

July/August 2005

der Bayerische

National Capital Chapter

BMW Car Club of America



2005 CALENDAR OF EVENTS

January

- 2 BMW Karting League
- 9 Karting, Allsports GP Mini Grand Prix
- 16 BMW Karting League
- 29 Annual Open House at PTG (Winchester, VA)
- 29 Holiday Party and Annual Meeting
(Hyatt Reston, Reston, VA)
- 30 BMW Karting League

February

- 6 Karting, Allsports GP Mini Grand Prix
- 13 BMW Karting League
- 17 On the Border Get-Together (Rockville, MD)
- 27 BMW Karting League

March

- 6 Karting, Allsports GP Mini Grand Prix
- 13 BMW Karting League

April

- 9 Autocross School
- 10 Spring Tour to South Mountain Inn
(Boonsboro, MD)
- 21 Get-Together (Prince Georges County)
- 23 Street Survival

May

- 7 Highway Safety School (Jefferson Circuit,
Summit Point, WV)
- 8 Drivers' Education (Jefferson Circuit,
Summit Point, WV)
- 20-21 BMW Club Day (formally ///M School)
(Spartanburg, SC)
- 21 Autocross #1
- 22 15th Annual Jefferson 500 and BMW Corral
(Summit Point, WV)

June

- 4 DIY @ Martin Motorsports
- 11 New Members' Party @ Towson BMW (Towson, MD)
- 16-17 Drivers' School with Audi and Mercedes-Benz
at VIR (Danville, VA)
- 18 Autocross #2

- 23 Fast Eddie's Get-Together (Fairfax Circle, VA)
- 25-26 Drivers' Education (Summit Point Raceway,
Summit Point, WV)

July

- 9 DIY @ Convenience Car Care
- 16 Autocross #3
- 20 Instructor Orientation Day (Shenandoah Circuit)
- 23 Summer Tour

August

- 13 Autocross #4
- 18 On the Border Get-Together (Rockville, MD)
- 20 NJ BMW CCA Club Race and BBQ (Summit Point
Raceway, Summit Point, WV)
- 20-21 Drivers' Education (Shenandoah Circuit,
Summit Point, WV)

September

- 10 Shenandoah Concours (Edinburg, VA)
- 18-23 Oktoberfest – Greensboro, NC ⁽¹⁾
- 24 Autocross #5

October

- 2 22nd Annual Deutsche Marque Concours
- 8-9 Drivers' Education (Jefferson Circuit,
Summit Point, WV)
- 15 Maryland Brewers' Oktoberfest (Timonium, MD)
- 20 Get-Together (Washington, DC)
- 22 Autocross #6
- 29-30 A Jeffersonian Weekend Fall Tour

November

- 4-5 BMW Club Day (Spartanburg, SC)
- 5 Media Blasting and Powder Coating Tech Session
at American Stripping Company (Manassas, VA)
- 19 Autocross #7

December

Check the website for the latest calendar.

⁽¹⁾ <http://www.tarheelbmwcca.org>

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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National Capital Chapter BMW Car Club of America



NCC BMW CCA

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BY NEIL SIMON



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BY RAINE MANTYSALO



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BY RAINE MANTYSALO

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BY DB

19. South Mountain Spring Tour

BY STEVEN SCHLOSSMAN



Cover: The new M5
Photo: Raine Mantysalo

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P R E S I D E N T ' S

Message

A Friend Remembered.

As some of you may recall, our friend Ron Katona passed away on Sunday, May 30, 2004. Ron enjoyed life with his family, his friends, his music and his cars. Ron was an avid autocross enthusiast. In his honor, the local SCCA is conducting the Ron Katona Memorial Autocross on July 30-31, 2005. Details can be found in the Coming Events section of this issue. If you can't attend this event, but would still like to participate in helping a good cause, we are accepting donations to the Ron Katona Motorsports Foundation. Thank you.

Help! Help! We're drowning!

I know I'm beginning to sound like a broken record (um, like a scratched CD), but we still need volunteers to help run the Chapter and to coordinate specific events. Please, start thinking about running for an officer position for next year. Or, simply volunteer to help run one event.

Is Eight Enough?

In the case of the next M3, probably (for now). In the case of the next M5, no way. The next M5 will come to us with a mighty V-10. Interestingly, it has a sort of reverse "valet" button. You push the button on the console and the engine horsepower goes from "only" 400 to a whopping 507. BMW claims that the horsepower rating of 507 is just a coincidence and is not a reference to the historic BMW 507 (yea, right).

Oktober in September???

Yes, this year, Oktoberfest is in September. In nearby Greensboro, NC and using VIR as the base for driving schools and for the autox. I hear from a reliable source that the weather will be fantastic. Also, considering that this is a (relatively) short drive for many members in our Chapter, I expect a good turnout from NCC.

Drive, Drive, Drive.

We're in the middle of our busiest time of year for driving activities. By the time you read this, we will have hosted our Highway Safety School and two more driving schools (our first joint event with Audi and Mercedes at VIR) and a school at Summit Point. If you missed them, don't be too disappointed, in this issue you will find applications for driving schools in August (on the Shenandoah Circuit – the new track at Summit Point) and in October (back on the Jefferson Circuit). I strongly encourage you to send in your applications on the first day that registration opens (these events will fill very quickly). We also have several autox events in which you can participate, a few tours, member gatherings, etc. Come out and join us.

Get out and DRIVE,

Rafael Garces





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From the Editor

My wife and I go on a trip to Deep Creek Lake, MD, every year with three or four other couples for a long, kid-free, Memorial Day weekend. If you've never been there, I highly recommend it; the lake and surrounding woods and houses are absolutely beautiful.

This year we decided to take the E30 instead of Robyn's E46 wagon, so I thought it would be fun to look for a more interesting route than the one we've always taken. We usually take Route 15 to Frederick, MD, and then Routes 70 and 68 from there. This year we, instead, took Route 7 through Winchester, and then Route 50 (the Great Northern Pike) into West Virginia, through Romney, WV, and then Route 220 to Keyser, WV, where we picked up Route 46, which took us into Western Maryland.

We made about the same time as our highway-driving friends, but saw much more of the countryside and really enjoyed the drive. Instead of cruising straight in 5th gear for mile after mile, we carved along some great mountain roads with sharp switch-backs, long sweepers, and some very dramatic ascents and descents – in short, I really felt like I was driving instead of just getting somewhere.

While the roads were a highlight, it was also interesting to catch a

glimpse into some ways of life that are so different from what we're used to. It turns out that not everyone has a tech job and lives in suburbia. Some folks still live in "factory towns", where the entire economy revolves around one company. Some live in former coal mining towns that now have boarded-up windows and doors on Main Street. And, yes, there are still farmers out there, we saw them.

While these small towns and hamlets may not offer the same economic opportunities that we have in the Washington Metro area, they seemed to have a laid-back pace that I think makes for a great family-friendly atmosphere. It turns out that Keyser, WV, for instance, is "The Friendliest City in America." And, in case you doubt that's true, let me just tell you that it says so in black and white right on the sign as you enter the town – so there.

With the vacation season upon us, I encourage you to turn your road trip into your own personal tour. The roads less traveled have a lot to offer that you can't get by staying on the highway. Sure, it's nice to get where you're going quickly, but the journey itself can be fun too, if we allow it to be.

Have Fun, Be Safe

Rob

The NCC BMW CCA is Looking for A Few Good Men *and* Women

As our Drivers' Education program continues to expand, we are seeking individuals who would like to volunteer to help run our schools. Most of the current staff has been at their posts serving in these positions for, in some cases, 10 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, students, instructors, and track officials.

That's the official job description, but for those of you who have been to our events know, 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 unavailable on Saturday 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 solo 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?

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. The Controller runs the radio network connecting the course workers and the Drivers' School Coordinator. As Controller, 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. 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. 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.

If you're willing to give back to the Chapter's driving school program, please reply to Adil Desai indicating which position you're interested in at ds-coordinator@nccbmwcca.org

BMW - Beer, Motoring and Wine Saturday, 23 July, 2005 Summer Tour

A summer-time tour through the Greenspring Valley of Baltimore County, MD, and into Pennsylvania; including lunch in Mount Joy, PA, at "The Catacombs."

After a lazy lunch, we will travel a short distance along the Susquehanna River to Moon Dancer Winery and listen to some jazz. After enjoying the music and wine tasting, you have the option of returning home by highway or continuing with us for a leisurely trip south along the Susquehanna, through Harford County, MD, and back to our start point. Since we will definitely be hungry again, our start and end point will be at a great Chinese restaurant. Dinner is a definite possibility.

All costs will be on a pay-as-you-go basis. We will need to know how many people and cars to expect, out of courtesy to the places we will visit. Further details can be found on the NCC website.

Contact Bob Stern at Robert.Stern4@us.army.mil

Additional information:

The Catacombs <http://www.bubsbrewery.com>

Moon Dancer Winery <http://www.moonandcancerwinery.com/>

WDCR-SCCA Solo Committee Announces Annual Ron Katona Memorial Autocross Saturday & Sunday, 30-31 July, 2005 Location: FedEx Field, Landover, MD

(Written by: Kevin Henry, James Sheridan and Kim Dixon)

On Sunday May 30, 2004, the Washington DC Region and the SCCA community at large lost a longtime friend in Ron Katona. Most people will remember Ron as the guy with the screamingly fast Avus Blue M3 at our Autocrosses. Even though he had been transferred to Newport News, Virginia, he remained active in our local events. Following a valiant battle, Ron succumbed to lung cancer.

During his illness, Ron endured physical and emotional hardships few of us will ever know, but despite it all, he never let it get him down. He was a caring and helpful friend to his last day and was always willing to share his wisdom and experience with anyone who asked, whether it be on the track, at an autocross, or on the many email lists to which he belonged.

Ron loved autocross and became a national-caliber competitor. He loved the people, the sport and above all—the cars. At every event he had a big toothy smile on his face and he would always be talking with his competitors about what was new, hot, and happening. His smile and his attitude were contagious. He was a champion in every sense of the word.

Ron's love of life, fun, and cars has inspired the Washington, DC Region Solo Committee to put on a two-day Northeast Divisional Championship event in his honor. The First Annual Ron Katona Memorial Autocross will take place July 30th and 31st with a kick-off event Friday, July 29th, featuring fun runs, food, games, and a silent auction.

As the SCCA Northeast Divisional championship, this event is sure to attract plenty of top-level competitors. This designation brings with it another level of competition, excitement, and challenges. The two- and a-half-day format ensures close competition, and plenty of time for camaraderie and fun. Since it is a Divisional, this event is open to SCCA members only, but, don't let that keep you away!

In honor of Ron, temporary memberships will be available so all of his friends may participate in this event. Donations to the Ron Katona Motorsports Foundation are requested. As more specifics and details are forthcoming they will be posted on the WDCR website: <http://solo.wdcr-scca.org> or contact Travis Dixon at 301-674-8041 or travis@tubas.net.

Thank you in advance for your help in making this event memorable. We look forward to seeing you there!

BMW CCA Carolina Oktoberfest 2005 Saturday thru Friday, 17-23 September, 2005 Greensboro, NC

(See the Oktoberfest information on page 7 and the Club's website.)

Columbus Day Cabriolet Show Sunday, 9 October, 2005 Baltimore, MD

Calling all convertible owners who enjoy showing BMW style. On Sunday, October 9, 2005, the Baltimore City Columbus Day Parade will again need our help. Last year 5 members spent the morning and early afternoon in social fun and cruising

Baltimore City at 5 miles per hour...photos are on our website. We must give them an approximate number of cars participating this year. Please contact SpongeBob at RSTERN9007@aol.com as soon as possible if you are planning on joining our fun.

October Social Event at DC Waterfront Thursday, 20 October, 2005 Time: Starting at 7:00 p.m.

Nick's Riverside Grille is a family-owned restaurant serving American fare. There are spectacular views of the Potomac River and the surrounding area, with an outdoor terrace to take in the waterfront ambience.

Nick's Riverside Grille is located in Georgetown's Washington Harbour, 3050 K Street N.W., Washington, DC 20007, phone (202) 342-3535.

2005 NCC BMW CCA Fall Tour - A Jeffersonian Weekend Saturday & Sunday, 29-30 October, 2005 Destination: Charlottesville, VA and surrounds Departure Time: 9:00 a.m. (arrive at start no later than 8:30 a.m.)

Last year's Fall Tour took us to see two works by one of America's most recent, great architects, Frank Lloyd Wright. Now, turn back the clock and plan on visiting two works by one of America's first, and perhaps, greatest architects, Thomas Jefferson. This year's overnight tour will take us through the Virginia Piedmont, including tours of Monticello and the University of Virginia. Saturday's events will include driving, lunch at historic Michie Tavern, and a tour of Mr. Jefferson's pride and joy: Monticello. After Monticello and another drive, we will find ourselves at the Wintergreen Resort in the Blue Ridge Mountains.

After checking in to the lodge, we will have some time to enjoy all that Wintergreen has to offer, including golf and horseback riding (if it stays light late enough), tennis, swimming, a spa, hiking trails, and many other activities. Indoor pool, hot tubs, steam rooms, saunas and workout rooms are included with the room. Other activities (spa treatments, golf,

Annual Ron Katona Memorial Autocross Saturday-Sunday, 30-31 July, 2005



Ron Katona competing in his M3
at an SCCA Pro Solo event in
Petersburg, VA, in May 2002.
Photo by Dave Newman.

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

etc.) are available but may have additional charges. Wintergreen is also completely networked for WiFi, so you work hounds can check your e-mail fireside if you'd like.

We'll have an outdoor reception (weather permitting, otherwise indoors) overlooking the valley followed by dinner in the Lodge. After dinner, there are several night spots including a nightclub with live music or, for those seeking a quieter evening, several nice bars and fireside lounges. Also, since we will be at Wintergreen for Halloween weekend, the resort will have a Haunted House (accessible by ski lift), pumpkin carving, and other holiday activities.

There are 30 rooms reserved for us at the Lodge at the special rate of \$139 (plus resort fee and tax of approximately \$20 total). All of the rooms are in the Lodge and are very nice lofts with views of the mountains or the valley. Reservations may be made by calling 1.800.611.6888. Note: you must mention the BMW Club outing when making your reservation or you will not get the \$139 rate.

Sunday morning we'll return to the roads and head toward Charlottesville by way of the Blue Ridge Parkway. After a tour of the University of Virginia grounds, lunch will be on your own. There are numerous restaurants and sandwich shops on and near campus (your Tourmeister can provide recommendations). After

lunch, you will have two options. For those who want to get home early, it is a relatively straight shot from Charlottesville back to the Washington area. For those who are interested in logging more miles driving through the beautiful scenery, there will be a scenic route offered for the return trip that includes more time on Skyline Drive (note that there is a \$10/car charge for Skyline Drive access) and a few more twisties that will deliver you back to I-66 and the way home.

The total cost for lunch, reception, dinner, and the tours is \$75 per person, payable in advance. This includes a buffet lunch at Michie Tavern, admission to Monticello, reception and dinner at Wintergreen, and the tour of the University of Virginia. Please go to the NCC BMW website at www.nccbmwcca.org, and click on the Fall Tour, fill out the registration and meal selection form and send it along with a check made out to NCC BMW to:

2005 NCC BMW CCA Fall Tour
c/o David Costanza
14106 Wood Rock Way
Centerville, VA 20121

You must complete this form and send in your registration fee (\$75/person) no later than August 31, 2005 in order to eat lunch and dinner, attend the reception, tour Monticello

and UVa. Hotel reservations are on your own, made and paid for individually, although the 30 rooms are being held as a block for us. Please note that there is not much else nearby to Wintergreen so if you do not book early enough, the alternative will be to stay in Charlottesville, about 45 minutes away.

As an alumnus of the University of Virginia, Charlottesville and the surrounding areas are one of your Tourmeister's favorite places to visit. We hope you will join us for this weekend of Jefferson, the Blue Ridge, and Charlottesville. If you have questions, please e-mail the Tourmeister, David Costanza, at dcostanz@gwu.edu.

For more information on our destinations, go to:

Michie Tavern: <http://michietavern.com/>
Monticello: <http://monticello.org/>
Wintergreen: <http://www.wintergreenresort.com/>
University of Virginia: <http://www.virginia.edu>
Shenandoah National Park: <http://www.nps.gov/shen/index.htm>

Directions to start: From the Washington DC Beltway (I-495): Take I-66 West to Exit 47B, Route 234 North Turn RIGHT at the first light The Cracker Barrel is immediately on the right Gas, coffee, and food are available near the start Please arrive at the start point no later than 8:30.

BMW CCA CLUB RACING SCHOOLS – An Introduction to FUN!

The BMW CCA Club Racing School is specifically designed to transition the intermediate-to-advanced high-performance driving school driver from high-performance driving to club-level racing. Students are introduced to traffic, passing, and driving lines that they won't get in the typical high-performance driving school. The racing school goes beyond a high-performance driving school in the areas of driver development and track experience.

Like driving schools, safety is the first priority. The BMW CCA Club Racing School is similar to a high performance driving school with a two-day event. You drive your own car and track sessions are alternated with classroom sessions. While the instructors are ever-vigilant, they don't ride in the car with the student. Instead, they observe from key points around the track and give feedback during the classroom sessions, which typically run three to four hours each day. The on-track exercises and lessons go far beyond anything you've experienced at a high-performance driving school. The training includes vehicle preparation, driver development, rolling starts, restarts, passing, on-

track space management, and driving lines that don't resemble a perfect driving-school line. After each on-track session, the instructors and students review what transpired on the track. Sharing observations and reviewing mistakes as a group allows for different perspectives and enhances the learning environment. Considerable attention is paid to the mental aspects of racing in addition to the mechanics of moving the car around the pavement.

The BMW CCA Club Racing School isn't only for drivers who think they are ready to hit the club racing circuit. It is also beneficial for drivers who want to advance their skill level beyond the driving school level, or those who are simply curious to learn about what's involved in being a racecar driver, by providing an opportunity to push the envelope in a safe, controlled environment without making the full investment in racing safety equipment. Participants will receive instruction in how to cope with congestion and traffic considerations unseen in driving school, as well as how to drive on a less than "perfect" driving-school line.

Unlike the large variety of professional race schools, the

BMW CCA Club Racing School offers the opportunity to drive your own car. The experience is less expensive and more relevant to your actual driving situation. The school is designed as a learning experience and not a speed contest. The emphasis is on driver development, so race-prepared cars are not required and neither are driving suits, racing seats or harnesses. Only a driving-school-level helmet is required and a desire to learn.

Attitude plays a significant role in determining who graduates. Graduation from the BMW CCA Club Racing school does not automatically qualify you for a BMW CCA Club Racing license, but if you meet the experience and other requirements you will be eligible for a rookie license and the opportunity to join the ranks of BMW CCA Club Racing which many consider to have the finest club racing level drivers in North America.

We welcome your participation! Contact Scott Hughes at shughesbmw@aol.com for further information. See YOU at the track soon!

(Editor's note: We should add that there will be a Club Racing school at VIR on September 17, 2005.)



www.wagonworkcollision.com



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Oktoberfest '05 in Nearby Greensboro, NC



Oktoberfest, the BMW Club's national gathering will take place September 17 to 23 in nearby Greensboro, North Carolina. At five hours from Washington, DC, this is the closest the event has been to us since we hosted O'fest in '96. And it might not be this close again. You should seriously consider attending this event with, or without, the family. The following information and schedule was lifted from the host Tarheel Chapter's website. Registration information should be available in the Roundel by the time you receive this. Don't wait to register.

Clearly, those of us who have attended previous editions of this annual BMW CCA bash (including the one we co-hosted in 2000) know what it's all about, and have greeted the news with considerable pleasure, if not unbridled enthusiasm. Which is only to be expected. Believe you me, once you've been to one or two of these national events you tend to develop a real taste for the experience. But I suspect some members don't share this attitude, while others haven't formed an opinion. And I can't fault either group.

For one thing, it's a safe guess that many of you have never been to any O'fest, and so you're not quite sure what to expect. And there may be some of you who take a ho-hum view of the whole affair. What's the big deal, you might say. After all, you figure, it's only going to be another big gathering of BMW nuts, milling around and talking car talk, sort of like a dealership's open house. Well, let me assure you, it isn't like that. It's bigger and has much more to offer.

So, whichever of these two groups you may fall into, this seems like a good excuse to give you a little preview of what OKTOBERFEST 2005 has in store for you. Mind you, it's just a thumbnail sketch. You can't do an event like that justice in a couple of pages. But we hope it will tell you enough to convince you to attend this great event.

Basically, Oktoberfest is a weeklong national event, an annual gathering for the Club as a whole, a sort of family reunion for Club members from all over the country. Anyway, that's the intent. In practice, attendees tend to come largely from areas within 'reasonable' driving distance from the event site. Which is one reason why Oktoberfest moves around the country from one year to the next; and why there's often a trophy for longest distance driven to O'fest. (Clearly, if it's O'fest, there are always some members who consider a 1,000-plus mile drive quite reasonable!)

Of course, whatever the site, Oktoberfest is always a

terrific opportunity to meet Club members from all over, socialize, talk shop, and hobnob with National officers. But its greatest appeal is probably the fact that its activities program has something for everyone. Whether you're a fan of Club Racing, or love driver schools, or prefer other driving events such as autocross, road rallies or tours, O'fest's got it. The same goes if you need tips for maintaining your late-model BMW, or restoring a Classic. All that, and more, takes place under one roof, as it were.

That's the concept behind every O'fest, and a great concept it is. But we – your O'FEST 2005 Committee – feel next year's event will have even greater appeal for you. One big bonus, to start with, is that it's going to happen right here in our own backyard. In other words, your trip to O'fest won't take any more time than a drive to one of our regular chapter events. So what if that takes you out of the running for the long distance trophy. There are lots more trophies to compete for.

What's more, the hotels chosen as O'fest headquarters are centrally located in the Triad, and all activities will be based there or at VIR. Which means most of your driving will be as part of one O'fest event or another, not while commuting between widely scattered event sites. I mean, O'fest is supposed to be fun, not a replay of your daily grind.

But the real treat is the events schedule. Sure, on paper, it looks pretty much like any other O'fest calendar of events. That's by design. But we like to think it's the quality of the sites and events we have scheduled that will make our Oktoberfest stand out. Here's what you can look forward to:

- VIR, where OKTOBERFEST 2005 will kick off with a Club Race and a driver school, is arguably one of the nicest tracks in the country. It's challenging, yet safe for drivers, and its park-like layout and modern facilities make it about as spectator-friendly as a racetrack can be. So whether you're driving or watching, you just can't beat a day or two at VIR.

- If running solo against the clock is your thing, O'FEST '05 will provide two opportunities to do so – an autocross and a straight-line slalom contest. Having held dozens of such events in our Joe Autocross series over the years, this chapter's experience in this type of competition guarantees you won't be disappointed. And if you prefer doing this in a more sedate, family-style kind of way, we'll have a Gymkhana, too – sort of an autocross and egg race combined. (Don't take this last part too literally. The details haven't been worked out yet.)

- Both O'FEST '05 road rallies – a Time/Speed/Distance (TSD) rally for the more serious competitors and a fun rally-

cum-tour – will take you into the foothills of the Blue Ridge and the Smoky Mountains. That alone is pretty special. After all, the brilliant spectacle of foliage in the fall is something folks from all over the Eastern Seaboard come to see and enjoy. And having an experienced team of rally planners lay out the rally routes will ensure you'll have a great time, whether you're a novice or an experienced rallyist.

- If you're raring to show off your Bimmer to a really big audience, you should enter the O'FEST '05 Concours d'Elegance. It will be held on the spacious grounds of one of the O'fest hotels, the Grandover Resort. As always, it will feature several classes ranging from basic Clean Car to all-out, not a speck inside and out, pristine Concours, with allowances for the age of your BMW. It's an awesome spectacle, to see hundreds of spic and span BMWs, including rare classics, arrayed on the lawn, as crowds of fans stroll leisurely amongst them. We guarantee you'll love the show, the background music, the judging, the festive atmosphere, and the trophies – even if you don't enter your car.

- As always, O'FEST '05 will feature two more or less formal dining occasions, the Motorsports Banquet mid-week and the Awards Banquet finale. But the central location of the main O'fest hotel, the Sheraton Four Seasons in Greensboro, will also let you avail yourself of lots of places to eat, drink and socialize between events. And many of them are within the Koury complex itself, just an elevator ride and a short walk from your room.

These are just highlights. Other attractions will include a swap meet; a driver safety school; tech sessions with nationally known BMW experts; a Little Car exhibit featuring collections of BMW models; a photo contest; opportunities to visit nearby attractions or attend a dinner theater presentation; and exhibits and demos by national and local vendors, some of whom – especially Billy Revis of Motorsports Connections – have already been extremely helpful by assisting us in developing our OKTOBERFEST 2005 Campaign. (Thanks, Billy!)

In short, OKTOBERFEST 2005 will be a unique opportunity to savor all the Club has to offer, right here in our state. And it's not too soon to start thinking about attending, since registration forms will start showing up alongside our ads in the *Roundel* early this spring. Meanwhile, be sure to mark September 17 through 23, 2005 on your calendar. And if you feel like helping us make CAROLINA O'FEST '05 a success as a volunteer worker, contact any Chapter officer. But either way, do make plans to show up!

BMW CCA CAROLINA OKTOBERFEST 2005 September 17-23

Schedule of Activities and Events

(Note: Registration open each day of event. All activities take place or start at hotels unless specifically identified as taking place at Virginia International Raceway – VIR.)

Saturday, Sept. 17

- Club Race/Competition School (VIR)

Sunday, Sept. 18

- Club Race (VIR), Welcome Reception

Monday, Sept. 19

- Autocross (VIR), Car Control Clinic (VIR),
- High-Performance Driving School (VIR),
- Vendor Reception, Raffle & Prize Drawing

Tuesday, Sept. 20

- Autocross (VIR),
- Car Control Clinic/Safety School (VIR),
- High-Performance Driving School (VIR),
- Exhibits, Tech Sessions, Evening Social, Raffle & Prize Drawing

Wednesday, Sept. 21

- High-Performance Driving School (VIR),
- Gymkhana (VIR), Rally Meeting, Tech Sessions, Mini Concours, Photo Contest & Vendor Exhibits, Cocktails & Motorsports Bavarian Banquet Awards, Raffle & Prize Drawing

Thursday, Sept. 22

- TSD Rally, Fun Rally, Tech Sessions, Exhibits, Vendor Exhibits, Photo & Trivia Contests Conclude
- Dinner at your pleasure

Friday, Sept. 23

- Concours d'Elegance, Swap Meet, Cocktails & Awards Banquet Awards, Raffle & Prize Drawing

Other Activities available throughout the event include: Karting at Plantation Valley Kart Track (VIR), 'EuroRally' Course (VIR), Golf Outing, Winery Tour, "Mayberry USA" Tour, NASCAR Run, NC Zoo Tour.



NATIONAL CAPITAL CHAPTER BMW CCA

AUGUST 2005 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between June 17 and July 15, 2005 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** must be 18 years of age or older and have full, valid driver's licenses. Familiarity with the car is essential, and car sharing is strongly discouraged. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but *not* for the second day only.
- **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. If roll bars or cages are installed, they must be fully padded above the level of the front door window sills.
- **Convertibles**, SUVs, trucks, vans, motorcycles, and rental cars are not allowed.
- **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-2005 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

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

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

August 20-21 (Summit Point Shenandoah Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$40 per event. 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 Doug Verner
16205 Deer Lake Road
Derwood, MD 20855

Questions? Call Doug at 301-990-8123 evenings before 10:00 PM, e-mail NCCDSRegistrar@mac.com, or visit <http://www.nccbmwcca.org>.

| | | |
|--------------------|--------------------|---|
| 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): _____



NATIONAL CAPITAL CHAPTER BMW CCA

OCTOBER 2005 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted on this form and postmarked between August 5 and September 2, 2005 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** must be 18 years of age or older and have full, valid driver's licenses. Familiarity with the car is essential, and car sharing is strongly discouraged. For two-day drivers' schools, **first-time students** may register for the first day, or for both days, but *not* for the second day only.
- **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. If roll bars or cages are installed, they must be fully padded above the level of the front door window sills.
- **Convertibles**, SUVs, trucks, vans, motorcycles, and rental cars are not allowed.
- **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-2005 certifications are strongly recommended. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

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

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

October 8-9 (Summit Point Jefferson Circuit)

\$175 ☐ Saturday drivers' school

\$175 ☐ Sunday drivers' school

\$350 ☐ both days

Fees: Nonmembers add \$40 per event. 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
% Doug Verner
16205 Deer Lake Road
Derwood, MD 20855

Questions? Call Doug at 301-990-8123 evenings before 10:00 PM, e-mail NCCDSRegistrar@mac.com, or visit <http://www.nccbmwcca.org>.

| | | |
|--------------------|--|--------------------------|
| 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. Within each group, applicants for both days of a school will be admitted first, and then, if spaces remain, single-day applicants will be admitted. Ties within groups will be broken by random drawings:
 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 performance in earlier schools. Detailed information on IA can be obtained from the chapter's Web site at <http://www.nccbmwcca.org>.

In recognition of the importance of volunteer corner workers to our drivers' school program, two spaces (Jefferson and Shenandoah Circuits) 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, 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.

2005 Event and Registration Period Dates

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

| <i>Date</i> | <i>Registration Period</i> | <i>Location</i> | <i>Event Type</i> |
|----------------|----------------------------|------------------------------------|-----------------------|
| May 7 | March 4 – April 1 | Summit Point Jefferson Circuit | Highway Safety School |
| May 8 | | | Drivers' School |
| June 25 & 26 | April 22 – May 20 | Summit Point Main Circuit | Drivers' School |
| | | | Drivers' School |
| August 20 & 21 | June 17 – July 15 | Summit Point Shenandoah Circuit | Drivers' School |
| | | | Drivers' School |
| October 8 & 9 | August 5 – September 2 | Summit Point Jefferson Circuit | Drivers' School |
| | | | Drivers' School |

15TH ANNUAL



Jefferson 500 Vintage Race Corral

By Woody Hair. Photos by Doug Dolan.

An estimated 175 club members and guests attended Brian Redman's Jefferson 500 vintage sports car races at Summit Point on a beautiful day in May. That makes it one of our best-attended events in quite a while. Our usual corral location between turns 7 and 8 had a large canopy with tables and chairs to give relief from the bright sunshine. Cars prominently displayed included Mike Mills' new E90 330i, a Z8, some 3.0 CS coupes and a large assortment of 6-series coupes. Joe Longo had his new M3 Competition on hand for all to see too. Many more BMWs of all types were parked across the access road. During the lunch break, a half-dozen 6-series were selected to perform a few parade laps along with a number of Italian exotics and many Austin Healeys. The large crowd seemed to appreciate seeing all of these beauties circulating at a brisk speed.

Porsche and Austin Healey owners also had large corrals. An all-Italian Concours d'Elegance included Lamborghinis, Maseratis, Alfas, and a couple of dozen Ferraris including an F40 and a

Sponsored by The Radial Tire Company and Tischer BMW



'63 GTO look-alike (it had a '59 vintage license plate).

Our chapter was served an authentic German lunch by the Bavarian Inn of Shephardstown. It included bratwurst, knockwurst, Muchener weiswurst, potato salad, sauerkraut, and fresh pretzels. All of this was courtesy of Paul Moorcones, his Radial Tire Company and Tischer BMW.

The actual races are secondary to socializing for many at these vintage events, but some of the

highlights that I noticed included an all Austin-Healey race that had over two dozen competitors in everything from ex-factory 3000 LeMans cars, a rare 100S, an even rarer Healey Silverstone to a couple of Sprites. Northern Virginia builder Peter Gulick drove his March-BMW Formula Two car in a spirited race against a V8-powered Formula 5000 that had been raced by Brian Redman. He was turning 1:11 laps. Gulick's new McLaren-Mercedes SLR was driven by Brian Redman as the pace car for some races. Redman would duck into the pits as the field continued down the straight to get the green flag, and then drive back onto the track and catch the tail end of the field before the first lap was completed.

I thought it was great to see so many old and new faces at Summit Point this day and especially want to thank Mike Mills of Tischer BMW and son Chris for arranging the display of nice BMWs, new and old, and Gordon Kimpel who arranged the corral and lunch.



July/August





2005 Cannonball One Lap of America

Third Time's the Charm?

By Neil Simon

Cannonball originator/organizer Brock Yates begins the One Lap drivers meeting each year admonishing competitors to behave themselves on the public roads as we're bound to attract law enforcement attention since we're driving "street cars cleverly disguised as race cars." This year, he would have been more accurate had he referred to "race cars cleverly disguised as street cars."

Entrants in the 2005 Cannonball One Lap of America — the third consecutive One Lap for Woody Hair and me in my modified '99 M Coupe (aka MDORPHN) — included an Ultima GTR (current 0-100-0 record holder), a CAV GT40, a Radical SR3 and a Superperformance Daytona Coupe. These, of course, were in addition to "run-of-the-mill" Hennessey Vipers, Mallett Z06s, and Porsche TTs, many with 600+ hp through combinations of turbochargers, superchargers, and nitrous.

Competition in our class, SSGT1-Small Bore, included the Radical and two highly-modified, supercharged Acura NSX-Rs, one a converted Grand-Am racer and both with more than 450 whp. Our class also included BMW ace Roy Hopkins (a perennial One Lap Top 10 finisher and class winner in the 2004 Targa Newfoundland) piloting a modified E46 M3, our friend Alex May (a Spec E30 racer) running his

Porsche 996 with co-driver Stephen Dubovsky, four other M3s, and a Dinan-supercharged M Roadster. Although Woody and I won the lightly-populated class last year (finishing 34th overall), this year 14 of the 93 entrants were in SSGT1-Small Bore and we expected to be mid-pack.

Following are my notes from this year's event.



Woody drove the 1/2 mile banked oval where his years of watching NASCAR finally paid off.

Friday — Tech and Drivers Meeting at Tire Rack in South Bend

The chilly weather provided a good excuse for me to put on the BMW Motorsport/Team PTG drivers suit I bought used at PTG's open house in

January. Damn, I looked fast! After smothering MDORPHN with decals, we went to tech and discovered one of my tires (Michelin PS2s) was down to 14 psi. Woody and I, showing premature signs of exhaustion-induced dementia, wondered whether there was a good tire store nearby before remembering we were at Tire Rack (duh!). We got it repaired quickly and were on our way.

Saturday - Wet Skid Pad and Indianapolis Raceway Park

Our day began ominously. We had our first mechanical failure. A bolt had come loose... on Woody's chair. After repair, I went out and pulled .838 Gs on the wet skid pad, good enough for 14th overall and 1st in class. We left Tire Rack at 10:25am (Indiana "Eastern but maybe not Daylight Savings" Time) for IRP, where Woody drove well but was passed by Alex May on the third, and final, hot lap. Woody was not pleased since we had a case of beer riding on the outcome of this year's One Lap.

From Woody's notes: "Started car to go out for second session, buoyed by 31st place finish in first session. Whoa!! CAR SEEMS TO BE RUNNING ON 5 CYLINDERS. Neil decides I should go out and run. Car still has lots of power, but nothing like morning. We decide to call Brett Anderson to see if we can stop by his shop (Koala

der Bayerische



Motorsport outside Cleveland) for repairs on way to BeaveRun."

Despite the rough running, Woody cut 6 seconds off his time in the afternoon session and held down 31st place. We left IRP for the 600+ mile drive to BeaveRun, and Brett's shop, at 6:10pm.

Sunday — BeaveRun and Lancaster Speedway

We arrived at Koala Motorsport at 1:00am. Although the dead of night, Brett was at the ready with spare parts and diagnostic equipment. He checked plugs, coilpacks, valves, compression, crankshaft position, Vanos, Racelogic traction control, oxygen sensors, and vacuum. After several telephone calls with Josh MacMurray at Eurosport High Performance in Salt Lake City (designer of my intercooled, twin-screw super-charger system), we suspected the problem may be an intermittent misfire caused either by HFM or the DME (ugh).

Brett helped arrange for Josh to air-freight a replacement HFM to New Hampshire for pick up Monday morning either by me or fellow enthusiast Mario Langsten (proprietor of Vintage Sports & Racing in Manchester) so we could fix the car before running New Hampshire International Speedway. We left Brett's shop at 4:30am (thank you Brett!) and pulled into the Beaver Valley Motel at 6:25am. Just over an hour later, we'd showered, napped, and were off to BeaveRun.

We were greeted at BeaveRun by former NCC President Mike Wendell, my son Charlie, and instructor Bob Briggs. Although I'm pretty familiar with the track, I forgot that I was running on full-tread street tires and not my RA-1s. The car felt squirmy and understeered as I entered the turns too hot. After a short nap, we checked the results and find that I ran 25th, good enough to move us from 21st to 18th place overall! I drove a bit better in the second session, running 17th. While Woody and I packed up, the GT40's drivers were in the paddock dismantling their engine due to a blown head gasket.

We left BeaveRun at 2:50pm for 676 mile drive to New Hampshire — via the Lancaster Speedway outside Buffalo. I was beat, so Woody drove the 1/2 mile banked oval where his years of watching NASCAR finally paid off. He pulled down 25th place (despite a plastic bag flying around the inside of the car) keeping us in 18th place overall. We left at 7:20pm for the remaining 450 mile drive to New Hampshire.

Mario pulled a stock clutch out of a customer's E36 M3 IP race car (an extraordinary and wholly unknowing act of generosity by its owner) and installed it in my car.

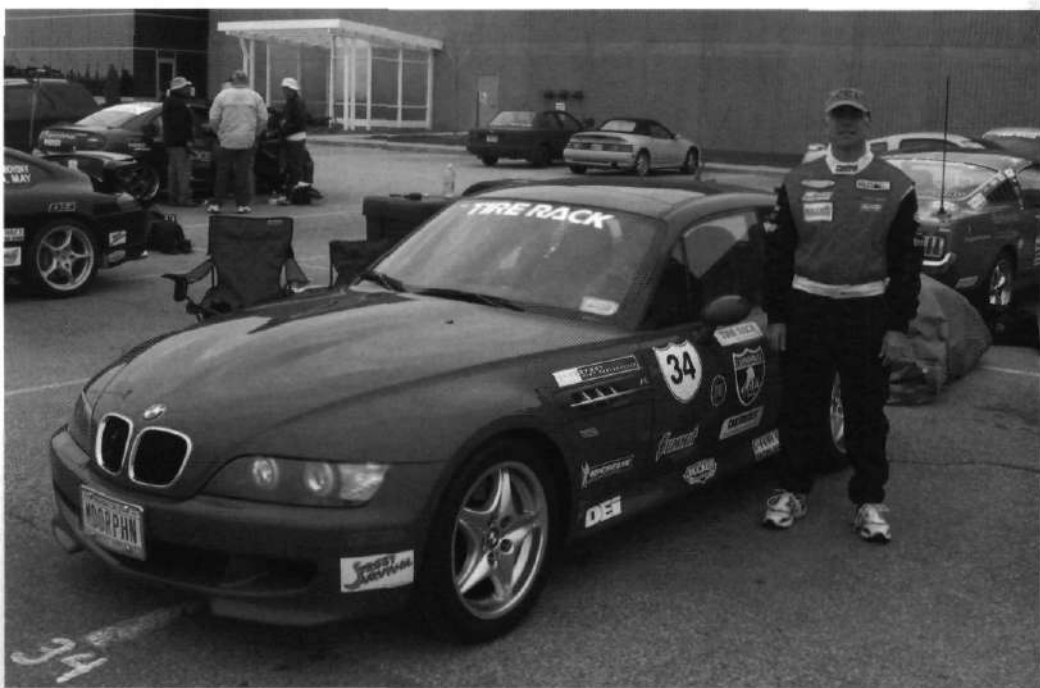
Monday — New Hampshire International Speedway

We arrived at the motel at 2:25am. Woody drove the twisty back roads through Vermont into New Hampshire claiming I slept soundly while our trailer, a splendid piece of all-aluminum engineering from SuperSport Trailers, bounced off the armco on either side of the road. Mario Langsten came by the track after having stopped at the air freight office in Manchester to pick up the HFM. Unfortunately, it hadn't arrived so we were unable to address the rough running before our two events at NHIS.

In Woody's first session, a yellow flag went out so he slowed around a blind turn. Seeing

We left NHIS at 2:05pm and picked up the HFM at the Manchester airport. Rather than installing it in the parking lot, we decided to head over to Vintage Sports & Racing. Just as well because the replacement HFM didn't help. Since Mario had spoken to Brett and knew the results of his troubleshooting, Mario focused on other potential causes and detected that the rough running may be caused by an imbalance in the clutch and/or flywheel. After dropping the tranny, we saw that one of the three drive (or "torque") straps holding the clutch pressure plate was kinked causing it to rotate off-center. Had this continued, the imbalance would have destroyed my main bearings. Yikes!

Within the space of 2 hours, Mario pulled a stock clutch out of a customer's E36 M3 IP race car (an extraordinary and wholly unknowing act of generosity by its owner) and installed it in my car. The shifter linkage problem and a leaking clutch slave cylinder were also repaired. MDORPHN WAS WELL AGAIN. Dare I say it? Yes,



nothing there, he proceeded cautiously figuring the session may be stopped as it was earlier in day when an Evo 8 put coolant on the track and the Radical went into a tirewall. But the flag was green at the start/finish line. This caution probably cost about 3 seconds and Woody ended up 29th. A problem with shifter linkage slowed Woody in the afternoon session; he ran 29th again and we moved to 21st in the overall standings.

I cannot help myself, "Super Mario!" After pizza, beer, and photos, we departed at 7:10pm for the 610-mile drive to Summit Point.

Tuesday — Summit Point Shenandoah Circuit and Mason Dixon Dragway

Woody and I arrived at our motel in Winchester at 4:40am, were in bed by 5:00am, and got a wake-up call at 6:15am; giving us a new appreciation for the One Lap slogan, "Sleep



is for the Weak." At Summit Point, we were greeted by a large group of National Capital Chapter members, as well as REAL FOOD, thanks to Steven, Kay, and Brian!

I drove Shenandoah earlier in the month with the New Jersey Chapter and liked the track, but One Lap was using two entirely different configurations (only one of which includes the Karussell). Once again, I ran too aggressively. Although I was a disappointing 33rd in the first session and 31st in the second session, it was good enough to move us up to 20th overall and 4th in class.

Next, we were off to the Mason Dixon Dragway in Hagerstown for two events: Elapsed Time and Bracket Elimination (an altogether mysterious combination of drag racing, poker and musical chairs). Out of respect for my new and somewhat under-capacity clutch, I launched very gently from idle during the elapsed time run...and then forgot to shift out of third when bouncing off the rev-limiter! Nonetheless, I turned a 13.5 for 29th overall and third fastest in class. Five cars, led by the Superperformance Daytona Coupe, ran in the 11s.

I ran pretty consistent 13.3s in the bracket races and, inexplicably, advanced through the

second heat where I took out *Car & Driver* editor Tony Swan in a factory-massaged Mustang GT. Only after running, and winning, the 4th heat against a Ford Crown Vic Police Interceptor with a Kenne Bell supercharger was I informed that I had misread my time slip and had lost in the third heat. Nonetheless, we picked up a bunch of points at Mason Dixon and moved up two spots to 18th overall, remaining 4th in class.

We left Hagerstown and arrived in Danville, VA at 1:40am. My last words before turning off the lights were, "Woody, I live my life a quarter mile at a time."



Brett Anderson working on MDORPHN.

I guess my fancy Racelogic Traction Control system can't overcome the laws of physics and is useless when the tires are not in contact with the pavement!

Wednesday – Virginia International Raceway

I gotta come right out and say it, "WOODY ROCKED AT VIR!" While I hung out with Tidewater chapter president Curt Kiser and Tarheel chapter stalwarts Richard and JoElla John, Woody lapped cars in two of the three events (South Course, North Course and Full Course). He ran 17th, 13th, and 15th and moved us up to 16th overall and 3rd in class behind the two NSX-Rs!

Just before Woody's run on the North Course, I yelled, "drive fast, get laid." People looked at us perhaps wondering just what type of team we were, so I quickly explained that it's a One Lap slogan and, in any case, whatever happened would not involve me. Perhaps inspired by the prospect of a reward, Woody went out and ran his best event of the One Lap. After running 2:19 hot laps on the full course (on street tires), he begrudgingly admitted that my modified M Coupe may be faster than his beloved E30 M3.

We departed VIR in high spirits for Savannah, Georgia, with a mandatory stop at the Carolina Rod Shop in Greenville, SC. We made an additional stop





at Ray Korman's shop in Greensboro, NC to change my oil, and Ray took a break from burning a chip for an S14 on his engine dyno to go over Roebing Road with me.

Thursday – Roebing Road

We arrived at the motel at 12:40am, our earliest arrival of the One Lap, and were asleep by 1:30am. At 6:00am, we awoke to the sound of hard, steady, rain. Just the conditions I wanted for a fast, completely unfamiliar track with little drainage and off-camber sweeps.

The first session was the hairiest drive I've ever experienced; there seemed to be standing water wherever I turned or braked, and at speed, the car was hydroplaning. I nearly looped it coming out of Turn 5 but somehow caught it; I guess my fancy Racelogic Traction Control system can't overcome the laws of physics and is useless when the tires are not in contact with the pavement! I ran 35th but, unlike many, kept it on the track and brought it back unbent. I drove more smoothly, and slowly, in the afternoon session. At the end of day, we had slipped to 19th overall, but remained 3rd in class. Our friend Alex May's Porsche was then right behind us at 20th overall and 4th in class. We departed Roebing Road at 2:30pm for Nelson Ledges, some 780 miles away, and arrived at the motel at 3:00am.

Friday – Nelson Ledges

After signing the track waiver, an older woman at the track gate put a band on my wrist and said, "I apologize for my cold hands." To which I replied, "That's fine Ma'am, I haven't felt the touch of a woman in over a week." She cracked up (as did Woody); I think I made her day.

Woody came in 27th in the first session at Nelson Ledges and Alex was a blistering 18th; dropping us from 19th overall to 22nd, with Alex one spot ahead of us! Brett Anderson and Kathy Lyle arrived, and Kathy (an experienced racer) observed that most competitors were failing to track-out fully after Turn 12. So, on the reconnaissance lap for the second session, Woody used all of the track... and more! He gave us a thrill by putting two wheels off into the grass. I thank Kathy for her coaching... Woody recovered and ran strong, coming in 21st in the afternoon session.

With one event to go, the next day's dry skid pad at Tire Rack, we were 19th overall and 3rd in

class behind an NSX-R and Roy Hopkins' E46 M3. Our margins over the next several competitors were very narrow and it would be up to me to keep us ahead of Alex's Porsche and the other NSX-R.

We left Nelson Ledges and were back in South Bend by 6:30pm. Beer of various quality and quantity was consumed.



*"I apologize for my cold hands."
To which I replied, "That's fine Ma'am,
I haven't felt the touch of a woman
in over a week."*

Saturday – Tire Rack

The final event was run in reverse order based on cumulative overall points. I went out after Alex's Porsche 996 (in 20th place) and in front of the Ultima GTR (in 18th). I was feeling very relaxed and glad that I was not as hungover as many of our competitors.



My last words before turning off the lights were, "Woody, I live my life a quarter mile at a time."

We ran two laps in each direction on the skid pad, with the results (measured in Gs) based on the best lap in each direction. I pulled .969 Gs and was feeling pretty confident about our finish until I learned that Stephen, driving Alex's Porsche, pulled an astounding .991 Gs and that the NSX (then 5th in class) pulled .997 Gs! Because of One Lap's NASCAR-based scoring system, the final results depended on the number of cars that finish between us on the skid pad.

I ended up 23rd, just good enough for us to finish the One Lap in 19th overall and 3rd in class, a mere 5 points, the closest possible margin, over the NSX-R. Alex and Stephen finished 20th overall and 5th in class. Woody and I had exceeded our highest expectations with a Top 20 finish.

After the awards banquet at Tire Rack, we departed. At a gas stop, Woody asked me to take off my One Lap ID because it made him think we have another track event tomorrow. We were too tired to make it all the way home, and spent the night outside of Pittsburgh. We arrived home Sunday morning after 10 nights and 5,169 miles.

Do it again next year? But, of course!



With a few options, the new 3 Series can be dressed up very nicely. Pictured above and on the next page is a 4-cylinder gasoline-powered 320i.

First Drive in an E90 Diesel

Text and photos by Raine Mantysalo

While visiting the old country in April, I was reading the newspaper and saw an ad by the local BMW dealers advertising a special "On The Road" BMW Model Tour. It was similar to the 3 Series introduction that took place here in the U.S. and it was going to be just two days away. The ad promised test drives of the new E90 3 Series cars, both gas and diesel models.

Wow! What an opportunity to test a diesel-powered BMW, especially now that there are rumors that BMW is considering importing them again in the next few years. Not to mention a chance to have a look at the new M5 and M6.

Say what you want about diesels, I'm sold. The 4-cylinder, turbocharged 320d is a very nice car with totally adequate power and handling to go with it. The brakes are also excellent; a slight

touch and they are ready to do their job.

I didn't find any problems or dislikes driving the diesel, except that I noticed a slight lag before the power would come on, more so in the 320d than the 535d (pg. 18). Both of these cars were automatics. During the brief test drive, the car handled nicely, felt tight, and was always under control.

I wanted to drive the 320i so that I could



When sitting still, the only way to tell it's a diesel is by the model designation on the car.



The start/stop button takes a little time to get used to, especially when "turning" the engine off.



The 4-cylinder 320d makes more torque than the 6-cylinder 330i, 250 lb-ft vs. 221 lb-ft.

compare the two 4-cylinder engines, but the line to test one was too long. In my opinion, the 13 extra horses, better mileage, and low-end punch make the diesel more drivable than its gasoline version.

The conventional wisdom is that diesels are loud, but it seemed that the tires in this car were transmitting enough road noise to muffle the slightly louder engine and only standing outside could one really tell the difference.

Also worth noting were the very comfortable fabric-covered seats. You can also choose your seats to be covered with either all fabric, a fabric/leather combination or all leather, something I wish we could do in the U.S.

Having first introduced diesel engines in 1983, BMW is now regarded as the inventor of the "Sports Diesel" and is creating diesel-powered performance cars.

Will BMW import this car to the U.S.? I think BMW should. We'll know after the new low-sulfur diesel is in use.

The front airdam is a mix of fiberglass and carbon fibre and makes the car look rather high-tech.



The rear spoiler is a nice touch and doesn't look like an add-on.



The 225/35x19" front tires are on 5-spoke aluminum wheels. The rears are even fatter 255/30x19" tires.



The pedals are aluminum. The available leather/fabric-combination seats look very nice and hold you better in the seat.

THE 3 SERIES COMPARISON

| 320d | 320i | 325i | 330i |
|-------------------------|----------------------|----------------------|----------------------|
| 4-cylinder turbo-diesel | 4-cylinder gasoline | 6-cylinder gasoline | 6-cylinder gasoline |
| 163 hp @ 4000 rpm | 150 hp @ 6200 rpm | 218 hp @ 6500 rpm | 258 hp @ 6600 rpm |
| 250 lb-ft @ 2000 rpm | 147 lb-ft @ 3600 rpm | 184 lb-ft @ 2750 rpm | 221 lb-ft @ 2500 rpm |
| 0-62 mph 8.3 sec. | 0-62 mph 9.0 sec. | 0-62 mph 7.0 sec. | 0-62 mph 6.3 sec. |
| 30.1 mpg city | 21.9 mpg city | 19.4 mpg city | 18.5 mpg city |
| 52.2 mpg highway | 42 mpg highway | 37.9 mpg highway | 36.7 mpg highway |

(THE MILEAGE FIGURES ARE BASED ON EUROPEAN METHODS OF MEASURING FUEL CONSUMPTION AND MAY NOT REFLECT THE MILEAGE YOU CAN EXPECT IN A VEHICLE DRIVEN IN THE U.S. USE THEM ONLY TO COMPARE THE FUEL CONSUMPTION BETWEEN THE DIFFERENT ENGINES. THE 320d IS A 4-CYLINDER TURBO, 320i A 4-CYLINDER. THE 325i AND 330i HAVE 6 CYLINDERS.)



The twin-turbo 535d makes instant power and may just be the practical alternative for an M5.

The Smart Man's M5

It's NOT Just Another Diesel

Text and photos by Raine Mantysalo

The black and white Ford Mondeo police car had just passed us while we switched drivers at the bus stop. Now it was my turn. After a slight hesitation, the first of the twin turbos kicked in and you're pushed to the back of the seat like in a jet taking off. Oh man... this thing really flies. But hold on, because the engine isn't done yet. With twin turbos, the power just keeps growing. The engine is amazing, you just want to find out what the car will do. Too bad that the speed limit signs (120) mean kilometers not miles.

This must be the smart man's M5. Think about it, premium gas (RON 98) in Finland is around 1.19 euros per liter or \$4.76 per gallon.

While diesel, which over there is a lot better product than in the U.S., is in average only 0.91 euros. (If you're a tourist from the U.S., adding the current exchange rate really hurts.)

According to the company literature (yes, I was able to get an M5 brochure), the M5 is designed to run on RON 98 fuel. Use of RON 95 or 91 fuel reduces the engine output (now, who would ever want that?) and increases fuel consumption. If you compare the amount of fuel used by the two cars (see below), you'll see that the diesel makes a lot more sense, unless you're on an F1 driver's salary.

The diesel has tons of usable power at low

end and you don't have to wind it out like the M5. It makes its most torque at a very low 2,000 rpms, while the M5 has to run at 6,000 rpms and manages 30 lb-ft less. The 535d's acceleration is 6.6 seconds to 62mph (M5 4.7 sec) and both cars have a top speed limited to 155mph.

In general, the car felt a little loose in the rear, but it may have had wrong air pressures. The brakes were also very good, but they didn't feel as good as the 320d's.

The price of the 535dA in Finland is 74,900 euros while you have to dig a lot deeper to afford the M5. Its price is 132,400 euros.

So, which would you pick?



| 535d | M5 |
|--------------------------|----------------------|
| 6-cyl. twin-turbo diesel | 10-cylinder gasoline |
| 2993 ccm | 4999 ccm |
| 272 hp @ 4000 rpm | 507 hp @ 7750 rpm |
| 413 lb-ft @ 2000 rpm | 383 lb-ft @ 6100 rpm |
| 0-62 mph 6.6 sec. | 0-62 mph 4.7 sec. |
| 21 mpg city | 10.3 mpg city |
| 36.1 mpg highway | 23 mpg highway |
| 28.5 mpg composite | 15.9 mpg composite |

(THE MILEAGE FIGURES ARE BASED ON EUROPEAN METHODS OF MEASURING FUEL CONSUMPTION. USE THEM ONLY TO COMPARE THE FUEL CONSUMPTION BETWEEN THE TWO ENGINES.)



dB spoke with two first-time students at NCC's May 7 Highway Safety School and the May 8 Drivers' School at the Jefferson Circuit of Summit Point Raceway.

Brian Higgins attended the Highway Safety School; Jim Ritter went to the Drivers' School. It was the first exposure for each of them to the Chapter's driving events.

dB: How long have you been in the Club and what other activities have you tried?

Brian: About 3 years. I bought a 330i in June of '02. The only other Club activity I've done was the bus tour to the Vehicle Preparation Center in New Jersey; that was super.

Jim: I first joined 4-5 years ago when we bought an E30 convertible. I rejoined when I bought a '98 M3 sedan a couple of months ago and this was my first Club activity.

dB: What inspired you to come to the school?

Brian: I met Pete Read at a Christmas party and he encouraged me to apply. Driving the Beltway every day makes me want better skills.

Jim: My friend Greg Lindsey, who also attended, told me I ought to come. I was hoping to be able to drive my car fast and get a feel for what it will do. I used to race off-road motorcycles and hurt my shoulder, and I'm looking for a safer hobby. This is something I never imagined myself doing before this. I used to

like working on classic cars; now I want to have fun driving.

dB: Any surprises?

Brian: Well I wasn't quite prepared for the skidpad. After a short class we went right out to the skidpad where we took turns experiencing a loss of control- how to avoid it and how to deal with it. I just wish we had more time on the skidpad. Also, I ran into an old friend I used to work with at the Department of Defense who I hadn't seen in 10 years, Bruce Smith.

Jim: I thought the skidpad was one of the coolest things we got to do. And the ride with my instructor Charles Karnati- talk about getting more than you bargained for!

dB: Would you recommend the Highway Safety School to other drivers?

Brian: Yes. It was very well organized; I saw a father and daughter taking the course together, a wife and husband...very broad appeal and not all BMWs either.

dB: Jim, will you be out here at the track again?

Jim: Definitely. Greg and I are going together to the joint BMW/Audi/Mercedes event down at VIR in June. My wife supports this also- she's just happy for me to have a safer hobby than off-road motorcycles. I think I may do the Club go-kart events also.

dB: Any last comments?

Brian: My instructor John Hartge was great; and I want to say a special thanks to the people who were out there all day putting the cones we were knocking down back up. We kept them busy and I want them to know we appreciate their work.

Jim: I thought it was a great experience and a great value for the money. I feel like I got better every session, and learned so much about the line, where to look, being smooth on the controls, resisting the tendency to turn in early...overall I took away an increase in my confidence in the car.



South Mountain Spring Tour

By Steven Schlossman, Tourmeister

Our first tour of the year took place on April 10, a simply gorgeous spring day. Cars gathered at the Park & Ride in Urbana at 9:00am. After a brief drivers' meeting we were off. The chosen route was one from 5 years ago and the roads were still as twisty as ever. After traveling through three covered bridges in Frederick County we headed north through the Catocin Mountains into Pennsylvania, and then looped back around through Washington County to the South Mountain

Inn for brunch. As always, the food was excellent as was the company. For those who could not join us, you can find a set of the route instructions under past tours in the tours section of the NCC website.

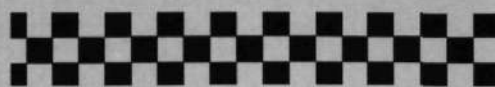
We hope you will join us for our next two tours. Guest Tourmeister Bob Stern, will start off our summer tour from the Baltimore area through Greenspring Valley into Pennsylvania. Lunch is planned in Mount Joy, PA. Then off to the Susquehanna River to Moon Winery.

If you haven't made your reservations for the Jeffersonian Weekend Fall Tour, do so now as our overnight trips have become increasingly popular. Join guest Tourmeister David Costanza, who will lead us to the historic Michie Tavern for lunch, and a tour of Mr. Jefferson's pride and joy: Monticello. After Monticello and another drive, we will settle in at the Wintergreen Resort in the Blue Ridge Mountains for dinner. Further information is in the Coming Events section and on the website.



BY WOODY HAIR

Woody's Competition



C O R N E R

If you've been following the results of the local autocrosses that use SCCA Solo classes you may wonder why some cars like the E36 M3 are in so many different classes. Here is a brief primer to the SCCA Solo (autocross) classes: We will start with the Stock category. Stock is not stock, as in straight from the showroom. Allowed, and quite typical changes include high performance shocks/struts, aftermarket front sway bar, lighter muffler, and alignment adjustments. Ultra-soft R compound tires such as the Hoosier A3S05 or Kumho V710 are also quite legal. For some drivers the Hoosiers are considered shot after 30 autocross miles. No BMWs are in the Super Stock class, but A Stock has the E46 M3 and newer (S54 engine) M Coupe and Roadster. B Stock includes the E36 and E30 M3s, the older M Coupe and Roadster, 6-cylinder Z3s, and the E46 330 with the High Performance package. One of the big guns in D Stock is the 330i. In fact, all E30 (except eta), E30 and E46 323, 325 and 330 (except Performance Pack) fit in this class. Ranging from 168 to 225 horsepower, why does the additional 10 of the PP banish it to a much tougher class? Most 5 and 6-series cars are in F Stock.

Next we will talk about the Street Prepared category. Note, a well-prepared SP car is not prepared for the street. Rock-hard suspensions with multi four-figure shocks, programmable fuel injection systems, and flared fenders to cover super wide R-compound tires are common. The E46 M3, M Coupe and Roadster, and 6-cylinder Z3s are in A Street Prepared. BSP is dominated by the E36 M3 in local events, but the E30 M3 is helplessly overclassified in CSP. DSP includes all non-M 6-cylinder 3-series. Five and Six-series cars slot into ESP with the V8 "pony" cars.

A fairly new category is known as Street Touring, for sedans with limited modifications on true street tires. Suspension changes are pretty free as long as the original attachment points are used. As in Street Prepared, engine modifications are limited to intake and exhaust. Tire width is limited, but the top runners will be on low wear rate tires such as the Falken Azenis and Kumho MX. The Street Touring classes have become very

popular. Street Touring S is for cars up to 3.1 liters without limited slip differentials or forced induction. The BMW 328 is seen here. Street Touring X allows engines up to 5-liters (2-liters with forced induction), limited slip diffs, and wider tires. The E36 is specifically banned from this class despite meeting the rules if real narrow tires are fitted. A real new class, Street Touring U allows the E36 M3 along with the Subaru STi and Mitsubishi Evo 8. A new STS2 class for 2-seaters has been created for 2-seaters such as 4-cylinder BMW Z3s, Miatas and Honda CRXs.

Two other classes that have only been around a few years are Street Modified (for sedans) and Street Modified 2 (for sports cars). Pretty much anything goes for these cars including engine transplants. Interior trim must remain and the cars are expected to be registered for street use. Weight limits are imposed in this category. For some inexplicable reason, a SM sedan can choose to run in SM2 with the sports cars.

Finally there are the Prepared and Modified categories that were designed for true racing cars on racing tires.

So what is the class for your E36 M3? Well you have a choice of B Stock, B Street Prepared, Street Touring U, Street Modified, Street Modified 2, F Prepared, or E Modified. And you thought the National Capital Chapter's autocross rules were complicated.

SPEED SHIFTS: In the first round of the SCCA's regional MARRS racing series, Ed York was first in ITS with his E36 325is. Ted Giovanis was 3rd and Marshall Lytle 6th with their 325s. The 2nd and 3rd rounds were held on the Grand course at VIR. In Saturday's ITS race the winning car was a BMW 325i driven by Chet Wittel from Georgia. Our chapter's Lytle was 4th and Giovanis 7th. In Sunday's race, Wittel was an easy winner again, Lytle was 6th and Giovanis suffered a transmission failure. MARRS ITS champion Ed York suffered an engine failure Saturday and didn't start Sunday. Bill Ranford drove his BMW 2002 to 3rd place Saturday and 2nd on Sunday. The **BMWCCA Club Races** at VIR in April featured forty-one cars

in the 1-hour "enduro". Chapter members competing included Marshall Lytle (first in JP with his 325), Barry Battle (5th in CM sharing Andy Watts M3), John Counts (5th in JP) and Joel Gallun (6th in KP with his E30 325is). It is good to see more chapter members competing in this series. Eric Wong expects to be driving his M3 in his first race at Summit Point with the Jersey Chapter in August or the Oktoberfest race at VIR in September.

Four races in the **Formula BMW USA** series have been held. The Gelles Racing Team from Front Royal bought the PTG cars and have four drivers in the series. Maxime Soulet from Belgium finished 3rd and 2nd at Laguna Seca, and 3rd and 5th at Mid-Ohio. He now stands 2nd in the standings. Dan Herrington, a SpecE30 325is driver from the Tarheel chapter, had a DNF in one Laguna race and was 5th in one Mid-Ohio event. He now lies 11th in the standings. By the time you read this, four more races will have been held — two at the Canadian GP and two at the US GP. The

Rolex Grand-Am series continues to grow and four cars in the Daytona Prototype class are now using BMW power (M5 V8s). While none have finished on the podium yet, they have run in the top 5 at times. The PTG M3s have put in some good results in the last two races, finishing 1st, 2nd and 3rd at Laguna Seca and 1st and 3rd at Mont Tremblant. You can catch a Rolex race at Mid-Ohio in late August, or better yet, VIR October 7-8.

The **BMW Williams F1** team has seen better fortunes from the Monaco and European Grand Prix races. Nick Heidfeld finished 2nd and Mark Webber 4th at Monaco and one week later Heidfeld had another 2nd place finish after qualifying on the pole for the first time in his career. The Renaults and McLarens continue to look strong and, with the season less than half over as this is written, anything can happen. In another matter, there is a strong rumor that BMW will supply engines to the Sauber team next season. Some reports even have BMW buying the Sauber so they can have their own chassis. This could mean breaking their recently-signed contract to provide engines to Williams through 2009. The DC Region, SCCA is hosting the **Ron Katona**

der Bayerische

Memorial Autocross July 30 and 31. This is a Northeast Divisional event which means you have to be an SCCA member and be there to run and work all day both days. Proceeds will benefit the Ron Katona scholarship fund. Ron was an active autocrosser with the National Capital Chapter. There may still be openings. You can check the DC Region autocross website at <http://solo.wdcr-scca.org>.

COMPETITION CORNER CALENDAR

| | |
|------------|---|
| Jul 2-4 | ALMS/Speed World Challenge Races, Lime Rock, CT |
| Jul 10 | SCCA Autocross #4, FedEx Field, Landover, MD |
| Jul 10 | SCCA MARRS Races, Summit Point, WV |
| Jul 16 | BMW Club Autocross, Osbourn Park HS, Manassas, VA |
| Jul 16-17 | NASA Races, Summit Point, WV |
| Jul 17 | PTG 10th Anniversary Celebration, Summit Point, WV |
| Jul 30-31 | SCCA's Ron Katona Memorial Autocross, FedEx Field, Landover, MD |
| Jul 30-31 | Cumberland Airport Autocrosses, Cumberland, MD |
| Aug 13 | BMW Club Autocross, Bowie Baysox Stadium, Bowie, MD |
| Aug 14 | SCCA Autocross #5, FedEx Field, Landover, MD |
| Aug 20-21 | BMW Club Races, Summit Point, WV |
| Aug 26-27 | Rolex Grand-Am/Grand-Am Cup Races, Mid-Ohio, OH |
| Sep 4-5 | SCCA Double MARRS Races, Summit Point, WV |
| Sep 4 | SCCA Autocross #6, FedEx Field, Landover, MD |
| Sep 17-18 | BMW Club Races, VIR, Danville, VA |
| Sep 18-23 | BMW CCA Oktoberfest, Greensboro, NC |
| Sep 24 | BMW Autocross, Bowie Baysox Stadium, Bowie, MD |
| Sept 24-25 | NASA Races, Summit Point, WV |
| Sep 24 | Rolex Grand-Am Race, Watkins Glen, NY |
| Sep 24-25 | Cumberland Airport Autocrosses, Cumberland, MD |

BMW AUTOCROSS RESULTS

SCCA Autocross #1, April 17, FedEx Field

| | | | |
|--------------------|------------|----------|--------|
| James Sheridan | 98 323is | 1st DSP | 47.741 |
| Brian Hair | 95 M3 | 2nd SM | 48.148 |
| Eric Wong | 95 M3 | 1st BSP | 48.262 |
| Glenn Ty | 98 M3 | 2nd BSP | 48.292 |
| Ken Kammerer | 03 M3 | 1st ASP | 48.831 |
| Nick Rubenstein | 04 M3 | 2nd ASP | 48.883 |
| Matt Williams | 95 M3 | 3rd BSP | 48.972 |
| Kevin Henry | 90 325i | 2nd DSP | 49.265 |
| Neil Simon | 99 M Coupe | 2nd SM2 | 49.412 |
| Dan Donohue | 99 M Coupe | 3rd SM2 | 49.704 |
| Greg Olsen | 93 325is | 1st STX | 51.256 |
| Brendon Bengermينو | 04 M3 | 5th ASP | 51.472 |
| Bob Hausmann | 94 325is | 10th SM | 52.162 |
| Larry Olsen | 93 325is | 2nd STX | 52.171 |
| Mark Rebano | 89 325is | 4th STX | 52.478 |
| Jason Cuper | 95 M3 | 4th BSP | 52.57 |
| Bogdan Poplacean | 96 328is | 6th DSP | 53.193 |
| Alex Teitelbaum | 04 M3 | 7th ASP | 53.463 |
| Woody Hair | 88 M3 | 8th STX | 53.738 |
| Pete Lem | 01 M3 | 9th SM2 | 54.098 |
| Wayne Rubain | 91 M5 | 4th FS | 54.158 |
| James Derry | 01 M3 | 11th SM2 | 54.767 |
| Todd Pantezzi | 73 3.0CS | 15th SM | 54.778 |
| Kirk Shell | 98 M3 | 10th BS | 54.942 |
| George Knouse | 95 M3 | 5th BSP | 55.831 |

SCCA Autocross #2, May 7, FedEx Field

| | | | |
|--------------------|---------------|---------|------------|
| Brian Hair | 98 M3 | 1st SM | 55.201 |
| Matt Williams | 98 M3 | 1st BSP | 55.35 |
| John Doby | 98 M3 | 3rd SM | 55.825 |
| Nick Rubenstein | 04 M3 | 1st ASP | 56.244 |
| Ken Kammerer | 03 M3 | 2nd ASP | 56.371 |
| James Sheridan | 98 323is | 1st DSP | 56.412 |
| Eric Wong | 95 M3 | 2nd BSP | 56.683 |
| Glenn Ty | 98 M3 | 3rd BSP | 56.854 |
| Bob Hausmann | 94 325is | 5th SM | 57.69 |
| Mike Neary | 95 M3 | 1st STU | 57.781 |
| Greg Olsen | 93 325is | 1st STX | 58.055 |
| Bill Collins | 95 M3 | 4th BSP | 58.553 |
| Brendon Bengermينو | 04 M3 | 4th ASP | 58.883 |
| Josh Turner | 04 M3 | 5th ASP | 59.837 |
| Rani Emad | 98 M3 | 5th BSP | 59.904 |
| Larry Olsen | 93 325is | 3rd STX | 59.957 |
| Alex Teitelbaum | 04 M3 | 6th ASP | 60.238 |
| Scott Blair | 95 M3 | 6th STU | 62.491 |
| Wayne Rubain | 91 M5 | 5th FS | 63.19 |
| Gary Lin | 95 318ti | 1st EM | 64.902 |
| David Kolodny | 99 M Roadster | 7th ASP | 66.788 |
| Jason Kuper | 95 M3 | 6th BSP | 69.469 (3) |
| Jeff Knoke | 02 330i | 18th DS | 70.784 |

(*) = number of two-second pylon penalties



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NEW MEMBERS LIST



Our membership is now at 5,326 members. We also have 707 associate members who share all of the benefits of being a Car Club member, plus an additional 76 members who belong to the NCC as dual members.

Special thanks to Gabriel Bridger and Krik McGregor for referring members to the BMW CCA.

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

Our email database now represents 74% of our members and grows each

month. Let's make it 100%. If you did not receive an email of upcoming events the past month, we need your email address. There are sometimes changes to the published calendar and the email has the most up-to-date information, so please send your email address to list@nccbmwcca.org. Your email address will not be given out to anyone.

If the spelling of your name is incorrect please use the form at <http://www.bmwcca.org>. 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.

| | | | | | |
|--------------------------------------|--------------|-----------------------------------|------------|--------------------------------|------------|
| Zahid Abbasi | 2001 525i | Travis Champion | 2001 525iT | Peter Fitzner | 1996 318i |
| Ellen Adams | | Marcia Chaplin | 1999 328i | Allison Fitzpatrick | 2003 M3 |
| John Adelsberger | 2004 525i | Clarence Chase | 1991 M5 | Chuck Fontaine | |
| Fidelis Aghapurunwu | 2000 328 | Anthony Chin | 1986 325e | Leann M. Fox | |
| Mary Alexander | 2002 325i | Charles Joseph Clifton | 2006 325i | Robert Friedlander | 2004 X5 |
| Maury Apple | | William Collier | 2001 325Ci | Larry Fuell | 1987 325e |
| M. George Asfour | 2001 330i | Joseph Concaugh | 1987 325iC | Cynthia Fullwood | |
| Heidi August | 2005 330Ci | Catherine Cook | 2001 325i | Michael Fultz | 2002 330Ci |
| Kenneth Avery | 2001 M Coupe | Scott Coombs | | Andrea C. Gabossy | 2004 330i |
| Jack & Alice Ayoub | 2003 325i | Brian Cornell | | Brian Galhouse | 2001 M3 |
| Thomas Craig Baker | 2001 530i | Sandra Corp | 2006 530i | Kimell Gerri Garland | 1997 328Ci |
| Joanne Bamberger | 2001 325i | Robert Craig-Gray | 2002 M3 | Trevor W. & Jennifer Garner | |
| Joe Della Barba | 2000 323iT | Chad & Christina Dalton | | Neal & Patricia Gause | 2004 325iT |
| Shawn Battle | 2002 X5 | Kevin Damanda | 1992 325iC | George Giebel | 1998 528i |
| William Baughman | 1999 M3 | Jeff & Liz Danforth | 2004 Z4 | Eric K. Glisson | 1989 735i |
| Olivier Bechouche | 2005 X3 | Thai Dao | 2002 M3 | Rachel Gluck | |
| Lesley Bender | 2004 Z4 | Ann Davis | | Michael Golligon | 2001 M3 |
| Troy Benesch | 1994 530iT | Esther Margaret & Harry Lee Davis | 2002 745Li | Christian Gonzalez | 1995 840ci |
| William Berry | 2003 745i | Thomas & Natisha Dawson | 2003 X5 | Donovan A. Gordon | 1996 740iL |
| Jason Beske | | Lutz De Toledo | | Chad W. Gosselink | 2005 M3 |
| Tony Bingham | 2005 M3 | Derek DeBoer & Jerry DeBoer | 1991 325i | James & Edithann Graham | 1995 325i |
| Michael Bims | | Gary DeCoteau | 2003 325Ci | Richard Greaux | 2002 530i |
| Miguel E Bonangelino | 2002 330xi | David Dedman | 2005 Z4 | Wilbert Greenfield | 1997 528i |
| Nancy Bonomo | | Katherine Del Vecchio | | Kevin Gunde | 2001 540i |
| Troy Booth | 2001 M3 | Michael Diamond | | Ed M. Hackett | 2001 X5 |
| Michael Boswell | 1996 740iL | Octavis Dickens | 1998 540i | Peter Hahn | |
| Neb Bosworth | 2001 330i | Peter Dillener | 2005 545i | Chris Hanchak | 1987 325i |
| David Nicholas Bowen | 1971 2002ti | Stephen Dobeck | | Donna Jean Hankey | |
| Paula Bowie | 1997 740iL | Robert Dogul | 1995 530i | Brian Hannan | |
| Robert Briber | 2004 330i | Raymond Dunn | 1998 740iL | Fred Hanscom | 1996 Z3 |
| Brucke & Linda Bromley | 1998 M3 | Christian Ellis | | Vivette Hart-Finlayson | |
| Lorenzo Michael Brown | 1976 2002 | Dwight Ellis | 2004 645Ci | R. G. Head | 1997 528i |
| William Bryan | 2001 740iL | Ben Emrick | 1985 535i | Ed Hicks | 2003 330Ci |
| Scott Buie | | Galancha Etienne | 1997 528i | Michael & Chaunfayta Hightower | 2003 530i |
| Dennis Bungato | 1997 528i | Frank Eugene | | K. A. Hinton | 1997 528i |
| John Bunnell | 2001 330Ci | William Evans | 1995 525i | Joseph Hirl | 1998 740i |
| Keagan Burke | | Stuart M. Fain | 2005 X3 | Kathy Hollinger | 2002 325i |
| Mark Caine | | Deborah Findlay | | Debbie Jackson | 2005 525i |
| Adam Campion | | Stephen & Kimberly Fischer | 1997 328i | Amir Javed | 2005 545i |
| Eugene Casale | 2002 M3 | Mark A. Fitz-Patrick | | Bernard Jeffers | 2005 330i |
| Scott Chamberlin & Andrew Chamberlin | 2002 X5 | Dave Fitzgerald | 2005 330i | Stephanie Johanns | 2005 325i |



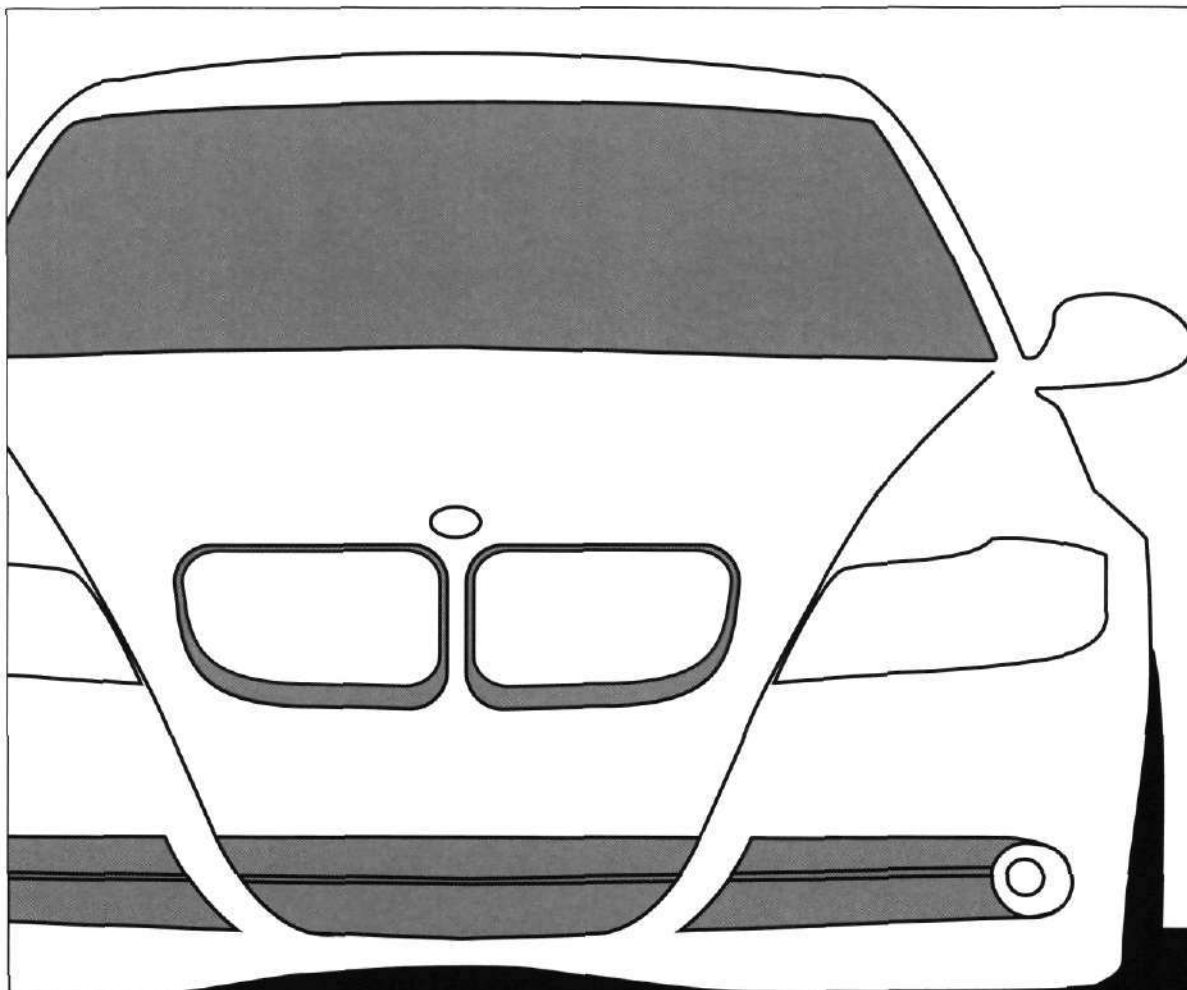
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|------------------------------|-----------------|
| Silas Johnson | 1998 325i |
| Greg Jones | 1995 750iL |
| Jeanne Josephson | 1997 328i |
| Jim & Gloria Joyce | |
| Walter Joyner | 1989 325i |
| Jeff Kanas | 2001 325Ci |
| David Kanupke | 2000 328i |
| Igor Kapuscinski | 2003 M5 |
| Pauline KariKari-Martin | |
| Wilton Keller | 1998 528i |
| Wan L. Keng | |
| Vivian Key | 2004 530i |
| Jay Khoriaty | |
| Peter Kim | 2003 M3 |
| Dae Kim | 2005 330i |
| Anne Kim | 1999 328i |
| Anthony King | 2000 M Roadster |
| John Kisler | 1995 525i |
| Gene Klager | 2001 330i |
| Kenneth Klasinski | 1988 Z3 |
| Janice Krupnick | |
| David Kushner | |
| Bruce Lai | 2000 528i |
| Christopher Lariscy | |
| Terebe Lemma | 1997 328i |
| Barbara Lewis | 2004 X3 |
| Karen Leydon | |
| Caroline Lieber Baldwin | 2001 Z3 |
| Jemmy Suushun Lin | |
| Joseph & Kendra Lloyd | 2005 330xi |
| Peter Loats | |
| David MacMillan | 2000 328i |
| Marty & Angie Mahoney | 2004 X3 |
| Kevin Marchbanks | 2001 330Ci |
| Marta Markowska | |
| Jud Mason | 2005 Z4 |
| James Massingill | 1993 325i |
| Richard May | |
| Kurt & Rebecca Mayer | |
| Steven & Barbara McMahon | 2001 330Ci |
| Molly McNehey | |
| Celeste Anne Melanson | 2005 X3 |
| Charles Mercurio | 2004 325Ci |
| Jeff Merrifield | 2003 745i |
| Raymond Messina | 1997 528i |
| David Meyer | 2000 323i |
| Jerome Milligan | 2005 X3 |
| Dave Mirra | 2000 528i |
| Norris C. Mitchell | 1990 M3 |
| Michel M. & Ashley R. Mitias | 1986 635csi |
| Thomas Mooney | 1999 323i |
| Colin & Sonia Moran | |
| Joshua Morehouse | 2003 M3 |
| Howard Morrow | 1989 325i |

| | |
|-----------------------------------|-----------------|
| Matthew Moury | 2002 M3 |
| Patricia Lynn Muldonian | |
| Kathleen Mullen | 2006 330i |
| Yolanda Murray | 1994 318i |
| Joe Muscarella | 2000 740i |
| Bradley Keith Myers | 2005 325Ci |
| Mike Neary | 1995 M3 |
| Bao Nguyen | |
| Marcellus Nixon | 2003 M3 |
| Rod Noble | 1998 M Roadster |
| John Norton | 1999 M3 |
| Ed Oblow | 2004 M3 |
| Gabriel Ofiesh | |
| Larry Olsen | 1993 325is |
| Peter Orji | 1995 325iC |
| Marco Orsini | |
| Oscar Ortiz | |
| Whitney Ourisman | |
| Ed Palaszynski & Mike Palaszynski | 1995 M3 |
| Young Bae Park | 1999 528i |
| Terry G. Paup | |
| Allen & Frederica Payne | 2003 X5 |
| Richard Perrelli | 2002 525i |
| Donald T. Phillips | 1999 528 |
| Greg Pol-Wnuk | 2001 330Ci |
| Robert Porter | 2001 Z3 |
| Dwayne Proctor | 2003 M3 |
| Will Quardel | |
| Frank Quintanilla | |
| David Christopher Replogle | 1987 325is |
| Pamela Resurreccion | |
| Michael Ribar | 1985 525e |
| Craig Richburg | 2005 330Ci |
| Sherri Riley | |
| Anni Rinker | |
| Isaiah Rivers | 2001 525i |
| Craig Roberts | 1994 525i |
| Samantha Rocks | |
| Will Runge | |
| Finn Salant | |
| Samuel Sample | 1998 M3 |
| Robert Lee Sanders | 2001 330Ci |
| Laura A. Sause | 2004 330i |
| James Schrader | |
| Bonnie J. Sechrist | 2000 M Roadster |
| Jatinder Sehmi | |
| Lee Sesler | |
| Andre Shaw | |
| Marc Sheinkin | 2001 330Ci |
| Peter Sheldon | 1998 528i |
| Jeffrey Shen | 2000 323i |
| Betsy Silver | 2002 325xi |
| Thomas Simeone | |
| Natalie Simone-Fontaine | 1995 525i |

| | |
|-------------------------------|--------------------|
| Cyrus M. Smith | |
| Anthony Smith | |
| Sharon Smith | 2002 525i |
| Tony Smith | 2001 740iL |
| Sophie Smith | |
| Bruce Snyder | 1991 535i |
| Carlos Soriano & Rudy Soriano | 1995 325is |
| Pamela & Edward Spencer | 1998 Z3 |
| Eric Steakley | 2000 328i |
| Daniel Steiman | |
| Gregory C. Stein | 1970 2002 |
| Mark Stephenson | 1992 318ic |
| Ronald Stevens | 2005 530i |
| Marc Stokes | 2004 M3 |
| Geoffrey Stupay | |
| Kevin Sullivan | |
| Elliot Robert Susseles | 2001 530i |
| Deborah Jane Sutliff | 2002 Mini Cooper S |
| Richard Suzman | |
| Shidan Tavana | 2004 M3 |
| James Taylor | 1994 525i |
| Farhad Tchoubineh | 1998 328i |
| Miles Thackrah | 1992 325is |
| George Louis Thiel | 2002 540i |
| Sean Tuohy | 1997 328i |
| Jason Veasey | 2001 X5 |
| Christian Wann | 1995 M3 |
| Dahn Warner | 1997 328i |
| Matthew Waskiewicz | 1998 323is |
| Jeff Watkins | 2001 325xi |
| James Watkins | 2004 325xi |
| Ted Wentz | 1999 M3 |
| Theodore Whitehouse | 2000 323i |
| James T. Whittaker | 2002 M3 |
| Andre R. Willimas | |
| Dieter Max Willkomm | |
| Curtis Wilson | 1998 740i |
| Zack Wilson | 1992 325is |
| Alvin William Wilson | 2003 325Ci |
| Damariz Winborne | 1986 325 |
| Hallie Wolfe | 2005 325Ci |
| Jason Wolff | 2002 330i |
| Elge Wong | |
| Donna Young | |
| Bridget Young | 1997 325 |
| Robert Zarnich | 1989 325ic |
| Erik Zemke | 2003 M3 |
| Kurt Zierfuss | 1972 2002tii |



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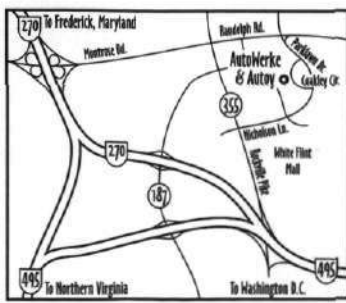
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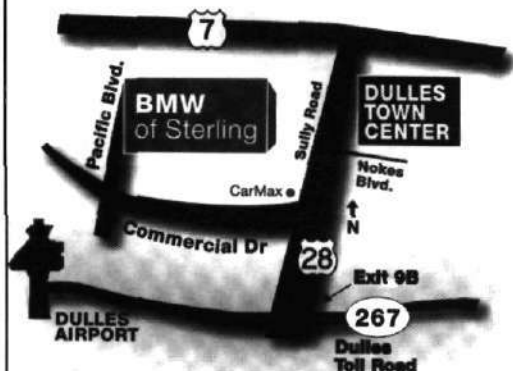


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