

April 2003

[Welcome!](#)

[From the Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship Updates](#)

[Medical Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC Report](#)

[Spec E30](#)

[BMW NA Challenge Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

Welcome

**Edition TWO !!**

Welcome to the second 2003 edition of The Tire Rack BMW CCA Club Racing Series Newsletter! Yup -- second newsletter of 2003 (and only 2-days late!). There were the doubting Thomases but we have persevered and already are scheduling the third edition.

For up-to-the-minute information and hot off the press news check the [News and Updates](#) pages of the website regularly.

Comments and questions? Simply contact the [Webmaster](#).

Have fun, be safe!

**Next Edition: JUNE**

Deadline for submission to the next newsletter is May 25th. Content can be short or long, opinion, thoughts, reports or comments. Simply Email text and pics to the [Webmaster](#) any time.

on to: [From the Chair](#)

April 2003

[Welcome!](#)

[From the Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship Updates](#)

[Medical Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC Report](#)

[Spec E30](#)

[BMW NA Challenge Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

From the Chair - Steve Olsen

### On a Clear Day

#### Grand Am Cup

The 2003 season is now in full swing. This weekend we'll have an historic first for BMW CCA Club Racing with our Grand Am Cup support race at Homestead. Thanks in large part to the efforts of Bob VanEpps, we are discussing a larger tie-in to the Grand Am series for 2004 with five or six support races including a possible event at Daytona. The tie-in offers to open some dates for us at hard-to-get-at tracks and offers a dramatic increase in our national exposure to the media. That, in turn, is a big plus to our sponsors.



#### California

Our first race in California follows the following week as we have Premier Events at VIR and Infineon Raceway (Sears Point for all you diehards). We have a definite presence in California and are working hard to build relationships that give us the track dates we need. In that regard we are working hard to get the chapters to see the many advantages of offering a club race once a year in conjunction with their driving schools. While the inertia is substantial, I do believe we are beginning to see some signs of movement in that regard.

A special thank you to Larry Resnick, who has stepped up to assume the point position in keeping Club Racing moving forward in California. Larry is also taking an active role in working with the Golden Gate Chapter to include a club race with one of their driving schools.

#### Money and Sponsors

Club Racer and North Central Regional VP Scott Blazey pointed out in his quarterly newsletter to his constituents that Club Racing receives ZERO funding from BMW CCA. If you hear a fellow club member grumbling about the club spending money on racers, you should point out the fallacy of that position. Additionally, Club Racing does not receive any money from chapters who host races. All of the travel costs associated with providing stewards to the events is borne by Club Racing which relies on national sponsor funding to pay those

bills. That's reflected in lower entry fees for racers and lower costs for hosting chapters.

In that regard, if you have good, solid leads for a potential national sponsor please contact Scott Hughes or Rick Dirks on our Marketing Committee. The Committee is always looking to add to our sponsor base and needs your help with quality contacts to expand that base.

### Rules (again?)

Hard to believe, but the rules process will be upon us shortly. Get your thinking hats on and start gathering your suggestions. I expect the rules changes to be minimal. We have a stable platform now and will continue to work in our efforts to firmly encourage compliance.

### Growth of the program

The number of BMW CCA club racers continues to grow in spite of a very challenging economic environment. We are rapidly approaching 1000 licensed racers. While I know there are improvements to be made, the marketplace is telling us that we are doing a lot of things right. We have a half dozen or so spec MINIs in various stages of construction and expect to see them competing soon. There is considerable interest in the MINIs and as the less expensive, used chassis become available I expect to see more rapid growth in the new series.

Be sure and support our sponsors ... thank them with your business and thank them personally when you get the opportunity.

Happy Trails,

Steve

on to: [Tech News](#)

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing  
Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

News from Tech - Jim Fluckey

### Early Season Update

I have been very impressed with the level of preparation and professionalism displayed by all the racers and officials involved with the races I have attended or been involved with so far. Congratulations are due for all! The two comments I would offer are: please have your paperwork done before tech and please let us know in tech and most importantly let timing and scoring know what class you are in. Fran, Nanci and I have updated the data base with the most current info we have but some of you have changed classes and we don't have a way to know unless you tell us or, Heaven forbid, I made a mistake. As the year goes on we will be getting into checking more technical things in the tech line and after the sessions so be good and legal.



### Rules Clarification

#### 04-01 Seat belts and Harness Assemblies.

Any seat belt and/or harness assembly which has current SFI and/or FIA approval is allowed in Club Racing. This adds the current FIA type approval for Hans devices and lap belts which do not have a SFI rating.

on to: [T&S News](#)

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### News from Timing & Scoring - Nanci Maloney

#### MyLaps now online!

BMW CCA Club Racing results are now available at MyLaps.com. MyLaps.com provides race results as well as individual laps times to registered racers. MyLaps.com is a service provided by AMB i.t. US, the manufacturer of the Timing and Scoring equipment BMW CCA Club Racing uses. The data from races that BMW CCA Club Racing provided the T&S for is sent directly from the AMB Orbitz software program to the MyLaps.com web site. Only races that we provide the T&S for are available at MyLaps.com. You will need to register with MyLaps.com and set up your account. This is a free service. I have been assured that AMB does not sell or otherwise distribute the names of the racers that register.



Anyone can view race results on MyLaps.com. For a look at what MyLaps.com offers to the registered user, click the logo above and login with the username: bmw and password: clubracing (both are case sensitive). Note: This account was established to give you an idea of the benefits of registration and will be disabled in the coming weeks.

#### Also from AMB

BMW CCA Club Racing is also doing the beta testing for AMB to set up our BMW CCA Club Racing web site to accept results directly from the AMB Orbitz software program. Thanks to Robert Buttweiler for working with AMB to facilitate this endeavor.

#### Getting (and Keeping) Current

T&S is still working to get all of the class and chassis designations current. Please take a few moments to review the race results at each event to make sure the information we have is correct. Notify T&S prior to leaving the track of any discrepancies. Results will not be modified after the close of the race. It is the responsibility of the racer to insure that corrections are made at the track.

If you have changed cars, class or transponder numbers over the off season it is important

that you let T&S know of the changes. The results are only as accurate, in regards to personal information as the information you have provided us. Please take the few minutes it requires to send [me an email](#) and make the necessary corrections to your personal data.

on to: *Sponsorship Update*

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### Sponsorship / Marketing Update - Scott Hughes

#### New MINI Spec Classes

**BMW Car Club of America Club Racing Announces New MINI Spec Classes and Exclusive Series Suppliers - The Tire Rack and Mini Mania.**

The exciting news on the sponsorship/marketing front is the expansion of The Tire Rack sponsorship in conjunction with Mini Mania as exclusive suppliers for the new Spec MINI program!



The MINI spec classes were formed to welcome this exciting new car into our program and to provide a racing platform based on the concept of a limited number of specified performance enhancements, focusing on managing costs to achieve close competition within this group and maximizing the focus on driver performance.

Check out the [Mini Mania website](#) for more information. For full details see the press release later in this issue.

#### BIMMERS.COM

Many of you are members of the BMW Club Racing Special Interest Group (SIG) hosted by Filippo Morelli, a long time BMW CCA Club Racing supporter and sponsor.

You may not be aware of all of the content of the bimmers.com site, which in addition to the well known Club Racing List e-mail forum, includes extensive information on 2002s, the E30 M3 and M5 and M6 models.

Check it out at [bimmers.com](#) and join the fun!

#### 2003 TECH FEST WEST

**BMW CCA CLUB RACING PARTICIPATES IN 2003 TECH FEST WEST.**

Long a supporter and participant in the Annual Gateway Tech, BMW CCA Club Racing Chairman Steve Olsen represented us at the 1st Tech Fest West hosted by Los Angeles Chapter in March. Tech Fest West is a great forum to show off Club Racing, meet new friends, exhibit examples of participant's race cars and promote BMW CCA Club Racing sponsors. Steve presented a number of tech sessions regarding the program and race car preparation, working with representatives from The Tire Rack and Mini Mania to promote the series in general and the new Spec MINI program.

We'll be there next year with even greater participation!

## SEMA + PRI Shows

### 2003 SEMA and PRI SHOWS TARGETED FOR SPONSOR SUPPORT!

We are already planning to actively support BMW CCA Club Racing sponsors at this year's SEMA and PRI Shows. The SEMA Show will be tied into a Club racing weekend in Las Vegas this year. Perfect opportunity to join the fun!

## WANTED!

### NEW SPONSORS WANTED!

Additional sponsors are always welcome to add their support to the growing BMW CCA Club Racing program. With over 950 racers licensed in the program since its 1995 inception Club Racing is the perfect way to promote companies' motorsports performance products. Interested parties are encouraged to contact Scott Hughes for details and to design the most effective program for you.

on to: [Medical Report](#)

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### From the Medical Committee

#### Safety Opinions

While there are inherent dangers to motorsports over the years much has been done regarding driver safety. There has been a lot of scientific research regarding crashes. Cart and Formula 1 are leading the way.

While we are not yet ready to make the following recommendations requirements we would like to share with you our opinion on some recent developments to enhance driver safety.

1- HANS device. This has been around since 1989 and the evidence regarding its benefits is overwhelming. It costs about 2 race weekends worth of tires. It does not wear out. It is portable in that you can use it in any car. It can mean the difference between using a foot brake and a hand break. We highly recommend and encourage each and everyone of you to use one.

2- 6 point harness. A relatively inexpensive addition to the current 5 point harness that significantly reduces the forces on impact on the torso and neck. This is a cheap and easy safety addition.

While there is more stuff on the way these two items are to be considered highly recommended by the medical committee.

Dr. Paul  
Dr. Rick  
Dr. Ernie  
Dr. John

on to: [Licensing](#)

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### Licensing Information - Fran Hughes

#### Just want to you get you all up to "SPEED"

I have been just a little busy these days with the exciting growth of club racing.

We have granted licenses to date to 936 racers, of which 48 have been issued this year alone. It's nice to see that some of the racers are coming back into the program. The hard work of Steve and Bob Van Epps has helped put Florida back on the map. California licensing continues to grow. Great job everyone!



Don't forget that if you have not replaced The Tire Rack windshield banner with the new one you will need to have that taken care of before your next race. You can order Black or LARGE white die cut from [me](#). Red, Blue, Purple from Angie Rogers at The Tire Rack at [Angie Rogers](#).

Replacement of SSF door panels must be ordered from the vendor gogogear at [www.gogogear.com](#). If you go to our website and look under "For the Racer" and go down to decal requirements it will take you right to the order form.

PHYSICALS - please make sure that your Doctor has signed and dated the form and checked off if you had a baseline EKG if you are 40 years or older. If I receive any that are incomplete forms I will be mailing them back from now on.

To be sure I have time to help you with decals and whatever else you need, please drive safely to make sure I'm not putting time in handling incidents reports that come across my desk.

On that note I wish you all a Wonderful, Fun, and most of all a SAFE year of racing!

Fran

on to: [Spec Mini](#)

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### Spec Mini

#### BMW Car Club of America Club Racing Announces New MINI Spec Classes and Exclusive Series Suppliers - The Tire Rack and Mini Mania

BMW CCA Club Racing, in cooperation with The Tire Rack and Mini Mania, has formulated the technical specifications for the newly formed MINI Spec Classes in 2003's The Tire Rack



BMW CCA Club Racing Series. The MINI spec classes were formed to provide a racing platform based on the concept of a limited number of specified performance enhancements. By limiting the performance enhancements in number and origin, the focus of the MINI Spec Classes is on driver performance.

The Tire Rack has been selected to provide wheel and tire packages as well as springs and shock absorbers. Mini Mania has been selected to provide an authorized performance package that includes performance upgrades to racing quality levels in brakes, exhaust and suspension.

BMW CCA Club Racing was founded to provide a racing venue dedicated to BMW's and operates under rules similar to vintage racing venues. It conducts approximately forty racing events annually across the United States and Canada and boasts over 900 licensed racers. Full MINI spec series specifications and BMW CCA Club Racing Rules can be found on the BMW CCA Club Racing website: [www.bmwccaclubracing.com](http://www.bmwccaclubracing.com)

The Tire Rack of South Bend, Indiana is the series title sponsor and a nationally recognized source of wheels, tires, springs, brakes and a host of other related products for automotive enthusiasts at all levels. Full information about The Tire Rack is available on their website: [www.tirerack.com](http://www.tirerack.com)

Mini Mania of Nevada City, California is a developer and marketer of performance parts for both new MINI models and the original Mini series and is a sponsor of the spec MINI classes. The Mini Mania website offers a complete informational package at: [www.minimania.com](http://www.minimania.com)

on to: [CRAC Report](#)

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### CRAC Reports

#### North Central Region

Allow me to introduce myself, I'm Jack Money, newly appointed CRAC Rep for the North Central Region. I filling the position vacated by Ken Partymiller who has served our region for numerous years. Thanks for all your hard work and efforts Ken, it's much appreciated! Enjoy your retirement!

A few things about me.....I live in the Detroit area. I work as an engineer for Visteon Corp, automotive systems supplier. I've been involved with the BMW club for about 10 years now, starting way back when on various email lists. I've also been involved with the SCCA for a few years. I started racing my E30 M3 in JS in 2001 after having done some driving schools and a Bob Bondurant Road Race course...needless to say I was hooked. This year I'll be running the M3 in JP. I try to make it to most mid west events so please feel free to look me up and introduce yourself.



I try to make myself available to answer questions anytime I can so please feel free to email or call me if you need to (see the website for my contact info). I'm looking forward to another year of camaraderie and excellent competition and meeting more fellow racers. Let's keep it safe and clean!

Jack Money, NC CRAC Rep

#### South Central Region

The Spring race season has gotten well under way in the SC region with The Lone Star Chapter hosting their race at Motorsports Ranch the first weekend in March. This race was run with invited Porsche drivers in attendance as well. Due to the recent rash of engine failures and the dismal look of the economy, the race was somewhat sparsely attended, but a good time was reported by all. The next Texas race was held two weeks later at Texas World Speedway. This was also a weekend combined with Porsches but, we were not allowed to run together as this was a PCA event. There were two P-car run groups and one BMW group. BMW racers attended from as far away as Minnesota and Illinois. Again, everyone reported having a good time.



The rest of the season looks like a lot of fun. The are new races at Barber Motorsports park

in Alabama and also a possible race in Albuquerque at the fairly new Sandia Motorsports Park. I saw some pictures taken at an SCCA event at Barber and the track and facilities look outstanding with all kinds of interesting things on the grounds. We should also be holding a new race at Hallett in Oklahoma in August. This is a very fun track as well. And please, don't forget that O' Fest is being held in Texas this year and will include a Club Race at TWS in October.

All in all, it looks like a great season for the SC Region. I hope to see all the locals back together later this year. See you at the race track!

Jeff Bailey

## Pacific Region

Along with increased support with local chapters, the Pacific Region is currently developing relationships with additional groups to help augment its racing season. We are currently joining forces with ASRA, Speed Ventures and POC.

One of POC's premier events is the annual 4-hour Tribute to Le Mans race. As in years past, it will be televised on SpeedTV. They have offered BMW CCA Club Racing a limited number of entry spots for that event. This is an excellent opportunity for a BMW CCA club racer to take part in a pro-level event.

This year will mark the first year for an enduro to be run under the BMW CCA flag in the Pacific Region. We are very much looking forward to the enduro format. Race day track time flexibility by our hosts will allow us this opportunity. It's always been a mystery to Pacific Region racers how a mandatory 5-minute pit stop can get blundered... we'll find out soon.

I'm always interested in your ideas and input to make BMW CCA racing in the Pacific Region safer and more enjoyable. See you at the track!

Ralph Warren - Pacific CRAC



on to: *Spec E30*

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### Thoughts on the Spec E30

The concept of a spec E30 is not a new one. Scott Hughes and the Club Racing team contemplated a spec series using the E30 chassis as well as the 318ti and 4 cylinder Z3 models over four years ago. Much of the analysis has to do with the philosophy behind a spec series of any kind. The philosophy was to have a relatively inexpensive platform that would be essentially identical to all the racecars in the class. A corollary to that was the idea of keeping the budget of the racer out of the equation to the greatest extent possible. The consensus then was that so many modifications of so many different types already existed in the E30 community, that it would be a huge burden to find a common standard and an even bigger one to enforce that standard. The determination was that a clean slate was needed or a dramatic increase in the size and expertise of the tech staff as well as the budget needed to accommodate that effort.

When I assumed the role of chairman, I also quizzed the staff about the viability of an E30 spec class. Even though many of the faces had changed, the conclusions were nearly identical in almost every respect. Those conclusions included some key elements which I will outline below.

First and foremost, the racers have spoken with great volume about their desire not to have to remove performance parts on which they have already spent significant money. Removing ECU chips, shocks, springs, differentials, brake kits and a host of other improvements allowed under our Prepared rules would be a huge burden in that regard. Allowing multiple spring sets and shock valving gives a clear competitive advantage to those who can afford the cost of different set ups for different tracks.

Just as important was the enforcement of whatever rule set might be established. Writing and publishing rules is very simple. Enforcing them is a totally different story. Not enforcing the rules negates the purpose of ever having created them and it totally undermines the initial philosophical concept of a spec series, an equal racing platform. It was roundly agreed that we do not possess the staff, expertise or funds to properly enforce a spec series where ALL of the existing racecars have to have something done to them to comply.

The rules proposed by the spec E30 series will require enforcement. Cheating is rampant in spec series and that fact is well documented. SCCA requires sealed engines that can only be overhauled at a single facility. They spend huge amounts of resources, which we don't have at our disposal, to enforce the Spec Racer Ford series.

Given the failure to produce a true spec series, the "new" spec E30 class is nothing more than a created class that exists somewhere between Stock and Prepared. A racecar prepared to those rules will not be legal in Stock and will be non-competitive in Prepared. A Stock racecar will have considerable expenditures to match the spec E30 rules, and a Prepared racecar will also have to spend considerable money to "dumb down" to the spec E30 rules.

The rules are non-compliant with SCCA IT series rules which essentially limits the crossover viability to any other meaningful venue.

We know we don't have the tech capacity to properly enforce these rules and we strongly suspect the other venue won't either. That simply means a new class that will be a magnet to non-compliant cars and that the debate will continue ad nauseum about whether the leaders are cheating or just better drivers. With such a wide window and inadequate tech, no one will ever know.

We believe we have four classes that closely mirrors this effort ... it's called K Prepared, J Prepared, K Stock and J Stock. Changing a couple of allowed preparation items and adding two more classes while radically increasing our tech inspection and enforcement burden doesn't seem productive from our perspective.

Steve

on to: [BMW NA Challenge Trophy](#)

April 2003

[Welcome!](#)

[From the Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship Updates](#)

[Medical Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC Report](#)

[Spec E30](#)

[BMW NA Challenge Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**  
www.tirerack.com



## BMW CCA CLUB RACING

### BMW North America "Challenge Trophy"

In August 1996 BMW of North America, LLC announced the creation of the annual BMW Challenge Trophy in support of the BMW CCA Club Racing Series. The purpose is to recognize the top competitors racing the current and past generation "M" models produced by BMW. The Challenge Trophy series is conducted in parallel with the 2003 Club Racing Points System calendar.

For the 2003 Series, the trophy will recognize those competing in the E46 M3, E36 M3 and the M Coupe, in the Stock and Prepared classes.

The BMW Challenge Trophy is a permanent, sterling silver trophy that is inscribed with each winner's name and displayed at BMW NA headquarters in Woodcliff Lake, New Jersey. The winners are presented with a smaller reproduction of the trophy at the Oktoberfest held in the year following the close of the racing season. The 2003 BMW Challenge Trophies will be presented at the 2004 Oktoberfest festivities.



#### BMW Challenge Trophy Rules

1. Three BMW Challenge Trophies may be awarded annually on the basis of a driver's total points accumulated under the BMW CCA Club Racing National Points System while driving either current or immediate-past generation "M" series BMW cars competing in either Stock or Prepared classes. One trophy will be for the E46 M3 series, one for the E36 M3 series and one for the M coupe series.
2. Ties in the final points totals shall first be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes; then, if necessary, third place finishes. If a tie still remains after that process, the drivers shall be considered tied for the championship.

#### Points Update: BMW Challenge Trophy

Current (as of 1 April) standings:

Chassis	Last Name	First	State	Region	Class	Season
<b>M Coupe</b>	Dyer	James	TX	SC	HS	170
<b>E46 M3</b>	Farjardo	Bits	AZ	PA	HP	50
	Law	Dan	GA	SA	HP	40
	Thomas	Seth	GA	SA	HP	40
	Farraci	Vincent	AZ	PA	HP	28

**E36 M3**

Probert	Tim	TX	SC	IP	198
Riley	Scott	TX	SC	IS	110
Blazey	Scott	MO	NC	IS	88
Stabler	Chip	NC	SA	IS	60
Taylor	Stan	NC	SA	IP	60
Wise	Herb	MA	NA	HS	60
Holder	Jon	CA	PA	IP	50
Richmond	Matt	NC	SA	HP	48
Davis	Dan	CA	PA	IP	46
Chan	Scott	CA	PA	HP	30
Salloum	Tony	PA	NA	HS	28

on to: *Shorts*

April 2003

[Welcome!](#)

[From the  
Chair](#)

[Tech News](#)

[T&S News](#)

[Sponsorship  
Updates](#)

[Medical  
Report](#)

[Licensing](#)

[Spec Mini](#)

[CRAC  
Report](#)

[Spec E30](#)

[BMW NA  
Challenge  
Trophy](#)

[Shorts](#)

[HOME](#)



THE **TIRE RACK**<sup>®</sup>  
www.tirerack.com



## BMW CCA CLUB RACING

### Shorts

#### Greetings from Florida

As we get ready for the first BMW Club Race of the year in Florida, the "THE TIRE RACK BMW CCA Club Racing Grand Am Support Race Presented by Redline BMW Performance", there are many good things to report. We have issued 6 new Club Race Licenses and documented 5 new cars in response to the announcement. Ross Bleustein has a new E46 M3 entered. Ross will be a "Rookie" at our event but brings with him years of experience in PCA, POC and various professional series. He has competed numerous times in the 24 Hours of Daytona. James Cunningham is a local resident that has come up through the normal ranks of schools and is now ready for BMW CR. Jay Mauney and partner Don StJohn have joined the CR ranks and have brought a number of their customers from RTR Motorsportz to CR with them. Some of the longer-term members will also be joining us. Rennie Bryant will be competing in the Grassroots Motorsports Mini Cooper S. Bob and Rob Van Epps will be in their MP 325e and the "Family Feud" duo of Chris and Jeanne Irving will be there with their matched pair of KP 325is'. Steve Olsen from Houston and Doug Lee from Eagan, Minnesota will contest the long distance award.

Everglades Chapter members have supported this event and will have a BMW Corral set up.

-- Bob Van Epps

#### Program Updates

For those of you not following the "News + Updates" section of the web, here is a compendium of program changes and updates since the last newsletter. Surf to the [2003 Series](#) page for details.

- Club Racing School announced for Nelson Ledges, Northern Ohio chapter
- Las Vegas date with Sin City announced
- BMP withdraws BMW CCA Club Racing support
- Homestead declared National Premier Event
- Mosport declared Canadian Premier Race
- Mandatory Decal changes + Updates
- Laguna Seca November date announced

back to: [Welcome!](#)