as Hospitality Chair for 2004's very successful TechFest East. For those of you lucky enough to attend this significant event, each of you benefited from the work I did with the Hyatt hotel, including menu planning and budgeting. Also, if you've attended one of our social events over the past few months, then you know that I set each of those events in motion leading "to a great time had by all."

## Roy Morris — *Candidate for Treasurer*

Serving the Club as its Treasurer and a Board member for the past two years has been a very rewarding experience. I've gotten to know a group of dedicated volunteers, many of whom have become close friends. This Chapter is filled with people who really care about the quality of our programs and put a lot of effort into doing their best.

The financial record-keeping aspect of this job is well organized on QuickBooks so it would be easy for someone else to take over this position. So if there is a willing volunteer to replace me, I would be happy to step aside and give my successor full cooperation and assistance. There are other Club programs where I could serve. Furthermore, I support the general principle that we need to continuously bring new leadership into the Chapter to keep our programs vibrant.

That being said, serving as an officer and director of this Chapter is not a burden, but a pleasure. My 2005 initiatives will be focused on implementing procedures and controls that will help guarantee the integrity and

transparency of the financial functions of the Chapter regardless of who serves as Treasurer. There are chapters that have had financial problems due to mismanagement, and the Board intends for the National Capital Chapter to set the standard for integrity and prudent management.

Therefore, I would welcome the opportunity to continue to serve in 2005 as Treasurer and as a member of the NCC Board of Directors. I would also encourage all who have an interest in serving the Chapter to attend our monthly Board meetings, which are open to all members. The more members we involve in Chapter leadership, the stronger we'll be.

## THE OFFICIAL BALLOT

### 2005 Annual Elections

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

#### For President

☐ Rafael Garces

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Vice President

☐ Steven Schlossman

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Secretary

☐ Tim Wesling

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Treasurer

☐ Roy Morris

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

Your Name \_\_\_\_\_

Membership# \_\_\_\_\_

**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](mailto:steven@happytogether.com). We look forward to seeing you there!

*For Additional Information:*Gravity Hill: <http://www.gravityhill.com/>Flight 93 Memorial: <http://www.flt93memorial.org>Summit Resort Inn: <http://www.summitinnresort.com/>Fallingwater: <http://www.wpcnline.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](mailto:ddverner@mac.com) if you are interested.

**Annual Meeting and Holiday Party****Saturday, January 22, 2005****Location: The Hyatt Regency Reston, Reston Town****Time: 6:00p.m. - 10:00p.m.**

We invite you to come and meet your fellow Chapter members, learn about the activities and events available to you for the coming year, and to vote for your candidates in the Club's Annual Elections.

## From the Editor

Some of you may have noticed when reading my last column that I sort of "mailed it in". I was very busy, had waited until the last minute, and I didn't really have a very good topic to write about. Well, the difficulty with the last column has become the inspiration for this one. The reason for my lack of attention then was that Robyn and I were preparing for the birth of our second child, and he has arrived!

His name is Weston Michael Williams and he was born Thursday August 26th at 4:24 PM, weighed 7lbs 3oz, and was 20" tall. He's a great-looking little guy (must take after his mother), is very healthy, and the birth went smoothly. 18 month-old Nate is very happy with his little brother, he loves to talk to him, and I'm pretty sure I caught the two of them conspiring the other day to get the keys to the old man's car!

Speaking of cars...

My mother-in-law is in town to assist with the baby care, so when we picked Weston up

from the hospital there were five of us. I can put Nate's toddler seat and Weston's infant seat in our E46 touring, but that leaves just the two front seats for other passengers, there is no way to fit a third person in the back between the two child seats — even for a short trip. So, Weston's first car ride was in... a mini-van! My wife and I have dreaded the idea of getting a mini-van, but after having had the use of my mother-in-law's Honda Odyssey for the past few weeks, I must admit that the utility of this vehicle type is hard to resist.

The Odyssey has a third row of seats in the back, that are raised and stowed easily, the interior is very comfortable, the seating position is nice, and it has the power sliding doors on both sides that open and close using the key fob. It has decent power and has been rock-solid reliable in the two years they have owned it.

While we can fit our nuclear family in the wagon, it certainly would be convenient to have

a third row of seats for those occasions when we'd like haul more than just the four of us in one vehicle. I've heard some talk that BMW is considering a long version of the X5 that may have three rows of seats, but the elevated step-in height of an SUV (or SAV) makes it difficult to secure kids in their seats from outside the vehicle.

We're holding firm for now, but optimal convenience for family transport may force us into a min-van, leading to one fewer Bimmer in the driveway.

My call for more members' cars in the magazine was answered. Jared Townshend and I met NCC member David Ortiz last weekend and drove his highly-modified and very quick '95 M3. We had a lot of fun checking out David's car; please see the article elsewhere in this issue.

Have Fun, Drive Safely!

Robert Williams

# 2005 ANNUAL MEETING AND HOLIDAY PARTY

The Hyatt Regency Reston, Reston, VA  
Saturday, January 22, 2005



You'll have voted for the President of the United States. You'll have survived a week-end at the in-laws for Thanksgiving. You'll have narrowly escaped an electrical fire from the 25 year-old lights you used to decorate your house during the holidays. And you'll have already reneged on two out of three of your New Year's resolutions. Set your New Year right by attending the National Capital Chapter's 2005 Annual

Meeting and Holiday Party at the Hyatt Regency Reston.

This is the time to see whom you actually elected last year and to make those critical character assessments (based on tie color) of this year's officer candidates. This is the time to practice your technical jargon, compare notes on the latest tires and tools, and ask forgiveness for not applying a coat of wax to your chariot

since the last holiday party.

NCC has a large, diverse, friendly, and fun loving group of members dedicated to the BMW marque. We invite you to meet your fellow chapter members, learn about the activities and events available to you for the coming year, and meet the people who breathe life into the organization by attending the Annual Meeting and Holiday Party.

**Date/Time:** Saturday, January 22, 2005;  
6:00p.m. - 10:00p.m.

**Place:** The Hyatt Regency Reston, Reston Town Center, 1800 Presidents Street, Reston, VA.

**Directions:** 495 to Rt. 267 West (Dulles Toll Road). Follow 267 to Reston Parkway, exit 12. Turn right at end of the exit onto Reston Parkway and proceed 2 mile to second light. The Hotel is on the left.

**Parking:** Free parking available on the hotel grounds.

**Schedule:** Reception from 6-7p.m.; Dinner from 7-8p.m.; year in review, awards/trophies, election results from 8-10p.m.

**Check in:** Each person will receive their name-tag, a card indicating their entrée selection, and a

door prize ticket at the check in table near the Regency Ballroom.

**Reception:** Light hors d'oeuvres and open bar during the reception. A cash bar will be available from 7:00-9:00p.m.

**Dinner:** The first course will be a watercress and endive salad. Guests have a choice of one of three entrées: roasted New York strip loin with caramelized shallots and port demi glace (beef); pan fried almond crusted chicken breast with Amaretto cream and gingered wild rice (chicken); and Maryland crab cakes with roasted pepper aioli. Desert will be a dark chocolate cheesecake.

**Cost:** \$30.00 per person. (This event is being substantially subsidized)

**Overnight accommodations:** Room rates for

Saturday night are not known in time for publication. Make reservations by calling the Hyatt at 703.709.1234. Please reference the "BMW Car Club" when making your room reservations.

**Questions:** Please contact Andy Grigor if you have questions concerning the Annual Meeting/Holiday Party; andygee@comcast.net, or 410.750.9212.

To register for the Annual Meeting/Holiday Party, mail the below form and **payment in full** to: NCC Holiday Party, c/o Andy Grigor, 8613 Goldenstraw Lane, Columbia, MD 21045.

**Your registration must be RECEIVED by Saturday, January 15, 2005.**

**\*\* No registration will be accepted at the door. \*\***

## NCC 2005 ANNUAL MEETING/HOLIDAY PARTY REGISTRATION FORM

Member name: \_\_\_\_\_

Membership #: \_\_\_\_\_

Guest name: \_\_\_\_\_

*\*\* Please provide contact information so I can confirm your registration and contact you if needed.*

E-mail address: \_\_\_\_\_

Phone #: \_\_\_\_\_

Member entrée selection: \_\_\_\_\_ Beef \_\_\_\_\_ Chicken \_\_\_\_\_ Fish \_\_\_\_\_ Vegetarian (TBD by Hyatt)

Guest entrée selection: \_\_\_\_\_ Beef \_\_\_\_\_ Chicken \_\_\_\_\_ Fish \_\_\_\_\_ Vegetarian (TBD by Hyatt)

Number of persons: \_\_\_\_\_ x \$30.00

November/December





# Dyno for Charity

By Steven Schlossman

On Saturday, September 25, Matt Curry of Curry's Automotive graciously opened his Ashburn, Virginia, shop to offer discounted dyno runs for Porsche and BMW car club members, all proceeds going to charity. Curry's employees donated their time, as well, to this special event. Matt provided a

nice spread of food and vendors were there to talk cars. Best of all, Porsche Potomac Region raised \$1,175, which will be distributed between the SPARC Foundation Fund, which supports the needy in the Summit Point area, and Camp Friendship, which supports the Carol Jean Cancer Foundation where kids with cancer can be just kids. The National Capital Chapter raised \$1,040, which will be distributed to Sonny's Kids to provide scholarships to kids in the Greater Washington area. When the event was all over, trophies were awarded to the highest horsepower normally aspirated and inducted cars. Honors for normally aspirated went to a BMW, Howard Moon, in his 1995 M3, measured 237hp, which is 79hp per liter. Induction honors went to John Sullivan in his Porsche 996 twin turbo X50, with the help of a chip, at 449hp, or 124.7hp per liter.

Thanks to PCA, Brent Bitz, Matt Curry, Bill Shaw, Chris, Scott, and all of the techs at Curry's for making this worthwhile event possible.

More information:

<http://www.currysautomotive.com>

<http://www.sonnyskids.org>

<http://www.cjcf4kids.org>

*Some Porsche owners seem to take their marque very seriously.*

Photos by Raine Mantysalo





# Summer Tour to Solomon's Island

By Steven Schlossman, *Tourmeister*

August 7, a Saturday, was an absolutely perfect day for a drive with some friends. For this event, we headed down to the Lighthouse Inn on Solomon's Island. We started our trip at 10:30 a.m. from Fort Washington, Maryland, where we took as many twisty back roads as we could find. I can't take credit for the course; this one goes to Mike Whitley. Mike did such a great job for the D.C. Metro MINIs last year with this tour, that I thought I would borrow it for their big cousins this year. I will take credit, however, for the wonderful weather. For those of you who have been on our tours in the past, I generally tend to pick the foggiest, windiest days six months in advance. Maybe it was because the trip was on a Saturday that I was able to fool Mother Nature this time. That might be the key for future trips. One by one, as our caravan of Bimmers arrived at the Lighthouse Inn, we did the usual hanging out in the parking lot and talking about the roads. But our hungry stomachs told us it was time to go inside for our private lunch. A few hours later, as it was time to depart, we did our usual, again, and hung out in the parking lot talking about our cars before going on our different ways home.

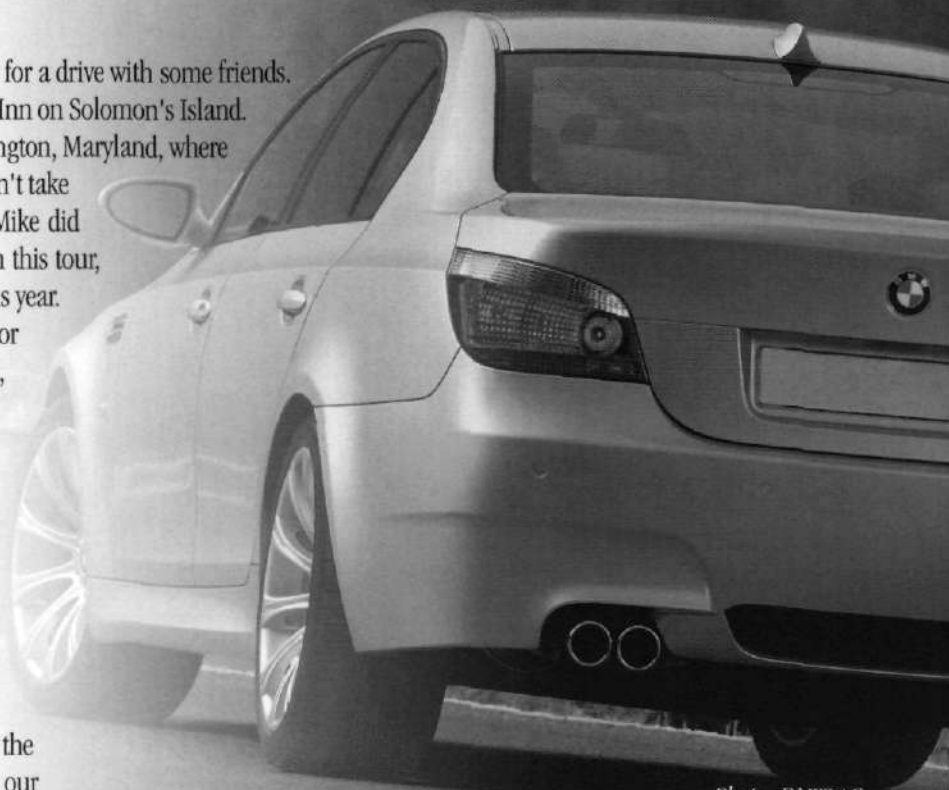


Photo: BMW AG



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# David Ortiz's 1995 M3

## A Lightweight with a Heavyweight Punch

By Robert Williams

“**L**ightweight”...sort of a loaded term isn't it? When discussing someone's intelligence or experience it is definitely an insult. However, when you're talking about cars, lightweight means more horses per pound, which is a decidedly good thing. The term lightweight is especially noteworthy to BMW aficionados, as it immediately calls to mind the limited-production E36 M3 LTW of the mid-nineties.

Like many of us, NCC member David Ortiz always wanted an M3 LTW but, unlike many of us, David set about making a car that was as close to an actual lightweight as he could make it. In many ways David's imposter is actually better than the real thing.

While the stock E36 M3 was plenty of car for the average consumer, those owners who raced their cars were looking for a little extra oomph to get them around the track a bit more quickly. BMW answered the call by releasing the E36 M3 LTW in January of 1995. Instead of focusing on adding power, the M Division decided to tighten

up the suspension, through the use of a strut brace and a cross brace in the front, and they stripped 200lbs of weight from the car. They did away with the sunroof, the air conditioning, the radio, and the sound deadening insulation, and they used aluminum doors and lighter seats. The result was a car that achieved much success on the track and remains popular with collectors and racers nearly 20 years later.



*Photos by Robert Williams at the Manassas National Battlefield Park.*

Since BMW only made 116 of these special cars, according to “*BMW 3 Series The Complete Story*”, by James Taylor, David knew he was unlikely to find an authentic lightweight for sale. As an automotive technician by trade, David likes to tinker with his cars, so he also knew he would want to modify whatever Bimmer he ended up with, and it would be foolish to modify such a rare car even if he could get his hands on one. So David set about making an E36 M3 LTW of his own.

After months of searching, he located the perfect car for his project, an Alpine White (all the authentic LTWs were white) 1995 M3 Coupe with no sunroof — this is the car the factory would have started with. David figures he's lightened his car approximately 300lbs by: removing the back seat, removing the sound deadening insulation from the back seat area to the trunk, removing the hood insulation, removing the air bags, replacing the front seats with Sparco Roadsters, replacing the wheels with BMW forged





alloys, replacing the stock exhaust with a UUC system, replacing the battery with an Optima unit, and replacing the flywheel with a lighter TC Klein wheel.

Lest you get the impression that the interior of this car looks gutted, particularly with the rear seat removal, I should explain that David is as meticulous about the appearance of his car as he is about its performance. He upholstered the rear seat area in such a manner that the casual observer might mistake it for a factory job. More astute car people will know the seat has been removed, but nonetheless will be impressed by the workmanship and attention to detail.

Space prohibits listing every mod to David's car, but a few of the highlights are: Euro 6sp trans with Rogue Engineering SSK, a special Jim Conforti chip to go with the lighter flywheel, TMS cone intake, a Blanton 3.73 40% LSD diff, Euro floating rotors, H&R Sport springs, Koni adjustable shocks, UUC sway bars, and

K-Mac adjustable camber plates. Believe me; the list goes on and on...

So, what was it like to drive this beast?

It was like nothing else I've driven. Some folks lament the fact that the E36 M3 was more refined and subdued than the E30 M3, well David's car is the best of both worlds; it has the raw edge and crisp handling of an E30 M3, with the power of an E36 M3. The combination is brilliant!

The lightened flywheel basically eliminates any "spooling up" of the engine, giving it a throttle response akin to a 2-cycle motorcycle engine, you just think RPMs, and they're there. Turn-in was very quick and precise and matching revs on downshifts was a pleasure. One might think the lightness would make the car skittish, but it stayed remarkably composed when carving through turns even on uneven pavement.

The UUC exhaust was fairly subdued at idle, but growled menacingly from 2000 RPM to 3500 RPM, and howled like a Bavarian banshee from there to redline. I didn't get a chance to make use of the 6th gear, but I can imagine this car would be a blast to really let loose on the Autobahn!

It was a pleasure meeting David and checking out his car, the *dB* staff would like to thank him for making it possible. We'd also like to encourage other members to contact us regarding sharing their special Bimmers with the rest of the club. Send an email to [db-editor@nccbmwcca.org](mailto:db-editor@nccbmwcca.org) if you are interested.





# Barbara's and Don's Excellent Trip

## BMW sponsored Rolex Vintage Festival at Lime Rock

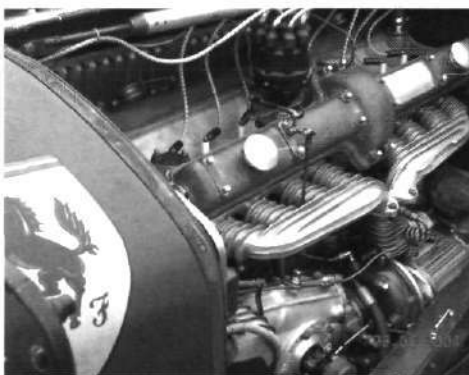
*Text and photos by Don Noveau*

BMW called in August to say they were offering selected new car purchasers a package deal to the Rolex Vintage Festival at Lime Rock Park Sept 3 and 4, 2004. Needless to say, we were able to clear our schedules for this one! The deal included VIP passes to the Saturday races, Paddock (pit) tours, and lunch. We were even offered a ride down to the pits on a Lime Rock golf cart. Possibly the best part was that it also included use of air-conditioned WC trailers. Hats off to BMW for sponsoring this great event and for reaching out to its customers in this way.

I was concerned about traffic as we headed north from Rockville, MD, at 2 PM on Friday of Labor Day weekend, but once past the Baltimore congestion things went surprisingly well. We made our way up the New Jersey Turnpike and Garden State Parkway, through the New York area in Barbara's new 530i. The 5 gives you plenty to play with when stuck in traffic, and even more once you're on I95 (especially when you're going 95mph). That's when you can put the iDrive aside and just drive, and the 5 does that in spades, this car can really run! And what

trip to New England would be complete without the usual navigational disaster? Like taking the wrong exit from 287 trying to reach the Taconic Parkway. (We've done it the last three out of five trips — the exit keeps moving — really.)

Now, the Taconic Parkway is true fun. It's a bit like the GW Parkway, but a little narrower, has



*Early Italian intercooler.*

better scenery, and rock cliffs for curbs. Since this is suburban New York, if you're not going at least 70, you're in danger of being over-taken. To give credit where credit is due, the lane discipline of drivers on this road is noticeably good. Even without a median, drivers do an admirable job of staying where they should be. We saw several M's,

Range Rovers, and Diesel Dodges, all "moving right along", but without causing trouble for their fellow travelers. Another hour on the woodsy two-lane roads of Connecticut and we found our way to Race Brook Lodge, a beautiful bed-and-breakfast in Lakeville, a short hop from Lime Rock Park.

On Saturday, BMW collected all of the visiting Bimmers in an outfield lot that had good views of the track, and direct walking access to the pits (paddocks). Entering the pits, we were like kids in a candy store. We were bombarded from all sides with BMW's, Bentleys, Oscas, Maserati, Ferrari, Elvas, Lotuses, you name it. In addition to that, on Saturday, there was the sound and smell of actual racing — 9 qualifying heats. It was truly an automotive feast for the senses.

The best part of the BMW program was the Paddock Tours, led by the extremely knowledgeable Jerry Layer. We were treated to two hours of visits to pit after pit, talking to the car owners at each.

Jerry's extensive knowledge of American and European racing history from the 50's and 60's is extraordinary. At one point during this session, Vic Edelbrock addressed our group, and discussed why he races a '64 split-window Corvette and his daughter races a Shelby Mustang.

*Photo by Raine Mantysalo*





I asked a Maserati owner/racer about driving etiquette in vintage racing and got quite a long explanation about why it is so important and how it got started back in the days when race cars were driven to the track, raced, and driven home again. Some of the tow cars and semi-trailer rigs in the paddocks were almost as interesting as the vintage cars.

Up the hill from the pits was the BMW tent complex, which included a showroom for cars, another tent for bikes, a tent for BMW Financial Services movies, and the BMW dining tent. There were several BMW museum cars on display, the exquisite 328 Mille Miglia Coupe was especially a treat. In the field outside, there were rows of antique BMW's (cars and bikes) with their owners eager to talk about interesting features on their cars.

Sunday's event was not part of the BMW package, but was instead sponsored by Carroll Shelby. Consequently, there was an abundance of Mustangs, Cobras, and Cobra replicas. We went to see the Rolex Concours and to walk the track, which is only about a mile long. The sounds and smells were missing, but walking the track was very interesting, especially as the local Cobras kept arriving and driving (slowly but loudly) on the track to their designated park-



*Jerry Layer introducing Vic Edelbrock (up left). Vic races a '64 split-window Corvette (left). Approaching turn 10 you'll see a major elevation change (above).*

ing/display area. All of the BMW factory cars were lined up in front of the timing tower in a separate section.

Lap time record about 43 seconds; track length about 1.53 miles. Average speed: about 128 MPH!

We took a different route home, and it turned out to be a little faster at only six hours. Instead of the Garden State Parkway, we took the Palisades Parkway, which brought us to the NJ Turnpike in that section that is shown on the Sopranos. We kept to the right lane, cruising at 75 mph while most of the other cars passed us. It was an easy drive, and very scenic, a fitting end to a wonderful weekend.



Cool.  
November/December



BMW Paddock Tours were led by Jerry Layer.



Worth \$650,000, he says.



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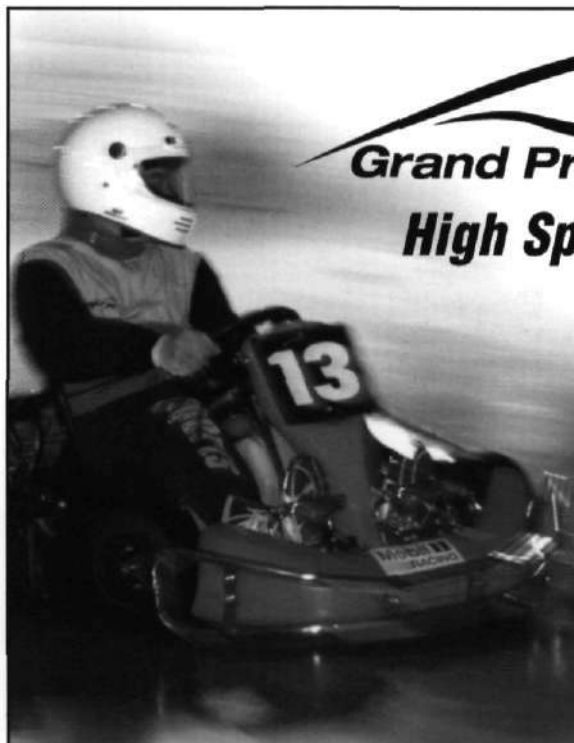
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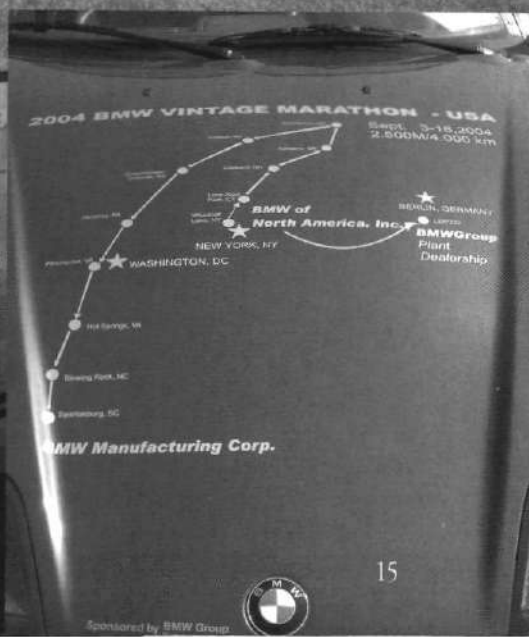
## Celebrating the 75th Anniversary of the BMW Automobile:





# The 2004 Rolex Vintage Festival at Lime Rock Park

Photos by Raine Mantysalo







Well, after a fairly nice spring in the DC metro area, the summer autocross events were hot and, at times, tight. The BMWCCA National Capital Chapter held events 3 and 4 at Osbourne Park High School in Manassas, Virginia. Event 5 returned to the Baysox Stadium in Bowie, Maryland.

The two events at Osbourne Park were a challenge after the more open events held earlier at the Baysox Stadium lot. The lot at Osbourne Park has a nice but challenging gentle grade down to one side. Each event had very tight turns, skid pad-type turns switching directions right, left, then right. A number of rookie drivers and old timers alike lost their way along the courses. Interestingly, the course layout made for very similar times, overall, to the Baysox spring events. The first event at Osbourne Park had a bit of a short stop box at the end of the course, which caused the author, among others, to tip over the last cone, which resulted in a DNF for the run. Unfortunately, my best run during the 3rd event ended as such and cost me a 1st place. Both course designs at Osbourne Park required the driver to really look ahead, otherwise you were left with a millisecond to turn on a dime and get your vehicle through the tight course going in the right direction.

Returning to the Baysox Stadium in September, the course opened up a bit with a similar layout to the first two events; some tight turns with a few long runs back into some decreasing radius turns. During event 5, there was a section immediately following accelerating run that had a slight jog right, jog left, then right again into a left hand decreasing radius turn. This had an effect of creating a sort of a wobble in the car. At least that was our impression as I coached my daughter Andrea, who is 16, through her runs. I think the wobble of my 1974 2002ti was more pronounced than most of the cars running, even with the stiff race springs and shocks, it was violent enough to cause fuel to slosh out of the old-style gas gap of my vintage love. I'll run

By Douglas Ellmore, Sr.

## Turning on a Dime

event 6 with less fuel, if for no other reason than that I lost some during event 5.

With five of the six events complete, there are some very close classes. In modified super sport Bud Schreiber ('93 325is) and Glenn Ty ('93 M3) are separated by just 1 pt. If Glenn can take a 1st in the last event, the two drivers will be tied for 1st. In

Modified Sport, Kevin Henry seems to have clinched 1st with his '90 325i. In Modified Touring, Bill Brochu appears to have also clinched 1st with his 1985 BMW 535i, though Todd Pantezzi has done a very respectable job for 2nd in his vintage '73 3.0Cs. In Prepared Super Sport, John Vitamvas also appears to have clinched 1st in his 1995 BMW M3. Rafael Garces ('96 BMW 328i)-the advocate of the small stop box at the 3rd event-has a tight 1 pt lead over Brian Hair (1998 BMW 323is) in the Prepared Sport.

There is a lot of spirit in the Prepared Touring class, if I have to say so myself. David Bullman ('98 318ti) has a 2 pt lead over me ('74 200ti), beating me by a few tenths of second the last few races. I had to take a 1st and David a 3rd in the last event for me to tie. I should also note that Eric Andreasen ('91 318i) cringes each time he sees David and I arrive. Eric is looking for his first top 3 finish. My advice to Eric is to try the spring autocross school next year. We all learn a lot each time we take it. We hope you stick with it as you're doing great and seem to be having fun!

The Showroom M Cars, as expected, are also running very close with Dan Dazzo ('02 M3) with a 1 pt lead over Bren Bengerman ('04 M3) and Max Boschetti ('03 M3). In Showroom, Ronald Bushar ('02 330Ci) has a 2 pt lead over Woody Hair ('96 328is) and Brandon Lindley ('93 325ic).

Well, the last event will be held October 16, 2004 with the ChapterFest. There is a chance a few drivers may move up or down in standing. Either way, it's been fun learning to slow down at the right moment, then turning on a dime while accelerating at the apex.

# BMW CCA National Capital Chapter

Summary Results, #5 - National Capital Chapter 2004 Autox #5 - 9/12/04 — Total Entries: 90

Car	#	Driver	Car/Model	Time
<b>'Modified Super Sport' Total Entries: 8</b>				
1	5325	Schreiber, Bud	1993 BMW 325is	46.941
2	5317	Ty, Glenn	1998 BMW M3	47.480
3	5132	Wong, Eric	2003 BMW M3	48.115
4	5216	Schreiber, Austin	1993 BMW 325is	49.160
5	5122	Kuper, Jason	2003 BMW M3	49.322
6	5210	Collins, Bill	1995 BMW M3	49.665
7	5203	Allen, Mike	2003 BMW M3	50.141
8	5332	Allen, Penny	2003 BMW M3	53.168

<b>'Modified Sport' Total Entries: 2</b>				
1	5116	Henry, Kevin	1990 BMW 325i	51.823
2	5310	Colbert, Jim	1990 BMW 325i	56.395

<b>'Modified Touring' Total Entries: 3</b>				
1	5129	Pantezzi, Todd	1973 BMW 3.0Cs	53.229
2	5211	Bell, Sam	1986 BMW 325es	56.124
3	5124	Smith, Daniel	1987 BMW 635CSi	58.093

<b>'Prepared Super Sport' Total Entries: 12</b>				
1	5329	Vitamvas, John	1995 BMW M3	48.680
2	5305	Kammerer, Ken	2003 BMW M3	48.895
3	5232	Rubenstein, Nicholas	2004 BMW M3	49.395
4	5101	Carraway, Terry	1995 BMW M3	50.763
5	5111	May, George	1988 BMW M3	50.936
6	5328	James, David	1999 BMW M Coupe	51.175
7	5221	Potter, Chris	1997 BMW M3	51.310
8	5204	Derry, James	1998 BMW 323is	53.571
9	5222	McDevitt, Sean	1998 BMW M3	53.688
10	5128	White, Paul	1995 BMW M3	53.707
11	5106	Ortiz, David	1995 BMW M3	54.449
12	5217	Pinto, Anthony	1997 BMW M3	59.213

<b>'Prepared Sport' Total Entries: 6</b>				
1	5228	Garces, Rafael	1996 BMW 328i	50.377
2	5225	Hair, Brian	1998 BMW 323is	52.334
3	5302	Lem, Pete	1998 BMW 323is	52.444
4	5316	Poplacean, Bogdan	1996 BMW 328is	53.226
5	5218	Schofield, Bill	2002 BMW 325iT	54.680
6	5130	Scherr, David	2001 BMW 330i	55.408

<b>'Prepared Touring' Total Entries: 7</b>				
1	5208	Bullman, David	1998 BMW 318ti	53.586
2	5330	Ellmore, Doug	1974 BMW 2002 t	53.991
3	5202	Andreasen, Eric	1991 BMW 318i	54.559
4	5226	Teitelbaum, Alex	2004 BMW M3	56.413
5	5215	Tsui, Charles	1984 BMW 633CSi	57.095
6	5114	Hallick, Jason	BMW 318i	57.244
7	5308	Ellmore, Andrea	1974 BMW 2002 t	62.635

<b>'Showroom M Cars' Total Entries: 6</b>				
1	5230	Bengermينو, Bren	2004 BMW M3	50.648
2	5212	Boschetti, Max	2003 BMW M3C	50.726
3	5126	Turner, Joshua	2002 BMW M3	51.202
4	5206	Marghescu, Silviu	2004 BMW M3C	51.286
5	5201	Dazzo, Dan	2002 BMW M Roadster	51.590
6	5323	Lee, Brian	1996 BMW M3	57.212

<b>'Showroom' Total Entries: 5</b>				
1	5213	Hair, Woody	1996 BMW 328is	52.638
2	5220	Bushar, Ronald	2002 BMW 330Ci	53.270
3	5303	Gajjala, Anand	2001 BMW 330i	53.392
4	5127	Costanza, David	1998 BMW 540i	55.494
5	5125	Markle, Holly	2002 BMW 325Ci	58.978

<b>'Non-BMW on R Compounds' Total Entries: 4</b>				
1	5334	Stewart, Tyler	1988 Chevy Camaro	46.291
2	5109	King, Sean	2003 Chevy Z06	47.525
3	5120	Harper, Ben	2002 Mazda Miata	51.445
4	5319	Rabe, Roberto	2001 Audi TT	52.211

<b>'Non-BMW' Total Entries: 30</b>				
1	5110	Rebano, Mark	2003 Chevy Corvette	50.006
2	5113	May, Alex	1999 Porsche 911	50.273
3	5105	Lee, Keefe	2005 Subaru Legacy	50.460
4	5223	Harris, James	2004 Chevy Corvette	51.129
5	5229	Caplan, Clyde	2004 Mazda RX-8	51.143
6	5320	Frankel, Mick	2001 Porsche Boxster	51.378
7	5306	Schmidt, Mike	1998 Chevy Corvette	52.005
8	5231	Nicolaysen, John	2000 VW Golf 1.	52.202
9	5209	Zavala, Al	2004 Mini Cooper	52.211
10	5205	Miller, Jonathan	2002 Mini Cooper	52.519
11	5118	Little, Mike	2001 Honda S2000	52.540
12	5307	Chelikowsky, Adam	2002 VW GTI	52.752
13	5119	Clark, Mark	1997 Mazda Miata	52.941
14	5107	Lee, Ching	1975 Porsche 911	53.003
15	5227	Cramer, Learic	2004 Subaru WRX	53.305
16	5309	Saunders, Allen	2002 Honda S200	53.581
17	5219	Spaulding, Scott	1993 Mazda Miata	53.927
18	5322	Campion, Adam	2002 Mini Cooper	54.236
19	5108	Estelle, Glenn	1992 Chevy Camaro	54.603
20	5102	Cunningham, James	1979 Porsche 911	54.792
21	5121	Schmidt, Al	1966 Ford Cobra	55.538
22	5214	Spaulding, Doug	1993 Mazda Miata	55.712
23	5224	O'lone, Patrick	2002 Mini Cooper	55.894
24	5117	Grant, Brad	1991 Mazda Miata	56.740
25	5234	Davis, Kirk	1987 Honda CRX	56.962
26	5327	Coty, Christina	2002 VW GTI	57.611
27	5333	Yu, Tony	2004 Nissan SE-	58.051
28	5312	Fillmore, Mark	1991 Mazda Miata	59.816
29	5123	Widmann, Matt	1992 Mazda Miata	61.157
30	5233	Crossin, Michael	1990 Honda CRX	62.223

<b>'fun runs' Total Entries: 8</b>				
1	5331	Rubenstein, Nicholas	2004 BMW M3	49.012
2	5235	Lee, Keefe	2005 Subaru Leg	51.590
3	5301	Boschetti, Max	2003 BMW M3C	51.696
4	5313	McDevitt, Sean	1998 BMW M3	52.848
5	5314	Derry, James	1998 BMW 323is	53.042
6	5318	Schofield, Bill	2002 BMW 325iT	53.673
7	5207	Wong, Eric	1991 BMW 318is	54.286
8	5311	Bell, Sam	1986 BMW 325es	54.933

**Top Time of Day: xr 5334 Stewart, Tyler 46.291**  
**Top Pax of Day: xr 5334 Stewart, Tyler 46.291**



# BMW CCA National Capital Chapter

Summary Results, #4 - National Capital Chapter 2004 Autox #4 - 8/28/04  
Total Entries: 74

Car	#	Driver	Car /Model	Time	Car	#	Driver	Car /Model	Time
<b>'Modified Super Sport' Total Entries: 6</b>					<b>'Showroom' Total Entries: 7</b>				
1	4323	Schreiber, Bud	1993 BMW 325is	44.306	1	4325	Lindley, Brandon	1993 BMW 325ic	48.748
2	4317	Ty, Glenn	1998 BMW M3	44.934	2	4227	Hair, Woody	1996 BMW 328is	48.761
3	4303	Kuper, Jason	2003 BMW M3	47.224	3	4225	Hartge, John	2004 BMW 330Ci	48.878
4	4215	Grafton, Chuck	1990 BMW M3	48.122	4	4127	Costanza, David	1998 BMW 540	50.612
5	4223	Nguyen, Bryant	1988 BMW M3	49.836	5	4124	Markle, Holly	2002 BMW 325Ci	52.416
6	4105	Bossard, Joel	1998 BMW M3	50.954	6	4102	Eikel, Robert	1997 BMW 328i	53.639
<b>'Modified Sport' Total Entries: 2</b>					7	4106	Moody, Steven	2001 BMW 525iT	54.560
1	4228	Henry, Kevin	1990 BMW 325i	48.992	<b>'Non-BMW on R Compounds' Total Entries: 1</b>				
2	4328	Colbert, Jim	1990 BMW 325i	dnf	1	4301	Harris, James	2003 Mini Cooper	48.638
<b>'Modified Touring' Total Entries: 3</b>					<b>'Non-BMW' Total Entries: 29</b>				
1	4211	Brochu, Bill	1985 BMW 535iT	45.628	1	4220	Caplan, Clyde	2004 Mazda RX-8	47.876
2	4125	Pantezzi, Todd	1973 BMW 3.0CS	49.004	2	4222	Spaulding, Scott	1993 Mazda Miata	48.170
3	4129	Smith, Daniel	1987 BMW 635CS	52.382	3	4111	Collins, Michael	1993 Honda Civic	48.238
<b>'Prepared Super Sport' Total Entries: 6</b>					4	4120	Saunders, Allen	2002 Honda S2000	48.273
1	4322	James, David	1999 BMW M Coupe	47.512	5	4304	Schmidt, Mike	1998 Chevy Corvette	48.304
2	4230	Potter, Chris	1997 BMW M3	47.802	6	4122	Zavala, Al	2004 Mini Cooper	48.457
3	4128	White, Paul	1995 BMW M3	49.019	7	4206	Miller, Jonathan	2002 Mini Cooper	48.638
4	4109	Fancis, Justin	1998 BMW M3	49.439	8	4312	Frankel, Mick	2001 Porsche Boxster	48.912
5	4213	Derry, James	1998 BMW 323is	50.282	9	4116	Snyder, Ross	1998 Acura Integra	49.037
6	4329	McDevitt, Sean	1998 BMW M3	50.767	10	4115	Rivera, Brian	2003 Acura RSX	49.216
<b>'Prepared Sport' Total Entries: 4</b>					11	4320	Kramer, Robert	2004 Porsche 911	49.350
1	4224	Hair, Brian	1998 BMW 323is	47.942	12	4110	Dhas, Navin	1994 Honda Civic	49.599
2	4327	Lem, Pete	1998 BMW 323is	49.457	13	4234	Estelle, Glenn	1992 Chevy Camaro	49.671
3	4316	Poplacean, Bogdan	1996 BMW 328is	49.499	14	4212	Johnson, Greg	2004 Mini Cooper	50.294
4	4332	Kargar, Hafiz	1999 BMW 323is	56.399	15	4308	Ruiz, Jonas	1994 Acura Integra	50.330
<b>'Prepared Touring' Total Entries: 10</b>					16	4235	Campion, Adam	2002 Mini Cooper	50.711
1	4207	Bullman, David	1998 BMW 318ti	49.450	17	4203	Han, David	2004 Mini Cooper	50.782
2	4321	Ellmore, Doug	1974 BMW 2002 t	49.966	18	4107	Baz, Paul	2004 Mazda 3	50.837
3	4130	Shott, Eric	2002 BMW 540iA	50.617	19	4108	Schmidt, Al	1966 Lone Star	50.975
4	4214	Andreasen, Eric	1991 BMW 318is	50.958	20	4311	Cardenas, Jim	1991 Honda CRX	51.099
5	4302	Hallick, Jason	1998 BMW 318ti	51.434	21	4310	Patricio, Rico	1990 Honda Civic	51.431
6	4307	Chelikowsky, Adam	1998 BMW 318ia	51.798	22	4112	Fillmore, Mark	1991 Mazda Miata	51.680
7	4324	Coppy, Christina	1998 BMW 318ia	53.820	23	4232	Crossin, Michael	1990 Honda CRX	51.953
8	4330	Tsui, Charles	1984 BMW 633CSi	54.133	24	4121	Cecilio, Salvador	Mazda 6	52.130
9	4226	Byrd, Roger	1993 BMW 850Ci	55.550	25	4233	Miller, Robert	2003 Mazda Prot	53.326
10	4309	Ellmore, Andrea	1974 BMW 2002 t	56.709	26	4231	Nguyen, Tu-Do	2002 Honda Civic	54.438
<b>'Showroom M Cars' Total Entries: 6</b>					27	4201	Reese, Travis	2003 Infiniti G	54.541
1	4208	Dazzo, Dan	2002 BMW M Roadster	47.406	28	4331	Cannan, David	1991 Geo Storm	54.648
2	4229	Bengermino, Bren	2004 BMW M3	47.593	29	4114	Oum, Sok	2003 Audi A4 1	58.117
3	4126	Turner, Joshua	2002 BMW M3	49.071	<b>Top Time of Day: mss 4323 Schreiber, Bud 44.306</b>				
4	4202	Teitelbaum, Alex	2004 BMW M3	49.112	<b>Top Pax of Day: mss 4323 Schreiber, Bud 44.306</b>				
5	4326	Wang, Peter	2003 BMW M3	49.285					
6	4123	Levin, Bruce	2002 BMW M3	dnf					





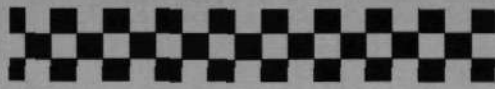
*Photos by Raine Mantysalo*





BY WOODY HAIR

# Woody's Competition



C O R N E R

So much news and so little time to write about it...hold on for a quick ride in the world of BMW motorsports.

The BMW Williams **Formula 1** team continues to languish in 4th place among constructors after finishing a strong second last year. Jenson Button's move to Williams in 2005 is up the air at the time of this writing and will be decided by an F1 court called the Contracts Recognition Board in mid-October. The Ford Motor Company was rumored to be re-badging the Jaguar F1 cars as Fords. Then, they suddenly announced that for economic reasons they would

not continue in F1 and the team would be put up for sale along with Cosworth, the builder of Ford racing engines since the 60s. One suggestion has the top F1 teams being allowed to enter three cars in each race so there will be a full grid. Wouldn't you rather see 3 Ferraris, 3 Williams, 3 McLarens, etc. instead of two Minardis and two Jordans poking around at the back of the pack? In an effort to reduce the ever-increasing speed of F1 cars, the FIA has announced a desire to replace the 3-liter V-10 engine formula with a 2.4-liter V8. BMW and a few other engine suppliers have threatened to withdraw from F1 if this rule goes into effect.

At the time of this writing one event remains in each of the BMW Club, MWCSCC (the DC Council) and SCCA **2004 autocross series**. The results of these final events will determine many class champions. The SCCA and the DC Region of SCCA is up in the air about the establishment of a new Street Touring Unlimited (STU) class. This would be for high-performance sedans such as the M3, Subaru STi, and Mitsubishi Evo8. Like the other Street Touring classes, suspension and minor engine modifications are allowed, but R-compound tires are not.

At last year's **SCCA Road Racing Runoffs**, Mazda was able to lobby the SCCA to suddenly ban the BMW Z4 from the Showroom Stock B compe-

tition. This year the Z4 was allowed in SSB and Z4s finished first, third, seventh and tenth in a field of 38 cars.

For the second year in a row, the five day **Targa Newfoundland Performance Rally** was won by Californian Bill Arnold in this M3-powered 1972 BMW Bavaria. This year Bill reverted to his usual navigator Tammi Hull. The modern car class saw Roy Hopkins and Adrienne Hughes from the Genesee Valley Chapter take first place with Roy's relatively stock E30 M3.

The fourteen-race **Formula BMW USA** has finished its inaugural season and our local driver, 18-year old Tom Milner ended 8th overall and 4th among rookies. As a reward, Tom will be driving a PTG M3 in the last few rounds of the Rolex Grand-Am series.

With one race remaining in the **Speed World Challenge** Touring Car series, BMW has clinched the manufacturers championship. Bill Auberlen, driving a 325i for Turner Motorports, leads in the drivers' chase. Jeff McMillan and Tom Stewart had been driving ex-PTG M3s in the GT class, but have missed the last few events and have apparently given up on trying to beat the Cadillac CTS-Vs, Corvettes, Vipers, 911 GT3s, and Audi A6s, some of which have factory support.



*The Formula BMW USA series car is powered by the 1.2-liter engine from BMW's K 1200 RS motorcycle. The inline-4 makes 140 bhp and 86 lb.-ft. of torque. Photo: Raine Mantysalo*

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## BMW AUTOCROSS RESULTS

### BMW Club MWCSCC Championship, Round 3, Rosecroft Raceway, June 27

John Vitamvas	98 M3	1st SM	45.156
John Doby	98 M3	1st SM2	45.19
Neil Simon	99 M Coupe	2nd SM2	45.334
Eric Wong	99 M3	1st BSP	45.445
Glenn Ty	98 M3	2nd BSP	45.989
Bud Schreiber	93 325is	4th SM2	46.731
Mark Rebano	89 325is	1st DSP	46.99
Austin Schreiber	93 325is	6th SM2	47.303
Rafael Garces	96 328i	1st DS	47.894
Brian Hair	98 323is	2nd DS	47.922
Woody Hair	88 M3	1st CSP	47.95
William Kratz	99 M3	3rd BSP	48.459
Ken Kammerer	03 M3	4th AS	48.628
Pete Lem	98 323is	4th DSP	49.03
Max Boschetti	03 M3	6th AS	49.109
Chuck Grafton	90 M3	4th CSP	49.114
Josh Turner	02 M3	7th AS	49.159
Jason Kuper	03 M3	3rd ASP	49.494
Rani Emad	98 M3	2nd BS	49.604
Brendon Bengermينو	04 M3	9th AS	49.817
Todd Pantezzi	73 3.0CS	6th SM	49.872
Philip Emad	98 M3	4th BS	50.413
David Bullman	98 318ti	6th STS	50.449
Ronald Bushar	02 330Ci	4th DS	50.516
Nick Rubenstein	04 M3	10th AS	50.571
James Derry	03 M3	4th ASP	50.831
David Kolodny	99 M Roadster	5th ASP	50.903
Janeen Hair	98 323is	5th DS	51
David Costanza	98 540i	2nd FS	51.022
Doug Ellmore	74 2002tii	1st EP	51.04
Drew Stephens	97 M3	9th SM	51.199
Bill Schofield	02 325iT	5th DSP	51.284
Wayne Rubain	91 M5	3rd FS	51.443
David Sames	99 328i	6th DS	51.51
Paul White	95 M3	11th SM	51.694
Bryant Nguyen	88 M3	7th CSP	52.134
Eric Andreasen	91 318i	9th STS	52.183
Tony Kepecni	00 528i	4th FS	52.27
Alex Teitelbaum	04 M3	11th AS	52.554
Spencer Newman	96 M3	6th BS	52.894
Benjamin Brown	98 M3	7th BS	54.749
Robert Eikel	97 328i	8th DS	55.652
Andrea Ellmore	74 2002tii	2nd EP	58.8

### SESCA MWCSCC Championship, Round 4, Rosecroft Raceway, August 1

Eric Wong	99 M3	1st BSP	54.965
Max Boschetti	03 M3	2nd AS	56.452
Brian Hair	98 323is	1st DS	57.7
David James	99 M Coupe	1st BS	58.163
Woody Hair	88 M3	2nd CSP	58.747
James Derry	03 M3	4th ASP	59.116
Jason Kuper	03 M3	5th ASP	59.236
Nick Rubenstein	04 M3	4th AS	59.25
Todd Pantezzi	73 3.0 CS	4th SM	59.443
Brendon Bengermينو	04 M3	7th AS	60.417
Chuck Grafton	90 M3	4th CSP	61.058
Alex Teitelbaum	04 M3	8th AS	61.523
Bogdan Poplacean	96 328is	1st DSP	61.524
Pete Lem	98 323is	2nd DSP	62.476
Marie Morris	95 M3	4th BSP	66.164

### SCCA, Round 5, FedEx Field, August 8

Matt Williams	95 M3	1st BSP	56.022
Glenn Ty	98 M3	2nd BSP	56.081
John Doby	98 M3	2nd SM	56.151
James Sheridan	99 M Coupe	Fun	56.424
Eric Wong	99 M3	3rd BSP	56.755
Neil Simon	99 M Coupe	1st SM2	57.178
Bob Hausmann	94 325is	3rd SM	57.803
Nick Rubenstein	04 M3	2nd AS	58.019
Mike Neary	95 M3	5th SM	58.547
John Vitamvas	95 M3	2nd BS	58.66
Jason Kuper	03 M3	1st ASP	58.709
Kenneth Kammerer	03 M3	4th AS	59.189
Bill Collins	95 M3	4th BSP	59.238
Brian Hair	98 323is	1st DS	59.388
Kevin Henry	90 325i	1st DSP	60.986
Gary Lin	95 318ti	1st EM	61.436
Woody Hair	96 328is	4th DS	61.777
Brendon Bengermينو	04 M3	10th AS	62.083
Ken Ward	01 330i	12th DS	67.681
Tommy Volk	04 325i	16th DS	73.963

*Note: The results in the last issue labeled as the BMW Club's Championship event was actually the SCCA Event #4 held on July 11 at FedEx Field. The real BMW event is here.*

### SAAB Club MWCSCC Championship, Round 5, Rosecroft Raceway, August 15

Bob Hausmann	94 325is	1st SM	47.276
Brian Hair	98 323is	2nd DS	49.254
Josh Turner	02 M3	5th AS	49.384
Todd Pantezzi	73 3.0 CS	4th SM	50.581
Pete Lem	98 323is	2nd DSP	50.85
Christ Hawley	98 M3	2nd BS	50.996
Bryant Nguyen	88 M3	4th STX	51.511
Eric Andersen	91 318i	10th STS	53.237
Justin Francis	98 M3	1st BSP	53.342

### Crossroads MWCSCC Championship, Round 6, Rosecroft Raceway, August 29

Glenn Ty	98 M3	1st BSP	54.779
Bob Hausmann	94 325is	1st SM	56.244
Woody Hair	88 M3	1st CSP	56.822
Gary Ngo	03 M3	4th ASP	57.321
Jason Kuper	03 M3	5th ASP	58.1
David James	99 M Coupe	2nd BS	58.395
Brian Hair	98 323is	1st DS	58.636
Pete Lem	98 323is	3rd DSP	59.5
James Derry	98 323is	4th DSP	60.206
Todd Pantezzi	73 3.0. CS	7th SM	60.487
Eric Anderasen	91 318is	12th STS	63.225

### SCCA Round 6, FedEx Field, September 5

James Sheridan	99 323is	1st DSP	51.552
John Doby	98 M3	2nd SM	51.91
Glenn Ty	98 M3	1st BSP	52.119
Eric Wong	99 M3	2nd BSP	52.127
John Vitamvas	95 M3	1st BS	52.372
Neil Simon	99 M Coupe	3rd SM2	52.484
Mike Neary	95 M3	5th SM	52.546
Nick Rubenstein	04 M3	3rd AS	54.197
Kenneth Kammerer	04 M3	4th AS	54.431
Jason Kuper	03 M3	3rd ASP	55.246
Josh Turner	02 M3	7th AS	57.042
Brendon Bengermينو	04 M3	8th AS	57.235
Brian Hair	98 323is	5th DS	57.386
Michael Poole	89 325i	8th STX	58.602
Gary Lin	95 318ti	1st EM	58.711
Bogdan Poplacean	96 328is	5th DSP	59.132
Bryan Jacobik	99 M3	3rd BSP	61.298
Bruce Mather	00 540i	6th FS	62.613





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

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## NEW MEMBERS' LIST



National Capital Chapter membership now stands at 5200 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](mailto:list@nccbmwcca.org) to begin receiving this important update. Your email address is held in the strictest of confidence.

Thanks this month go to Charles Kramer for referring a new member.

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.

Stephen Abelman	2004 530i	Santo Chase	1984 318i	William Hudson	2002 530i
Jaeson Abraham		Charles Colbert	1988 528e	Joni Hynes	1997 528i
Susan Adamkiewicz	2003 325i	Scott Crosier	1970 2002	Angelo Jackson	1997 740iL
Ktong Aia	1986 735i	Doug Crow		Kelvin Johnson	1986 325es
Jeannette Aiken	1984 318i	William Cuttitta	1999 328i	Douglas Johnston	
Robert Alexander	1999 740iL	Chris Damos	2003 24	Thomas Jones	
Joe Alvarez	2004 530i	Richard & Lori Davis	2001 740i	Patricia A. Jones	2003 325i
Gary Amendola	1998 328i	Debra DeHaney-Howard	2000 328i	Linda Jones	1995 525i
Lawrence Anderson	2002 MINI Cooper	Joseph Densford	2004 325xi	Carl Josefson	1982 323i
Armando Anido	2004 645Ci	Patricia Diaz	2000 528i	Leslie Judkins	2002 Z3
Welman Aquino	2004 M3	Michael Diggs	1998 740iL	Roy W. Kampan	2004 330xi
Zeke Araki	1995 M3	Taimur Ahya Ud Din	2003 330Ci	Ian Kelly	1997 M3
Mike Aug	2003 M3	Sean Donohue	2001 530i	Daniel Kern	1999 328i
Andrew Averbach		Geoff Drmec	2001 Z3	Kwang Kim	2004 325Ci
David Aviles	1984 633CSi	James Dundon	2004 M3	Insik Kim	2001 330Ci
Amit Banerjee	2004 330xi	Alex Eagle	1988 M5	Christian Koste	2003 M3
Alexander Baumann	2004 X3	Lores Eberhart	1985 735i	Robert Kramer	
Walter Bawroski	1989 325i	Cari Endicott		Art Kuehne	2004 330Cic
Ken Beard	2000 328i	Michael Euripides	1986 325es	Brian Lee	1996 M3
Robert Behr	2004 325i	Harvey Evans	2000 323Ci	Craig Lee	2003 330i
Kurt Beistad	1987 535is	Janis Famous	2004 530i	Michael Lehrfeld	2002 330Ci
Donald Bennett	1999 540i	Bob Farmer	1985 528e	Paul LeVanis	2003 M3
Dave Bentley		Paul Farrell	2004 740iL	Michael Livatino	2002 M3
Wilfredo Bernales	2004 325xi	Jeff Fitzgerald	2001 540i	Lisa Lockwood	2003 325i
Sacha Bernstein	1993 740iL	Robert Flynn	2001 540i	Raymond Lombardo	1994 740i
Bhaves Bhagat	1999 528i	Jerry Focas		William Loukas	2004 645Ci
Joseph & Meredith Boddiford	1997 540i	Barrett N. Fountos	2004 Z4	Joseph S. Loveless	
Meredith Bolado		William J. Fritton		Stephanie Lunney	
Michael Boseman	2004 X3	Chris Gattuso	1993 325Ci	Sandra Maddox	2001 325Ci
Linda Bossler		Albert Giambalvo	2003 325	William J. Marshall	1995 540i
Robert Bowman	1999 328i	Alan Gibbemeyer	2000 328i	Brian Mason	2000 323i
Paula Boyd	2001 Z3	Maria Lucy Giraldo	2003 X5	Cindy McCartney	2004 Z4
Richard Brentin	2000 528i	Barry Goldstein	1995 325	Ray McDonald	2004 325XIT
Francoise Brito	2000 323i	Nyana Gollopp	2000 323i	Jeffrey Scott McDowell	1995 325i
Matthew Brown	1986 535i	Kodjovi Gomez	2000 323Ci	Lola Z. & Norman McKoy	2001 540i
Susan Buckendorf		Greg Greer	1986 528e	Edward G. McWilliams	2002 Z3
Carl Steven Burgess & Mark S. Burgess	1983 533i	Bob Gunter	2004 330Ci	Charles L. & Regina M. Meyers	2001 530i
Anna Burman		Steve Halbert	1999 M3	Sue Mishler	
David Calvert	2000 328Ci	Frances Anne Hardin		Wyllie Mitchell	2002 X5
Roger Campbell	2003 330Ci	Larry Hartley	2004 330i	Steven Moldin	2004 M3
Jon Canerday	2002 325Cic	Glen Helberg	2001 330i	Thomas Monaco	2001 330Ci
Frank Capoccia	2002 325xi	Mark Helmkamp	1999 528i	John Monahan	2002 530i
Jennifer Carey	1988 528e	Paul Henderson	1984 533i	Paul Moniz	1988 M3
Abby Carpenter		Dustin Hoff	1974 2002	Mark Moody	
Leon Carter	2003 530i	Omega Holding	2004 X5	Filippo Morelli	1988 M3
Chia Chang	2003 M3	Ludley Howard		Tom Mourmouras	2000 328Ci





## NEW MEMBERS' LIST



Mike Murnane	1995 325i
Kevin Murphy	2003 Z4
Michael Murphy	2002 325i
Jonathan Nathanson	1993 525iT
Irina Nemirovsky	
Montri Nuchnang	2004 M3
Doug O'Brien	1984 733i
John Onyeachonam	1987 325
Sean Otto	1997 318ti
Chris Overby	1999 M3
Tony Paek	1988 735iL
Carlos Pake	2001 325i
Ioannis Papadopoulos	
Kirit Parikh	
George Pick	
Joel Pineiro	2000 740i
Robert V. Polito	2003 540i
Michael Poole	1989 325i
Timothy Pulliam	1996 528i
Ashkan Rahimzadegan	
Andrew Reinhart	1996 328is
Karin Remesch	
Marcus & Cherele Reno	1986 325es
Gerald Revels	2004 330Ci
Navid Rhimi	1990 325i
Roger Richmond	2001 M5
Margo Ridgeway	

Rhina Roberts	
Sam Rogers	2001 X5
Charles L. Ross	
Leo Ruth	1985 325e
Rustico & Susan Santos	2003 325i
Dan Schiller	1997 M3
Stephen Sewall	2001 330i
Moe Shahdad	
George Shultz	2003 Z4
Jonathan Sleeper	1999 540i
Patty & Kenny Smallwood	2004 X5
Mark Smith	2004 M3
Clarence Smith	2004 X5
Ann Smith	1996 Z3
Jaime Sobrino	1989 M3
Robert Spangler-Vellios	2003 530i
D. Wayne Speight	2000 528i
Daniel Spivey	
Jon Sprick	2003 330i
Dolores J. & John Stierhoff	2003 Z4
Thomas & Loren Stone	2001 M Coupe
Charles & Fran Stuler	1999 323iC
Jerry Sturner	1984 633CSi
Sumit Talwar	2004 X5
Donald Taylor	2004 Z4
Gregory Teitelbaum	
Ralph Terkowitz	2004 545i

Tina Tezky	2004 330Ci
Hal Thomas	1996 740iL
David Tobin	2003 325Ci
Tammy Tressler	2000 323i
Gerard VendenBerg	2004 330xi
Raj Verma	2001 X5
Kirk Wade	
William Wainger	2004 330i
Robert Wallace	
Cristina Waters	2004 325i
John & Kathie Watson	1999 Z3
Charles Weber	1995 M3
Paul Wegweiser	1973 2002
Winston Weiser	2004 330i
Larry Westberg	2004 645Ci
Emiliano Weyland	
Mark Wiley	1999 528i
Paul Wilkin	2002 530i
John Wilkinson	2004 530i
Michael Wilson	
Angela Wilson	1999 323i
Michael Winn & William Winn	2004 Z4
Chris Wisner	2004 530i
Robert Woody	2002 530i
John Ylinen & Scott Ylinen	1996 318i
Herb Yolles	1991 735i
Justin Earle Zook	1982 320i

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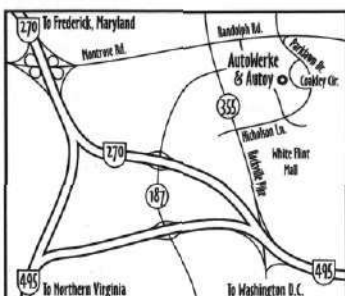
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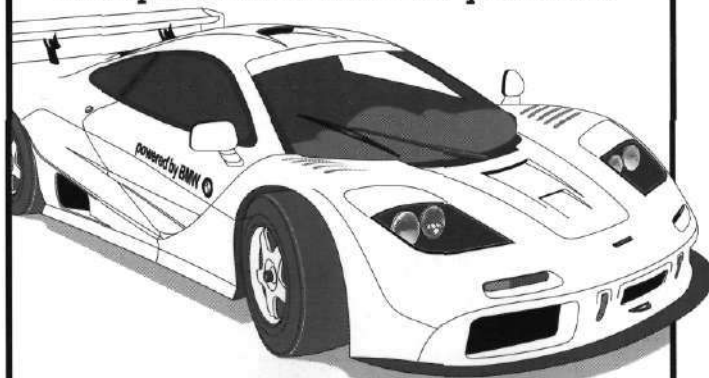
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To place an ad, send an email to: [db-advertising@nccbmwcca.org](mailto:db-advertising@nccbmwcca.org), or mail to Advertising Manager, *der Bayerische*, c/o Bill Iacobellis, 12239 Green Meadow Dr. Columbia, MD 21044. Ads *must* be received by the first of the even numbered months for inclusion in the next issue.

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Titanium Silver Exterior/Black Leather Interior, Sport Package and Cold Weather Package. Automatic with shift, Sunroof, AM/FM/CD Player, Heated Seats with Memory, basically all options except Wood grain and PDC. Only 15,600 miles on a 3-year lease that expires Oct 2005. Looking for some cash down and take over payments. Contact me at [mkincaid@newwavetech.com](mailto:mkincaid@newwavetech.com)

### 2001 BMW M3 Coupe

VIN# WBSBL934X1JR10570. Laguna Seca Blue/Grey leather, six-speed manual, Xenons, Moonroof, Cold weather package, Harmon Kardon sound, Balance of four-year/50,000-mile factory vehicle warranty and six-year/100,000-factory engine warranty remaining, 31,800 miles, One enthusiast owner, Dealer maintained with fresh service. Excellent condition. Lovingly driven, but never over 130 mph. Reluctantly selling to make room for Ferrari. \$42,500 or best offer. **Stewart Bartley (703) 823-0539. [Sbartley59@comcast.net](mailto:Sbartley59@comcast.net) Alexandria, VA.**

### 2001 BMW M3 Coupe

VIN# WB3BL93491JR11922. Imola Red/Black leather, 22k, 6-spd, premium pkg, Xenon, H/K 6 CD, sunroof, weather pkg, BMW CCA Concours winner, \$2,500 of upgrades this year including SuperSprint exhaust & rear "flow thru" spoiler, incredible condition - no dings, no accidents, non-smoker, original owner. \$40,900/OBO. **Greg (301)515-5216; [Greg.a.wager@marsh.com](mailto:Greg.a.wager@marsh.com) (MD)**

### 1998 BMW 540ia

VIN# WBADE632XWBW61001. \$23,900 obo, Arctic Silver Metallic/Black Leather, 54k miles, automatic, rear side-impact airbags, electric lumbar support, Alpine 6-disc CD changer, 4 new V-rated Toyo radials mounted on Antera custom wheels, garaged, non-smoker, all books/records, excellent condition. **Dana, (540)341-3432, [dmackimmieiii@msn.com](mailto:dmackimmieiii@msn.com) (VA).**

### 1997 BMW M3 sedan

VIN# WBSCD9320VEEO5669. Artic Silver/Mulberry leather, excellent condition, 56,700 miles, M contour wheels, keyless/alarm entry, M mats, 5-speed, sunroof, HK AM/FM 10 speaker 200 watt weather band 6 CD disk changer audio, 8-way power heated seats, digital dual automatic climate control, computer, cruise, fold down rear seats, new battery, new tires, New rear shocks/bushings, synthetic only, hand washed, no smoke, no accidents, adult owner, BMW serviced since new, photos available. \$20,900. **Steven Selden (301) 229-4071 [ss22@uamail.umd.edu](mailto:ss22@uamail.umd.edu) (MD).**

### 1995 BMW M3

VIN# WBSBF9328SEH05455, DakarYellow/Black Leather 94k miles, 5 spd sunroof 18" BBS Bilsteins-Front & Rear, Active Autowerke Stage 2 Turbo/Intercooler, Front/Rear Body Kit/Wing Excellent Condition. \$22,000 OBO **Paul (410) 367-1358 or (410) 371-3356(MD)**

### 1989 BMW 325is Spec E30 SO Race Car

Fully restored and rebuilt, color: gray. 4 Races and 4 wins. Full Spec E30 legal stock engine, drivetrain, and suspension. Top of the line safety cage built by RRT (includes footwell and advanced rollover protection). Many Extras including 6 dry wheels and tires, 4 rains, and 4 rollers. Please call or email for full "build sheet." \$16400, **Contact Barry or David, (703) 378-4222, [info@roadracetech.com](mailto:info@roadracetech.com) (VA)**

### 1988 BMW M5

VIN# WBSDC9307J2791926. Black/Tan 153,000 miles. First generation M5 great condition, 2,500 miles last 2.5 years. BMW drive shaft, four Yokohama tires 1,000 November/December

## CARS FOR SALE

miles ago. Self-leveling system replaced w/BMW shocks, springs. Front air dam cracked, not noticeable. Incredible stereo upgrades in trunk. Custom black mats (Donner/Blitzen) Clean, rare, well maintained. \$9,500. **Jim (301) 262-0980 [mpower5@netzero.net](mailto:mpower5@netzero.net) (MD)**

### 1987 BMW 535is

VIN# WBADC7408H1716868. Asking \$6,000, white over tan leather, original paint. Excellent condition, all options, 150,000 miles. All records since new. Performance suspension(?) Bilstein Sport shocks, lowering springs, front and rear swaybars, Racing Dynamics strut brace, Autothority performance chip, M5 3.90 limited slip differential, lightened aluminum flywheel. BBS rear valence, M steering wheel and shift knob, UUC aluminum pedals, short shift kit. BBS 3-piece wheels, polished lips with white body-color, basket weave centers (7x16 front, 8x16 rear). Alpine CD player with MB Quart speakers. Car cover, Pirelli snow tires on original wheels available. **Stacey Berger (202) 905-3496 or [sberger@midlands.com](mailto:sberger@midlands.com) (MD)**

### 1987 BMW 325is

VIN# WBAAA1301H2324669. Cinnabar red/black. 2-dr, 5-speed. Power windows & sunroof. Sony head & 10-disc. Runs great, 216K miles. See my ad at: <http://www.roadfly.org/bmw/classifieds/cars/detview.php?view=27388> Asking \$3000/obo. **Rick (703) 380-4687, [rickmccl@earthlink.net](mailto:rickmccl@earthlink.net) (VA)**

### 1973 BMW 3.0CS

VIN # 2250607. Black w/tan pigskin, 5-speed and engine modifications installed by Ray Korman. Schrick cam, headers, three 40mm Weber sidedrafts, optical ignition, lowered suspension, Super Sprint exhaust. Also comes with no center drive shaft bearing, spent rear axle mounts, leaking gas tank and the usual rust. It was gorgeous once and could be again. Make me an offer. **John Kelleher (703) 527-1695 [johnjosephkelleher@yahoo.com](mailto:johnjosephkelleher@yahoo.com)**

## PARTS FOR SALE

### Illuminated shift knob

M roadster Illuminated shift knob kit \$85, BMW radio removal tool \$11, Weathertech license plate cover \$18. Shipping additional. **Chris (703) 726 0338 (evenings); [chrisosborne1@adelphia.net](mailto: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](mailto:chrisosborne1@adelphia.net) (VA)**

### Snow Tires

4 Pirelli A210 Asymetricos, size 205/60HR15 mounted on BMW steel rims with hubcaps. Fits E36/E46. Used two seasons (approx 6,500 mi.), excellent condition, \$125 OBO. **Mike Muth (703) 734-0469, [mmuth@cox.net](mailto:mmuth@cox.net) (VA)**

### Wheels

E-46 OEM 15" One set of four (4) original equipment 15" x 6" alloy wheels from an '00 323i in great condition, straight, clean and true, complete with center caps. Use them for snow tires or autocross tires. \$350/set. Offers? **Al (703) 346-2543, [agzavala@att.net](mailto:agzavala@att.net) (VA)**





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### 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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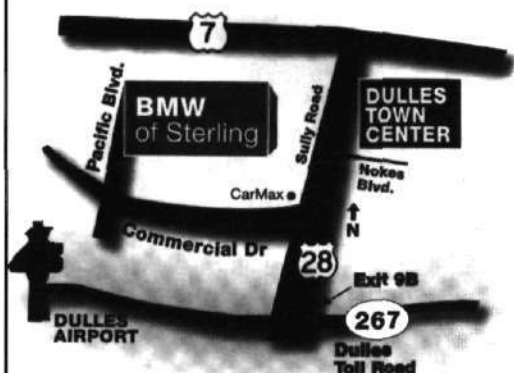


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