

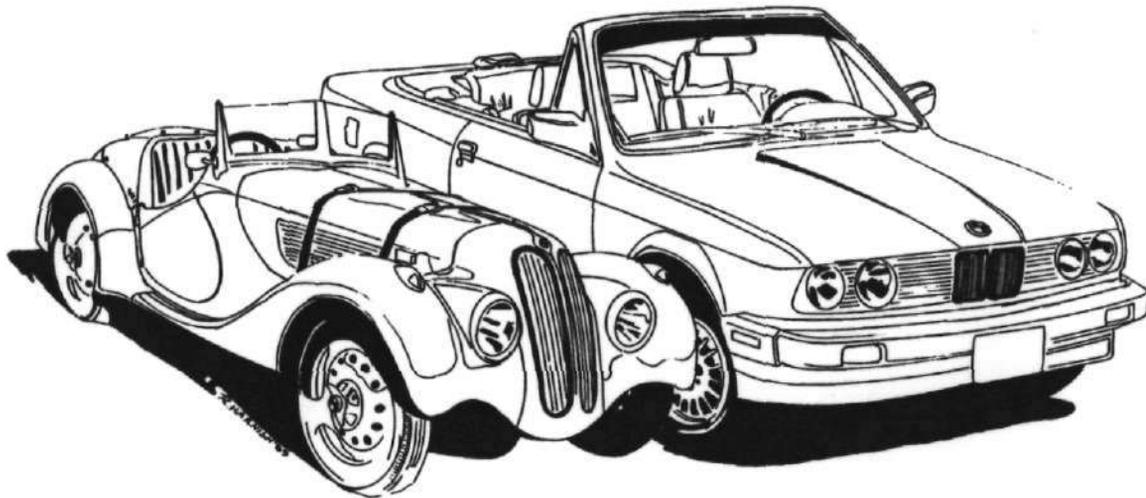
March/April 1995

der Bayerische

National Capital Chapter BMW Car Club of America

3.0 CSL





Calendar ○ Events

1995

JANUARY

- 14 Holiday Party
- 21 AutoThorty Performance Chips Tech Session

FEBRUARY

- 19 NTW Tire and Alignment Tech Session

MARCH

- 4 Passport BMW Tech Session
- 18 Highway Safety School
- 19 Frostbite Drivers' School

APRIL

- 1 Excluservice Tech Session
- 8 Concours Workshop and Tech Session
- 9 Spring Tour
- 30 Springfest Drivers' School

MAY

- 7 Deutsche Marque Concours
- 20 Jefferson 500 Vintage Races
- 21 Tour to the BMW CCA Vintage Corral at the Jefferson 500
- 29 Maifest Drivers' School

JUNE

- 4 BMW CCA/PCA Gimmick Rally (*tentative*)
- 9-11 Canadian Grand Prix Trip
- 18 BMW CCA Swap Meet at Electrodyne (*tentative*)
- 24 Newcomers' Party (Open to ALL!)
- 25 Tour to Charlottesville Leesburg Host Lions Club Antique & Classic Car Show at Oatlands Plantation

JULY

- 4 Firecracker Drivers' School
- 17-21 BMW CCA National *Oktoberfest* at Breckenridge, CO
- 23 Tour to the Eastern Shore (*tentative*)
- 30 BMW CCA/MWCSCC Championship Autocross

AUGUST

- 6 Family Day Picnic at the Flying Circus Aerodrome
- 20 BMW CCA/MWCSCC TSD Rally

SEPTEMBER

- 17 Tour to the Bavarian Inn *Oktoberfest*
- 23 Tour to the Historic Warrenton Fall Fest and Car Show
- 30 Vintage Races at Summit Point Raceway (*tentative*)

OCTOBER

- 1 BMW CCA Corral at Vintage races (*tentative*)
- 9 Columbus Day Drivers' School
- 22 Fall Tour

NOVEMBER

- 11-12 Fall Drivers' School (at Summit Point's New Track!!!)
- 18 Winterizing Tech Session at AutoThorty

DECEMBER

(Events forthcoming!)

For the Latest Info, Call the Club Hotline: (301) 230-9BMW

der Bayerische

National Capital Chapter BMW Car Club of America

March/April 1995



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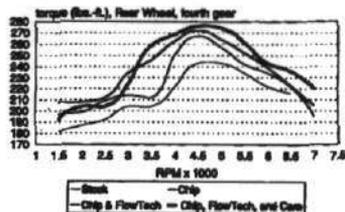
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Party! Party! Party!

BY DICK BERGEN

BMW DYNO RESULTS

1995 M3, Stock vs. Stage 1 vs. Stage 2 vs. Cam



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Cover: A 'typical' 3.0CSL at O'FEST 94.
Photo by Dwight Derr

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(Call between 7:30-10:00 p.m.)

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der Bayerische

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EDITORIAL

Misfirings

The irony of it all. By some cruel twist of fate *der Bayerische* now has a new Editor—me! Don't really quite know how it happened, either, but it's probably the result of me and/or my big mouth.

Be careful what you wish for . . .

But, what's done is done and there ain't no turning back now. Mike Early, after years of thankless aggravation and toil, has stepped from the Editor's frying pan and into the inferno that is Production Manager (he thinks he's gonna be able to relax. Boy, is he in for a surprise!) And now I'm in the catbird's seat. Your prayers will be appreciated.

Years ago I never would have envisioned this. (Then again, I don't know what happened to what I *did* envision.) After all, back then I really hated writing, and even the notion of it. Probably due to the fact that most, if not all, of my writing obligations were shunted off until past the last minute. Like right now. (Hmmm, time really doesn't change things...)

Come to think of it, back then there were quite a few things I detested. Beer. And wine. Didn't know why or how anybody could stomach the stuff. Now look at me! (Actually, I still hate both of 'em, peer pressure forces me to partake.) BMWs, too! Didn't want one. Didn't want to be seen in one. I thought at the time that they were driven by these snooty, self-important types that thought they were hip because they wore those silly skintight-don't-have-no-knuckles-or-even-backs driving gloves (Actually, people still wear the things. I can't figure out why, especially since most everything, even riding mowers, comes equipped with a thick, leather-wrapped steering wheel.) And this was in an era which preceded the Yuppie!

Yep, I didn't even consider a BMW. Almost bought an Audi! (Jeez, if I did, I'd probably be venting for the Audi Car Club rag and fuming over people cracking Audi jokes (Q. *What's the Audi logo stand for?* A. *Its resale value!*) Good thing (for them) I broke down and test drove a 320i. The rest, as they say, is history.

Right now, I really, really, really despise computers. And the geeks that love to stare at them for endless hours. My future doesn't look very promising.

Hmm... You know, I really hate Claudia Schiffer. In a new M3. In Daytona Purple, please!

Be careful what you wish for...

Derr.

ShortStrokes . . .

- **A few personnel changes to note:** **Bonnie Butler** has stepped down as Club Tourmeister after three years of staging memorable tours, i.e., the Peaks of Otter Spring Tour. A superenthusiastic **Ed Bernard** looks to be an outstanding replacement. **Mike Dulisse** has taken on the duties as Club Membership Coordinator and **Mike Gayle** is chomping at the bit to arrange a whole range of events as the new Tech Events Coordinator.
- Maryland **Gov. Parris N. Glendening** has backed legislation raising the legal speed limit to 65 miles per hour. If passed, the bill would apply mostly to rural stretches of Interstates 68 and 70 and also portions of U.S. 50 and 301. A similar bill was passed by the Maryland legislature in 1991 but was vetoed by then-Gov. Wm. Donald Schaefer. However, tied into the new bill is a provision doubling the maximum fine for exceeding 65 as well as one banning the use of radar detectors. **Del. Dana Lee Dembrow** (D. Mont.) has filed a bill raising the limit to 65 but without banning radar detectors or increasing speeding penalties.
- Glendening also announced support for a bill placing an 18-month moratorium on the new treadmill emissions test EPA-mandated for Baltimore, suburban Washington, and 13 counties. Meanwhile, the state will add a couple of simple tests to its current tailpipe test in order to satisfy federal guidelines. The treadmill tests have come under intense attack across the nation by both motorists and repair personnel, who stated they couldn't guarantee that necessary repairs could be made to flunked cars. The tests, mandated by the Clean Air Act, have never been fully implemented due to various problems.
- Va. **Gov. George Allen** has filed a lawsuit against the Feds for threatening to withhold transportation funds earmarked for the state. Virginia has yet to implement an acceptable emissions program.
- **Agent 007** has forsaken the British car in favor of a BMW! According to a United Artists press release James Bond will be behind the wheel of the yet-unreleased Roadster in the newest Bond adventure, *Goldeneye*, scheduled (shed'-juled) for release in November and starring Mr. ex-Remington Steele, **Pierce Brosnan**. BMW plans a Goldeneye tie-in for the Slant-7's worldwide intro.
- **Public television's Motor Week** has chosen the **BMW 850 CSI** as one of its three "Dream Machines" which were announced at the Baltimore International Auto Show in early February. It was touted as "the biggest, baddest BMW coupe yet" filled with "interesting character" by BMW's M division. The other two choices were the Ferrari F355 and the Jaguar XJR. Also chosen was the new M3 as the winner of the Best High Performance Car Category. No surprise there...
- A few 1994 Drivers' School shirts are still available. These all-cotton beauts feature original artwork by the Club's Mike McConnell and are surely collectors' items. Contact the Treasurer to obtain yours now!

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DRIVERS' SCHOOL PREP/DO-IT-YOURSELF TECH SESSION

Saturday, 4 March 1995
9 am to 3 pm
Passport BMW
5050 Auth Way
Marlow Heights, MD
(301) 423-8400

The Drivers' School Prep/DIY (do-it-yourself) Tech Session will be held at the fantastic facilities of Passport BMW in Marlow Heights, MD. The doors will open at 9 am and all work must be completed by 2:30pm. Coffee and donuts will be provided. Lifts will be assigned on a first-come, first-served basis. We recommend easy repairs and maintenance, so that everyone can be accommodated. Please remember to bring your own tools and parts. For your convenience, Passport's Parts Department will be open until 12 noon.

Personnel will also be on hand to tech your car in preparation for the March 18 and 19 Drivers' Schools. Bring your drivers school tech sheets for check-off, and then remember to take it with you to the track.

To pre-register or if you have any questions contact Mike Gayle at (703) 451-9192 evenings until 10pm, or Paul Vessels (202) 726-7971 evenings until 10pm.

Directions: Take the Capital Beltway to Exit 7B, Branch Avenue/Route 5 North. From the outer loop exit you will turn right onto Auth Way at the second stoplight - dealership will be on your left. From the

inner loop exit go to the second stopsign and turn left onto Auth Way - dealership will be on your right.

HIGHWAY SAFETY SCHOOL

Saturday, 18 March 1995
Summit Point Raceway

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. It's the best performance upgrade you can give your car and it should be the first! Please refer to the article in the January/February **dB** for more information. Use the Application form located elsewhere in this issue to sign up NOW!

FROSTBITE DRIVERS' SCHOOL

Sunday, 19 March 1995
Summit Point Raceway

The day after our Highway Safety School you can put into practice your newly acquired skills (as well as get another dose of thrill and excitement) at our Frostbite School. Once again we start the driving season one day before

Spring, but don't let that deter you. Find the application form and send it in NOW! Don't delay - the schools fill up fast!

APRIL FOOL'S DAY DIY TECH SESSION

Saturday, 1 April 1995
9 am to 3pm
Excluservice
12224 Parklawn Drive
Rockville, MD
(301) 231-5400

Lothar Scheuttler and his enthusiastic staff welcome the National Capital Chapter for an April Fool's Day Do-It-Yourself Tech Session. The weather will be warming up and it will be a great time to get your BMW out of hibernation (Ed. note: since when do BMWs hibernate? Mine doesn't!). Join us and take advantage of this crazy day to do something good for your car, i.e. oil changes, wheel rotations, etc. Doors open at 9am and all work must be completed by 2:30pm. Coffee and donuts will be provided.

Pre-register with Mike Gayle at (703) 451-9192 evenings until 10pm. Lifts will be assigned on a first-come, first-served basis. Please provide your own tools and parts.

Directions: From the Capital Beltway take MD Route 355/Rockville Pike North. Turn right onto Randolph Road. Turn left onto Parklawn Drive just after the railroad tracks, and go approximately 0.5 mile. Excluservice is on your left.

CONCOURS WORKSHOP/ TECH SESSION

Saturday, 8 April 1995
Passport BMW
Marlow Hts, MD

For all of you budding Concours participants, or those of you primarily interested in keeping you Bimmer gleaming, our Concours Chairman, Paul Vessels, will host a Concours Workshop at Passport BMW on Saturday, 8 April from 10am to 3pm. This Workshop will cover various techniques on preparing your car for both show and general aesthetic upkeep. Various product demonstrations and how-to tips will help you to achieve your desired results from the products available to us today. In addition, Bill Caldwell and Paul will de-mystify the art of concours preparation and allay any misgivings about participating in these events. They will also talk about the difference between "full concours" and "top-only concours" (which is what our Chapter generally holds) in an attempt to foster further participation in the upcoming concours events. Keep in mind that this event is scheduled four (4) weeks prior to the Deutsche Marque Concours on May 7th, thus giving you would-be participants ample time to scrub and polish up...Until next time keep the shiny side UP. ►

For the Latest Info, Call the Club Hotline: (301) 230-9BMW

Directions: Passport BMW is located off Branch Avenue, Capital Beltway Exit 7B. From VA: Cross the Woodrow Wilson Bridge and continue to Exit 7B. Go north on Branch Avenue two lights and turn right onto Auth Way at the second one (just before the big Cougar). Passport will be on your left about 1/4 mile. From the northern MD 'burbs, take the Capital Beltway towards Andrews AFB to Exit 7B. Go straight at the stop sign at end of exit ramp, and turn left at the next stop sign (about 3/4 mile). Park in large lot across from the Red Lobster, and walk down to Passport on the right. Please Note: ALL MEMBERS must park in the large lot across from the Red Lobster as the dealership will be open for business on Saturday. Thank you for your cooperation.

SPRING TOUR TO TOM MILNER RACING

Sunday, 9 April 1995
10:00 am

Join other Club members on a tour through the Virginia Hunt Country to Winchester where we will be given a tour of the Tom Milner Racing facility. Milner is the former partner of Bill Scott Racing/Summit Point Raceway. He has been involved in the management and preparation of several IMSA race teams including cars driven by Bobby Rahal, Klaus Ludwig, Chip Robinson, Paul Newman and Arie Luyendyk. This past season he successfully campaigned a NASCAR Busch Grand National stock car based on the Ford Thunderbird. For

Late Breaking!

For those of you who are up early on Saturday mornings, tune your radio dial to WINX, 1600 AM from 8 to 9 a.m. to listen to "The Car Care Show." The program is hosted by Jim Reid, and he has one or two guest speakers for each show who discuss a wide variety of car topics. He also has regular features like the "Stumper Question" of the week, an on-the-air bulletin board, newsletter, car reviews and car care tips.

If you tune in Saturday, April 1, you'll get to listen to our own Jenny Nazarko talk about the BMW CCA! She's not at all sure of what she's going to talk about, but she will put in a plug or two about how great the BMW Club people are, what kind of events we do, and that we always welcome new members (and that she and Dave need more volunteers of O'Fest '96!). So tune in first, and then go on to the Do-It-Yourself Tech Session at Excluservice!

1995, Tom Milner Racing will have two BMW M3 race cars in the Daytona 24 Hour Race held during the weekend of February 4-5. These race M3s will be driven by the all-star lineup of David Donohue (1994 IMSA Supercar Champion driving Ed Arnold's M5), Dieter Quester, Justin Bell, Boris Said, John Paul, Jr. and Pete Halsmer. They will compete in the IMSA GTS2 class against 10 to 15 really fast Porsche 911 and 993 cars. It is estimated that these cars produce 380 HP and weigh 2400 lbs. They are the closest thing state-side to the M3s racing in the exciting German Touring Car series. Also in 1995, Tom Milner Racing will support 4 M3s in the IMSA Street Stock Sedan class (basically stock M3s with racing tires and roll

cages.) The expected competition are Porsche 968s and 944s, Firebirds, Mazda RX7s, Camaros and those troublesome Mustangs. Tom Milner has a huge facility located near the Winchester Airport. The facility has a full scale frame shop and engine room. Sitting in the middle is a retired IMSA GTP car which was the most successful of the non-factory teams when it raced. Tom Milner is also working on a few projects that will even surprise the most die-hard BMW Motorsport fan. Come and join us if you want a first hand glimpse of some really exiting things! After the tour, we will gather at a moderately-priced fine German restaurant for a late-afternoon meal. Don't miss it!

Directions: The Tour will depart from the parking lot of Charley's Place/Roy Rogers at the intersection of Old Dominion Drive and Route 123 in McLean, VA. Take Capital Beltway Exit 11A (Route 123/McLean) and go north two miles to Old Dominion Dr. Charley's Place restaurant and Roy Rogers are at that intersection. The tour will begin promptly at 10:00 am, so please come prepared and on time. For more information call Ed Bernard, Tourmeister, at (301) 871-2892.

SPRINGFEST DRIVERS' SCHOOL

Sunday, 30 April 1995
Summit Point Raceway

Are you ready? This will be the third in the series of drivers' schools in the 1995 season. Join us at Summit Point Raceway this ➤

For the Latest Info, Call the Club Hotline: (301) 230-9BMW



Deutsche Marque Concours '94. Photo by Chris Leeper.

Sunday for our Springfest School. The format will be similar to the Frostbite School, only we hope much warmer! Complete the Application form and return it today!

DEUTSCHE MARQUE CONCURS

Sunday, 7 May 1995
Evans Farm Inn
McLean, VA

Sunday, 7 May 1995 is the date of the prestigious 12th Annual Deutsche Marque Concours. As in past years the event will be hosted at the lovely Evans Farm Inn in McLean, VA. Once again this will be a "top only" concours, and will include a Display Class in which cars

are not judged but will be subject to a People's Choice vote to determine the winner in each category. Remember, you need not have ever done this before to participate. Each year there are new faces and different cars who succeed in bringing home a trophy.

As always this event is an excellent opportunity to enjoy brunch at the Inn or a picnic basket on the lawn while taking in the sights of the area's best and most beautiful German automobiles. We can expect, as usual, both the Porsche and Mercedes clubs to show in force, your participation, therefore, is much needed. There is no need to be shy as this is an easy and fun filled event...and it's also a

"tune-up" for next year, because, as you know, National Capital Chapter will host Oktoberfest!

We have new cars...old cars...odd cars...and even race cars, as long as they are clean! There is no admission charge to view the event or vote for the display classes. However, as in the past there is a \$30.00 registration fee for the concours entrants. This fee includes one reception ticket to the Wine and Cheese Awards reception. Additional tickets will remain at \$10 each. We encourage your support by staying for the reception to congratulate the deserving winners.

Lastly, BMW Motorcycle owners are welcome to dis-

play their Beemers at the Deutsche Marque.

Directions: Evans Farm Inn is located at 1696 Chain Bridge Road in McLean. Take I-495 to Route 123 East (Chain Bridge Road); turn right onto Great Falls Street, Route 694, then left back onto Chain Bridge Road. From the District, take I-66 West to the Dulles Access Road (West) and exit at Route 123 East (Chain Bridge Road); turn right onto Great Falls Street and then left onto Chain Bridge Road.



For the Latest Info, Call the Club Hotline: (301) 230-9BMW

BMW CCA - NCC 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.)

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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).

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THE AFTER-HOLIDAY HOLIDAY PARTY

BY DICK BERGEN

The happy faces in the accompanying photographs reflect the fun and fellowship had by those National Capital Chapter members who attended our Holiday party on January 14. The party was hosted by one of the area's premier BMW dealers, Passport BMW. Attendees had a chance to talk BMW cars and club events (what else?) with fellow members, take a look at (and drool over) some of Munich's latest models on display in the dealership, feast on a first-rate catered buffet, and, best of all, take advantage of substantial discounts offered for Club members on BMW parts and boutique items at the Parts Department.

What's not to like?

The party gave us an opportunity to recognize and say thanks to Chris Leeper, the outgoing President, for keeping the chapter "ship of state" on an even keel during his tenure. Chris introduced the new chapter officers after tallying the votes. They are Dick Bergen, President; Bill Caldwell, Vice President; Jenny Nazarko, Treasurer; Charlotte LaQui, Secretary. Mike Dulisse was introduced as the new Membership Chairman and Mike Gayle as the new Tech Sessions Chairman.

The evening ended with a drawing for door prizes generously donated by many of the **dB** advertisers.

Above: Outgoing president Chris Leeper points the finger at new president Dick Bergen who passes the blame to Mike Gayle who cites a higher authority as "Mr. Bill" looks on.

Below: Chris and Dick announce a lucky winner



Photos by Woody Hair

HERE'S A LIST OF THE LUCKY WINNERS:

- | | | |
|---|----------------------|-----------------|
| 1. Custom floor mats | AuthThority | Fred Verplanck |
| 2. Custom floor mats | AutoThority | Mike Donahue |
| 3. Zymol starter kit | AutoThority | Helen Wolf |
| 4. Zymol starter kit | AutoThority | Richard John |
| 5. AC Schnitzer gear shift knob | Marcor | Dwight Derr |
| 6. Free oil service/cs of oil | J&F Motors | Pam Donahue |
| 7. Free oil service/cs of oil | J&F Motors | Kwaku Walker |
| 8. Free oil service/cs of oil | J&F Motors | Marque Lopez |
| 9. Free oil service/cs of oil | J&F Motors | Bob Hausmann |
| 10. Labor credit of \$50 | Quality Car Services | Jim Knoke |
| 11. Driving lights | Radial Tire Co. | B. Kearney |
| 12. NCC Drivers School certificate | NCC | Gordon Kimpel |
| 13. NCC Rally free registration | NCC | Louis Leitao |
| 14. NCC Autocross free registration | NCC | Sue Bryan |
| 15. Friday at the Track gift certificate | Bill Scott Racing | M. Epting |
| 16. Friday at the Track gift certificate | Bill Scott Racing | Michael Znilek |
| 17. \$250 Gift Certificate | Dentworks | David Lassalle |
| 18. Tires (2) | Merchant's Tire | Mike Dulisse |
| 19. Custom floor mats | Dulles Motorsports | Steve Allen |
| 20. Free brake job & oil change
And 50 % off Insp I or II | Foreign Service | Al Zavala |
| 21. Free brake job & oil change,
And 50 % off Insp I or II | Foreign Service | Mike Cole |
| 22. BMW car and motorcycle models | Bob's BMW | Mike Cope |
| 23. Racing Dynamics umbrella | Racing Dynamics | Doris Harris |
| 24. Racing Dynamics umbrella | Racing Dynamics | Sue Baruch |
| 25. Racing Dynamics umbrella | Racing Dynamics | Klaus Hirtes |
| 26. Racing Dynamics golf shirt | Racing Dynamics | Susan Dunn |
| 27. Racing Dynamics golf shirt | Racing Dynamics | Deborah Hirtes |
| 28. Racing Dynamics tee shirt | Racing Dynamics | Linda Joseph |
| 29. Racing Dynamics tee shirt | Racing Dynamics | Paulette Leeper |
| 30. Racing Dynamics tee shirt | Racing Dynamics | Kwau Walker |
| 31. Racing Dynamics tee shirt | Racing Dynamics | Joe Baehr |
| 32. Racing Dynamics coffee cup/pin | Racing Dynamics | Pat DeSarno |
| 33. Racing Dynamics coffee
cup/key fob | Racing Dynamics | Woody Hair |
| 34. Racing Dynamics coffee
cup/key fob | Racing Dynamics | Tom Joseph |

We would also like to recognize the following new members who joined in 1994 and who came out to the party — we hope to see more of you in 1995 -

- | | | |
|-------------------|----------------|------------------|
| Joe Baehr | Louie Leitao | Boris Steinbach |
| Darron Batton | Michael Znilek | Carl Thompson |
| Bill Brasile | Marque Lopez | Mark Aldon Weiss |
| Michael Daniel | Charles Mills | |
| Steve Kapuchansky | George Phelps | |

And finally, special thanks to Passport CEO Everett Helmuth, Parts Dept. Manager Pat Williams, our own Paul Vessels who works at Passport and who helped to arrange the party, and all the other folks at Passport for making the evening possible.



Tourmeister Bonnie Butler receiving a plaque of appreciation from Chris Leeper.



Sue Bryan (L) and Charlotte LaQui sharing a raunchy joke



Tom and Jane Verba awaiting the big prize

Photos by Woody Hair

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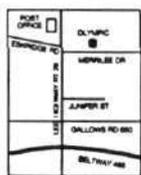
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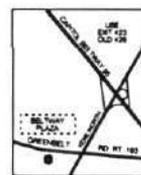
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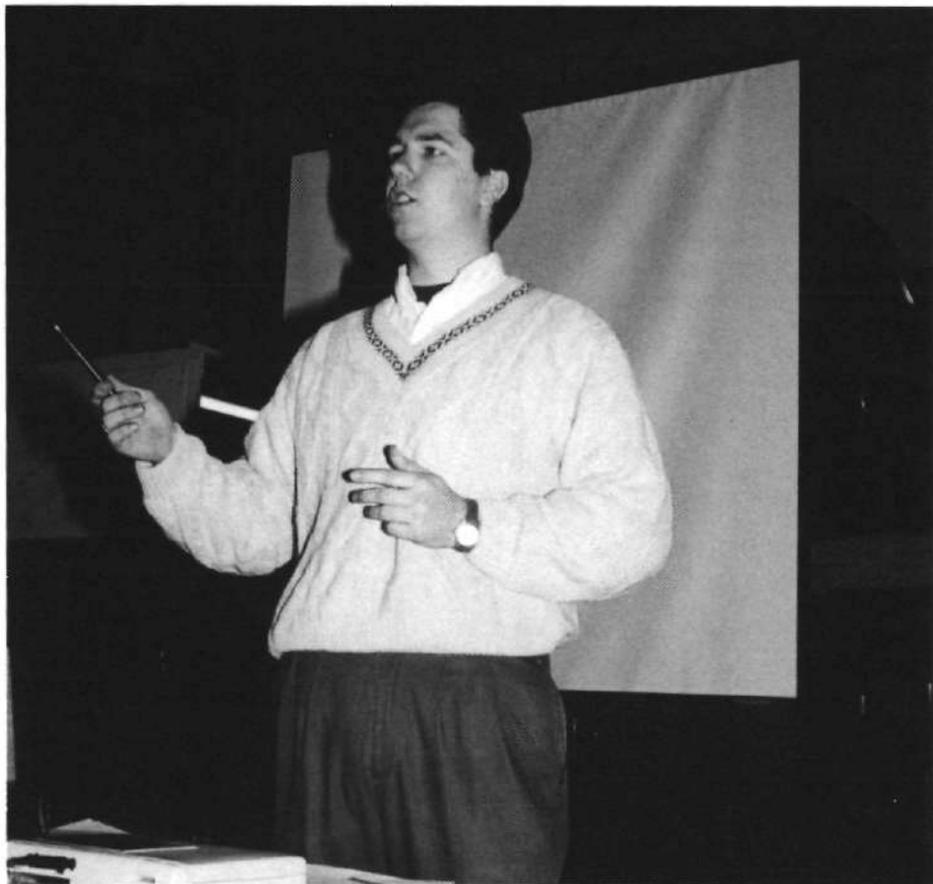
THE AUTOAUTHORITY TECH SESSION

BY MIKE GAYLE

Saturday, January 21 turned out a great day to be an inquiring BMW enthusiast. The National Capital Chapter had the distinct privilege to spend about four hours at the facilities of AutoThORITY, Inc. and AutoThORITY Performance Engineering (A.P.E.). Ray Foster and the AutoThORITY staff — Al Collins, Dennis Suehr, Mike Kisska, Lisa Yohn and Spencer Creevy — opened their doors and showed us some good 'ol Virginia hospitality. About 40-45 current and prospective BMW CCA members gathered to hear the Digital Motronics Gospel according to Al Collins. Al founded AutoThORITY, Inc. in 1975 to meet the repair and service requirements of area Porsche (I can't believe I said it) enthusiasts. BMW automobiles were added recently due to the incredible local demand.

AutoThORITY and A.P.E. consist of over 12,500 sq. ft. of shop and office space in Fairfax, Va. The AutoThORITY facility is outfitted with some of the finest diagnostic, fabrication, machining, cutting-edge software, chassis and engine dynamometer equipment. We had the pleasure of seeing a lot of this equipment and how it is used to enhance the performance of our cars. It was indeed one of the most informative and enlightening tech sessions that we have had the opportunity to attend.

The session started at 10am and Al gave us all an earful. His in-depth knowledge of the nuances of the elusive optimal mix of fuel, air, and spark made it clear that "science is



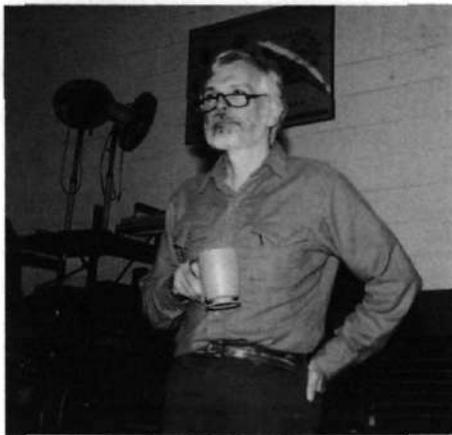
Mike Kisska, AutoThORITY's Chief Development Engineer

good!" In these times of ever-changing technology, AutoThORITY software technicians and hands-on mechanics put their heads together to develop a scientific method for squeezing the most out of those silky smooth BMW engines. The bottom line, however, is that the process of engineering a computer chip capable of enhancing engine performance is an iterative and lengthy process. The resultant chip and other developmental products are based on subjective evaluations of both the engineer and technician from seat-of-the-pants road tests to verify expected results developed in the sterile environment of the simulation lab.

Mike Kisska, AutoThORITY's chief

development engineer, told us about some new products from which we can benefit. These products include their short-shift kit and the Flow-Tech intake system. The key principle in the development of any AutoThORITY product is that it can be easily installed by the end user with a minimal amount of tools and effort. By the same token, an AutoThORITY product can be quickly and easily removed, so that the car can be put back into Original Equipment Manufacturer (OEM) condition. I can also verify that the resulting enhancements are real and well worth doing.

The "sterile" lab environment that I mentioned is not where we see the fruits of thousands of hours of



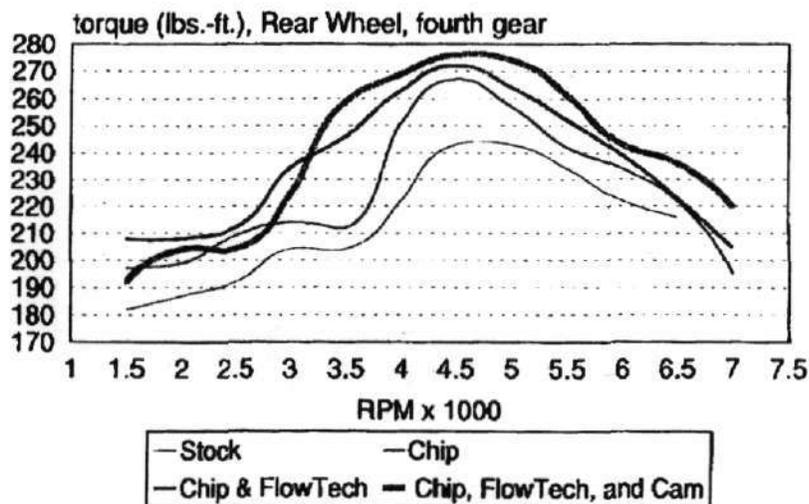
AutoThORITY founder, Al Collins

testing and retesting. The real test is to put rubber to the road. So we were led over to the chassis dynamometer. As luck would have it, on hand was a recent AutoThORITY project, a 1995 E36 M3, owned by Art Coia, which underwent some rather "mild" modifications including a specially-tuned chip, new cams, a Flow-Tech system, and a lightened fly-wheel/clutch assembly. Art graciously allowed the AutoThORITY crew to put his car on their dyno and we got to see for ourselves the results of these performance enhancements. Mike Donahue's stock 1995 E36 M3 was put on the dyno to provide us with baseline data. The results were surprising: the data showed that BMW was rather conservative in the brake horsepower (bhp) rating for the M3. All the specifications that we could find state the M3 is rated at 240 bhp. The chassis dynamometer results indicated that at 6000 rpm the stock M3 produced 257bhp, while at the same rpm the modified M3 produced 297bhp! Rather impressive! The accompanying charts compare the two vehicles in terms of torque and road horsepower.

In the final analysis, though, you must drive a BMW enhanced by an AutoThORITY chip to really get an appreciation for the magic the folks at AutoThORITY can provide. Remember..."Science is good, but an AutoThORITY-tweaked BMW is even better!"

BMW DYNO RESULTS

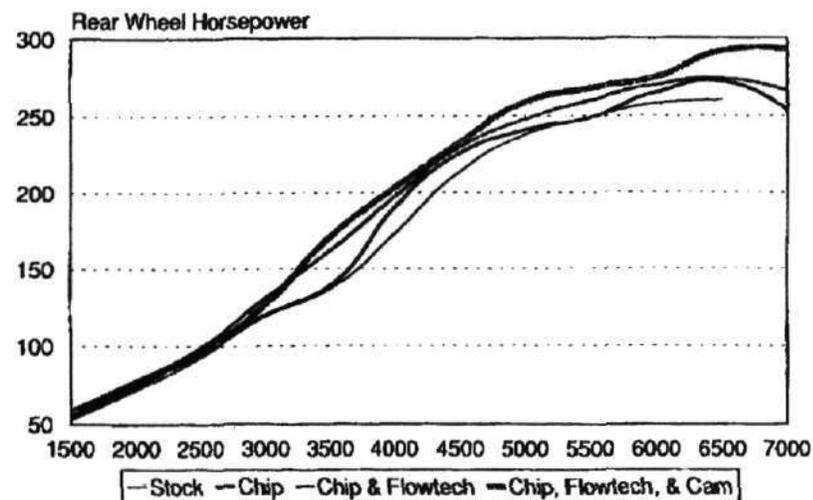
1995 M3, Stock vs. Stage 1 vs. Stage 2 vs. Cam



Corrected to STP, Fourth Gear Ratio 1.11/1

BMW DYNO RESULTS

1995 M3, Stock vs. Stage 1 vs. Stage 2 vs. Cam



Fourth Gear, 1.11/1 Ratio

The BMW CCA Club Racing Program

BY WOODY HAIR



A competitive driving experience in any/all types of BMWs in a fun, safe and friendly environment where the primary emphasis is on clean driving and machinery preservation."

With this overall philosophy, some details of the BMW CCA Club Racing Program were introduced at the National Driving Events conference January 21. Considering the monumental task of developing the necessary trained support personnel, I would be very surprised if any chapter is able to host a race event in 1995. Certainly the National Capital Chapter will be too involved with the planning and hosting of the '96 Oktoberfest for the next year and a half. The national club office has suggested that initially club races may be held in conjunction with a chapter's driver school event, but this presents many problems, logistical and otherwise.

SAFETY EQUIPMENT

The minimum requirements for safety equipment include a roll bar (full cage recommended), remote battery/ignition cutoff switch, fire extinguisher, drivers window net, five point competition harness, Snell approved helmet, and fire retardant driving suit, gloves and socks.

LICENSING

All drivers must be members of BMW CCA and have the proper racing license as issued by the national office. A full racing license can be obtained in one of two ways:

1. Anyone who has completed eight days of on-track instruction at a regular BMW CCA high performance driver school can apply for a Novice Permit. After satisfactory completion of a Club Racing School and two races, a full license will be issued.
2. Anyone who has a current competition license with SCCA, IMSA, or certain vintage racing organizations can apply for a Provisional Permit. After two races, a full license will be issued.

CAR MODIFICATIONS/CLASSES

Three levels of car preparation have been announced. They are Stock, Prepared and Super.

In the Stock category, engines may be balanced and any exhaust header/system that meets the track's noise restrictions is allowed. Cars

that came with mechanical fuel injection may substitute carburetors. Oil coolers may be added. Suspension pick-up points may not be changed, but any springs, shocks, bushings and anti-sway bars may be used. Bolt-on strut tower braces are allowed. Tires must be DOT street legal (no autocross compounds). Any diameter wheel is allowed, but it cannot be more than one inch wider than the original equipment. Brake air ducts are permitted, as is the slotting or cross-drilling of the stock rotors. Any pad material is OK. Transmission and rear end ratios may not be altered but a factory built limited slip is allowed. Aftermarket seats and steering wheels are allowed but, with the exception of spoilers, the body and interior must remain essentially as stock.

The Prepared category is very similar to Stock, with the following exceptions: Aftermarket engine management chips, any carburetors, and non-standard ignitions systems may be utilized. Suspension settings may be altered through slotting. Brakes and rear ends are free. Fender flaring is allowed, but note that tires and wheels must conform to the Stock

rules. One should also note that internal engine modifications, including camshafts, are strictly prohibited.

The Super category is for everything beyond Prepared and will have subclasses for racing tires and turbochargers (and presumably superchargers). Open wheel formula cars and use of nitrous oxide are *verboten*.

The further classing of cars by models has not been done as of this writing. A partial listing of the power-to-weight ratios for selected car models was distributed at the conference, but the list lacked many significant models including the U.S. E30 325iS and M3, any 535i, or any E36 3-series. Everyone will be glad to know the one-off mid-engine 1972 Turbo show car was included. It is not known if car models, power-to-ratios, or some combination will be the basis for classifications.

Thus, as of late January, the Club Racing Program is officially in effect. Much voluntary manpower, both at the national and chapter level, will be necessary to pull off the first race. If you are interested in becoming a scrutineer (tech inspector), event steward, licensing registrar, timing and scoring steward, or corner worker, contact the national office for more information. There is a big danger that this program will pull many key personnel from our drivers' school program. It has been specifically stated that the club does not want this to happen, however, the Porsche Club of America has had its club racing program in effect for three years now, and by most accounts, it has had a negative effect on their drivers ed program.

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Drivers Do Dallas

The Dallas Drivers' School Conference

BY JENNIFER NAZARKO

BMW CCA sponsored a National Drivers School Conference in Dallas, TX January 21-22 for Drivers' School Coordinators, Chief Instructors and other interested parties. One member attending had to be a Board member to vote on the proposed National Drivers School Standards so yours truly accompanied Al Zavala, the Coordinator.

BMW CCA National is very serious about doing all they can to insure the safety of our Drivers' Schools, and so had proposed a minimum set of standards which various involved persons nationwide have been commenting on for the last several months. We must be spoiled here in the National Capital Chapter as many smaller chapters have never put on a school, and even one participant haggled about requiring helmets!

Approximately 120 people participated in the conference. We approved the standards Saturday morning, and promptly revised them Sunday morning based upon additional information and further discussion throughout the weekend. I believe we finished with a decent set of standards, and there certainly is nothing in there that our Chapter isn't already doing or talking about doing. We did add an amendment Sunday that states that a chapter can propose non-standard features for a drivers' school to National for review and trial testing. Taking a dramatically different tack on school format without such approval by National could result in chapter de-certification.

SOME OF THE MORE IMPORTANT POINTS IN THE DOCUMENT:

- In-car instruction is required. This has been a contentious issue within the Club nationwide, but the National Capital Chapter Board believes it is essential to good instruction.

- Minimum age of the drivers is 18 yrs, or 16 with parental permission (our Chapter is one of the few which allows 16 yr olds to participate). Again, our Board believes it is in our best interests to allow newly-licensed drivers to participate, as the schools will enhance their driving skills and further safety on the road

- Helmets are required, specifically, Snell 90-rated helmets, although they will give us a one-year grace period.

- Lap and shoulder belts are mandatory, and it is recommended that the same type be provided for the passenger as for the driver.

- Instructors should be pre-assigned to students (so we may prepare for you!), and it is strongly recommended that instructors use in-car helmet communicators. Nationally we would like to establish uniform run groups so that students can be placed appropriately in groups whatever track they go to, but in reality this will take some time to get established.

- Classroom instruction is required, and a tech inspection at the track, in addition to the full inspection by a shop, is highly recommended.

- Medical information should be gathered on each participant, at least to the extent of who to contact in case of an emergency, drug allergies, and pre-existing conditions. This information would be confidential and only used in case of an emergency.

- Corner workers are mandatory anytime cars are on the track

- Defined passing areas and passing rules must be established. Passing violations "must be handled aggressively by event management", up to and including ejection from the event.

- Passengers are not allowed except in instructors' cars, or in students' cars if the event has low speed "touring" laps. Both the driver and passenger windows must be completely down, and sunroofs must be latched into place or removed.

- Alcohol and drugs are completely prohibited during the event.

- An ambulance is required on site during the event, with at least one paramedic. Fire extinguishers are required at all manned corner stations. Any "incidents" must be reported to National, and they will be collating data from chapters nationwide and reporting back to us.

I don't believe any of the points mentioned above are any different from what we do already, and they give us the latitude to tailor our schools to our individual client needs. I believe it was a useful and informative conference, and this Chapter voted to approve the Standards. We still have a lot of work to do in updating our specific procedures and operations, and we continue to update these given the breadth of our talent in this Chapter. But, please, if you have suggestions, comments, criticism, or kudos, the Board would like to know as we move forward into the 1995 season. We need and want your input, otherwise we'll do it as we please...(just kidding). I would be happy to answer any specific questions

you may have about the standards, or I could send you a copy if you want to see them for yourself. I think it is an idea whose time has come, and look forward to working with National to continue the development of Drivers Schools and enhancing their safety, fun factor and learning quotient for everyone.

dB

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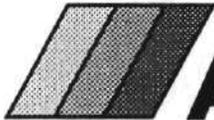
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Drivers Do Dallas

The Sequel

More On The Dallas Drivers' School Conference

BY JENNIFER NAZARKO



Photo by Paul Johnson

The meeting was first and foremost about establishing National Drivers School Standards, but BMW CCA had some other interesting speakers for us as well. One of them was Joseph Bucherl, BMW GmbH's M Driver Training Director. Herr Bucherl gave us a full description of all of the drivers training courses they conduct in Europe and Japan, from half-day basic exercise courses to week-long excursions into Lapland for ice driving and skiing. The programs started in 1976 just for "in-town" driving basics, and have now expanded to include motorbike, in-town and track training. They held over 350 courses in 1994, and have plans to continue developing different kinds of programs. Some of the more unusual courses include a special one for

women only (because "they can't parallel park"), basic training for diesel drivers, and eco-training for fleet managers to reduce fuel usage.

Herr Bucherl also shared with us his requirements for instructors: they must be an engineer, or a successful race driver. They must take written, physical and practical exams, and psychological attitude testing. They are instructed in the training venue, safety, product characteristics, and must go through personality training. They must take an annual exam to continue, and they work under contract. They must do at least 20 but no more than 50 courses per year. And of his group of 41 instructors, only 5 are deemed qualified to instruct at the Perfection Training Course - the only course which allows speeds over 70 km. on the track.

A second fascinating speaker was John Patten from BMW NA. Mr. Patten is one of their technological gurus, and he spoke to us about advanced vehicle systems, or ABS, ASC and DSC (Anti Lock Braking System, Automatic Stability Control System and Dynamic Stability Control System). He went through a very technical explanation of these safety features, and I understood it at the time, but now three weeks later I'd be hard pressed to fully explain it to someone else. Instead, if you want a copy of the handout with all the diagrams and technical lingo, send me \$2.00 and I'll mail a copy to you. I do remember that his favorite phrase was "lateral locating forces", and that ABS does not eliminate wheel slip, but does allow for some distortion of the tire to retain better grip. More than 20 percent is too much however and the car will go out of control. And for the safety systems to work properly, the car must have stock wheels and tires because that's part of the systems' calibration.

While the day sessions were full of useful information, the Saturday evening dinner was more entertaining. Erik Wensberg, BMW NA M Brand Manager, spoke to us about how great BMW thinks the Club is. 1994 will be remembered as a "major year" and the "year of the M3", which would not have been possible without the devotion and fanaticism of club members in telling BMW what to do with the M3. 1994 also marked the introduction of the new 7 series, the 318ti, and the 540. BMW purchased Rover, and sales went up 8

percent over 1993 to 85,000 units. The Spartanburg plant opened, and they introduced the Club member rebate plan. As of the end of December, over \$200,000 in rebates was distributed (that's a lot of cars in just four months!). The good news is that BMW NA is putting the pressure on its 350 dealers to be a lot more cooperative and friendly to the Club, as they recognize we're good for each other. He also talked about preliminary plans for a multi-chapter Open House and Concours at the New Jersey Headquarters this spring. And they're thinking about an Internet address...

Lastly, BMW is dipping its toes into the race waters once again, with a two-car team at the Rolex Daytona 24 Hour race (both cars failed to finish). They will also sponsor Russ Wiles in the One Lap of America, and David Donahue as their IMSA driver of the M3 GT and GT2. He said BMW will take in an honorary CCA member to help pit crew at each of the 13 races, and they will sell "slightly used" racing parts and return the proceeds to the race effort. One of the funniest moments came however when Erik, on a feel-good roll, offered up David Donahue to do a monthly column in the *Roundel* - much to David's complete surprise!

David Donahue was the next speaker, once he got over his shock at having to write a column between races. As you may recall, the 27 year old won last year's IMSA Supercar Series title in an M5. He answered questions about his season, how the M5 had 14" brake discs and 6 piston titanium brake components, how he practiced on junk tires to conserve funds, how the car would do 75mph in first gear, why he dislikes Lime Rock and why Laguna Seca was his favorite race. He actually had three cars throughout the season, all identical except for the steering wheel color. His favorite one was called the "rat" because it always bedeviled him in some way on the track, but he also won the Laguna Seca race in it.

Lastly, but by no means the least, Scott Hughes, BMW CCA's National

Drivers School Coordinator, formally announced the BMW CCA Club Racing Program. Briefly, they plan to hold three or four events this year to start, either as a stand alone event or in conjunction with a drivers' school. Chapters must sponsor the races as no funds will be coming from National. The Rules are patterned after Vintage Racing and Porsche Club Racing "13 - 13" rules to discourage vehicle damage and allow safe racing. All cars must be BMW powered, with closed wheel wells. There are several required safety features on the cars and for the drivers, and one must obtain a racing license from BMW CCA to participate. They've tried to include all BMW models on the power-to-weight matrix, but I noticed a few cars were left out such as my E30 325iS, and the E12 M535i. And the 633CSi (they're too *big* and *slow* and *mushy* and have *no* bidness on a racetrack, anyway! ed.) However, if you want to race your 1957 507 you can, or your 2800 Bavaria or 1600 Touring. Or just maybe you'd like to

buy one of those Supercar M5s from last season - the car is well sorted out and for the right price they just might part with it!

Anyone interested in obtaining a copy of the Club Racing Rules and Program, send me \$2.50 check or money order and I'll get one in the mail to you. Please, no calls unless you have a burning question, and if so please call before 10 pm. Thanks much!

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Woody's Competition C O R N E R

BY WOODY HAIR

As this is being written in the middle of January, there are no competition results to report. Thus a little preview of the upcoming year follows:

FORMULA ONE

The movement of drivers between teams is often referred to as the "silly season." This winter the silly season involved engines as well as drivers. As reported in the last issue, Ilmor-built Mercedes engines will power the McLaren cars this year. The Jordan cars from Ireland will get the Peugeot exploding bombs. Honda will not be a direct engine supplier again in '95, but Mugen-built Hondas will power someone besides Team Lotus. After 25 or so years and several world championships, Lotus Formula One cars will no longer grace the grids. Michael Schumacher won the 1994 championship despite a two-race suspension and being disqualified after winning the Belgium GP. His Benetton-Ford was dominating at times. So what does the Benetton team do for '95? Drop the Ford V8 engine in favor of Renault V10s, the same engine that will continue to be used by the Williams team. The German Sauber team gets exclusive use of the Zetec-R version of the Ford V8 since Mercedes jumped to McLaren. The Ferraris will continue to use Ferrari engines, but Honda did some development work on the Italian V12s. Got all that? Maximum engine displacement has been cut from 3.5 to 3.0 liters but don't expect the cars to be much slower.

As far as drivers go, '94 part-timer David Coulthard has been named as the Williams teammate to Damon Hill. That puts the high-priced Nigel Mansell out of a ride. One rumor has him signing with McLaren and then being "traded" to Ferrari for Jean Alesi. Then in 1996, McLaren would drop Mika Hakkinen or Alesi for Michael Schumacher so he could be reunited with Mercedes. Remind you of the NFL? You can catch the F1 races on ESPN, either live or same day tape-delayed.

CART INDY CARS

Al Unser, Jr. will defend his '94 title with the Roger Penske Team again. He and teammate Emerson Fittipaldi will have Ilmor engines again but they will have Mercedes-Benz nameplates. The third Penske team member in '94, Paul Tracy, was dropped and is joining up with fellow hotshoe Michael Andretti on the Paul Newman/Carl Haas team of Lola-Ford Cosworths. Mario Andretti retired and Nigel Mansell is back in Europe. Bobby Rahal will have Raul Boesel as a teammate and their Lolas will have Mercedes/Ilmor power instead of the ill-fated Honda Indy Car engines. Another big change is that the Patrick Racing Lola Ford will run on Firestone tires. Developing plans for a rival Indy car series known as the Indy Racing League will make news throughout 1995.

IMSA

The World Sports Car Series will be in its second year and the number of entries should be larger. It is not known if the Peter Sturtz-built BMW V8 car or Oliver Kuttner's BMW V12-

powered Pegasus will appear. Rules prohibit turbochargers in an effort to keep costs down, but as usual IMSA is making concessions to Porsche. Tom Walkinshaw Racing is building two turbo cars for an all-star lineup of drivers including Mario Andretti, Bob Wollek, Scott Goodyear, Hans Stuck, Thierry Boutsen and Geoff Brabham. Supposedly the cars are only eligible for the Daytona 24-hour and Sebring 12-hour races. The IMSA GTS class has some changes. GTS-1 will be for monocoque or tube-framed cars with horsepower limited to 600. Look for last year's Nissan 300ZXs and Olds Cutlasses to return. GTS-2 will require the original unibody construction and no more than 400 hp. Listen up Bimmer fans. One, and maybe two, BMW M3s will be running in this class. As this is being written, Tom Milner Racing in Winchester, Va is preparing the M3s for the February 4-5 Daytona 24-hour race. The cars appear to be refugees from the German ADAC GT Cup series. The drivers of one car will be Dieter Quester, Pete Halsmer, John Paul, Jr. and David Donahue. Several of our members are going to the race so we should have a full report in the next issue. The closest WSC and GTS race to us will be Saturday, June 24 at Watkins Glen, NY.

Apparently BMW will defend its IMSA Bridgestone Supercar championship with David Donahue and the M5. (Wouldn't you think that the *Roundel* writer or editor would know there is no "-" in M5?) The first race is March 18 at Sebring and the two closest events to our neighborhood are May 29 at Lime Rock, CT and August 12 at Mid-Ohio. In an inter-

esting twist, the Supercars will run in their own class at the July 4 Pikes Peak Hill Climb. ESPN is supposed to cover the series this year.

Firestone has dropped its sponsorship of IMSA's 10-year old Showroom Stock series. The Firehawk name is almost as ingrained as Kleenex. Toyo tires will be the required brand this year, but a formal series name has not been announced as of this writing. The lightweight M3 will be eligible for the Grand Sport class and apparently the current Mazda RX7 will move from the Supercar series to Grand Sports Class. Tom Milner is supposed to be getting the first five of the lightweight M3s in late January for race preparations. Expect several teams to be running the BMWs by season's end. The first race of the season is March 18 at Sebring and the closest race to us will be at Watkins Glen in early June.

NASCAR

The Winston Cup series, perhaps the best racing around, has the usual driver and sponsor changes. Bill Elliott has left Junior Johnson to form his own team and taken McDonald's sponsorship with him. Dale Jarrett has left Joe Gibbs' team and been replaced by Bobby Labonte. Jarrett will be in the Number 28 Havoline Ford for '95, but Ernie Ivan is expected to be fully recovered from injuries and return to the drivers seat in '96. Former BMW M3 driver John Andretti is the new pilot of former Ford racing boss Michael Kranefuss's new team. We will not see a BMW 540 with a four-barrel carb and pushrod heads in '95.

SCCA

The Trans-Am series should continue to furnish great racing among the top six or seven cars. Champion Scott Pruett has gone Indy Car racing and Ford star Ron Fellows has switched to Chevrolet. The closest T/A race to us will be May 29 at Lime Rock, CT when, for the first time ever, they will be on the same card as an IMSA WSC (formerly GT) event. Unfortunately,

it is the same date as our drivers' school at Summit Point.

Hopefully Steve Dinan will continue to campaign his turbocharged BMW 540i in the top class of the SCCA's World Challenge series. Kermit Upton should also return with his M3 in the "International Touring Car" class. The World Challenge cars are also scheduled for Lime Rock May 29.

The SCCA's amateur races should see the usual cast of characters. Lots of BMW 2002s will compete in the Improved Touring category and local Porsche/BMW dealer Scott Heishman is finally running his GT class tube-framed 318i in the National races. The new M3 is eligible for the SCCA's Showroom Stock A class.

BRITISH TOURING CAR

After seeing the highlight tapes of the '93 and '94 seasons, I have to declare this the best racing in the world. Picture two-car teams from the following manufacturers: BMW, Alfa, Vauxhall, Ford, Renault, Peugeot, Volvo, Nissan, Mazda and Toyota. The rules equalize the performance so the only way to get ahead and stay ahead is through very aggressive driving. Several former Formula One drivers compete and one rumor has Alain Prost driving for the William-Renault team in '95. The engines are all two-liters (BMW uses de-stroked 4-cylinder M3 power). Hopefully, one of the cable networks will carry the series this year.

With all this racing to watch, will we ever have time to drive?

SPEED SHIFTS

According to Autoweek, BMW North America president Vic Doolan said the company will support the new M3 in showroom stock racing, continue to support the Supercar series M5, and "progressively extend racing involvement in this country." Andrew Craig, the president of CART (Indy car racing) said BMW is at the top of his list of potential Indy car engine suppliers....The Metro D.C. Council (MWCSCC) championship autocross season starts early this year. The first event is the PCA/VW club's event at Fort Meade on March 26. For up-to-date information on local autocrosses and rallies, subscribe to the weekly Stopwatcher. One year is \$15 to 4522 Amherst Lane, Bethesda, MD, 20814. CRUNCH

COMPETITION CORNER CALENDAR

- | | |
|----------|---|
| March 19 | Autocrossers, Inc.
Autocross, Camden
Yards, Baltimore, MD |
| March 26 | PCA/VW Club
Championship
Autocross, Ft. Meade,
MD |
| April 9 | Branded Club C2R Rally,
DC Area |
| April 23 | Shelby Dodge Club
Championship
Autocross, Ft. Meade,
MD |
| April 23 | Morgan Club Rally,
DC Area |
| April 23 | SCCA MARRS Races,
Summit Point, WV |
| May 7 | VW/SESCA Clubs
Championship
Autocross,
Ft. Meade, Maryland |
| May 21 | SCCA Championship
Autocross,
Frederick, Maryland |



The Driveshaft Dilemma

FROM THE WHISPERING BOMB, LOS ANGELES, BMW ACA

BY PHIL STREET

BMW DRIVESHAFTS: Sometimes called a propeller shaft, the drive shaft is what transmits power from the transmission to the differential. BMW has chosen to build most of their cars as front engine rear wheel drive vehicles necessitating the use of a driveshaft. Front wheel drive cars often do not use a driveshaft per say, but go directly from the transmission to the differential. Automatic transmissions often are longer and require a different length of driveshaft. The BMW layout typically utilizes a two piece driveshaft that requires a center support bearing. The two piece driveshaft is not as desirable as a one piece driveshaft because there are losses, inherent torque angles that are created by two piece shaft links. A universal joint is required at the end of each link to accommodate axle "wrap-around" engine thrust and reactive thrust when the power is applied. As development has progressed, the method of transmitting power to the road has also improved. Older cars were sometimes driven through engine and transmission mounts, some through axle mountings, and some through the rear springs. The ongoing problem is how to apply power to the ground without wheel spin, axle deflection or separation of engine from the final drive axle. If you could see the movement of a differential during sudden clutch engagement, or the axle wrap-around or the engine movement without engine mounts to hold it in place, you'd be likely to stand away the next time.

BMW uses a system whereby the driving thrust is mostly through the

rear axle anchor points. There is a minimum of wrap-around, seldom a wheel lifting, and aside from normal wear and tear, some degree of reliability and dependability. Back in the 60's and 70's the most frequent driveline failure was the center bearing carrier. This is simply a ball bearing mounted in a flexible rubber carrier and bracket. When the rubber rotted away, the center of the driveshaft was free to swing up and down and wobble around until torque was reduced or the shaft self centered. Severe vibrations at lower speeds was the usual complaint. If allowed to go uncorrected, the center bearing can be dislodged from the body. In extreme cases, contact with the drive tunnel is possible. The BMW shafts have a slip joint to the rear of the center bearing. This is a splined shaft that allows for adjustment of the shaft length. It is held in place by a hand tightened conical joint that can be used for separation of the driveshaft halves. The u-joints are able to accommodate as much as 30 degrees of deflection.

In later model cars, the driveshaft units required strengthening. The high torque generated by the M series and the new V-8 and V-12 engines has become critical to lasting performance. The shaft need to be rigid, torsionally stable, light weight, tough as opposed to brittle, balanced to run without vibration at engine speed up to 7000 rpm. Cars capable of 150 mph using axle ratios of 3:1 and overdrive transmissions may require balanced driveshafts to run as high as 9000 rpm. That's a lot of inertia to deal with. One of the things BMW uses at the front of the driveshaft is a coupling unit, vibration damper, guibo, flexdisc, donut or

CV (constant velocity) joint. These devices are to absorb some of the shock of sudden torque application. The most likely failure symptom of any driveshaft is vibration. Early detection is very important as one defect may cause another. Check for vibrations at 10, 20 and 50 mph. Check for noise and vibration under acceleration, deceleration and steady speed. Check for looseness and noises by varying engine loads in each gear, braking while applying power, abrupt release and re-application of power. Check from under the car for cracks in the coupling, for deteriorating center bearing rubber, and for visible or audible looseness in the u-joints. Sometimes problems exist that cannot be detected while the shaft is in the car. Removal is often difficult because of exhaust system and cross members. Typically, the BMW driveshaft will have a u-joint seize or become "notchy". It is very difficult to certify this problem without removal of the driveshaft from the car. See BMW 3-series (E-30) or BMW 5-series (E-28) (Robert Bentley) shop manuals for additional tests and specifications. Lastly, stand back and look at the whole vehicle picture. Observe all connecting points between the engine, transmission, clutch, driveshaft and final drive. Any one can cause problems for the adjacent unit. When they are all installed right, operating right and treated right, they perform right.



The Bomb

FROM THE BIMMER PHYLES, ILLINI CHAPTER
BY WALTER ESCHELBACK

Almost all newer BMWs have power brakes, but the bigger ones have an additional brake accumulator which sits under the master brake cylinder. This is sometimes called the Bomb, because it looks like a little one. Actually, it's filled with a gas like nitrogen, and provides a buffer between the power steering pump and the power brakes.

The car's brakes system warning light would come on when brake pressure would be applied, but the level of fluid in the system was fine. Sometimes the brake pedal would be very hard and firm, because it was operating like a manual system. Sometimes it felt like the brakes were never going to catch, so it was time to do something.

Having read an advertisement for a replacement Bomb in the Imparts catalogue, it described the above symptoms exactly. Mark, our great young mechanic in Peoria, confirmed that it might well be the problem. Rather than mail order it, we bought it there since they had it in stock.

By using a strap type filter wrench from our shop, we were able to get it replaced. Mark said to leave the car off, pump the brakes 20 times to empty the bomb, replace it and give it twenty more pumps once the engine had been run briefly. After that, top off the power steering fluid, and you should be on your way. It worked in this case, the brake warning light never came back on, and the brake pedal pressure is constant.

There are a lot of lines running around there now that ABS is on many cars, but we only needed to move one bracket. Having that particular style of filter wrench really made the difference, as there is very little room to get on the Bomb. Almost no power steering fluid was spilled because you empty the Bomb by pumping the brakes. It took only a cup of power steering fluid to top off the reservoir, and you will not use any brake fluid with this method.

ABS Bleeding

FROM THE BAVARIAN BEAMER,
SACRAMENTO VALLEY CHAPTER

Regarding brake bleeding on late model, ABS (antilock braking system) equipped Bimmers, BMW NA emphasizes that it is necessary to stroke the brake pedal at least twelve (12) times for each bleeder screw. This is to insure that any air and/or old brake fluid is expelled from the ABS hydraulic unit. More importantly, before opening any bleeder screws on an ABS-equipped BMW, be sure to pump the brake pedals at least thirty (30) times (ignition off) to exhaust any residual pressure in the system. This is to greatly reduce the chance of injecting brake fluid into your body through your skin!!

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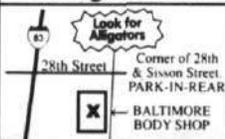
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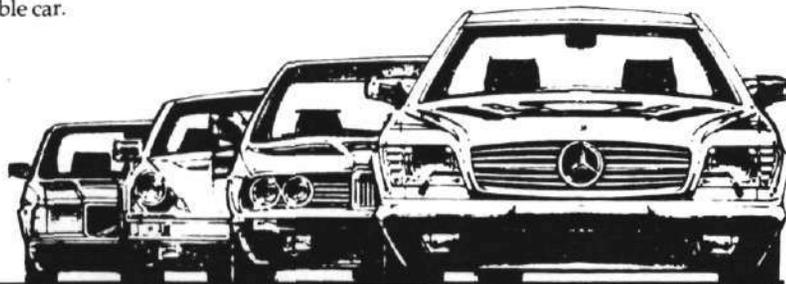
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TREASURERS REPORT

BY JENNIFER NAZARKO

For the Chapter, 1994 was another decent year financially, albeit the bottom line doesn't look as good as it did a year ago. We ended the year with a net loss of \$4815.71, after starting with a zero-based budget. The check book however still has a healthy balance of approximately \$15,000, a cushion that was built up over the last few years.

The biggest reason for the net loss was that income did not match our expectations, specifically in advertising income and Drivers Schools. Total income was only \$70,442.57, but was budgeted at \$83,190. However, expenses were also not as high as budgeted, with total expense of \$75,116.05 versus budgeted expense of \$83,010.

The invoices for advertising were late going out, and so income won't be recognized until 1995. We also took a loss at the traditional March Highway Safety School because people were spooked by the bad weather and didn't sign up. (However, the Board firmly believes in offering this type of program and so it will continue). We also cut the price on the weekday school in July to make sure it filled up. It was more important to get members out than to stick with the budget. I expect advertising income to be much

better this year, as I have now learned the software and we have pre-printed invoice forms (but if someone wants to volunteer to do the invoices it won't hurt my feelings...).

Most expense categories were at or under budget, with the exception of the Maifest Dinner which was almost \$1400 over its budget of \$3,000. Everyone who attended had a terrific time though, even if it was pouring rain. Once again the Chapter dues essentially paid for *der Bayerische*, since the advertising income was only about \$5,000. *dB* cost just under \$30,000 to produce last year, including \$1100 for the special flyer mailed out in the fall to alert everyone to the Warrenton Autocross and Concours.

Our projected budget this year, if approved by the Board, calls for a very small net revenue over expenses of \$135, on revenues of \$102,000. We will be having 8 days of Drivers Schools instead of 6, and anticipate our membership will continue to grow, increasing our dues allocation. If anyone should have questions regarding the Chapter's books, please call me in the evenings until 10pm. I'd be happy to answer them.



The M3 of Dieter Quester, et al being prepped at Tom Milner Racing Photo by Woody Hair

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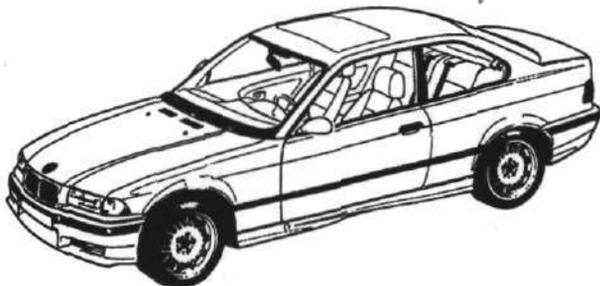
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Antoinette Barksdale	1989 325i		Mike Lastowski	1974 2002	
Zaf Basha	1984 633Csi	John McCoskey	John Lee	1994 325i	Ernest Howard
Darron Batton	1989 325i	Ashton Menefee	Jim Lester	1977 630CSi	
Andres Becker	1987 325iS		Marque Lopez	1988 735i	
Edsel Billingy	1988 735i		Javier Louriero		
Daniel Bledsoe	1977 320i		Ted Lund	1991 318i	Mike Whitley
C. Duke Brannock	1986 535i		Lawrence Lynch	1994 325i	
Wm. Brasile	1993 325i		Marshall Madow, D.D.S.	1994 325iS	
Bevan Brown	1990 750iL	C. Horal	Napoleon Marcelo	1993 325iS	Ellen Crampton
Ronald Browne	1992 318iS		Wayne Marchant, M.D.	1990 325i	
Randy Bryant	1980 320i		Patricia McCarthy	1987 528e	
James Buizer	1989 535i		Charles Miks		Al Zavala
Robert Burgess	1989 535i	Ernest Dabson	Chuck Milcarek	1985 535i	
Rollah Burk, III	1993 318iS		Jeffrey Milton	1991 850i	
Andrew Bush	1989 325iC	James Moran	David Morgan	1988 635CSi	
Steven Butler	1992 325i		Dennis Murphy	1972 2002	Ken Kelly
Tyrone Byrd	1987 325iS		Bart Newland	1994 325iS	
Michelle Cabrera	1994 325iC	Michelle Pablo	Lawrence Newman	1986 635CSi	
Benjamin Champion	1987 535i		Vivian Nguyen	1994 318iS	
Jerald Chapman	1988 735i	Ernest Howard	Randy Palmer	1987 528e	Grey Browning
Peter Cheng			Nicholas Park	1983 733i	
Joseph Chin	1973 Bavaria		Betty Parker	1994 325i	Mike Gayle
Larry Cogan	1994 740i	Mike Mills	Frank Pastor	1994 740iL	
Lara Covington	1976 2002	Dennis Covington	Charles Plummer	1986 635CSi	
Scott Coyle	1990 325i		Danyque Sisu Pollari	1986 325e	Ron Perrall
Wm. Cresswell, Jr.	1994 740iL		David Pritz	1992 325i	
Jerry Donaldson	1994 840i		George Rakous, Jr.	1991 325iC	Bav. Motor Maint.
Michael Dube	1977 320i		Matthew Riley	1976 2002	Bert Silker
Serjois El-Hage	1988 M3		Alex Rivera	1986 528e	
Skip Ellis			Luis Rosa	1989 735iL	
Kurtis Elward	1985 535i	Phil Marx	John Ross	1995 M3	
Jan Epstein	1989 750iL		Paul Schuegel	1987 325iC	Dick Bergen
Alan Gault, Jr.	1986 635CSi	Woody Hair	Robert Schuerholo, Sr.	1994 525i	
Todd Gilliland	1973 2002		Loren Sciorba	1978 320i	
Clyde Greenert	1990 325iC		David Shea	1992 325i	Rob Lally
Lucian Grembocki		Paul Vessels	Lewis Sheldon	1988 M5	
Wesley Griffin	1995 530i		James Smith	1988 325iS	
Kenneth Guess	1975 2002		Brad Strickler	1984 533i	Steven Roman
Thelma Harris	1986 535i		David Stroh	1989 325i	
Heidi Hayes	1972 2002		William Toker	1994 325i	
Scott Inbody	1994 325i		Gerard Walker	1994 318iS	Paul Vessels
Ronald Ingraham	1989 535i		Robert Waters	1994 325iC	
Clarence Jackson	1990 525i	Melvin Thomas	Col. E. J. Williams	1994 530i	Paul Vessels
Richard Johnson	1991 535i	Dick Bergen	Raymond Williams	1991 M5	
David Jones	1990 325iC	Dan Zeitlin	Robert Wren	1972 2002	
Greg Kapfer	1995 540i		Mona Zaky	1988 325iC	David Missert
Yudah Kartohadiprojjo	1985 325i				

CLASSIFIED REQUIREMENTS

Ads are free to current Club members. Membership numbers **must** be included. Car ads must be in the following format: Year, model, serial #, color, and general information. Include your name and telephone number with area code. Send them to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218.

Non-members and Commercial Classifieds. Contact **der Bayerische** Advertising Manager Kevin Cowley at (202) 544-1123 days for a rate sheet, specs, or to place your ad.

CARS FOR SALE

1970 (aka 2002F) VIN 1674169. Sahara Beige, saddle int., VG mechanical and body. 150HP 40 DCOE Webers, springs, Koni Sports, 25mm fr / 22mm r bars, 2deg neg. camber Close-ratio steering, 3.90 LSD, reinforced r subframe, big vented fr rotors, 320i drums Much, much more. \$5450 OBO. Rich (akaTex) (215) 742-1802 eves. (215) 560-4845 days (PA).

GT-3 Prepared 2002 Race Car. 215HP motor. Semi-tube frame. Full roll cage. Fuel cell. Fr wheel discs. Coil-overs. 3 sets wheels. Spares. Race ready. EMRA 94 Class Champion, also 3 of last 4 years. SCCA- / Vintage-legal with all log books and Documentation. 1:55s at Bridgehampton. \$7500. Steve Geraci (516) 567-8783 days (516) 758-6123 eves and weekends. (NY)

1974 2002hi VIN 2780007, (NUMBER 7 OFF OF THE PRODUCTION LINE FOR USA IN '74) Sahara beige with tan interior, New Bilsteins, New Battery, Good interior, MOMO steering wheel and shift knob. Runs well, normal rust. MUST SELL. \$3,200 OBO. (304) 856-3061 (WV).

1982 BMW 320i black 2-door 5-speed; 130K miles w/no engine problems; sunroof, blk fabric interior; complete service record; A/C overhauled & new clutch within last 15K miles; just passed DC inspection; good tires & battery; good condition; \$3,500 OBO. Phone Fred (202) 966-8325 eves/wknds.

1985 M635csi (Euro) Black/Black, 58K miles, 9X16 BBS RS all around, high end a/d/s stereo/CD, AutoThorty chip, Hartge suspension, orig susp., 3.91 (US) differential, garaged, exc. condition. Need 4 doors! \$19,400. Could be interested in trade for M5 (E28) or nice 535. Stephen Dull, days (703) 478-0821, eves (703) 893-9587.

1988 M5 VIN WBSDC930XJ2791189. Black/Tan Leather. Only 20K miles. Non-smoker. Always garaged. No snow. No accidents. Dinan chip, cam gear, decamber plates, stress bar, 750i bushing, track pipe, stainless steel brake rotor hats, 2 sets A008s, Hartge wheels plus stock wheels, Zymol, car cover, Pioneer CD changer. Excellent condition. \$20,000. David (301) 229-8538 eves.

1992 BMW

Grey with light grey interior, all options except computer, 26K miles, like new with alt, service records garage kept. \$27,900. Phone Paul Anderson (703) 352-1666.

PARTS FOR SALE

2002 Parts.

New sheetmetal, trim. Used interior and mechanical parts. Numerous small pieces. Call with needs. List available. All prices negotiable. Will trade for a 50% lockup 3.90 or 4.11 LSD. Buyer pays shipping. Will deliver in N.VA/DC region. Bob (703) 754-3578 (VA).

Wheels.

Four (4) 7 X 16" Alpina wheels, New-style with Center covers (w/ BMW roundels). 4X100mm bolt circle. Come with 4 worn Toyo F1's, 205-50ZR 16. No dings or scuffs. \$850. David (301) 317-1461 eves.(MD)

2002hi Engine.

Complete. 88K, Good condition. \$750. BBS Alloys for 320i. \$250. 2002 Steering box. \$125. Catalytic Conv., 320i, \$150. Kevin (202) 544-1123 eves (DC)

2002 Snow Tires.

(2) 185-80R13 mounted on steel rims. Slightly used. Excellent condition. \$75pr. Also 4 Bridgestone Potenza (205-70R14) mounted on factory Turbine rims from an '82 733i. Excellent cond (1200mi). Fits earlier 5,6,7ers. \$375 / set of 4. 320 radiator \$45. (1) 325 Alloy \$45. Call Andy (703) 368-6446 days, (703) 222-7535 eves/Sun (VA)

Pistons & Rods

Early 79-81 Euro 3.5 pistons and rods approximately 10 to choose from. First \$75. 81 Euro 3.5 liter crankshaft, same crank used in M5/M6 \$50. 1985 casting 3.5 liter cylinder head, is off 635 but will fit any 12 valve big six 2.8-3.5 liter engine. Complete motronic injection system from 1986 635. Brain, manifold, injectors, wiring harness etc. \$180 (car only had 38,000 miles). Koni rear shocks for 5/6 series 75-81 in new condition \$75 for the pair. Pair of 320 S package Recaros in need of recovering includes brackets to adapt into any pre-power seat cars except E30's \$80. Five 20 spoke alloys from 528i \$100. FOB (301) 907-7300, ext. 815.

WANTED 733i

Performance items. Andy (703) 222-7535 eves/Sun

COMMERCIAL CLASSIFIED "DRIVING SUMMIT POINT"

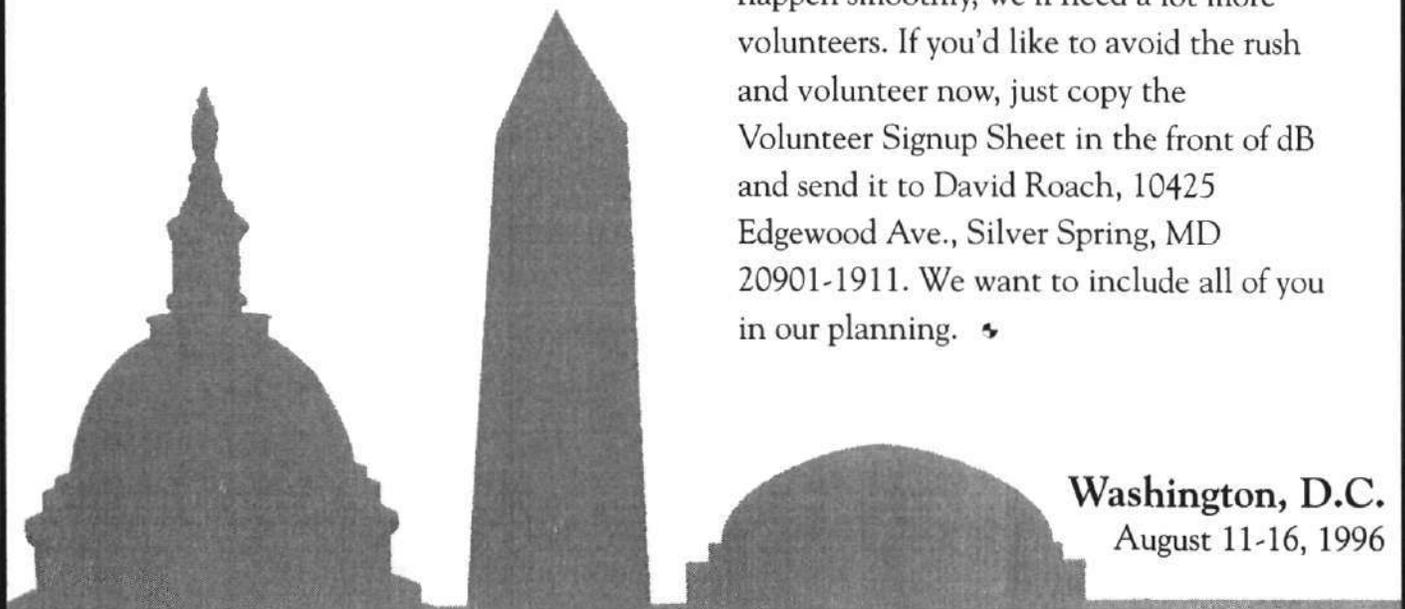
A 25 min. VHS tape showing the traditional line around Summit Point Raceway. Recommended for novice and intermediate drivers. Send \$20 cash or check to Art Jaso, 9500 St. Andrew's Way, Silver Spring, MD 20901. Please include a self-addressed mailing label. Maryland residents add \$1 sales tax.

Only 550 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 as great an event. Many thanks to Chris Lynn and his staff at the Sheraton for rolling out the red carpet.

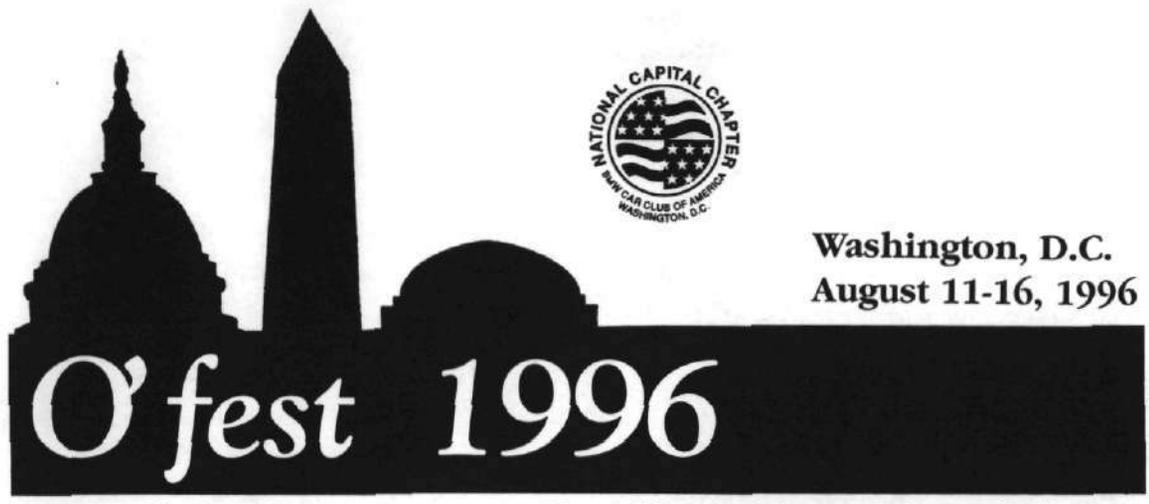
For those of you who've never been to a BMW CCA Oktoberfest, you're in for a fun-packed week of BMW-related activities. Oktoberfest is the annual national gathering of BMW CCA-members from all over the United States (if not the world). Events include a gymkhana, driver's school, an autocross, a time-speed-distance 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 in the front of dB 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



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

Sponsored by BMW CCA

Hosted by the National Capital Chapter

Volunteer Signup Sheet

Name: _____

Address: _____

City: _____ State: ZIP: _____

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).

- | | |
|---|---|
| <input type="checkbox"/> Registration | <input type="checkbox"/> Photo Contest |
| <input type="checkbox"/> Tech Inspection | <input type="checkbox"/> Trivia Contest |
| <input type="checkbox"/> Vendor Liaison and Setup | <input type="checkbox"/> Monumental Evening on the Mall |
| <input type="checkbox"/> Tech Session Coordination | <input type="checkbox"/> Concours |
| <input type="checkbox"/> Gymkhana | <input type="checkbox"/> Swap Meet |
| <input type="checkbox"/> Drivers' School | <input type="checkbox"/> Door Prizes |
| <input type="checkbox"/> Safety School | <input type="checkbox"/> Trophies & Regalia |
| <input type="checkbox"/> Autocross | <input type="checkbox"/> Award Banquet |
| <input type="checkbox"/> Receptions | <input type="checkbox"/> Transportation (Buses) |
| <input type="checkbox"/> TSD Rally | <input type="checkbox"/> Tours and Sightseeing |
| <input type="checkbox"/> Fun Rally | <input type="checkbox"/> Kids Activities |
| <input type="checkbox"/> Mini-Car Concours | <input type="checkbox"/> Scavenger Hunt |
| <input type="checkbox"/> Radio-Controlled Car Event | <input type="checkbox"/> Gofers (general help) |

Comments (continue on back): _____

Thanks for your help!

Please Photocopy and Distribute



MEMBERSHIP APPLICATION

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE _____ BUS. PHONE _____

BMW MODEL/YEAR _____

RECOMMENDED BY CLUB MEMBER _____

Member number _____

MY SPECIAL INTERESTS ARE:

- Rallies Autocross Maintenance Driver Schools
 Concours Social Model Cars Other _____

BMW CCA dues are \$35. Membership is for twelve months. Associate membership is available for a family member living at your address who will receive all benefits other than the *Roundel* magazine.

Check box for Associate Membership, Add \$5.00 to total

I've enclosed \$ _____ (U.S. funds only)

Charge my VISA MasterCard

No. _____

Expiration Date _____

Mail to

**BMW CAR CLUB OF AMERICA, INC.
2130 MASSACHUSETTS AVENUE
CAMBRIDGE, MA 02140-9850**

Even faster, call

800-878-9292

Toll-free, between 9 AM and 5 PM, E.S.T.

(Please have VISA or MasterCard ready)

Please send copy of this application

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National Capital Chapter BMW Car Club of America

BMW CCA
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Arlington, VA 22216

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