

January/February 1995

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA



HIGHWAY SAFETY SCHOOL



**1995
CALENDAR**

CALENDAR 1995

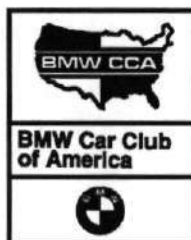
JANUARY	14	Holiday Party
	21	Performance Chips Tech Session
	25	Copy deadline for March/April dB issue
FEBRUARY	19	Tire & Alignment Tech Session
MARCH	18	Highway Safety Driver's School
	19	Frostbite Driver's School
	29	Copy deadline for May/June dB issue
APRIL	8	Concours Workshop & Tech Session
	30	Maifest Driver's School
May	7	Deutche Marque Concours
	24	Copy deadline for July/August dB issue
	29	Memorial Day Driver's School
JUNE	9-11	Canadian Grand Prix Trip
JULY	4	Firecracker Driver's School
	17-21	Octoberfest- Breckenridge, Colo.
	26	Copy deadline for September/October dB issue
SEPTEMBER	27	Copy Deadline for November/December dB issue
OCTOBER	9	Columbus Day Driver's School
NOVEMBER	11-12	Fall Driver's School

der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 25 No. 1



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Highway Safety School



Photo by Mike Early

Cover

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President's Message

Dick Bergen

Run it like a business...treat members as customers.

That, in a nutshell, is the approach I hope to take with the help of the other chapter officers as your President for the next year. Put the emphasis on "members as our customers," particularly the 2000 or so odd members that we never get to see or talk with. The National Capital Chapter is in many respects like a small business. We are the second largest BMW CCA chapter in the country; we have a steadily growing customer base of over 2100 members with varied interests and backgrounds; we routinely put on Drivers Schools at Summit Point that (to quote an article in the November *ROUNDEL*) are on a par with some of the professional drivers schools; we publish a magazine that, at least in terms of graphic design and layout, is like a slick, professional publication and certainly one of the most attractive chapter newsletters in BMW CCA; and we have an annual operating budget of over \$65,000. That's serious business! And we have some very talented and

dedicated members who can show you how to wring a surprising amount of fun and satisfaction out of owning and driving a BMW. The challenge for us as chapter officers is to figure out how to tune in to the customer expectations and needs of our members and provide services in a way that meets their needs and not just ours.

Speaking of talented and dedicated people, we have three new members of the Board. Bill Caldwell will be serving as Vice President. He has a lot of prior experience in BMW CCA, both as an active member and club officer, and is full of ideas on new ways of doing things. I think he is going to be a real asset to the Board. Mike Dulisse has volunteered to be Membership Chairman. Mike is a dedicated BMW enthusiast who has one of the prerequisite tools for the membership job he has a fast computer and the skills to use it. We now get about 50 new members every month and a bunch of letters coming from folks in the area who want to get information on what the club is all about. The computer will help Mike take care of all the paperwork and give him plenty of time to talk on the phone

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answering the hundreds of questions that enthusiastic new members always seem to have about the club. When I had the membership job, a frequent question I used to get from first-time members was, "when is the next tech session?" I usually had to give a negative answer. Mike Gayle is going to take care of that. He has volunteered to be the Tech Chairman and will organize and coordinate events that focus on the care and feeding of BMWs. All you folks who have asked (and griped) for tech sessions, keep an eye on the calendar of events in coming months and come on out! And finally, there are the grizzled vets on the Board who have a wealth of talent and experience in running club events and keeping everything on an even keel. Any one of them is better qualified to be President than me, but for one reason or another could not or would not run for the job. (Hmmm. Do they know something I don't know?!!). I'm going to rely on them to keep me from wandering too far astray.

HOUDAY PARTY

Saturday January 14th, 1995 7:00 PM Till...

Location: Passport BMW

Now that the New Years cheer is gone and the slow months of winter are upon us it is time for our always wonderful Holiday party. Everett has been kind to allow us to use the beautiful showroom of the dealership to celebrate another year of fun and hard work. The parts department will be open for special discounts, and the complete line of BMWs will be on display for your viewing pleasure. If you didn't make it last year you missed wonderful food and comraderie. So mark your calendars now and head out.

For directions call Passport BMW

301-423-8400

5050 Auth Way, Marlow Heights, MD

TECH SESSION

Saturday, January 21, 1995 at 10:00 AM

Ray Foster and the AutoThority crew have agreed to open their state-of-the-art facility to the likes of the National Capital Chapter for a tech session on Saturday, January 21, 1995 at

continued on page 4

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Passport welcomes Concours
Chairman Paul Vessels to its sales staff.

Coming Events

continued

10:00 AM. Horsepower and drivability enhancements that we can benefit from through the magic of engine chip technology will be topic of discussion. We will also get an opportunity to see the awesome AutoTherity BMW 330 RS (E36)! Autothority is located at 3769-B Pickett Road; Fairfax, VA. If you want to be on the cutting edge of engine management technology, be there!!! Directions: From the intersection of I-395, I-95 and I-495 (the "Mixing Bowl"): Take I-495 West/North and exit at the Little River turnpike (West). Turn right (North) on to Pickett Road. Autothority is on the right-hand side, across the street from Oil Tank Farm. Questions? Call Mike Gayle (703) 451-9192 or Ray Foster (703) 765-3217 from 7:30 PM-10:00 PM

1ST ANNUAL SKI TRIP

February 11, 1994

White Tail, PA

If you would like the excitement of caravanning to the ski slopes with BMWs front and back pick-up the phone and give Woody Hair (Va./Md.) or Michael Early (Balt.) a call. We will be leaving from different locations depending on which

one is closer. This is an informal trip for the whole family. Car talk will be kept to a minimum except on the lift lines, on the lift, at lunch and the drive up and back. We will be purchasing lift tickets at the mountain and lunch will be up to your tastes. (Ski equipment and snow board rental available at the mountain). Woody Hair (Virginia, Maryland) 703-243-5796 or Michael Early (Baltimore) 410-4848-4620.

NTW TECH SESSION

Sunday, February 19, 1995

2:00 PM

So, it's Sunday afternoon, the middle of winter, and nothing to do. The snow's on the ground, and it's been MONTHS since you had a good time in your Ultimate Driving Machine. What to do? Go to the Alignment and Tire Tech Session at NTW, talk some tech talk with your similarly crazed friends, and forget about the awful weather for a while. Sunday, February 19, at 2:00 p.m. we'll be learning about alignment and tires, how the two go together, how to read those small funny markings on tires, what cast-



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er/camber/castor mean and the great importance they have for you, and your pocketbook.

The NTW at 5640-B Sunnyside Avenue in Beltsville will host this special tech session, and will have an alignment specialist as well as a tire specialist from Pirelli to talk to us. This is the place where the Nazarkos have been taking their cars for alignments, and have been so impressed with the technical expertise that the 325is, M3, the M535i and the old Mitsubishi (used to) go there. So mark your calendars, and plan to get some good advice about how to set up your car for the best ride around!

Directions: I95/Capitol Beltway to Route 1 North (in Maryland). Go approximately 1 mile north to the second stoplight, which is Sunnyside Avenue. Turn right and go approximately one mile to NTW, which will be on your left. If you reach the railroad tracks, you've gone too far! Telephone: 301/441-3445. Since we'd like to have a few refreshments, it would be nice if you CALLED IN ADVANCE to let me know you're coming — heck you can even wait until the Friday before to let me know, but call, okay! Call

Mike Gayle at 703/451-9192. THANKS.

HIGHWAY SAFETY SCHOOL

Saturday, March 18

Join us at Summit Point Raceway in nearby West Virginia for our annual Highway Safety School. This is our traditional first outing at the track. The Highway Safety School is offered once a year, so take this opportunity now!! Learn the correct way to brake and turn, avoid objects, and most importantly how to maintain car control through a variety of exercises. Please read the informative article on page 13 in this issue. You will also find an application. Please photocopy the application if you have a friend interested in attending.

FROSTBITE DRIVER----S SCHOOL

Sunday, March 19

The day after our Highway Safety School you can put into practice your newly acquired skills, at our Frostbite Drivers School. Once again we start the driving season one day before spring, but don't let that deter you. Find the application elsewhere in this issue and send it in now!! Don't delay, because our schools fill up fast...!!

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8427 Lee Highway (at Prosperity Avenue), Fairfax, VA

BMW Car Club of America National Capital Chapter Board Meeting Minutes October 5, 1994

PRESENT: Chris Leeper, President; Jenny Nazarko, Treasurer; Charlotte Laqui, Secretary; David Roach, Drivers School Registrar; Woody Hair, Club Council Representative; Dwight Derr, Past President and Assistant dB editor; Kevin Cowley, Advertising Manager; Paul Vessels, Concours Chairperson.

TOPICS OF DISCUSSION:

The minutes of the last meeting were reviewed and approved.

The Vintage Race event at Summit Point on October 2 raised \$300 for Children's Hospital and \$227.50 was received for merchandise.

Discussion on whether to consider a regular newsletter in addition to the dB. General consensus was to send a newsletter for special events only.

Elections for Club Officers: Ballots for club officers should be included in the next issue of the dB.

OCTOBERFEST: The kick-off meeting went well. A regular column with O-Fest updates should be considered for the dB.

DRIVERS SCHOOLS: A meeting to discuss Drivers Schools schedule and organization for 1995 will be organized by Al Zavala. Woody reported that we will probably have to keep the same schedule as 1994. The auxiliary track will be open next summer and we may be able to add new events on that track.

MEMBERSHIP: 2081 (up 20). Dick Bergen is doing a great job.

Future Events: We need to start to build a 1995 calendar of events. This will be on the agenda for the November Board Meeting. Possible winter event at RC/slot car track. David Roach will call Guy Pavage. Roger Cook, Zymol distributor, would like to hold a Tech Session, Kevin will contact.

Calendar of events:

DRIVERS SCHOOL: October 10: On schedule, the event is full and should be profitable. Talk to students to get comments on the School.

WARRENTON HISTORIC DISTRICT CONCOURS AND AUTOCROSS: October 15: The flyer advertising the event prepared by Dave Roach and Chris Leeper was sent out. Event is on schedule.

FALL TOUR: October 22: The event is on schedule.

AUTOCROSS: November 20: Event cancelled due to lack of suitable lot.

HOLIDAY PARTY: Tentative date set for Saturday 14th January, 1994.

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BMW Car Club of America National Capital Chapter Board Meeting Minutes November 2, 1994

PRESENT: Dick Bergen, Vice President; Jenny Nazarko, Treasurer; Charlotte Laqui, Secretary; David Roach, Drivers School Registrar; David Lassalle, Autocross; Al Zavala, Drivers School Coordinator; Mike Early, dB Editor; Woody Hair, Club Council Representative; Dwight Derr, Past President and Assistant dB Editor; Kevin Cowley, Advertising Manager; Paul Vessels, Concours Chairperson.

TOPICS OF DISCUSSION:

The minutes of the last meeting were reviewed and approved.

ELECTIONS FOR CLUB OFFICERS: Ballots for club officers should be included in the next issue of the dB.

BOARD MEMBERS: 1995 suggested Board Members: President: Dick Bergen, Vice President: Bill Caldwell, Treasurer: Jennifer Nazarko, Secretary: Charlotte Laqui.

Others remain the same as current listing in the dB with following exceptions: Membership Chairman: Mike Dulisse; Tech Chairman: Mike Gayle; Club Council Representative: David Lassalle.

OKTOBERFEST: Seed money has been requested from National. There is a logo contest in the dB.

DRIVERS SCHOOLS: A meeting chaired by Al Zavala will be held November 16th. Topics include running of schools, run groups, group leaders, tech, classroom and suggestions for next year. National is having a Drivers School Conference in Dallas January 21-22. Al will attend.

HOLIDAY PARTY: Saturday 14th January, 1995 at Passport BMWV. Kevin will write a letter to all advertisers asking for door prizes and inviting them to participate. Mike will send letter. We need to follow up with individual advertisers. Mike will handle the caterer, event is BYOB.

dB: Deadline schedule distributed and needs to be adhered to better in 1995. One person should be responsible for checking event dates prior to publication (Charlotte). Develop and coordinate checklist for each event (Bill).

CALENDAR OF EVENTS:

The following dates were identified for future events:

January 14th: Holiday Party,

February 18th: Alignment Tech Session at NTW (Jenny),

March 18-19th: March Drivers School

April 9th: Whitepost Restorations Tour and Tech (Paul)

April 23rd: Club Autocross (David L)

July or August: Rally (Mike Leeper)

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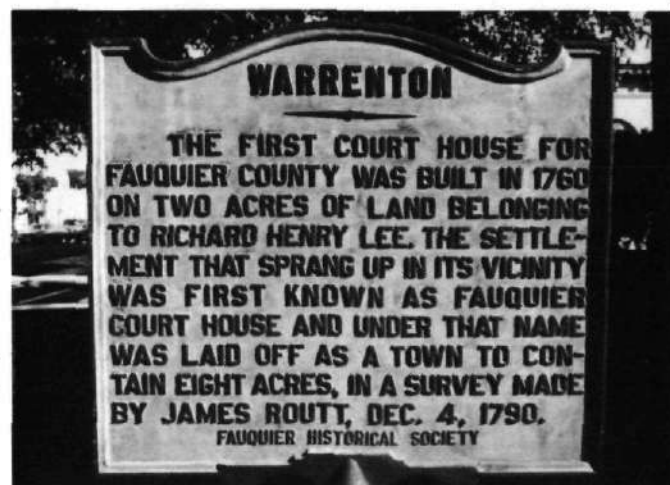
Past Events

Woody Hair

Warrenton Fall Fest Autocross
Last summer our former president Jack Kenworthy was invited out to the town of Warrenton to discuss how the National Capital Chapter could help make the Partnership for Warrenton Fall Fest a success. A Concours d' Elegance right in the middle of the historic old town was deemed desirable, but Jack thought something more would help bring more European car enthusiasts west from the D.C. area. Jack explained to the women in charge what this thing called Autocross is all about. They proceeded to examine a couple of public school parking lots. Jack dismissed them as being too small. How about an airport landing strip? One of the women asked. A skeptical Jack rode with the women out to the Airlie Conference Center four miles east of town and sure enough, there it was: a level piece of asphalt as long as the main straight at Summit Point Raceway. Let's do it! Jack shouted. Thus the stage was set for one of the most

unusual autocrosses any of the participants had ever experienced.

As plans developed, it was decided that participation by all of the local European marque clubs would provide variety and draw that many more families to the Fall Fest. Unfortunately some clubs had other events planned for the designated day of October 15, and lead time in the various clubs newsletters allowed very little notice of



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B.M.W.C.C.A.-N.C.C.

Driver's School Application

- First priority given to BMWCCA members, on a first received basis
- Licensed drivers only. If under 18, must obtain parental permission.
- All cars must be tech inspected by a qualified service facility prior to the event. It is your responsibility to ensure that your car is safe & insured.
- One driver per car is recommended.
- A Snell-rated helmet for race &/or special applications is mandatory!! (Snell '85 or later required. The helmet will have Snell sticker inside.)
- No convertibles without approved rollbars may enter. (e.g.: SCCA approved, etc.)
- Each applicant must complete a separate application.

Note: Please photocopy this form and pass it along as necessary.

SCHOOL DAY & DATE YOU ARE REGISTERING FOR: _____

(Please specify. Such as: Highway Safety - March 19, etc.)

REGISTRATION FEES (FOR EACH DAY):

MEMBERS: \$120 if application received up to 3 weeks prior to event. (\$145 thereafter).

NON-MEMBERS: \$155 if application received up to 3 weeks prior to event. (\$180 thereafter).

Note: A \$25.00 administrative fee will be assessed for cancellations.

Please make checks payable to: **NATIONAL CAPITAL CHAPTER, BMW CCA**

Mail this application & check with a self-addressed business size envelope with 52 cents postage to:

ROB WOOLLEY

BMWCCA-NCC Driver's School

15100 Westbury Rd. • Rockville, MD 20853

Questions? Call Rob Woolley at 301-929-3112 eves. before 10 p.m.

Name: _____ Membership No.: _____
 Street: _____ [] Check here if new address
 City: _____ State: _____ Zip: _____ Chapter: _____
 Phone #s: Work () _____ Home () _____
 Car Make: _____ Yr: _____ Model: _____ Color: _____

List previous driver schools attended:

☐ I have a helmet ☐ I have a spare helmet I can lend (see above specs.)

Workers and crew are welcome... however students May Not give rides. Let us know if you are bringing someone who may help cornerwork!! Thank you!

T-shirt size: (Long sleeve only!) LARGE ☐ X-LARGE ☐ (check one please)

Experience – list below any previous schools you've attended. Include the track, the sponsoring organization, and the approximate date (e.g., 3/93).

PLEASE PHOTOCOPY FROM MAGAZINE.

Past Events

continued



*Concour entrants in beautiful Warrenton.
Photo by Chris Leeper*

what could be a great event. Despite these problems, sixty drivers turned out for the Autocross on a day that started out overcast and cool, and ended up clear and in the seventies. Jim Ruos and Woody Hair had the task of designing a course that would allow the drivers to fully use the six-tenths of a mile (3,200ft) long airstrip without much chance of sliding off the narrow (57ft) pavement into the surrounding grass. By everyones assessment, they succeeded. There is no doubt that the course favored power over handling, but consider that a Volkswagen Scirocco beat twenty-four of the Porsches on hand.

The typical DC area autocross involves a single upshift from first to second gear for the entire run. On a single run at this event this writer made sixteen gear changes in a BMW 325is. We are talking several uses of first, second, third, and, yes, a long run in fourth gear. The turbo Porsches were hitting 120 mph! A series of off-set gates and a tight slalom were utilized to slow cars before the necessary 180 degree turnarounds at each

end of the strip. With both the start and finish lines near the midpoint of the strip, the course measured approximately 1.2 miles. Each driver was given one practice run and three official timed runs. Best run counted.

The Porsche club made this the final event in their year-long autocross series. They had twenty-nine entries. The hosting National Capital Chapter had only fifteen BMWs to cheer for. Five VWs, two Triumphs, two Morgans, and single entries for Ferrari, MG, Toyota, Mazda, and Ford rounded out the field. Event chairman David Lassalle borrowed David Kaos new blue M3 since his regular 325is was being used by the



David Lassalle and Paul Vessels prepare to hand out awards at the Warrenton Fall Fest. Photo by Chris Leeper



timing and scoring crew. Driving an unfamiliar car with original equipment Michelin street tires, David bested all but three Porsches and a modified Mazda RX7 twinturbo. His best time was actually on the practice run but it would not have moved him up in the standings. Dwight Derr (633CSi) nipped Woody Hair (90 325is) by less than nine-hundredths of a second for the second best BMW award. Several drivers, including Gary Toyama, were hurt by 2-second pylon penalties on what would otherwise have been their best run.

After the final runs, many of the competitors drove the four miles into old town Warrenton where they were able to view most of the Concours d'Elegance entries. A trophy presentation was conducted on the steps of the old courthouse. Entrants and spectators alike all agreed that it was a superb day. The event was deemed so successful that plans are already underway for '95.

OLD TOWN WARRENTON

FALL FEST AUTOCROSS

October 15, 1994

1 Bob Williams Porsche 944 Turbo	80.891
2 John Kessler Porsche 911	81.712
3 Eric Kessler Porsche 911	82.420
4 Ivan Arzola Mazda RX7 Twin Turbo	83.046
5 David Lassalle BMW M3	84.039
6 Mike Ingram Porsche 911 Turbo	84.898

7 Vince Bly Toyota MR2	85.821
8 Dwight Derr BMW 633CSi	86.048
9 Woody Hair BMW 325is	86.133
10 Don Wohlfarth Porsche 914	86.280
11 Paul Castleberry Porsche 911	86.618
12 Bill Whitehead Porsche 911	86.696
13 Jim Ruos BMW 535i	87.519
14 Mike cole VW Scirocco	88.021
15 Gary Toyama BMW 325is	88.551
16 John Sheally II Morgan 4/4	88.714
17 Matthew Yip VW Scirocco	88.944
18 Dave Creedon VW GTI	88.971
19 Gary Church Porsche 911	88.974
20 Eric Smalledge Porsche 911	89.083
21 Jenny Nazarko BMW 325is	89.358
22 Bill Lowry Porsche 911	89.859
23 Robin LaQui BMW 325is	90.103 (1)
24 Beth Anne Garreau Porsche 968	90.998
25 Tom Walker Porsche 914	91.268
26 Sandy Van Leen Porsche 911	91.497 (2)
27 Michael Vietz Porsche 944	91.648
28 Mike Donaldson Porsche 944	91.871
29 Trey Davis VW Jetta VR6	92.884
30 Mike Anstice Porsche 928	92.947
31 Steve Bathon Ferrari 308 GTS	93.014
32 David Kao BMW M3	93.070
33 Paul Overstreet Porsche 914	93.469
34 Chip Bond Triumph TR3	93.624
35 Hank Barrows Porsche 911	94.215
36 Mark Siciliano Porsche 911	94.385

37 Caren Gladle Porsche 914	94.903
38 John Anderson Porsche 911	95.758
39 Jim Knoke BMW 325is	96.157 (1)
40 Charlotte LaQui BMW 325is	96.694 (2)
41 Pat Donahue MG B	97.805
42 Pat Walker Porsche 914	98.229
43 Betty Hensley Porsche 968	98.301
44 Bill Cook BMW 535is	99.059
45 Bob Sadler BMW 2002 tii	99.595
46 Brian Barrows VW Scirocco	100.948
47 Leonard Cohen Porsche 912	101.708
48 Shirley Drake Porsche 944	102.372 (1)
49 Howard Murphy BMW 2002	103.875
50 Robin Clark Porsche 968	106.893
51 Dan Glicoes Ford Escort	107.112
52 Martin Fitz Triumph TR3	107.523
53 Debbie Anderson Porsche 911	110.407
54 Peter Lassouszky BMW 325iCa	110.768
David Scull BMW 528e o.c.	
Mike Malucci Porsche 911 o.c.	

Richard Lipsky Morgan Plus 4 o.c.

() indicates number of two second pylon penalties included in time.

o.c. indicates all runs were off course.

AUTO CROSS RESULTS

The final results of the summer of 1994 Susquehanna Region SCCA Solo II Auto Cross series are in. Again, National Capital Chapter members have grabbed the gold. In C Stock, David Lassalle in his 325is was the winner, beating all of the Mazdas, with a total of 87 out of a possible 90 points. In E Street Prepared Dwight Derr in his '84 633CSi was the overall winner with 87 out of 90 points. The 2nd place trophy was grabbed by Bob Hausmann in his 533i. Dwight and Bob beat out all the big black 5.0 Mustangs and Camaros in the process. In the E prepared class, Leo Balzergit of Pennsylvania was the big winner win his 2002i. Congratulations to all of these guys!

O'FEST LOGO CONTEST!!!

HEY! All you **CREATIVE** types!!! Now is your **BIG** chance to **SHOW YOUR STUFF**. The Oktoberfest Committee is proud to announce a **LOGO CONTEST** for the official T-shirts and regalia for O'fest 1996. We really need/want your designs well in advance of the event so we can start publicizing it at next year's O'fest in Colorado. It's never to early to start! The rules are as follows:

- The Logo designs are **DUE** to either David Roach or Jennifer Nazarko **NO LATER THAN MARCH 1, 1995.**
- The design must incorporate the name of the event, i.e. Oktoberfest 1996.
- It must say "Sponsored by BMW (space) CCA".
- It must say "Hosted by National Capitol Chapter" and /or have the chapter logo.
- It should be indicative of our region, i.e. perhaps the Capitol or the Bay, etc.
- You may use up to three (3) colors not including the background color of the shirt. Motorsports colors get added points. The background color will be determined by the design.
- It should be easily/reasonably reproducible for T-shirts, bags, mugs, dash plaques, etc.
- It should have the dates of the event on it, i.e. August 11-16, 1996.

The winning Logo will be imaginative and colorful, and represent the spirit of the club, this chapter in particular. The design may be both front and back, preferably with plain sleeves. If it is front and back the Logo should be able to stand by itself for regalia other than T-shirts.

The winner gets either one (1) free registration to the event or the cash equivalent (price has yet to be determined so don't ask!). Any member in good standing from any chapter is eligible to submit a design by March 1 due date. Be sure to include any explanatory remarks or comments, your return address and telephone number, and your membership number. Any questions should be addressed to either David (301-593-3285) or Jenny (301-681-6213). Send to: 100 Snowy Owl Drive, Silver Spring, MD 20901 (Jenny) or 10425 Edgewood Drive, Silver Spring, MD 20901 (David).

We're excited to see just how creative you are!

The Importance of the Highway Safety Schools

Al Zavala
(Driver's School
Coordinator)

Our annual Highway Safety Drivers School is a sure sign that spring is around the corner. Whether there is snow on the ground or not, it is our first driving event, and an introduction to what we expect will be another great year of drivers schools. Hopefully, this year many more members will take advantage to this great learning environment, and learn how to appreciate the handling of the ultimate driving machine. Actually, whether you want to venture out in the Bimmer or your other car makes no difference. One thing is for sure: This school is a must for young drivers or those who wish to learn more about their cars and experience a variety of driving situations from the drivers seat. Over the past few months there have been a number of incidents on the public roads, some resulting in loss of life or severe injury, that might have been avoided if the drivers had been able to recognize they were getting into trouble. Let us take a look at the anatomy of our drivers school.

As the name of the event implies, it is our objective to teach you how to become a better driver, not by asking you how fast you can go, but by demonstrating the correct way to handle a car in a variety of situations. The term Highway is directly correlated to the maximum speeds you will achieve, while the term Safety is indicative of the mentality of the school and what you will become: A competent, safe driver at highway speeds through a variety of exercises including threshold braking, braking and turning, slalom, object avoidance and skidpad to name a few. Each one of the above named exercises will teach you the way your car will react under the conditions you will experience. I will describe the above terminology at the end of this article. You will begin the day with a classroom session, in which the exercises will be described in detail, using a variety of visual aides.

This is a great opportunity for parents of driving age teenagers to register their kids for a heads

up on different (the correct!) driving techniques. I want to reiterate that this is not a speed event, but rather a learning experience behind the wheel of your own vehicle. Do you really think that your kids, or anyone's kids for that matter, are ready to go out and drive the family car after taking drivers education at school? Lets not fool ourselves by thinking they are. Driving an automobile is a lot more than steering, braking, and accelerating; it is carefully executed sets of inputs from you to your car. One of the first things you will learn before you climb in your car is the importance of posture, mirror adjustments, seat

belt usage and correct hand positions, on the steering wheel. You will also learn the concept of shuffle steering and how it applies to safer driving. No one here will be driving using the Wax on..Wax off or C & P Dialing method of steering!!

Some of our past students have been our best critics, even writing lengthy articles praising what

they learned on this day. Some even went as far as comparing the quality of our school as better than a big name national driving school. What we want to share with each and everyone of you is the enthusiasm we have for the marque and what it stands for: The Ultimate Driving Machine. To really enjoy driving your car, whatever model or brand you drive, you need to be a competent and safe driver. With practice some of the techniques you will learn at the school will become second nature to you, enhancing your driving, increasing your awareness and concentration, as well as relaxing you behind the wheel. We have learned over the years what is important to our students. Remember that some years ago, each of us went through a drivers school, similar to this one, with butterfly stomachs, sweaty palms, and all; and have since learned through trial and error what works and what needs improvement. Each year, as volunteers, we converge at Summit Point to teach you what others taught us. Since then, many have progressed into successful competitive driving;



Learning car control through an exercise. Notice instructor pointing for student. Photo by Mike Early

The Importance of the Highway Safety Schools

continued

while others continue to enhance their driving skills while attending more advanced types of driving events. But for now, let's concentrate on the Highway Safety School.

Earlier I mentioned different exercises you will be learning. Some of these are: Accident Avoidance (Object Avoidance), Braking and Turning, Skidpad, Slalom and Threshold Braking. Here is a brief explanation of each:

BRAKING: During the braking exercises you will learn how to threshold brake. By definition threshold braking is the technique of applying brake pedal pressure to a point just before lockup (at the threshold) and maintaining the same pressure while applying the brakes. This technique generates the maximum amount of braking (enables a rapid slowing of the car) while allowing you to maintain control of the vehicle. With one of the wheels locked you are able to steer if you had to. The importance of threshold braking will be evident to you during the braking and turning exercise. For this exercise you will be approaching a turn and be asked to rapidly slow the car down while turning. In this instance, by threshold braking you will be able to maintain control of the car even while turning. It does not matter whether your car is equipped with ABS or not. The exercise is a lot of fun and you will learn a great deal about you and your car's fore and aft weight transfer.

SKIDPAD: The skidpad is a large diameter circle onto which a car enters from either direction (left or right). The object of this exercise is for the driver to experience oversteer (a condition in which the front tires have more traction than the rear tires, which causes the front end of the car to point in while the rear end of the car swings out and causes the car to spin.) You will experience the feeling and learn how to control and avoid the spin.

Understeer is the opposite of oversteer. Here the front tires have less traction than the rears, causing the car to steer from under you pointing the car towards the outside of the exercise. The experience of controlling the impending spin under controlled conditions is invaluable. This exercise exhibits your car's side to side weight

transfer, the cornering or G forces if you will.

ACCIDENT (OBJECT) AVOIDANCE: During this exercise you will apply your knowledge of car dynamics (oversteer and threshold braking) and successfully drive around an object (in this case a harmless cone), at different entry angles and speeds, while maintaining complete control as you maneuver around the cone. The object of this exercise is for you to feel the weight transfer of your car and how you are able to successfully drive around the object while maintaining perfect control.

No one walks away a loser from our Highway Safety School. Give us a chance to share our driving enthusiasm and knowledge, while making you a better, safer, and more confident driver.

Please look for an application elsewhere in this issue. If you have a friend who would like to attend, please photocopy the application and send it in. It is that simple. We will send you a detailed set of instructions on how to prepare your car, explanations of the drivers school and directions to the track. Hope to see you on March 18 at Summit Point!!

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Special offer for BMW Car Club members only: Bring this ad to Dentworks to receive \$50.00 off the removal of any small dent or ding from your car. Limit one coupon per customer per visit. Not good with any other offer. Offer good at retail outlets only.

BMW7/94

The eleventh and next to last round of the '94 DC Championship Autocross series was hosted by the VW Club on a very rainy October 23. David Lassalle (BMW 325is), was in a tight battle in the season-long point standings for the C-Stock class championship. His competitor in the points race was Vince Bly, driving a Toyota MR2. On the way to the event, David had a major case of hydroplaning and the resulting damage rendered his car undrivable. Zero points for the day.

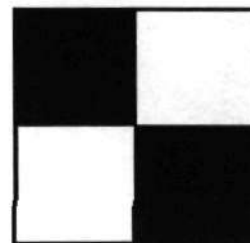
In an unusual show of sportsmanship, Vince offered David the use of his Toyota in the final and deciding event of the year that was held on November 6. Despite the possibility of borrowing another BMW and his unfamiliarity with an MR2, David accepted the offer. They both ran in the third heat. On his first run David momentarily lost control and scored a 44 second time. Vince stopped the clock at 40.230. The second run had David recording 39.963, but Vince was just over two-hundredths of a second better! On their third runs neither was able to top their second run times. While losing the championship by the smallest of margins, David certainly showed everyone he is a great driver. Vince Bly won the championship and also showed the ultimate in sportsmanship.

SO MANY NEW TRACKS! In addition to the new road course being developed in Havre de Grace, Maryland (See the November '94 DB), the weekly Stopwatcher reports that Benton Ventures Ltd has gone to settlement on their purchase of the 425 acre tract north of Culpeper, Virginia and has initiated engineering plans for the construction of the 3.1 mile "Formula One" circuit. Objections by historic preservationists over such use of land near the Civil War Brandy Station battlefield may be too little and too late. But aren't the developers being overly optimistic in calling this a Formula One racetrack? For several years now, it has not be economically feasible to hold a Formula One race anywhere in this country. No word on what race series they realistically hope to attract.

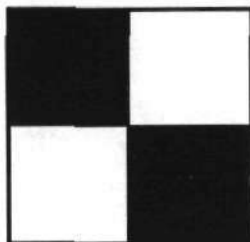
Meanwhile, Summit Point Raceway is adding a 1.2 mile, ten-turn road course to their property. It is planned as a training and testing facility and not to expand the length of the existing 2 mile track. SPR owner Bill Scott tells me that this new "Jefferson Circuit" will be available and quite suitable for our club driver schools. It is designed so

it can be run in either direction and would allow speeds of about 100 mph in the typical BMW. This means we may have as many as five tracks within two hours of Washington by next year!

SPEED SHIFTS: The BMW CCA is conducting a Driving Events Conference in Dallas on the 21st and 22nd of this month. Look for an announcement of approval by the national board of the club racing series!! If you have any concerns or suggestions about the conduct of the chapters' driver schools, contact Al Zavala at 703-506-9159 evenings before the 20th... The final two races in the Bridgestone Supercar Series saw David Donohue of the former Ed Arnold Team BMW M5 finish second by 1.5 seconds to a Lotus Esprit at Phoenix and win at Sebring by less than one second ahead of Shawn Hendricks in a Stillen Nissan 300ZX Turbo. Thus he takes the championship over Hendricks and Manassas, Virginia's Peter Farrell (Mazda RX7 twinturbo). Apparently Ed Arnold sold the team to another party in mid-season... Speaking of M5s, the current production version (no longer available in the U.S.) carries a 3.8 liter six rated at 347 hp. Got to stay ahead of the everyday 540i... Some of us had high hopes that the McLaren formula one team would drop the Peugeot engine in favor of some secretly designed BMW powerplant. McLaren did get out of their contract with Peugeot, but their engine for 1995 will carry the Mercedes-Benz three-pointed star logo on the cam covers. Like last year's Indy 500-winning pushrod engine and the '95 Indy car dohc engine, these "Mercedes" engines will actually be designed and built by Ilmor Engineering in England. Use of a BMW would have been a great tie-in with the McLaren F1 street car and its BMW V12... Our chapter's lone representative in the SCCA national road race championships was, once again, Larry Masten in a Nissan NX2000. Larry started 16th and finished 14th in the highly competitive Showroom Stock B class. The championships were held at Mid-Ohio after being at Road Atlanta for around 25 years... At the Shelby-Dodge Club's championship autocross event on October 9 (two weeks before his accident), David Lassalle's C-Stock BMW 325is beat all other stock category cars, including three Superstock Class Corvettes and four A-Stock Mazda RX7 twinturbos. His time also beat all but one of the twenty-two entrants in the Street Prepared classes... Longtime chapter members



Woody's Competition Corner



Woody's Competition Corner

continued

Mike Leeper and David Roach won the Branded Rally Club's Catocin Monte VI. The 170 mile rally featured 36 checkpoints. Despite having to fix a broken shock mount on Mike's 2002tii, their total score was only 21 (about 12 seconds error)... The 1995 One Lap of America will include time trials at Summit Point Raceway. Russ Wiles expects to be back in an M3 and would like to have a contingent of club members on hand to cheer him on. Watch the DB for more details... The DC Region of the SCCA hosted two endurance races at Summit Point on September 25. In the one-hour event Pete Cage drove Ed York's 2002 to second in ITB and sixth overall. The car was entered in the four-hour race with Ed and Al Bell driving, but the car did not finish. The race was won by our long time club member Jim Harrison driving a GTP class Pinto. Seven seconds back (after four hours) was our driver school graduate Rusty Ford (is that a great name or what?) in his Datsun 240Z. Ed York then took the 2002 to the SCCA Improved Touring Runoffs at Road Atlanta. Ed and Eric Bucher drove the BMWV to sixth overall and first

in ITB in a four-hour enduro there. It rained during the ITB 1.5 lap sprint race and VW Rabbits prevailed... Plans for factory support of the Peter Sturtz built IMSA World Sports Car that is powered by a BMW V8 have been scrapped. BMW claims too much involvement in "passenger car" racing. Left unsaid is whether the car will be campaigned without factory support... The four event Fall autocross series held on two(1) of the huge Camden Yards parking lots in Baltimore was a big success. Several '94 SCCA national Solo II champions (one from as far away at New York) competed. Each event featured long, fast courses and four runs per car. About 140 cars were entered in each event. Unofficial results were posted immediately and everything ran on time. Final point standings, counting the best three of the four events, show Bob Hausmann (533i) and Dwight Derr (633CSi) in a tie for first in E StreetPrepared. Gary Lin (Accord) was second in H Stock, I was third in C StreetPrepared, and David Kao ('95 M3) was fourth in A Stock. CRUNCH

Championship Autocross Results for BMWs

SEPTEMBER 18 - Z CAR CLUB:

David Lassalle	325is	2nd C Stock	53.908
Bob Hausmann	533i	3rd E Street Prepared	54.976
Tom Baruch	535is	1st G S	55.472
Jenny Nazarko	325is	2nd Ladies	56.367
Michael Crowley	M3	4th Novice	59.765
David Kao	M3	10th Novice	O.C.

SEPTEMBER 25 - PORSCHE CLUB:

Dwight Derr	633CSi	1st E SP	74.916
David Lassalle	325is	2nd C S	74.950
Bob Hausmann	533i	3rd E SP	77.572
Tom Baruch	535is	1st G S	78.270
Michael Crowley	M3	6th Novice	80.582

OCTOBER 9 - SHELBY DODGE CLUB:

David Lassalle	325is	1st C S	47.834
Woody Hair	325is	2nd C SP	49.477
Bob Hausmann	533i	2nd E SP	49.747
David Kao	M3	4th Novice	54.285

OCTOBER 23 - VW/SESCA CLUBS:

Dwight Derr	633CSi	2nd E SP	61.172
Tom Baruch	535is	1st G S	61.572
Bob Hausmann	533i	3rd E SP	61.747
Jenny Nazarko	325is	1st Ladies	62.388

NOVEMBER 6 - SAAB CLUB:

Tom Baruch	535is	2nd G S	43.796
Bob Hausmann	533i	4th E SP	44.842

1994 MWCSCC FINAL POINT STANDINGS FOR CLUB MEMBERS:

Peter Giancola	Mazda RX7	2nd A Stock
David Lassalle	325is	2nd C Stock
Rick Ellinger	Mercedes 190E-16 Valve	1st G Stock
Tom Baruch	535is	2nd G Stock
Gary Lin	Honda Accord	2nd H Stock
Woody Hair	325is	5th C StreetPrep
Bob Hausmann	533i	3rd E StreetPrep
Dwight Derr	633CSi	4th E StreetPrep
Cindy Ellinger	Mercedes 190E-16 Valve	1st Ladies
Jenny Nazarko	325is	3rd Ladies

CAMDEN YARDS FALL AUTOCROSS SERIES**OCTOBER 2:**

Dwight Derr	633CSi	1st E SP	52.819
Ashton Menefee	2002	6th C SP	53.398
Woody Hair	325is	7th C SP	53.434
David Kao	M3	5th A S	56.112
Manny Alban	325i	11th C S	59.964

OCTOBER 16:

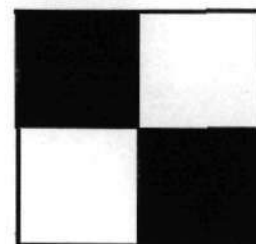
Dwight Derr	633CSi	1st E SP	76.672
Bob Hausmann	533i	2nd E SP	77.000
Woody Hair	325is	3rd C SP	77.500
Ashton Menefee	2002	5th C SP	79.064
David Kao	M3	5th A S	81.953
Manny Alban	325i	15th C S	88.517
Adel Nur	325is	17th C S	89.185

OCTOBER 30:

Woody Hair	325is	3rd C SP	45.508
Bob Hausmann	533i	1st E SP	45.982
Brian Hair	325is	6th C SP	46.251
Ashton Menefee	2002	9th C SP	47.779
Todd Arbogast	325iX	8th C S	48.041
David Kao	M3	8th A S	48.904
Marc Bunting	325is	13th C S	50.566
Manny Alban	325i	18th C S	53.372

NOVEMBER 13:

David Lassalle	M3	1st A S	48.010
Bob Hausmann	533i	1st E SP	48.446
Woody Hair	325is	5th C SP	48.525
Dwight Derr	633CSi	2nd E SP	49.143
Todd Arbogast	325iX	7th C S	51.920
David Kao	M3	8th A S	52.088
Jenny Nazarko	325is	4th Ladies	52.361
David Hessler	325 (?)	9th E S	52.756
Jun Lee	M3	11th A S	53.020



**Woody's
Competition
Corner**

Pro-Rally

By David Roach

WHAT IS PRO-RALLY?

Unlike timespeed-distance rallies, which are run on open, public roads at speeds at or below the speed limit and where the object is to maintain precise speeds from checkpoint to checkpoint, pro rallies are run on roads that have been closed to all nonrally traffic. The competitive portions, or stages, are anywhere from less than one mile to upwards of 20 miles in length. The object is to traverse the stage in the shortest possible time.

Each pro rally crew consists of a driver and a co-driver. The driver's job is to drive, and to drive fast. The co-driver operates a very precise odometer, reads route instructions out of the route book, and counts the driver down to each instruction. The route book contains instructions about which way to go at intersections and also information on most of the sharper curves in the road. The co-driver might say, for instance, "hairpin left in 20...10, 9, 8, 7, ...", meaning that a hairpin curve (a curve of substantially more than 90 degrees) to the left is coming up in .20 miles, then in .10 miles, and on down until the car gets to the corner.

Pro rally cars closely resemble racing cars. They are required to have approved roll cages and racing harnesses, and the driver and co-driver are required to wear racing suits and helmets. Engine modifications are allowed in some classes. Suspensions are "beefed up," but ride height is generally at or above stock ride height. The cars use special rally tires, purpose-built for the type of surface (gravel, mud, snow, ice, or asphalt).

Most pro rallies are run on unpaved roads. The Maine Forest Rally runs primarily on logging roads owned by the Boise-Cascade paper company. These roads are usually snow-covered, with a layer of ice under the snow, and these conditions put the rear-wheel-drive Davis/Greisler M3 at the greatest disadvantage as opposed to the all-wheel-drive Moodie/Fennell Mazda.



Rick Davis (l), driver and Ben Greisler (r), co-driver, with the Team Terra Group A Pro Rally M3 at the Sunrider 400 Chillicothe, OH
Photo by David Roach

BMW M3 GOES AFTER U.S. PRO RALLY TITLE

Rick Davis' and Ben Greisler's favorite saint must be St. Eleggus, the patron saint of lost causes. Davis and Greisler are a pro rally team who campaign an E-30 BMW M3 in the SCCA's National Pro Rally Championship. They compete in Group A, a class for modified production cars based on the European FIA classification. The cars they compete against are exclusively turbocharged all-wheel-drive cars, including Toyota Celica All-Tracs and Mazda 323 GTXs, which put the rear-wheel-drive M3 at an almost insurmountable disadvantage on the unpaved rally stage roads.

In spite of the enormous odds against them at the outset, Davis and Greisler were one point out of first place in their class going into the last rally of

the season, the Maine Forest Rally, the final stop of 11 national pro rallies, run December 2-3 out of Rumford, Maine. Yes, Maine. In December. The rally is run primarily on unpaved logging roads in the mountains of Maine, roads that are usually snow-covered and that always seem to have an underlayment of ice in the deep ruts made by the logging trucks. These conditions put the M3 at an even greater disadvantage to the all-wheel-drive cars.

The Maine Forest Rally consists of 10 stages, ranging in length from 3 to 20 miles. The first four stages are run on Friday night and the remaining six are run during the day on Saturday. In the past three years, weather conditions have ranged from near-zero temperatures and blinding snow to icy roads and temperatures in the low 20s. This year, there was little snow, and, with temperatures in the 20s Friday night, most of the rally was run on ice.

Amazingly, all competitors finished the Friday night portion of the event.

Saturday, temperatures warmed up to the low 50s, changing the surface to mud. The competitors had to change from their ice and snow tires to gravel and mud tires. Moodie and Fennell finished second in class and Davis and Greisler finished fourth, giving the Group A championship to Moodie and Fennell. The rally was won by Canadians Frank and Dan Sprongl in an Audi Sport Quattro.

To have finished second in a rear-wheel-drive car competing against a host of turbocharged all-wheel-drive cars on a series of events where ninety-some percent of the roads were unpaved is an amazing achievement. We hope that Davis and Greisler will steadfastly follow their patron saint again next year. We congratulate them on their nearvictory.



*The back of the Team Terra Group A Pro Rally M3 after most of the stages of the sunriser SCCA Pro Rally.
Photo by David Roach*

They're Here: BMW's Made in the USA

By John Hartge

Americanmade BMWs should be in dealer showrooms any time now. These cars have an easy journey, up the interstates from South Carolinas upcountry, not over the North Atlantic from Germany. In midNovember, BMW officially opened its U.S. plant in Spartanburg, South Carolina. For now, this factory is making 318i 4door sedans. This coming summer, the Americans will start to build the 6cylinder 4door sedans. This coming summer, the Americans will start to build the 6cylinder 4door 3er. For the 96 model year that will be a 328i. Then around September production will begin on the new car we've been waiting for the BMW roadster, code name E36/7.

If you want to see a state-of-the-art auto plant, head down I95 past Petersburg, Virginia, then take I85 toward Atlanta. You can make it in 8-hours from Washington, a little longer from Baltimore. But don't leave yet. The Zentrum, the tourist center, isn't scheduled to open for the public until spring. And to tour the plant, you'll need to make arrangements ahead of time.

As you travel down I85, the factory appears on your right after South Carolina I01. You see the c-shaped, glass tourist center and a large building with lots of vent pipes, the paint shop. It appears huge from the highway, though its really the smallest new car plant in the U.S. Eventually production could reach 90,000 cars a year with 2,000 employees. The total investment will be \$600,000,000. Besides manufacturing cars, this facility cleans and preps BMWs imported from Germany through the port at Charleston.

In mid November, new car production was running at a snails pace, about 12 cars a day. The goal is 300 a day in about 2years. This is the startup. New employees are learning their jobs. Managers are figuring out how to get all the

state of the art equipment working just right.

The plant layout is unique. Its open, no walls. The assembly line winds back through itself. The idea is open communication and easy access to various parts of the assembly. So far, there is little automation, except in the paint shop.

There's an interesting mix of 3 cultures in this plant. German managers are at the very top of the corporation. At the top of the plant are two Americans. Al Kinzer and Ed Buker, were lured away from Honda's Ohio facility. Nearly all of

the production workers, or associates as BMW calls them, are being hired from upstate South Carolina. The plant uses the Japanese style of lean production with a goal of cooperative work-er-management relations. So you have a Japanese-style factory using American workers to make cars that meet the exacting



New U.S. built 318i coming through the assembly line.
Photo by John Hartge

standards of German engineers. Very interesting. Ultimately, if the craftsmanship of BMWs produced in South Carolina is as good as Ohio Hondas and Kentucky Toyotas, I think BMW will have no trouble maintaining its image.

By the way, the new label act will make it easy to spot a made in USA BMW in the showroom. A label next to the price sticker will say final assembly Spartanburg, South Carolina, not Regensburg Germany. Also, the Vehicle identification Number will start with a "4" for the US cars. German made cars have VINs starting with W. Domestic content for the 3-series sedans will be about 25%. U.S. content for the new roadster will be more like 60%.

By now you probably know that the new roadster will be based on 3series mechanicals. The BMW 2seater will be made only in the USA for sale here and around the world. We'll have a little wait for this car. All of the late 1995 production cars will be exported. Americans won't be able to buy roadsters until early 96. The price is

expected to be under \$30,000, far cheaper than the Z1 roadster project of a few years ago. Those cars, also based on a 3-series platform, were built largely by hand in Bavaria and cost \$60,000 or so.

They were too expensive for export to the US. During the Grand Opening Ceremony, reporters couldn't find any Roadster prototypes around the plant, though some had been built. We did spot some covered and disguised 3-series compacts. BMW will sell the compact 318Ti here in the spring, a somewhat chopped-off 318 coupe or a rear-wheel drive VW Golf.

At der Bayerische deadline time, BMW had released very little official information about the roadster. As you read this in January, BMW may already have unveiled the car at the Detroit Auto



Spartanburg tourist center and factory along I-85.

Show. Rumors say the powerplant will be a 2.0 liter 4-cylinder, about 150 horsepower. Later, there might be an optional 2.8 liter 6-cylinder in the little roadster. (For the '96 model year, BMW's small 6 will be similar to the current 2.5 liter, but all aluminum, 2.8 liters, and 70 pounds lighter.) No doubt a 6-cylinder roadster would be hot, hot, hot. Hey, so would a 150-horsepower 4-cylinder.

They're Here: BMW's Made in the USA

continued

THE EURASIAN ADVANTAGE

service
excellence

unparalleled
customer
satisfaction

Factory Trained & ASE Certified Masters
BOSCH Authorized Parts Center
Manufacturer Quality Replacement Parts
12 Month/12,000 Mile Advantage Warranty
Experienced & Knowledgeable Staff
Conveniently Located in Tysons Corner
Complete Customer History Files
Tire & Detailing Services Available
Speak Directly To Technician About Your Car
Rental Cars Available At Corporate Rates
Tysons Metro Shuttle Accessible
Car Wash With Purchase Of Any Full-Service
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Jack Kenworthy Regional Vice-President Candidacy Statement

JACK KENWORTHY

In my farewell presidents message, I indicated my intentions of running for South Atlantic Regional vice-President in 1995.

You will find the ballot in the February 1995 Roundel. I want to take this opportunity to ask for your support. You know my qualifications (Eds note: NCC Club President for 2.5 years, racing enthusiast extraordinaire, and gourmet), so I won't waste valuable space listing them.

I pledge to you as your representative on the national board that I will perform my duties with the same enthusiasm and commitment as I did for the National Capital Chapter.

I need to ask each and every member, and associate member, to promise me you will mail your ballot in showing your support. I have some very serious competition in this race. Thank you for your vote!

I also want to say thank you to everyone who took over for Sarah and I. We regretted having to leave all of our dear friends. We look forward to seeing many of you at the Rolex 24 at Daytona on February 4-5, 1995.

Have Fun, Jack Kenworthy.

EDITOR'S ENDORSEMENT

I have known Jack for 6 years and have been totally impressed with his drive and determination. This is a guy who doesn't know the word "no." When asked to do the impossible his reply is "no problem" and he means what he states. I encourage you to throw your vote his way as I have never met anyone as dedicated to the BMW CCA as Jack Kenworthy.

Mike Early

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SUEANN R. MESKELL

The candidacy statement limit of 150 words severely limits the candidate's ability to fully convey why they should represent the South Atlantic Zone. It is my desire that the following summary of my involvement in BMW CCA will convince you that I am the best person to be your representative.

When my husband and I joined Blue Ridge BMW Chapter in 1983, we caught a full blown case of the BMW CCA disease from then Zone Governor, Phil Marx. Under his guidance, I served on the Board of Blue Ridge Chapter as activities coordinator. In the years that followed, I have been fortunate to serve several terms as vice-president and then president. During this time, I attended the national congresses in San Diego and Nashville plus every Oktoberfest since 1987. At the O'fests I actively participate in all events—driving schools to photo contests. In 1990, I organized a regional event in Charlottesville, "The Presidents Tour", which boasted over sixty attendees from five chapters. It was a huge success! This past summer, I spearheaded an effort that raised over \$130,000 in

five months to finance a bone marrow transplant for a co-worker. With Blue Ridge Chapter, I arranged a multi-marque car show "THE Classic", which contributed over \$5000 to this effort. Currently, I have been invited by the National Capitol Chapter to cochair an event for O'fest '96.

Vote for SUEANN MESKELL as SOUTH ATLANTIC ZONE VICE-PRESIDENT for ALL the following reasons:

1. Knowledge of the BMW CCA organization
2. Experience in a wide range of activities and the ability to plan events for the varied interests of chapter members
3. Enthusiasm and commitment for BMW CCA
4. Active campaigning for more regional events and better communication
5. Already attends most regional and national events

I have the time, desire, and the skills to represent the SAZ! When the Roundel election issue arrives, affix your mailing label to the ballot and vote for SUEANN.

**Sueann R.
Meskell
Regional
Vice President
Candidacy
Statement**

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Tech Tips

Street Corner

Phil Street

Reprinted from the
Whispering Bomb
April 1994

Sometimes BMW's "electro-hydraulic" automatic transmission (4HP22EH) will suffer shifting mistakes, extremely hard shifts, incorrect gear selection, or confusion in engaging the torque converter during deceleration in drive range 3. According to the shop manual, this indicates the possible failure of one or more solenoids.

Actually, there may be a less offensive (and less expensive) cause. Turn on the key, but don't start the engine, and check the instrument cluster. Observe the transmission range selection lights, PRND-3-2-1, as you move the selector lever back and forth. Make sure each light comes on. Then turn the Sport/Economy-321 switch to 321. You should see a 321 lamp at the end of the nine lamp series. This indicates engagement of the torque converter in manual mode operating only in the selected gear — 3, 2, or 1. Failure of this lamp, or the associated electronic circuit on the printed circuit board will cause the above transmission symptoms.

Concern over failure of the automatic transmission can be grounds for sleepless nights, but here's a bonafide escape from such worries. The circuit board is not cheap, and the two hours of labor needed to change it is probably higher than the cost of the board, but what a difference that little light makes. It's like a new transmission.

The ninth light, at the left end of this same board, is a diagnostic indicator for the ABS brakes. It's a toothed gear with an exclamation point in the center. When you turn on the ignition, this light should click once and then stay on. The blink is important, as it indicates the diagnostic test was made on the ABS. The light should then stay on until the engine starts, indicating the system passed the test.

This same 4HP22EH transmission has a precision potentiometer attached to the throttle base plate. It works in conjunction with the throttle microswitch.

The throttle microswitch tells the DME computer when the throttle is closed. The idle control cir-

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cuits then take control of the ignition and fuel injection. The operation of this microswitch can be checked with an ohmmeter or by listening. The switch should "click" or open with any movement of the throttle away from the closed position.

The precision potentiometer tells the transmission's computer just far open the throttle is. It can be adjusted by rotating the switch to yield a precision voltage that is .22 volts DC below the transmission's reference voltage. This voltage must be set precisely to accomplish proper shifting.

This is not used on the 3HP22 or 4HP22 transmissions because the electronic engine control and transmission brain were not integral assemblies. The 4HP22EH transmission was used as early as 1982 in the 745i, and as late as 1988 in the 5- and 6-series cars.

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Only 583 days left...to volunteer for Oktoberfest '96! The chapter held our initial O'fest '96 kickoff meeting at the Sheraton Premiere in Tyson's Corner on September 28. The event was well-attended, with over 40 people volunteering their skills to help make O'fest '96 the best Oktoberfest on record. The Sheraton provided a meeting room and a buffet dinner for us; if this first meeting is a sample of the organization and support we can expect from the Sheraton for Oktoberfest itself, we'll have a great event. Many thanks to Chris Lynn and his staff at the Sheraton for rolling out the red carpet.

For those of you who've never been to a BMW CCA Oktoberfest, you're in for a fun-packed week of BMW-related activities. Oktoberfest is the annual national gathering of BMW CCA-members from all over the United States (and the world). Events include a gymkhana, driver's school, an autocross, a time-speed-distance rally, a fun rally, a concours d'elegance, a trivia contest, vendor displays, tech sessions, and lots of parties and receptions, culminating in an awards banquet on Friday night. We expect about 600 attendees. Oktoberfest '96 will take place the week of August 11-16, 1996

Obviously, to make this all happen and happen smoothly, we'll need a lot more volunteers. If you'd like to avoid the rush and volunteer now, just copy the Volunteer Signup Sheet on the facing page and send it to David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901-1911. We want to include all of you in our planning. ♦

Washington, D.C.
August 11-16, 1996



O'fest 1996



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Volunteer Signup Sheet

Name: _____

Address: _____

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Home Phone: _____ Work Phone: _____

How late may we bug you at home? _____ p.m. May we bug you at work? ☐ Yes ☐ No

Do you have any special skills (such as photography, accounting, or graphic arts) or connections?

What events are you willing to work? Please circle any events for which you are willing to take a major role (planning and coordination).

- | | |
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| <input type="checkbox"/> Registration | <input type="checkbox"/> Photo Contest |
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| <input type="checkbox"/> Radio-Controlled Car Event | <input type="checkbox"/> Gofers (general help) |

Comments (continue on back): _____

Thanks for your help!

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Tech Tips

Power Steering Pump Problem

Tech tips are the things that are made out of trial and error. This one deals with replacing the biggest part first, and then finding the problem upstream in a more remote, hidden, but likely spot.

Our 1987 535i developed a mean sounding moan in the power steering pump. By placing a screwdriver on it, one could feel the vibration. It got to where you could even feel it in the steering wheel. We tried belt dressing and a tightened belt, but that clearly wasn't the problem. The pump seemed starved of fluid, or full of air, or making air bubbles (cavitating). The local BMW mechanic agreed that the pump may have gone bad, so we ordered a used one for installation at our shop.

For 80 bucks plus freight, the replacement made it here in a day. It went on in 15 minutes. It made the same sound the first time the system was tried. We would have looked elsewhere first if we had looked at the clues.

Though BMW sells a rebuilt pump for about \$260, neither the parts man or the dealership mechanic knew of one that had been sold. Our used parts supplier never sold them often, but didn't make a fuss about selling one to us when asked. No one, it

seems, had any suggestion beyond "try it."

Thanks to the BMW CCA Tech Tipnition Peter Langenwaller, a new course was taken. He said to dig for the small filter at the base of the power steering tank and inspect the doughnut shaped filter. He knew the sound exactly, so at least we were onto something. He said to look for a distorted filter element under a spring loaded cap. There it was. Once we had it out, we ran the car for a moment, and the groan was gone. We replaced that filter, and the low pressure feed line, which was also suspect, installed better clamps, and solved the problem.

Surprisingly, no local dealer stocked the filter, so it seems as if it is not regular interval replacement item, but they did stock the low pressure line. If you think you hear the noise, try the filter and new feed line first. Getting at the filter required a magnet to lift the top off, and you will have some trouble getting the assembly together if you don't first compress the spring and tie it with wire to keep it compressed during installation. Clip the wire with sidecutters, and pull it free once the C clip is installed. There is a procedure to reload the brake pressure by first pumping the brakes before restarting the car.

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Your heater core ain't the most exciting part of your Bimmer, but it can get your undivided attention if it goes south. When you get that sweet anti-freeze smell, the fog on the windows, the tell-tale green drip on the heater air outlet — you know that you're in for REAL FUN! That reader will keep your undivided attention for awhile, too, while you tear down your dash until you can see your engine, and the garage floor under it, from your vantage point inside the car (if you decide to do the job yourself.) Your pain will be shorter, but more intense financially if you let your friendly local professional wrench handle the chore. Bavarian's catalog list the cores for prices of over \$100-\$200.

Much of what I will say is based on 'engineering judgement,' that is, I don't have any specific tests on BMW heater cores to say for certain that this will extend core life by "X percent." But my advice is based on how the nuclear industry generally prefers to see exchangers (some of which cost more than a dozen new 850CSi's treated.

A heat exchanger's main mortal enemies are thermal shock (rapid temperature changes) and corrosion. Let's deal with them in that order.

First, thermal shock. You can prolong the life of any heat exchanger by minimizing the frequency and speed of heat-ups and cool-downs it experiences. On an E30 like mine, the dash heat control (knob on the left) opens a valve admitting engine coolant to the core when it's turned approximately 20 degrees clockwise from the full cold position. For other models, look in the shop manual, that's where I learned about the heater valve.

So, if you're going to use the heater on a drive, you turn the knob 20 degrees or more clockwise before you start the car, or at least before the engine warms up significantly, the core can warm up relatively gradually with the engine, rather than suddenly like it would if you were to turn the valve on after the engine is hot. While you're at it, if you set the fan switch to at least "1" rather than "0", air will continue to move through the core whether the car is moving or

Tech Tips

Thoughts On Heater Cores

By Mark Mitchell,
Inland Empire Chapter
BMW CCA

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Tech Tips

continued

not. If you don't use the fan, whenever you stop, the core will heat up, when you begin to move again, the core will cool back down. Also, the car will tend to maintain a more constant temperature if you use the fan. This applies to non-highway driving, on the interstate the car's constant forward motion will keep air flowing over the core's heat exchange surfaces. Ignoring this, like probably 99% of the general public does, is not likely to kill your core outright, but if your Bimmer is a "keeper" like mine, minimizing thermal shock cost nothing in money and really isn't much trouble.

Simply stated, put the temperature control at "9 o'clock" or later, and the fan switch on 1 or higher, leave them there during the winter; and your core should last longer. I can't say how much though.

Corrosion is the other devil that we have to deal with. The most important thing to do is use a good grade of (preferably phosphate-free) anti-freeze, and change it religiously every 2 years, like it says in the manual. That one thing is probably more important than all the rest of the things

mentioned here put together. I'd advise you to mix that anti-freeze with distilled water to help reduce corrosion rate. If I'm dead wrong on this, it won't hurt anything and wastes only about 2 bucks.

Stagnant water also encourages corrosion, so occasionally during the summer, turn the temp knob 20 degrees or more in the clockwise direction (when the engine is cold just after you start it, don't shock the core by doing this with hot coolant) for a minute or two to let fresh coolant flow into your core. This is like turning the air conditioning on briefly during the winter whether you need cooling in the car or not.

One last point is the interaction of the heater and air conditioning systems. I frankly don't know which, if any Bimmers have the heater core 'downwind' of the air conditioning evaporator, but this is a common design that allows these 2 components to work simultaneously and provide dehumidification. So what if it does? One thing is that if you open the heater valve (20 degrees on the knob) when the A/C has been running, you can really give it a good thermal shock. (The

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next point is from Redline Oil literature.) If you have plain water in your cooling system for some reason (racing, backroads recovery from a busted hose, what ever) and you run the A/C on, particularly if the heater valve is closed, (which it will be if you turn the temperature control to max cold) you can freeze (and bust) your heater core. I didn't know about this possibility until reading about it a few weeks ago.

I can just see a frozen core "crowning" a day that starts out with a busted radiator hose, bring "ol' paint" water from a creek in our Stetson, then since it's hot, you run the A/C to cool off. Since the A/C feels good, you turn it up 'as loud as it will go,' and this freezes the core. You stop somewhere, turn the car off, when you come back to it, the front carpet is all wet because the frozen, busted core has thawed out and the water in the core and part of the rest of the cooling system has run out on your floorboards. (insert your own personal expletive here.)

Hope this helps you avoid this particular unnecessary aggravation.

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Tyrell, William	'94 325is	Bill Tyrell, Sr.
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Van Leer, Alexander	'89 535i	
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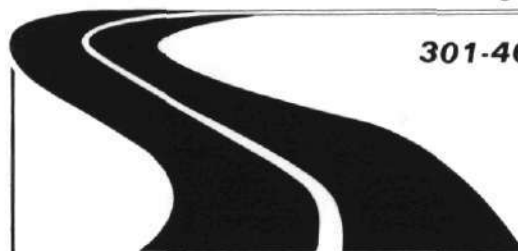
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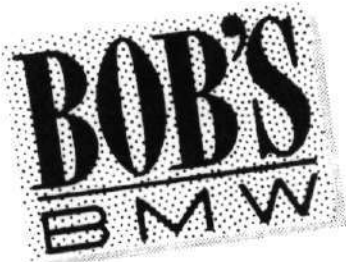
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