

BMW CCA Club Racing News

January 2002

Volume 4, Issue 1

Headlines:

New Chairman at the Wheel!
2002 Rules Changes
The Tire Rack Series Schedule
North American Points System Announced
First Ever National Challenge Race
SSF Sponsorship Brings Pro Style Car #s
2001 BMW Challenge Trophy Results

The Chairman's Corner

Before I get distracted, we should all give a hearty **THANK YOU** to Scott and Fran Hughes for their vision of BMW CCA Club Racing and the countless hours cheerfully volunteered to bring it to fruition. Without their dedication and perseverance we simply wouldn't have a Club Racing program. Under Scott's guidance Club Racing has come from a concept to reality, firmly footed in it's original concept of safe, fun racing in a non-contact environment but evolving to better serve you, our customers.

Another element in that evolution is being implemented for the 2002 racing season. As you probably know by now the CRAC has voted to accept a national points system. The specifics of the system are available on the national club racing website, www.bmwccaclubracing.com. The concept of the program is to provide a national methodology for fun comparisons with the emphasis on in-class performance versus overall placement. There will be a "premier" event in each region which will have a double points race and an annual North American Challenge event that will offer three double points races. The season will culminate with the North American Championship race where the top three drivers in each region and every class will be invited to participate in the championship race. Stringent penalties have been into place to ensure that the primary emphasis remains on the safe and fun portions of the club racing philosophy.

In the months leading up to the start of this racing season, the marketing committee has been hard at work to increase our sponsor funding and place our club racing program in sound financial condition. These sponsor dollars pay for the overhead of the program which includes capital expenditures for timing and scoring equipment, travel and expenses for our stewards, production and distribution of the annual rule books and this newsletter, as notable examples. This, in turn, allows us to better support the hosting organizations and helps keep the entry fees as low as economically possible. This is very much a business with the chicken-and-the-egg dilemma. We need more racers to make the economics work for the hosting chapters but we need more races to attract growth in the racer population. The sponsor agreements are the key element in making it all work. Be sure and show your appreciation to our sponsors by patronizing their businesses with your racing dollars.

I will be working on a new and, hopefully, much improved program for BMW CCA Club Racing logo products that will expand the available items and be more responsive to what the racers say they are interested in purchasing.

A major program will be to study our system of classification for improvements. A select committee will study what other venues do to maintain a level playing field and stimulate friendly competition by possibly reducing the number of classes that we currently utilize. I don't think most people think running in a class of one is near as much fun as a class of ten. It's quite possible we may end up keeping the current system with only minor changes. It's also my intent to move the rule making process earlier into the year so that the racers can know what the rules will be in the following season by the end of September. This will become especially true if the classification system does, in fact, come forth with a major overhaul.

There's much, much more and I will touch base with you each issue on upcoming items of interest. It's important for you to know that I intend to diligently maintain the fundamental philosophy of club racing, which is fun and safe competition. My next priority is to forge a strong financial foundation. I pledge that I will not forget that this is YOUR program and that we will work together for the betterment of YOUR program. Get involved through your chapter or your CRAC representative. We need you to be a part of this program of volunteers. I seek your input, ask your advice and value your opinions.

Be safe ... have fun ... drive hard ... enjoy life.

2002 RULES CHANGES

The following are rules changes for the 2002 BMW CCA Club Racing Series.

1. Snell 95 or newer helmets will be required.
2. Inappropriate actions by driver's guests or crew can result in a 13/13 penalty for the driver.
3. Stock Class cars will be allowed to remove the A/C condenser located in front of the radiator and the mechanical fan and protective shroud. All remaining AC system parts (A/C lines, dryer, compressor, etc.) must remain in place.
4. Four door cars may remove weight to equal a two door car of the same engine displacement.
5. Prepared Class cars will be allowed to use an aluminum or lightened flywheel.
6. Prepared cars will be allowed to use quick ratio steering box or rack and pinion.
7. A second fuel pump will be allowed in all classes.
8. D Modified maximum engine displacement = 2980 cc.
9. Z3 weight correction to: 2755 lbs. Stock; 2645 lbs. Prepared
10. M Coupe Prepared weight added: 3,131 lbs. Stock; 3,006 Prepared
11. E46 Weights –

	Stock	Prepared
E-46 323i	3,153	3,027
E-46 328i	3,197	3,027
E-46 325i	3,241	3,111
E-46 330i	3,318	3,185
E-46 330xi	3,527	3,386
E-46 M3	3,415	3,278
12. A committee is being formed which will have the responsibility to review the current class structure and make recommendations for changes early in 2002 for 2003 implementation.

Questions may be submitted to Jim Roueche, National Technical Steward at:
vroom@zoomnet.net ; 304-525-3506; or mailed to: 202 2nd St. West, Huntington, WV 25701

TENTATIVE 2002 SCHEDULE
BMW CCA CLUB RACING
 Updated 1/13/02

Jan 26-27	Las Vegas Motor Speedway Sin City Ch.
Feb 2-3	Motorsports Ranch Houston Ch.
Feb 9-10	California Speedway Los Angeles Ch.
March 2-3	Phoenix International Raceway Sonora & Road Runner Ch.
March 8 – 10	Road Atlanta Peachtree Chapter
March 16-17	Sears Point Golden Gate Ch.
March 22-24	Texas World Speedway Houston Ch. (Premier Event) National Challenge Race
March 31 (Sun only)	Gateway International Raceway - St. Louis Ch. (part of Gateway Tech.)
April 6-7	Buttonwillow Los Angeles Ch.
May 4-5	NHIS Boston Ch.
May 11-12	Thunderhill Park Golden Gate Ch.
May 24-25	Mid-Ohio (Fri-Sat) Northern Ohio Ch.
June 3-4	Lime Rock Park New Jersey Ch Premier Event
June 7-9	Watkins Glen International Genessee Valley Ch.
June 8-9	Willow Springs Los Angeles Ch.
June 15-16	Putnam Park Bluegrass Ch.
June 29-30	Carolina Motorsports Park
June 29-30	Thunderhill Park Golden Gate Ch.
July 12-14	LeCircuit (Premier Event) Boston Ch./Quebec BMW CC
July 13-14	Keystone (Premier Event) Oktoberfest , Rocky Mtn. Ch.
July 13-14	Buttonwillow Los Angeles Ch.
July 18 or 19	Beaverun Allegheny Ch.(PVGP warmup)

July 20-21	Pittsburgh Vintage Grand Prix Allegheny Ch. (Vintage only)
Aug 3-4	Thunderhill Park Golden Gate Ch.
Aug 10-11	Las Vegas Motor Speedway Sin City Ch. (Premier Event)
Aug 10-11	Road America Badger Bimmers Ch.
Aug 12-13	Summit Point New Jersey Ch.
Aug 24-25	Roebing Road
Sept 7-8	Willow Springs Los Angeles Ch.
Sept 6-8	Mosport Park Trillium BMWCC
Sept 6-8	Gingerman Raceway Motor City Ch
Sept 14-15	Pueblo Rocky Mountain Ch.
Sept 27-29	Firebird International Raceway Sonora & Road Runner Ch.
Oct 12-13	Carolina Motorsports Park
Oct 12-13	Buttonwillow Los Angeles Ch.
Oct 19-20	NHIS Boston Ch.
Oct 26-27	Mid-Ohio Buckeye Ch. (Premier Event)
Oct 26-27	Laguna Seca Golden Gate Ch.
Nov 9-10	TWS Houston Ch.
Nov 23-24	Willow Springs Los Angeles Ch.
December 1	Road Atlanta
Dec 8	Thunderhill Park Golden Gate Ch.

BMW CCA Club Racing Implements North American Points System

Effective January 1st, 2002 BMW CCA Club Racing will implement the North American Points System. One of the ongoing discussions within the club racing community is the friendly banter about relative driving skills. This program was designed to provide a friendly measuring stick with which to compare skills both at the region level and the national level. It is intended to reward driving performance and is therefore scored based on the driver's in-class finishing position rather than overall finishing position which favors the faster classes. The purpose of the system is to move the emphasis to in-class performance and to foster and enhance the national scope of the club racing program with friendly, safe competition at BMW CCA Club Racing events.

Some of you have expressed concern about the system's possible impact on aggressive driving. Safety is, and will always remain, the first priority of BMW CCA Club Racing. Every member of the Club Racing staff is being briefed and rebriefed on maintaining our club racing etiquette and the discipline system, if necessary, to enforce it. There are rigorous penalties to those who breach the etiquette in addition to the usual 13/13 rule penalties. We are prepared to do whatever might prove to be necessary to preserve our safe and fun racing environment. I would personally ask each of you to carefully consider and remember the philosophy of BMW CCA Club Racing, which is to provide a SAFE and FUN racing environment. The primary responsibility for preservation of that philosophy lies with the racers and their conduct.

The system also contains provisions for two special annual races. The first is designated as the "BMW CCA Club Racing North American Challenge Races", in which each race of the event will be worth double position points. The second will be the "BMW CCA Club Racing North American Championship Race", in which the top three finishers from each class from each region will be eligible to compete for the "North American Champion" title in that class.

Additionally, each region will host one annual "premier" event. In "premier" events up to three points races are allowed in an event with one race being designated, in advance, as the "feature" race. The "feature" race will be worth double position points.

The entire points system is available for viewing and download on the official Club Racing website at www.bmwccaclubracing.com. Certainly as a new program we know there will be issues and questions as the season progresses. If you have constructive input concerning the system, contact your CRAC representative or myself. We value that input and will give it every consideration.

Thanks and let's have some SAFE FUN,
Steve Olsen



FIRST EVER National Challenge Race

Texas World Speedway, March 22nd – 23rd – 24th

Hosted by The Houston Chapter

Gates will open on Thursday, March 21st at 5PM for registration and early tech inspection. The mandatory rookie candidate and first-time provisional driver meeting will be Thursday evening at 7PM. Registration and tech inspection will continue Friday morning. The current schedule plan calls for Friday's schedule to consist of two morning practice sessions. The third session will be practice starts and then qualifying for both a "fun" (non-points) race Friday afternoon and the first Saturday sprint. Saturday begins with a warm-up session followed by qualifying and the first sprint race. The second sprint race will be the BMW CCA Club Racing North American Challenge feature race. On Sunday there will be another warm-up session followed by a qualifying session and then a 1.5-hour enduro with optional refueling and a mandatory pit stop. The published BMW CCA enduro protocol available on the national club racing website will be used. All three races will have a double points value. The Lone Star Region of the Porsche Club of America is our host and will be club racing a similar schedule each day.

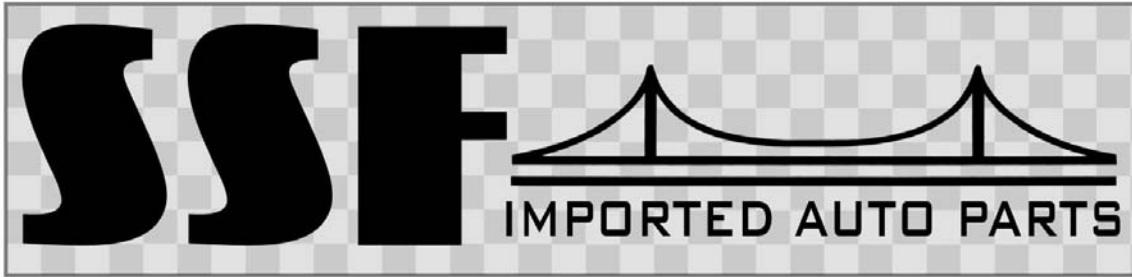
We will be racing on the 2.9 mile, 15 turn historic CanAm course at Texas World Speedway. You can get an aerial view, track layout and track history at the TWS website, www.texasworldspeedway.com. The website also provides information concerning local motels. The Manor House is the official headquarters hotel. TWS offers excellent facilities with 60 garages, plenty of paved paddock area, used-fluid dump sites, a full snack bar, driver's showers and seating for 30,000 of your adoring fans. Only the back straight is not visible from the top of the grandstands. There is plenty of room for RV's and big rigs. Oversized rigs (over 12 ft tall) must enter the facility through the back gate, which remains locked. Make prior entry arrangements with the track staff for big rig entry, as this gate is not continuously manned. Sunoco race fuels are sold at the track including 93 octane street fuel, 96 unleaded, 104 unleaded and 110 leaded varieties. Drums of fuel brought by racers are NOT allowed. 5-gallon jugs are permitted. No refueling is allowed in the garages. We will have a Hoosier tire representative with tire sales, mounting and balancing capability at the track. Your entry acceptance letter will confirm these arrangements and provide contacts for pre-arranging tire deliveries.

Texas World Speedway is located on State Highway 6 about 75 miles northwest of Houston, just 5 miles south of College Station. College Station is the home of Texas A&M University, the nation's fourth largest university. The George Bush Presidential Library is an excellent attraction for those travelling with you who have interests apart from racing. The local area has a multitude of restaurants and basic automotive parts and services facilities. There is a BMW dealer in the local area as well as three other dealers located in Houston.

The \$295 entry fee provides 1 driver credential, 1 paddock parking pass, and 1 event T-shirt. If you elect to use a second driver for the enduro who is not already registered as a primary driver there is a charge of \$75, which includes an enduro-only driver credential and 1 event T-shirt. A limited number of extra event T-shirts are for sale. A late entry fee of \$25 is charged for all entries **received** after March 1st. Late entries are not guaranteed size availability on their T-shirt. No refunds will be issued for cancellations received after March 1st. All cancellation refunds are subject to a \$35 administrative fee.

Remember that this is one of the first races of the year. If you need your annual tech inspection, be to present your personal safety gear for inspection at tech. This is an annual requirement. Give yourself plenty of time for tech if you need these inspections.

For the latest updates check the Houston Chapter website: <http://www.houston-bmwcca.com/driving/cr.html>



SSF Announces BMW CCA Club Racing Sponsorship

BMW CCA Club Racing is proud to announce that SSF Imported Auto Parts, Inc. has committed to a major sponsorship agreement for our club racing program. As a leading importer/wholesale distributor of automotive parts for BMW, Mercedes Benz, Porsche & Audi, SSF views the BMWCCA Club Racing program as an important venue to promote their products. To learn more about SSF go to www.ssfautoparts.com

As part of this exciting new agreement, SSF will generously provide a substantial array of contingency awards at each sanctioned BMW CCA Club Racing event, including five \$100 contingency awards at each 2002 race, plus providing other event awards. The majority of the value of the SSF sponsorship package goes to the direct benefit of the club racers. The contingency awards that SSF is providing will be redeemable through their large customer base, who are located across the country.

Also, SSF will host a luncheon each day for all BMW CCA club racers participating at the first annual North American Challenge Race. This series of three races is to be held on March 22nd, 23rd and 24th at Texas World Speedway just outside Houston. All three races, including two sprint races and a 1.5 hour enduro, will have double points value in the new BMW CCA Club Racing North American Points System.

SSF has a very active Motorsports program for BMW's that in 2001 included three cars in BMW CCA Club Racing, one Speedvision Touring Car, and a Speedvision GT car. They are planning on a substantial effort for 2002 as well. On behalf of our racers, BMW CCA Club Racing thanks SSF for their valued support of our program and the racers themselves.

Re: SSF Door Number Boards - Ordering Information

SSF Imported Auto Parts is providing pro style door number boards for each racer which will be mandatory for the 2002 season. The numberboards provide an exciting professional look for our race cars.

SSF has advised they will be doing the number boards with a black border and their logo in three colors, black, red or blue, to allow the racers to do some level of color coordination. They have also selected the highest quality vinyl to insure the number boards remain in good appearance throughout the season. Drivers will need to purchase and affix their own car numbers to the numberboard.

The numberboard dimensions (16" wide by 19.25" tall) will be sufficient to allow up to three digits meeting the minimum 8" club race specifications. The size of the space available for the numbers is 15.75" wide by 9.25" tall. The font and color of the digits are at the discretion of the each driver to allow latitude for personalization. Space is allowed for class designation at least 3" high.

Licensed racers will receive 2 number boards. The required hood numbers will not use an SSF number board.

To give you the greatest possible lead time on incorporating these into your race car graphics design we invite you to submit your order directly to BMW CCA Club Racing by ordering directly on the BMW CCA Club Racing website, e-mail/fax/phone or regular mail.

To order on the website log onto: www.bmwccaclubracing.com and look under 2002 Tire Rack Series Information, SSF Number Panel Ordering.

Please allow 14 days for shipping. Please order well in advance of your first anticipated 2002 race.

You may also use the following form to place your order:

Date of order: _____

Date Needed: _____ (Consider race schedule, graphic design plans, etc.)

Name: _____

Address: _____

City/State/Zip _____

Contact Phone# : _____

E-mail contact: _____

Club Racing License #: _____

Door Number Board Color requested:

Black _____ Blue _____ Red _____

Return order to: Fran Hughes: fhughesbmw@aol.com
330-963-7223 fax and phone
2983 Darien Lane, Twinsburg, OH 44087

The STEWARD'S CORNER

- Jeff Lutes, National Competition Steward

We (Jim Roueche and myself) have been asked to contribute to the Club Racing Newsletter by penning a column under the byline "Steward's Corner". I drew the short straw, so I get to be first...

A short time ago we (the stewards and CR chair(s)) had a discussion concerning how to determine who is "at fault" when a contact incident is reported. There are various definitions of who "owns" a corner and when they do. Most are based on some measure of how far alongside the lead car the trailing car has progressed as the two enter and negotiate the corner. Some say when the nose of the trailing car has reached the front door of the lead car then the corner "belongs" to the trailing car, some say they two must be completely side by side, etc. The difficulty of assigning blame for contact in these cases is compounded by these numerous definitions of "who owns the corner". In many cases each of the drivers involved have a different idea of ownership (mostly based on which car they were in).

In BMW CCA Club Racing we have taken a different approach. By adopting and modifying a rule used throughout vintage racing (the dreaded "13/13 Rule") we have made an attempt to eliminate "corner ownership" as a standard in dealing with contact incidents. Our philosophy of Safe, Fun, Competitive Racing is built totally on the concept of "racing room". What is "racing room", you say? As I see it, racing room is the concept that every car on the track has equal rights to any space on the track (as long that space is not currently occupied by another competitor). Racing room means that as you're out there dicing for position, you must keep in mind the rights of the other drivers. That is you must afford them the opportunity to race without fear of damage due to contact. This does not mean that if a car gets near you, you should slow down, pull aside and let them by. It does mean however, that you should allow enough room for that other driver to negotiate the corner unmolested. Now some of you may say that this will lead to something that can be termed the "bully pass", in that a car may drive into a corner regardless of where the lead car is in the corner, knowing that they must leave "racing room". This is no less a fault garnering position to take than the one in which the lead car "slams the door" on the trailing car, knowing that no contact can be made. Neither of these maneuvers is acceptable in BMW CCA Club Racing.

The burden of fault determination now lies with the Chief Steward. He must, based on the drivers' interpretation of an incident, in-car video (when available), other drivers' perceptions, and the keen observations of the course safety workers, determine which of the drivers involved should be assigned blame for the incident. The steward can take into account previous observations of the drivers to determine their racing demeanor, as well as the drivers' attitude in dealing with the contact and subsequent investigation. (You may have noticed that I didn't mention spectator reports concerning the incident. Stewards should not use any spectator observations in their determination in as much as this is hearsay evidence and does not represent the opinion of a race official.) After weighing the evidence the Steward will make the best call he can. Sometimes this is not very popular with some drivers (especially the one who gets the penalty). But that is why there is an appeals process. Maybe next time I'll talk about that.

See you at the track,
Jeff Lutes
National Competition Steward

CLUB RACING NEWS AND NOTES

Club Racing and CRAC Staff Updates

Club Racing Financial Officer - We are pleased to announce the addition of Bob Van Epps as Club Racing Financial Officer. Bob is an experienced accountant and has already started the transition with a meeting at National to review Club Racing expenses with Wynne and "retiring CFO" Scott Blazey. We are very grateful to Scott for his support in developing and managing the financial side of Club Racing.

Marketing/Sponsorship Committee Formed – we have formed a new committee to develop Club Racing marketing and sponsorship programs. The committee members are Scott Hughes, Ross Karlin, Mike Mills, Luka Serdar, and Al Zilinsky. If you have ideas for growing the program marketing and sponsorship contact a member of this committee.

CRAC Elections – this year CRAC representatives were elected for South Atlantic (Al Zilinsky), Pacific (Ralph Warren was re-elected to a second term) and North Central. Welcome Al and thank you to Ralph! There is still an opening for North Central as Bob Stommel has asked to step down for business reasons. If you are interested in information about this position please contact Bob at rstommel@iquest.com.

WEBSITE PHOTO GALLERY

If you haven't already, check out the new **PHOTO GALLERY** section of the website. If you are interested in having photos of YOUR race car or club race action, send a link to your photo site to Mike Mills at: mwm@ccnet.com.

BMW CCA CLUB RACING E-MAIL LISTS

BMW CCA Club Racing has established e-mail lists for each geographic region to facilitate communications within each region and to provide an announcement mechanism for Club Racing administration.

Each regional list is comprised of licensed BMW CCA Club Racers who reside in that region. Each regional list is primarily for communication between the racers as well as their Club Racing Advisory Committee representative. These regional lists may include discussion on subjects that are relevant only to the region's drivers.

There is a super list of all members of the regional lists that is used to send announcements from Club Racing administration to all subscribed racers. This list is for announcements only, it is not a discussion forum.

Bimmers.com is and will continue to operate the National discussion list for BMW Road Racing and BMW CCA Club Racers. Visit the Bimmers.com web site for instructions on how to subscribe to this list (SEE PROGRAM ANNOUNCEMENT THAT FOLLOWS).

Participants may select several personal options including individual mail or digest formats and suspension of mail for a period of time such as while on vacation. A basic archive facility is also available to list members only that allows all previous mail processed through the list to be reviewed.

To participate in these regional lists hosted by BMW CCA Club Racing click on the E-mail lists link on the website under Administrative Information.



BIMMERS.COM ENDORSED AS OFFICIAL NATIONAL DISCUSSION FORUM

Fillipo Morelli's **Bimmers.com** joins BMW CCA Club Racing as an Associate Sponsor and is endorsed as the Official National Online Discussion Forum for BMW CCA Club Racing. The BMW Club Racing Special Interest Group is a community of road racers, most of whom have BMW CCA Club Racing licenses. This officially recognized BMW CCA SIG helps increase the community of BMW racers.

To join the bimmers.com forum click on the link on the BMW CCA Club Racing website under sponsors: (<http://www.bimmers.com/clubracing/join.html>).

CAR NUMBER ASSIGNMENT CHANGES

To support the continued growth of the program with minimum change we are modifying the car numbering system as outlined below. It is intended to address the problem with a minimum number of changes to current numbers.

First of all, you **are** eligible to keep your current number if you competed in the annual minimum number of events (2) in 2001. If you are eligible, then you can keep your existing number regardless of duplications. This minimum number of events rule has been in existence since the first year of club racing ... nothing new there.

Permanent Number Assignment Procedure:

1. Limit the quantity of duplications nationally to two. We'll grandfather all existing duplications that currently exceed that quantity, but if one goes "dormant" then it will not be reissued until the current national issued quantity drops to one, in which case the reissue could then be the second and sole duplication, subject to paragraph (2) below.
2. No issues or reissues for duplicate numbers in the same region. Again, we will grandfather the existing AND current number holders even if they are in the same region.
3. The "most senior" number holder (based on lowest license number) will get preference for his/her number assignment for a race up to one month prior to the event. If the racer hasn't registered prior to one month (same day, prior month) of the first day of the event, then it reverts to first-come, first-served in the event of duplicate numbers. Registration is considered as receipt of the entry form AND payment.
4. We will STRICTLY enforce the 2 event (not race) rule. If you don't compete in a minimum of 2 events per calendar year, your number goes back into the available number pool so long as it isn't one of the grandfathered numbers (more than 2 nationally or 1 regionally). If it is one of the grandfathered numbers, it won't go back into the pool until only one other racer has that issued number AND we don't violate the single number per region clause. {Exceptions for numbers going dormant can be approved for extenuating circumstances such as personal health, but must be approved by the National Chairman. Car-out-of-commission is not a valid circumstance unless you were the innocent victim of being crashed out in a BMW CCA race}.
5. We will STRICTLY enforce the car number in tech inspections. If the racecar isn't sporting the assigned number in the proper places, the racecar doesn't get on the track ... period. Tech will add this to their at-track inspection form. If you somehow manage to sneak out with the wrong number you will be black-flagged and/or DQ'd.
6. National T&S will now make the car number assignments to keep Fran from being buried with additional workload.

SPEAKING OF CAR #S.... a reminder that the rules require a hood number to aid timing and scoring in identifying entries. Hood numbers will not use an SSF numberboard.

Remember ... if you are ELIGIBLE to keep your current number, then you can keep it under this process.

BRING 3 (three) spare 0's and three (3) spare 1's to each race, especially if you failed to sign up one month early. It could save you a lot of angst at the track ...

We will be attempting to put a roster of "available" numbers on the website every month or so. They are valid the day of the website posting ... obviously some will be taken over time until the next posting. Have a few alternatives in mind when you ask for your car number. Remember variations ... such as "3" could be "03" or "003".

BMW CCA Club Racing KUMHO Tires Racing School Overview



BMW CCA Club Racing has enhanced the racing program by developing a series of racing school programs nationwide to serve as the perfect stepping stone for the prospective racer.

These programs are presented by professional, experienced faculty, including the California based **Driving Concepts** Team. See their website for further information: <http://www.drivingconcepts.com/>.

These intensive two-day schools are structured to take the experienced driving school participant and prepare them for the racing environment. A number of licensed racers have taken the program too, remarking of its value in sharpening their skills and continuing their learning.

In 2001 **Driving Concepts** conducted Club Racing Schools at Buttonwillow, Willow Springs, and Oktoberfest. We very much appreciate the excellent program they provide (which was developed with BMW CCA resources and Instructors in California and uses BMW CCA Instructors as faculty). Special thanks to the **Driving Concepts** Team for their support at OFest 2002!

It has been great to have **KUMHO Tires** as sponsor of the Racing School program; we anticipate their return as 2002 program sponsor.

Keep an eye on the Club Racing and Driving Concepts webpages and the newsletter for announcements of the racing schools scheduled for 2002. Our goal is to have 4 to 6 schools geographically spread around the country so that more aspiring racers can take advantage of this quick way to get "up to speed" on the track.

CLUB RACING MERCHANDISE PROGRAM TO BE REVITALIZED

Watch for news on a new Club Racing merchandise program. We are evaluating options/vendors and look forward to providing you with a great selection of BMW CCA Club Racing logo merchandise and more actively promoting the program. News as it happens.....

BMW CHALLENGE TROPHY RESULTS FOR 2001

The 2001 BMW Challenge Trophy results are in with a total of 19 racers contesting the awards within 20 race events. The E36 Stock Class competition resulted in a tie between California's Richard Biscevic and Tire Rack's own Wayne Leuthold. Each had 5 class wins (best 4 count). Maybe they'll get to meet in the 2002 North American Challenge?

Kathy Lyle, National Treasurer, won the M Coupe award.

Congratulations to all! Full results will be posted on the website

2002 BMW CHALLENGE TROPHY PROGRAM

Watch the website for final details, but BMW NA's Tom Salkowsky has confirmed continuation of the BMW Challenge Trophy program for 2002 with awards to go to the best performances by E46 and M Coupe racers. There may just be a BIG surprise in the deal too! Stay tuned!

GETTING STARTED

If you know of someone interested in racing, someone who is just "Getting Started", or you want a brief refresher on key information to make your racing program more successful, check out the "**Getting Started**" section of the website.

LICENSE AND RENEWAL FEES CHANGE

Eff. 1/1/02 new licenses are \$60; renewals are \$50. There continue to be additional fees for expedited processing of new licenses (\$65) and renewals (\$50) if the request is within 10 business days of a race. Lost license fee (\$10) and lost logbook fee (\$20) now apply.

Racers **MUST** show current BMW CCA Club Racing license AND current BMW CCA membership card at registration/tech to be eligible to race.

Licenses will only show ONE expiration date – either the date your license expires or your physical expires. After that date you will not be eligible to race.

Gateway Tech 2002 March 28-31, 2002

All BMW CCA Club Racers and sponsors are strongly encouraged to make the Annual Gateway Tech a part of your "must participate in list" for 2002, held this year at its NEW location, the Frontenac Hilton, St. Louis.

Over the last several years the focus of this 20+ year event has strongly emphasized the BMW CCA Club Racing program, and racing and driving school related competition, performance and safety products.

In addition to your opportunity to meet with Club Racing sponsors at Gateway Tech 2002 we are assembling a panel of speakers where you will get an opportunity to participate with a focused audience group on subjects such as:

- Getting Started in Racing
- Selection and Purchasing of Competition and Safety Products
- Racers Tech '101'
- Choosing Competition Tires, and more

For more information check out the Gateway Tech website at: <http://www.stlbmwclub.com/gatewaytech.shtml>

Contact GT '02 Chairman Mark Woolley at: woolley3@aol.com, 314-232-6044
See you there!