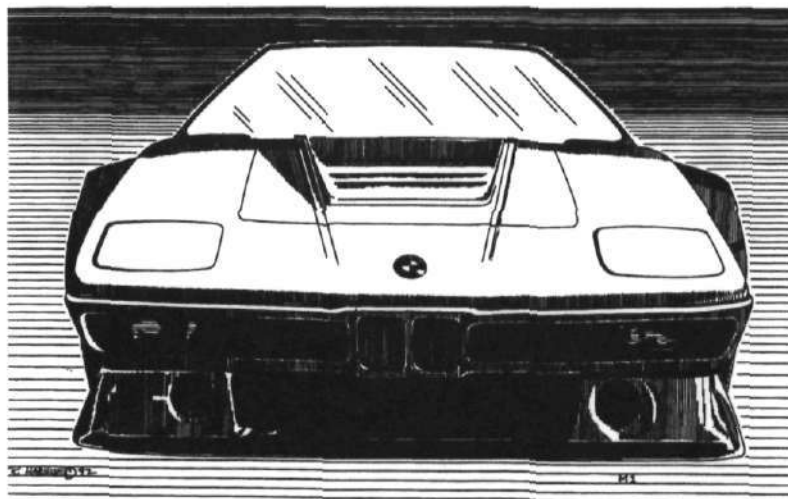


July/August 1995

der Bayerische

National Capital Chapter BMW Car Club of America





Calendar of Events

1995

JANUARY

- 14 Holiday Party
- 21 AutoThorty Performance Chips

FEBRUARY

- 19 NTW Tire and Alignment Tech

MARCH

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

APRIL

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

MAY

- 7 Deutsche Marque Concours
- 20 Jefferson 500 Vintage Races
- 20 Eastern U.S. Concours d'Elegance, Reading, PA
- 21 Tour to the BMW CCA Corral at the Jefferson 500
- 29 Maifest Drivers' School

JUNE

- 4 BMW CCA/PCA Gimmick Rally
- 9-11 Canadian Grand Prix Trip
- 10 Ultimate Tour to BMW NA Open House
- 11 BMW NA Open House
- 16 One Lap of America Time Trials
- 18 BMW CCA Swap Meet at Electrodyne
- 24 Newcomers' Party (Open to ALL!)

JULY

- 4 Firecracker Drivers' School
- 8 PCA/BMWCCA Autocross
- 17-21 BMW CCA National **Oktoberfest** at Breckenridge, CO
- 30 BMW CCA/MWCSCC Championship Autocross

AUGUST

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

SEPTEMBER

- 17 Tour to Bavarian Inn Oktoberfest
- 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

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

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der Bayerische

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EDITORIAL

Misfirings

WHAT IS HAPPENING TO OUR DRIVERS' SCHOOLS?

BY AL ZAVALA

For many years the National Capital Chapter enjoyed an agenda full of well-attended drivers' schools. However, over the last two years I have noticed a steady trend towards declining enrollment and participation. Even though a typical drivers' school can accommodate up to 60 drivers, our attendance has hovered in the 40-50 student range, and sometimes fewer than that.

Not long ago there was actually a waiting list for our schools, much like other East Coast Chapters. What went wrong? Why the inability to fill out our schools? Is it the lack of effort in publicizing the events? *der Bayerische* publishes Coming Events in every issue, with a Calendar of Events on the inside front cover with highlights for the current events. All for your convenience.

Along with the decline in enrollment there is also a shortage of volunteer workers who are essential in running a drivers' school. When you joined the BMW CCA you were asked to list your areas of interest. I cannot imagine that in a Chapter with 2,000+ members there are not at least 3% of you who would like to experience the thrill, excitement, and fun of a drivers' school, and at least 1% of you who would like to learn what drivers' schools are and how to become involved. One of the perks offered to our drivers' school workers is a free drivers' school for every three (3) schools worked. This year there are eight days of drivers' schools, so you could by years end have easily accumulated enough credit to drive two events for free! If you peeked at the application you'll notice that the entry fee for each day is \$125— how does a savings of \$250 sound? In addition to the "freebie" schools, both drivers and workers receive lunch and a t-shirt.

Most of the drivers' school organizers have been involved for years and are eager to pass the wealth of knowledge and contagious enthusiasm along to the newcomers to the Club, so that the tradition of quality and fun driving events can be continued for many years to come.

We take great pride in our drivers' schools, and, if you ask anyone who's attended one they'll tell you how much fun they had. How about giving one a try? Will you come out and watch? Or help? Talk to us! Ask questions! Look for the upcoming dates on the inside front cover and for the application found elsewhere in this issue.

We invite all of you to make comments regarding the drivers' schools. Please write to the following address:

BMW CCA NCC
Drivers' Schools
P.O. 685
Arlington, VA 22216

Al Zavala is currently Drivers' School Coordinator for the National Capital Chapter.

dB Wants You!

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Capital chapter members. Any articles and/or photos
related to or of interest to the general membership
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Dear dB:

On Tuesday, May 2 at 2:30 AM, while minding my own business on my way home from a long day of video production, I was caught up in a "Beltway Tango" with an 18-wheeler. It was drizzling, the roads were wet and all I wanted to do was get home and go to bed. I was doing about 60 mph or so... the beast was about 50 yards ahead of me in the right lane on the inner loop between Old Georgetown Rd. and the exit to Rockville Pike/Wisconsin Ave where the road narrows from 3 through lanes to 2. I changed lanes to pass him as we went into the left hander. I got up to about 100 feet behind him when his tail started to wag and I knew I was in trouble. My right foot was already establishing ABS (threshold braking to those who don't have to think about it). Suddenly there was this prehistoric scream from the monster. I watched out of the corner of my eye as it jackknifed, roared backward across both lanes 25 feet in front of me, the rear wheels of the tractor striking the left guardrail going backwards, and the trailer tipping over onto the roadway blocking both through lanes. It and I came to a grinding synchronous

halt. I remember how pissed off I was when the nose of my car inched under the now-reclining trailer and, with a thud, the right headlight retracted far more than it was designed to. "F***!" But then it hit me. I was still alive, the beast had not gotten this one. Shortly thereafter there were a couple of close calls by other trucks and cars coming around the corner, with one truck actually hitting the crippled trailer, but by then I had decided to move my car down the road, out of harm's way. The police arrived, the Beltway was closed down, the driver of the truck was taken to the hospital on a stretcher and I was there to describe what had happened.

The moral of this story is that everyone who comes to the Drivers' School is learning stuff could one day save their life. I'm living proof of it after 5 years of learning and instructing at the track. My survival was 99% God and 1% threshold braking. That 1% is directly attributable to my involvement with the Club.

Keep right, and give 'em lots of room. They're really big when they're out of control. Trust me.

Art Jaso

ShortStrokes...

- In the ongoing brinkmanship with speeders, the police have just taken the latest step with the introduction of their newest weapons, the Kustom Eagle line of radar equipment. These new units feature Digital Signal Processing of the Doppler readings of vehicles being tracked. What this means is that the radar can now discern the fastest car/truck amongst a whole group of vehicles—no longer can you hide in the radar “shadow” of a large truck. But that’s not all. The moving-mode Eagles have dual antennae allowing tracking of cars in front of the police car moving in the same direction, those approaching from the opposite direction, and also those overtaking the police car from behind. And they can be switched to the undetectable VASCAR mode, too. They come in X, K, and Ka flavors. At this point, West Virginia is the closest they are to this area.

- Although the 65 mph speed limit became legal on July 1, Maryland State Police will continue to enforce the 55 mph limit unless new signs with the higher limit are posted. Don’t expect the new signs to be up immediately.

- More Man vs. Machine news: The City of Baltimore has reportedly auditioned a new “intelligent” parking meter. Manufactured by Intelligent Devices, Inc., of Harleysville, PA, this new meter is designed to detect the departure of a vehicle from the parking space it minds. Not only does it prevent someone from continually feeding the meter after the maximum time has elapsed, but it also is designed to eliminate the pleasure of finding an empty space with time still on the meter; the meter automatically resets to zero upon exit of the vehicle. And you thought meter maids were nasty...

- And yet another racetrack. Two entrepreneurs are trying to build a 2-mile speedway in Middle River, MD, in eastern Baltimore County, in the hopes of attracting NASCAR-sanctioned races. The plan faces several major hurdles, including amending zoning regulations, extending Md Route 43 in order to link it with Interstate 95, and opposition from County Executive C. A. Dutch Ruppersberger III (D) who’d rather see the site be used as a business park which he believes is necessary for the economic revival of eastern Baltimore County.

- Freon-12 has become the most lucrative contraband after illicit drugs according to law enforcement officials. A Ft. Lauderdale, Fla. woman was indicted for smuggling over 3,000 tons of the refrigerant into the US over the course of a year. The estimated street value is said to be around \$52 million. The use of chlorofluorocarbons (CFCs) such as Freon has been banned by an international agreement known as the 1987 Montreal Protocol. It is believed that most of the CFCs are coming from the former Iron Curtain countries.

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FIRECRACKER DRIVERS' SCHOOL

Tuesday, 4 July 1995
Summit Point Raceway
Time: 7:00 AM

It's the Fourth of July! Whatcha gonna do? Sit around and watch the same 'ol parade with the same 'ol fat politician sittin' in the back of a big 'ol Lincoln? Of course not? You're gonna have some *fun*! It's the *American* way! Come out to Summit Point and have a sparkling, big bang of a time at the Firecracker School! So make like a rocket to the application found right around the corner and fill it out! We'll show you some parade laps!

PCA / BMW CCA AUTOCROSS CHALLENGE

Saturday, 8 July 1995
BWI Holiday Inn
Linthicum, MD
Registration & Tech opens at 8:00 AM

On Saturday, 8 July, join the BMW CCA autocross geeks and go head-to-head, helmet-to-helmet with the autocross junkies from the Potomac Region Porsche Club. The site is the parking lot of the Holiday Inn located at Baltimore-Washington International Airport. This will be a low-keyed (yeah, right!), joint autocross; there will be lots of practice runs in the morning with the official timed runs after lunch. So if you're looking for some great fun with folks from two great car

clubs, then come on out! Any questions? Call David Lassalle at (301) 317 1461 evenings for further information.

Directions from DC: Take Baltimore-Washington Parkway (MD 295) north. Exit onto MD 195 East towards BWI. Take the MD 170 East exit. Turn left at the first light (Elkridge Landing Rd.). The Holiday Inn is on the left.

Directions from Balto: Take Balto.-Wash Pkwy (MD 295) south. Exit left onto MD 195 to BWI. Take the MD 170 East exit. Turn left at the first light onto Elkridge Landing Rd. The Holiday Inn is on the left.

BMW CCA / MWCSCC CHAMPIONSHIP AUTOCROSS

Sunday, 30 July 1995
NSA Lot, Ft. Meade, MD
Registration & Tech Opens 8:00AM
First car off at 9:00AM

Come one, come all to the annual MWCSCC Championship Autocross sponsored by the National Capital Chapter. We're fortunate to have use of the large NSA lot at Ft. Meade, MD, which allows for a long, fun, and fast course! This one fills up fast, so register early by calling David Lassalle at (301) 317 - 1461 eves. 'til 9:59PM. Entry fee is \$12 for 'CCA members, \$16 for non-members. Participants will be asked to work one heat.

Directions from Baltimore: Take the Baltimore-Washington Pkwy. (Rt. 295) south to the NSA Employees' entrance. Turn

right at the first light. Parking will be down to the left. Directions from DC: Take the Baltimore-Washington Pkwy. (Rt. 295) north to MD Route 32 East. Bear left at the first traffic light. Parking will be a hundred or so yards on the right.

FAMILY PICNIC AT THE FLYING CIRCUS & AIRSHOW

Sunday, 6 August 1995
Bealeton, VA
Tour Starts at 9:00AM from Charley's Place, McLean, VA
Airshow Begins at 2:00PM

Join your fellow Club members as we venture once again to Bealeton, Va., for our Family Picnic at the Flying Circus & Airshow. Except for the tour to the show, this is a non-driving event meant for the whole family! So pack up the 'ol picnic basket (beer and wine are allowed, but it's BYOB) and come on down to the rolling Virginia countryside for the thrills of a good old-fashioned barnstorming airshow. Your family will love it and you will too! The gate opens at 11:00AM. Admission is \$9.00 for adults and \$3.00 for the youngsters. The tour will begin at 9:00AM and will depart from Charley's Place in McLean, VA.

In the event of rain, the airshow will be postponed. Check the Chapter Hotline or call Ed Bernard at (301) 871 - 2892 eves. for further information.

Directions to Charley's Place: Take the Capital Beltway to Exit

11A (Route 123 to McLean) and go north approximately 2 miles to the intersection with Old Dominion Drive. Charley's Place is on your right.

'02 FEST IV: A DAY AT THE RACES

Saturday & Sunday,
19 & 20 August, 1995
Lime Rock Park
Lakeville, CT.

This is the fourth annual East Coast gathering of 2002s and 1600s in all of their iterations. The event is hosted by the Connecticut Valley Chapter of the BMW CCA and is being held once again at Lime Rock Park. There will be a private party, vendors, tech sessions, swap meet, and concours as well as NEDiv SCCA Regional races to keep you occupied. Don't miss this happening! For more information, contact Scott Chamberlain at (203) 350 - 4670.

TIME TO RALLY! BMW CCA / MWCSCC TSD RALLY

Sunday, 20 August 1995
Registration opens at 8:00 AM

Summer wouldn't be complete without an opportunity to run a BMW CCA rally. So naturally this bit is designed to announce that opportunity. On August 20, the National Capital Chapter is sponsoring an open rally as part of the 1995 MWCSCC rally series. The rally will start at Countryside

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

der Bayerische

July/August

Shopping Center, which is on Virginia Route 7 a dozen or so miles out from the Capital Beltway. It will basically be a twofer: the first section, from the start to lunch, will be a straightforward time-speed-distance (TSD) rally, using the ever-popular tulip instructions, and the second half will feature the Monte Carlo format. Total mileage should be in the 150 range, and less than 5% of the roads will be unpaved. Registration will open at 8:30 a.m., and the first car will leave at 9:01. The entry fee for the rally is \$10 for BMW CCA members (or members of any MWC-SCC club) and \$12 for non-members. The Rallymaster, caving in to popular opinion, has promised to keep speeds within the realm of sanity. What we have here is a pleasant drive in the country.

More importantly, though, we have a dress rehearsal for Oktoberfest '96. This rally will give the club a chance to preview the O'fest event, as the format and most of the roads will be identical to the Big One next year. Consequently we are asking (begging, cajoling, pleading, entreating, etc.) all you folks out there to come and help. We will need contestants and workers galore. The rally itself will be simple, and the course and the camaraderie should be first-rate. We need your input if we are to have the kind of event we are looking for in '96.

The committee realizes that such appeals to our members' loyalty don't always have the desired effect, so we are trying to sweeten the pot. As this issue of *dB* went to press, the committee was scrambling to find a sponsor who would provide us with a picnic lunch, which we would have on the edge of the Blue Ridge mountains at Sky Meadows State Park. That is also the plan for the O'fest rally, so we would be staging a real live preview of the real thing. We don't know how successful our efforts will be. The only way for you to find out is to volunteer!

So line up, sign up and enlist TODAY! The registrar, for those who would like to compete, is Paulette Leeper. Call her for a copy of our attractive flyer or, if you've perhaps procrastinated until August, a set of general instructions. If you want to work, call our capable chief of controls, Woody Hair. (He hadn't actually volunteered for the position by press time, but we figured that if he declined, a flood of phone calls from prospective workers would serve him right.) Paulette's phone number is (703) 931-6920; Woody's is (703) 243-5796. Support your local Rallymaster. Come on out. It's the right thing to do. (And, besides, it's fun!)

HOW TO DO IT - Rally, that is. This rally will use two formats. In the morning, we'll use tulip instructions. Every instruction will

have a mileage. All you have to do is start at the "bulb" at the bottom of the tulip and leave each intersection in the direction of the arrow (this will be explained much better in the rally's general instructions, which we'll mail you if you decide to compete). And, of course, you must drive at the correct speed (the instructions will tell you what speed to go). There are NO TRAPS, meaning we're not going to try to get you to go the wrong way and you won't have to wear out your high-mileage brain trying to decipher double-entendres or anything like that. In short, it's a ride in the country, as mentioned above.

In the afternoon, it gets even easier. We'll give you simple instructions, as we did in the morning, but this time, there will be no speeds to average. Instead, using the Monte Carlo format, we'll give you the mileage and official arrival time to each checkpoint; all you have to do is show up at each checkpoint at the specified time (well, actually the specified time plus your car number in minutes). All that we require is that you do not stop within sight of the checkpoint. What could be simpler? (Well, all right, we'll admit that taking a nap is easier, but you'll miss all the fun roads and beautiful scenery.)

Directions to start: Take the Capital Beltway (I495) to Route 7 West (Leesburg Pike). Go

approx. 14 miles, turn right onto Countryside Blvd (County Rt. 1570) Take the second right into the parking lot. Look for the silo.

BAVARIAN INN OKTOBERFEST TOUR

Sunday, 17 September 1995
Shepardstown, WV
Tour Starts at 9:00AM from
Charley's Place, McLean, VA

Once again it's time for our annual tour to Shepardstown, WV and the lovely Bavarian Inn, where we'll join in their Oktoberfest celebration. Traditional food, music, dancing, a display of a wide variety of German wares, as well as the great social activity of the festival itself make this a must do event. And of course, our tour will be exciting, too! And, we promise that we'll be there on the correct day, too!

Bear in mind that our departure from Charley's Place will be promptly at 9:00 AM in order to avail ourselves of some special reserved parking (otherwise you'll have to park in Maryland!)

Questions? Contact Ed Bernard evenings at (301) 871 - 2892 or call the Chapter Hotline for the up-to-date info.

Directions to Charley's Place: Take the Capital Beltway Exit 11A (Route 123 to McLean) and go north approximately 2 miles to Charley's Place at the intersection with Old Dominion Drive.

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Ultimate Tours

TOUR TO PROTOTYPE TECHNOLOGY GROUP AND TOM MILNER RACING

By Linh Nguyen

The first tour of the season organized by the NCC's Tourmeister Ed Bernard was truly deserving of the moniker "Ultimate Tour".

Approximately 50 fellow Club members met one recent Sunday morning at Charley's Place in McLean. The parking lot served as a temporary showcase for well over 30 BMWs, ranging from a green 2002 to a 5er Touring, with everything else in between, including a great turnout of E30 and E36 M3s, which promised that this tour was not going to be a casual ride! Once the route instructions were distributed, the tour sprung to life with the sound of cranking motors and rumbling exhausts.

The course route was detailed with mileage ticks and descriptions, which made it all the more desirable to have a navigator on board. Everyone was



A view of the no-frills, all business dashboard. Photo By Greg Johnson

free to start the tour on their own- BMWs were scattered everywhere- but soon caravans of Bimmers began to form. It was quite amusing to see the looks on the faces of the drivers on

the opposite side of the road staring at our parade!

The tour took us west toward Sterling via Leesburg Pike, where the M-cars gathered for a spirited romp through the backroad twisties. It was a brisk game of follow-the-leader, however, when yours truly missed a designated turn so did five fellow M3s! Luckily, someone realized the mistake and led the whole bunch back to the correct course. What followed were more snaking backroads which were excellent for practicing one's car control techniques. What a rush!

The tour rolled through many a small town giving us a great opportunity to take in the beautiful scenery that is Virginia hunt country. There were many antique dealers and yard sales along the way; at one point, in Aldie, someone, not one of us, drove into one, literally. The scheduled rest stop was in Middleburg, a cute town with a number of small cafes, B&Bs, and

Like a virgin canvas, an M3 bodyshell awaits the artist's touch...



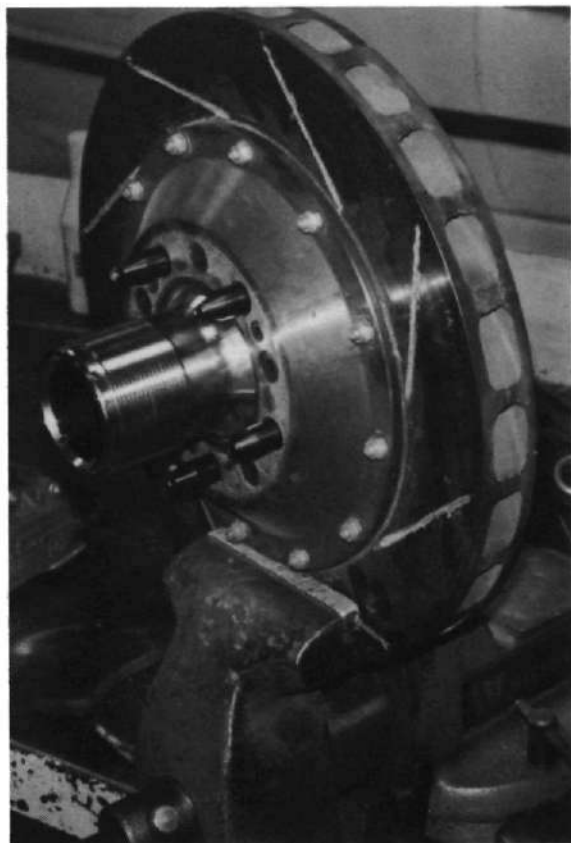


An M3 race motor. Photo by B. Caldwell

shops with an American Revolution period theme. From Middleburg, it was just a quick jog over to Prototype Technology and the Tom Milner Racing facilities.

Before our tour of the facilities, everyone hung around outside taking in the

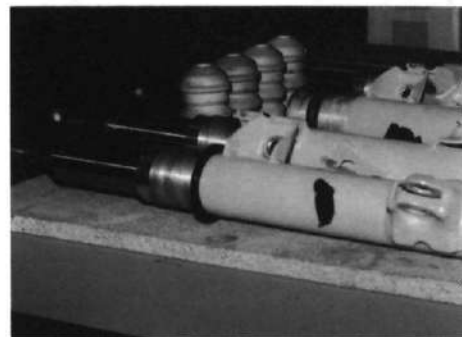
Race M3's massive brakes are not a vice and provide enormous stopping power. Photo by Greg Johnson



gorgeous weather and talking it up with other Club members. Then, out came a race M3 in its Valvoline paint scheme as well as a new M3 Lightweight. It didn't take long before all of the gearheads were on their hands and knees scrutinizing the cars

from all angles. Inside the facilities was more to delight all of us—there were engines, E36 coupe frames being prepped for racing, bare M3 body shells, racing brake rotors and calipers on benchtops, shelves stocked with racing parts, and what everyone came to see: the first M3 Lightweight prototypes under construction. We also got a look at the elaborate tooling and machine shop where much specialized racing equipment is built. Also inside was a special treat—the first two E36 M3s built: the Dakar Yellow 0001 and the Bright Red 0002.

After the Milner tour, we once again found ourselves on Route 50, this time heading east, and once again all of the M3s were together. At one stoplight six M3s were waiting side-by-side, the E36s on the left and the E30s on the right. What a photo opportunity! You can surmise what happened next...We all made it to the 1763 Inn, a beautiful B&B once owned by George Washington himself. There, the Inn prepared



Spare M3 struts abound. Photo by B. Caldwell

delicious German meals which mated perfectly with their Spaten Hefe Weizen offerings (or iced tea in my case)! Cool breezes blew gently through the windows of the dining room as we talked shop with fellow Club members. What a great way to wrap up the tour!

The tour gave us the opportunity to meet other BMW enthusiasts and Club crazies, drive the great backroads, discover the hunt country, and, most importantly, relax and spend time with friends old and new. It was, indeed, an Ultimate Tour.



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Care & Feeding of Your BMW: from Clean to Concours

BY BILL CALDWELL & MARY HILL

Almost every month in the *Roundel* there is an advertisement for a complete car care kit. There are some good products offered in the kits, however, you also get a number of items you do not need and some you should not use. A scented car shampoo is a product you do not need; a chamois is an item most concours people would say you should not use. (More on that later.)

Here is my short list of BMW paint care products. Meguiar's Mirror Glaze Number 7* (also known as H-7) is perhaps the best known paint polisher and sealer used by serious concours people. H-7's biggest drawback is that it doesn't last long on a car. If you use just a sealer as H-7, you will need to do your BMW about three to four times over the average driving year.

Now fewer serious people use H-7, in part because of the proliferation of other good products. 3M Imperial Hand Glaze* is the polisher and sealer of the month right now, and, personally, I prefer the polishing results that I obtain with Imperial Hand Glaze over H-7. To lengthen the time between polishes on your BMW, use Harley's Carnauba Wax*. However, use it only after you have worked up your BMW with a sealer or polisher as H-7. Apply both of these products separately with a clean cotton diaper or old, but clean, T-shirt and polish out with a doubled-over turkish towel.

If you have streaking or overlapping problems with a just-polished area, use a spray bottle filled with a water and lightly mist or moisten your turkish towel. That little bit of moisture helps to smooth out any polish overlap.

Prior to sealing and waxing, you should wash your BMW and use Ditzler's Wax and Grease Remover* to

remove any road tar (use this product in a well-ventilated area). If you must use a shampoo or soap, use a little Ivory Liquid* with hot water and then rinse immediately. Don't use P21S Wheel Cleaner* on painted rims, unless you like either 1) dull paint, or 2) you like to polish and seal your rims every time you use P21S. I would caution you about using undiluted P21S Wheel Cleaner on BMW or

Searching for that elusive dirt spot. Photo by Dwight Derr



BBS rims that are clear coated. Unless you rinse the rim immediately there is the possibility of streaking. In fairness to the P21S, its Total Auto Wash* is one of the best products I have used in the engine compartment. I also use Total Auto Wash on my rims.

There you have my short list as to paint care products. There are certainly other products similar to H-7, Harley's Carnauba Wax, Ditzler's, and Ivory, but they are not as universally available or as cheap. I will list some of those products later in the article.

On tires, the best product I have identified and used is Harley's Tire-Nu*. Tire-Nu isn't as "bright" as Armor All* and Tire-Nu doesn't turn purple in a hot sun. I apply Tire-Nu with a washing mitt used just for that purpose. I spray the mitt, not the tire, and work the mitt around the circumference of the tire. After treating all four tires, I take a cotton diaper or the palm of my hand and gently wipe off the excess Tire-Nu.

Another rubber care product that has broad acceptance is Turtle Wax's Black Chrome*. Use Black Chrome on any hard rubber and on black anodized chrome, such as your window frames and wiper arms. This same product is good on trunk and bonnet rubber seals, and on the rear battery box cover.

In the interior of your BMW, Harley's Interior-Magic* is great on vinyl. If you have a leather or partial leather interior, use Lexol-nf (neatsfoot formula) Leather Conditioner* or Connolly Hide Food*. Lightly please! Don't use so much Lexol or Hide Food on the seats that you put it in like paste in the sewn creases or in the perforated center seat sections! Lexol-nf may be used interchangeably with Lexol Leather Conditioner*.

Here is a list of some other car care products and their uses:

- **Prep-Sol Solvent *** (DuPont 3919S). Prep-Sol may be easier to find in your locale than Ditzler's Wax and Grease Remover* and it is a very similar product. Prep-Sol will remove silicone, tar, wax, grease, and some oxidation. Remember to use this product in a well ventilated area. Buy this item at an auto body shop supply house such as Mattos, Inc.

- **Oil-Flo Safety Solvent Cleaner***. This product is "trick", but not inexpensive (16 oz. @ \$12.00). It is water soluble, non-flammable (but is combustible). Oil-Flo has a neutral pH and it contains no chlorinated solvents or CFC's. Use it where ever you would use Ditzler or Prep-Sol. In many applications it works better.

- **One Grand Special Touch *** (non-abrasive cleaner). Special Touch is great for removing oxidation, water spots, acid rain spots, and tree sap. Utilize before you apply a glaze or sealer.

- **Safe Cut by the Wax Shop***. Safe Cut has ultra-fine abrasives. Use this product if Special Touch is not doing the job. Safe Cut does a beautiful job of polishing and working up a clear coat over a metallic paint. Note, be cautious of this product on any part that has a paint flex agent, as the lower front spoiler or the rear spoiler.

- **Liquid Ebony* by Clean-bright**. Great for polishing a new paint job as it has no wax or silicone. Note this product may leave a gray cast on a light car as it is black in color. Buy this product at an auto body shop supply house.

- **3M Imperial Hand Glaze***. Similar to Liquid Ebony except this product is a light tan in color and it is more suitable for light colored cars. I do use it

on a Petro Blue Metallic and Diamantschwarz Metallic, however.

- **Pennzoil's Pennz-Brite***. A sealer like H-7, Pennz-Brite is a bit easier to use. Its reflective index is higher than H-7 and it does a better job of removing oxidation. Pennz-Brite may be used on all exterior painted areas and on any "plastic" panels with a flex agent in the paint such as the fronts of the M3s. However, a difficult product to find. Try a new car dealer in your area.

- **Race Glaze Polish & Sealer***. A sealer with very similar or identical properties to Pennz-Brite. Available from Race 1 Corporation, 1-800-722-3663 (800-RACE-ONE) for \$12.75, which includes UPS shipping.

- **Klasse Acrylic Cleaner Protector***. A high powered sealer, this product is one of the best I have used on metallic paints. It really works. May be ordered direct from Wolfgang at Klasse Surface Protector, Inc., (415) 355-0702, fax: (415) 355-9211. Yes, this is a product developed and sold in the mother county, Germany. Difficult to find retail on the East Coast.

- **Sonax Paintwork Gloss***. For a BMW with dull or oxidized paint (non-metallic), an excellent cleaner and sealer. Car Care Specialties, phone number below, carries this product.

- **Simichrome Polish***. A polishing paste for chrome and bright work.

- **Blue Magic Metal Polish Creme***. A good product for removing scratches from paint. Use just a bit on a diaper and gently rub until the diaper starts to drag (usually about four to five rubs), then polish out. Trick, but be careful. You will need to polish out the area with Special Touch, Race

Glaze or Klasse Cleaner Protector, once you have used Blue Magic.

- DuPont Polishing Compound*. Similar to Blue Magic, but a bit more abrasive. Use only after you have tried everything else.

- Sprayway Glass Cleaner*. Used with linen or lintless paper towels, this product is without peer on glass. Most glass installation shops and framing studios use it. Used with linen towels, your BMW's glass will never be cleaner.

- Kaydry, Soft Absorbent Wipers(Kimberly Clark)*. Lintless drying towels for windows.

- P21S Total Auto Wash*. For front engine cars, a great product for cleaning the engine. Rinse well and blow dry with compressed air. I have NOT used this product on the exterior of the car. I do use this product on wheel rims. I cannot personally rec-

ommend its sister product, P21S Wheel Cleaner, on BMW rims.

- Johnson Lemon Pledge*. Use in the wheel wells once you have those spaces clean. Apply and wipe, they will clean easier the next time.

- Diapers. Soft cotton cloth without equal for cleaning and polishing. Buy ten pounds used, but clean, from a diaper service.

Now to comment on my earlier observation that you shouldn't use a chamois for drying. When wet, the tanned leather picks up and holds sand grains. Unless you are extremely careful, you are going to put small scratches in your paint. Use a clean cotton turkish towel where grit, if present or picked up, will go in the loop piling.

It is not necessary for you to amass all of these products. Chose a good polisher, a sealer or glaze, and a wax.

All of these products, I have found to be compatible. Even after you have waxed or sealed, you may go back and polish an area and seal and wax again.

You may obtain most of these products, with the exception of Ditzler's and Prep-Sol, at Paul's Products, (800) 927-1361 [Huntington Beach, California] or Car Care Specialties, (201) 796-8300 [Saddle Brook, New Jersey], E-mail: carecaresp@aol.com. (Please mention that you saw this telephone listing in our newsletter. Your comments will assist me in convincing both of these firms that they should support the National Capital Chapter's events. In Baltimore, Prep-Sol, Ditzler, and 3M products are available at either Marty's Auto Paint Supply or Nyquist, Inc.

At the Deutsche Marque Concours at Evans Farm Inn, several of the people who attended the recent Concours Workshop placed well. However, you need not be a concours fanatic to want to keep your BMW looking its best. Using just some of these methods and products, your BMW will look better in an afternoon. With the beautiful weather remaining, you have little excuse not to have your BMW clean!

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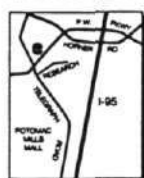
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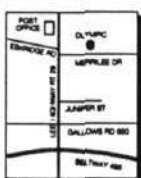
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Driving Road America

BY WOODY HAIR

Four members of the National Capital Chapter made a long journey of 850 miles (one way) to instruct at the annual Windy City Chapter driver school at the famous Road America track near Elkhart Lake, Wisconsin. Tom Baruch ('87 535is) had been to the track many times in his youth. Growing up in the Chicago area he knows the track as a spectator, mechanic for an SCCA racer, and participant in a Windy City school several years ago. Tom is hooked.

For Jenny Nazarko ('90 325is), the trip to Road America was even more a return to her roots: her parents were among the first SCCA racers at Road America back in the mid-fifties. For Dwight Derr ('84 633CSi), Woody Hair ('87 325is), and Woody's companion, chauffeur, and pit crew, Kay Pearlstein, the big lure was a visit to an unknown part of the country. Track time on a 4-mile, world-renowned circuit was probably all the incentive any of us needed.

Siebkens Resort Hotel, on the lake in the village of Elkhart Lake, was the event headquarters. Each room, the lobby, restaurant and tavern are all completely decorated with antiques. However, as a summer resort, the buildings lack one thing we sorely missed on the cold first evening: heat.

Thursday evening we joined friends Shirley and Art Stemler for dinner at the Horse and Plow Pub in Kohler. The pub is part of the Kohler Company's five-star American Club Resort/Conference Center.

There are several other restaurants there. While we thought we had come a long way from the Washington-Baltimore area, Art and Shirley had trailered his Porsche 944 Turbo from Tampa, Florida. While accommodations at the American Club run around \$300 per night, the Horse and Plow's menu featured pub type meals and sandwiches, and a long list of bottled and draft microbrews, all at very reasonable prices.

While Kay and Shirley slept in, the rest of us were out at the Road

them (2 and 4) are inconsequential bends on the long straights. The long pit straight is uphill for most of its length, including a steep section just before the start/finish line. The pavement drops away at the turn-in point so it is not visible entering the braking zone. All you can see is a hillside about 5 miles away. Turn one is a deceptively fast 90 degree right that leads many to take slower than necessary. The track drops downhill on a short straight leading to turn 3 that is a tighter 90 degree right which transitions to uphill at the turn-in point.

Road America's uphill main straight Photo by W.Hair



America circuit by 7:15 am Friday morning in order to check in at registration, stake-out our own paddock area, and mount track tires.

Road America's 4 miles includes fourteen numbered turns, but two of

The ensuing long straight is uphill across an open meadow and levels out as one enters a wooded area. As the braking markers come into view, the track drops down yet another hill and bends slightly to the left. Hard braking is again used to slow the car



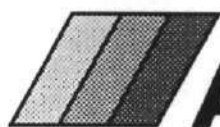
An E30 M3, one of scores, leads a procession out of turn 12 and Thunder Valley and into 13. Photo by W. Hair

for turn 5, a 90 degree left that is the slowest point on the track. Upon exiting turn 5, the track climbs

up a steep hill where it levels out under a bridge for an almost blind entry into another 90 left - turn 6. A

short, level straight between 6 and 7 just gives time for a smooth transition from the right side of the track to the left and a turn-in to the 90 degree right-hander known as 7. This turn is much faster than 3, 5, or 6 and can be taken without lifting. Some BMWs will benefit with a short-shift to fourth gear before this turn. Again the track drops downhill on a short straight and the car must be brought from the left edge to the right for yet another 90 degree left (turn 8), this one of the tight variety. Another short straight allows plenty of time for another short shift to fourth and entry into the Carousel (officially turns 9 and 10), a long 180 degree turn that seems like it will never end. There is no banking like the Carousel at Nelson Ledges. It is about 15 seconds from entry to exit. You would now be on a long back straight except for one big obstacle: turn 11, better known as the "Kink". It is a fast bend leading into a woods.

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Driving Road America

A concrete wall lines both sides of the track at the exit of turn. Unlike the kink at Nelson Ledges that can be taken flat out, most of the faster cars approach the kink with a significant lift or a tap of the brakes. It is quite similar to the "Chute" at Summit Point. Of course, the more speed you can maintain through the kink the faster you will be down the long winding back straight.

Hard braking is again necessary for the 90 degree right of turn 12 or "Canada" corner. From 12, in what is known as Thunder Valley, hard acceleration can be maintained through a right hand bend and a blind uphill left (#13) with the apex under another bridge. The track is quite wide at the exit and soon levels out upon the approach to 14, a fast turn that is a little more than 90 degrees. If one should take an early apex on this decreasing radius turn, it will necessitate some slowing on the exit, and can kill a good lap, because you are now back on the long, uphill pit straight. Brand new pavement without a single patch and new curbing had the Road America regulars looking for new reference points, but compared to Summit Point or Mid-Ohio, it is an easy track to learn.

Open track from 9 to noon and 1 to 5 meant plenty of track time for us newcomers to refine our line. Dwight turned 100 miles in one of his sessions on the track. Meanwhile, Kay

and Shirley returned to Kohler, a planned village around the factory and American Club resort. They toured the Kohler Design Center, better known as the "toilet museum". This 36,000 square-foot exhibition hall includes over 25 rooms created by different interior designer to show off various settings in which Kohler bathroom and kitchen products can be used. Other highlights included relics

sharing our DC area beers with friends from such far flung places as Sioux Falls, South Dakota. Mark Woolley, a former Summit Point regular, and who now lives in St. Louis, arrived in time to join us for dinner in Siebken's tavern. That evening it was apparent that with 130 students, 60 instructors, and all of the necessary workers, we had pretty much taken over part of the Elkhart Lake village.



The casualty after 1 day: Brakes Photo by W. Hatr

from the original Kohler village, a "wall of China" fixtures, and various Kohler built engines, including one that was used in a racing sports car.

Friday evening was spent in a pleasant yard at the hotel greeting the incoming students, telling war stories of the day's on-track activities, and

The organization of a Windy City chapter driver school was detailed in the Roundel recently. Everything runs like clockwork and the assignment of only two students per instructor made for a relaxing Saturday. By Sunday the instructors and students were busier because scheduled down time was spent changing brake pads. Everyone was warned to bring an extra set, but the three long 120+ mph straights followed by downhill braking zones and rather tight turns had some resorting to their left-over used pads by Sunday afternoon.

Windy City does not allow guests to ride with instructors during "hot" sessions, however, during the lunch break, guests and well as students and instructors can lap the track at "touring" speeds. During the Saturday

break, all of the '95 M3s in attendance were assembled for a group photo session. There were 24 on hand including the red #002 that we saw at Tom Milner's Winchester shop. Russ Wiles was using the car for practice before the One Lap of America. There was a bit more than 30 "old" M3s spread around the pad-

dock, as well as a Lamborghini Countach, Ferrari 512TR, Lotus Esprit, Honda NSX and a multitude of "P" cars.

Saturday evening featured a sitdown dinner in Siebken's large dining room. Afterwards, a large group adjourned to the only TV in the resort, a large screen model in a room off the hotel's lobby. (It was probably the only item in the hotel that wasn't an antique.) Jenny entertained the assembled masses with a tape made from her parents' home movies of the early days at Road America. She received many requests for copies.

We all agreed it was a great trip, school, and track. Well worth the drive! ESPN's live coverage of the Road America Indy Car race on July 9 will be a little more interesting for five of us now.



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A Piece of Childhood: Road America

By Jennifer Nazarko

When I was a little girl, I never really thought about garages. Everyone in my neighborhood had one, although I must admit most were one, perhaps two stall garages. Ours was three. It also had a full stall elevator to the second floor, which was my father's workshop and full of mysterious things, things I wasn't supposed to touch or look under. The wall around the corner spiral staircase was plastered with license plates, all the same number, dating from the mid-forties. I used to wonder why Dad had so many. There were tires, unrecognizable big pieces of metal (which upon reflection must have been fenders), what looked like weird hats or masks (old style helmets), and lots of tools.

It was always a treat to get to lift the cover on the two largest objects, one a curvy bright red car, and the other which I always referred to as the "cigar" car. I never actually saw them completely uncovered until many years later, about the time we had to sell them when my father died. I was in college then and they didn't mean too much to me.

Skip about 10 years, to when Ed bought his first M3 in 1989. Six months later I got my second-hand 325is. Six weeks later I did my first Highway Safety School at Summit Point. And got hooked. That's when I started to think about those old objects in the garage. I knew the red car had been my mother's 1951 MG

TD, and she raced with SCCA. The "cigar" car was my Dad's, and I knew he raced, too. I started talking to my older brother, who remembers the stories and names of tracks. I found out Mom and Dad raced at Watkins Glen, before the road course was built. Two years ago on a trip to the Glen we found the library which had the original public course. I drove it a few times, and admired the pluck of those old-time racers (my parents!) who did it on skinny tires and rutted roads.

Then the ultimate offer came along - to instruct at Road America in Elkhart Lake, Wisconsin. I had also heard lots of stories about Mom and Dad and old family friends at this track, and remembered hearing some years ago that my father was an original shareholder in the track. I didn't have to think twice about going, and the details were quickly worked out.

At the same time I dug out some old Super 8 films, labeled in Dad's handwriting "Road America" and "Elkhart Lake", with years like 1955 (the year the track opened), 1956, and 1959. I took them down to the local video store and had them converted. I brought them home and for the first time ever saw my father in a driver's suit, and his traditional straw hat after the race. I watched my father and friends race at the very new Road America. So new that they only had straw bales for safety barriers. And a gravel road to the pit and paddock area, which was all grass. Safety stewards who stood next to the track, without the bale of hay between, with arms crossed looking very seri-

ous indeed. I must admit my eyes got misty. My parents had stopped racing shortly after I was born - "the fourth child is too much", and so I never really knew much about this part of their lives.

And then, when I was pulling into the track entrance early Friday morning, reality hit - this is the real thing, and my parents were here at its inception. Makes one feel kinda small. The track is spectacular; 4 miles long with some great sweeping turns. Hard on brake pads though - two sets of fronts and a set of rears in three days. Got pretty good at 120 mph downhill braking, all the while screaming "I'm gonna die!" What a rush!

I've been in contact with a fellow from the Chicago Region SCCA (met him at Road Atlanta last year), and confirmed that the June 1956 film was the first ever June Sprints, which are now going into their 40th annual run in a few weeks. The September 1955 film was of the first race at the track. The other short pieces we're unsure of, but old car buffs will recognize many original racers. My friend sent me a copy of the 1956 *Sports Car* magazine with the June Sprints race results. And much to my surprise Dad was racing with the likes of Carl Haas, Briggs Cunningham, Trant Jarman, Dr. Dick Thompson, and Carroll Shelby. A Mr. August Pabst was there as well, and a S.H. Arnolt, and Mr. Bill Cooper, driving a Cooper-Porsche ("Pooper"). And Dad did finish the race, 11th overall in his G Modified Cooper-Climax, the "cigar" car.



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Delaware Valley Chapter Club Racing Survey

The Delaware Valley Chapter anticipates hosting a one-day Club Race in conjunction with its annual two-day Drivers' School Weekend at Pocono Raceway, October 7, 8 and 9, 1995. In order to help us prepare for the event, please take a few minutes NOW to complete and return this Survey. Thank you.

DO YOU PLAN TO JOIN US AT POCONO?

- ☐ For the Drivers' School?
- ☐ For the Race as a participant?
- ☐ For the Race as a volunteer / worker?
- ☐ I'm hooked, I'll be there all three days!

IF YOU PLAN TO ENTER THE CLUB RACE, PLEASE ANSWER THE FOLLOWING:

Model of BMW you plan to enter _____

Modified ☐ prepared ☐ Stock ☐ Not Sure ☐

Do you have a current competition license (SCCA, IMSA or Vintage)?

Which one?

If you do not hold a current competition license you must apply for a BMW CCA Racing Novice Permit. To qualify you must present evidence of having completed eight or more days of race-track driving training and experience at BMW CCA Drivers' Schools or equivalent events within the previous 24 months.

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Woody's Competition C O R N E R

BY WOODY HAIR

CLUB RACING

The BMW CCA's first event in the new Club Racing program took place April 23 at Moroso Raceway near West Palm Beach, Florida. Our former leader, Jack Kenworthy (who says 'Hello' to everyone), was on hand and reports the following: eleven cars representing seven classes competed in the race. The easy winner was Steve Eller from North Carolina in an M3 that was originally prepared for Firehawk racing. Second place was taken by Atlanta's Harold Audaer in his awesome Bavaria that was recently featured in *European Car* magazine. Harold prevailed after a hard-fought battle with West Virginia's Dave Chenoweth in an ex-Firehawk M3. Other entries included an ex-Firehawk 318is, a street driven M3 and several SCCA IT class 2002s. It should be noted that in this and future races, all class winners using the right brand of tires will receive a new set of tires courtesy of Yokohama.

Other chapters planning racing events this year include Sacramento Valley at Thunderhill, California, Windy City, perhaps at Blackhawk Farms, Delaware Valley at Pocono on October 9 (the same date as our Columbus Day driver school), and Buckeye at Mid-Ohio in late October.

A revised set of rules, dated May 5, has been published and lists several changes from those reported in the March *dB*. In the Stock classes any make downdraft carburetor (up to

40mm) can now be substituted for stock. Aftermarket control module chips are allowed (although I'm not sure why), and now the exhaust system must remain stock back to, and including, the catalytic converter (if originally equipped). Thus, no headers. Adjustable coilovers/springs/shocks are now prohibited. In the Prepared category rules, they fail to mention if exhaust headers are allowed or not. Aftermarket camshafts continue to be prohibited. I feel the Stock rules are too liberal and the Prepared rules are too restrictive, leaving very little difference between the two.

The designation for the all-out cars has been changed from "Super" to "Modified". The classes are based strictly on engine displacement and the subclassing between street tires and racing tires has been eliminated. It should be noted that in the Modified classes, engine displacement is limited to not more than three-fourths of a liter more than original for the stated model. It's not clear if this would eliminate cars like the 3.5 liter 3-series built in South Africa and similar engine transplants by Alpina, Hartge, etc. In the bottom Modified class, anyone bold enough to enter a 700 would be competing against 1600s and 1800s.

An Historic class has been added, but there is no mention of car eligibility requirements, and special passing rules similar to our driver schools would be imposed. Presumably the

Historic cars would have to run in a separate "race".

The categories have been divided into six Modified classes (A through F), nine Prepared classes based on car model/engine (H through P), nine Stock classes using the same car model/engine breakdown as Prepared and the Historic class (G) for a grand total of 25 classes! Something for everyone. There is at least one glaring overmatch: The 320i being classed with the 16-valve 318is.

TOURING CAR RACING

The Prime Network (Home Team Sports locally) is carrying the British Touring Car Championship this year, as well as the German Touring Cars, Thursdays at 3:00 pm, repeated at 10:00 pm unless pre-empted for Orioles baseball. The BMW 318is did not fare so well in the first two rounds at Donington Park. Johnny Cecotto drove one to fifth and eighth place finishes. David Brabham was twelfth in both races. Rounds 3 and 4 at Brands Hatch saw Brabham finish 4th and 6th, while Cecotto was 11th and 5th. Volvo 850s have been the dominant car, winning each of four races so far. We erred last issue when reporting that Derek Warwick was driving a BMW. He has replaced the '94 series champion Gabriele Tarquini on the Alfa Romeo team.

There have been a number of reports that Indy Car Racing (CART) wants to add a Touring Car support series to their open wheel Indy Cars and

Indy Lights formulas. The overwhelming fan appeal and manufacturers' support internationally are the likely reasons. However, some powerful CART principals such as Roger Penske are against the idea. They state that we do not need another pro race series that would compete for fan base with the likes of the Trans Am and NASCAR. There are questions as to whether someone like Ford, which is already supporting half a dozen U.S. series already, would want to spend additional millions to develop a competitive Contour that is not being sold as an enthusiast's car

anyway. The extremely popular British series has nine manufacturers entering two car teams (BMW, Alfa, Ford, GM, Toyota, Peugeot, Renault, Volvo, and Honda). Any one of the cars is capable of winning. Would a U.S. series draw as many factory teams? I think a winning 2-liter sedan, be it a Contour, BMW 318i, Dodge Stratus, or Honda Accord would help sell lots of cars here.

SPEED SHIFTS:

Our chapter has been invited to participate in two autocrosses in the next month. The first is put on by the

Potomac Region of the Porsche Club at a lot near BWI Airport on July 8. Call David Lassalle at 301-317-1461 for details. The other is August 6, one week after our Championship autocross. It is hosted by the Mercedes Club and the Porsche Club will also be in attendance. The location for this "Deutsche Marque" event is Cameron Station at 5010 Duke Street (Route 236) in Alexandria. Registration is 8:00 am and the cost is \$7. Both will run rain or shine. Note that this is the same day as our tour to the Flying Circus. For details call Woody Hair at 703-243-5796. In the first SCCA MARRS race this year, Steve Hammond won the IT-B race with his yellow 2002 after a terrific duel with Ed York's similar BMW. They swapped the lead twice. Leah Epting stayed close enough to have a good view of the battle and finish third in her 2002. The BMW V12-powered McLaren F1 supercar has been winning in the European Karcher Endurance GT Cup races so far this year. They took the top five places in the recent 4-Hour at the Nurburgring GP course. Six to ten of the cars were expected to enter the Le Mans 24-hour race. Like the M3 Lightweight that is unique to the U.S. market, Australia gets a limited production version called the M3-R. It has a 325 hp version of the real M3 engine, and the radio and air conditioner have been deleted. Fifteen cars are expected to compete in Australia's Super Production series. Australia's touring car races are referred to as the Super Touring cars. Former IMSA GTP champion Geoff Brabham is driving a BMW 318i and won the second race of the season. Check the Coming Events section of this **dB** for information about our Championship autocross scheduled for July 30 at Fort Meade and our open Rally on August 20. You should plan on participating in both, either

COMPETITION CORNER CALENDAR

July	2	SAAB Club Championship Autocross, Ft. Meade, MD	20	BMW CCA Rally, Centreville, VA
	8	PCA/BMW CCA Autocross, BWI area, Linthicum, MD	27	Autocrossers, Inc. Autocross, Camden Yards, Baltimore, MD
	9	SCCA MARRS Races, Summit Pt., WV	Sept 3-4	SCCA MARRS Races, Summit Pt., WV
	16	NASCAR Winston Cup, Pocono, PA	10	SCCA Championship Autocross, Frederick, MD
	23	CART Indy cars/SCCA Trans Am, Cleveland, OH	10	AI Autocross, Camden Yards, Baltimore, MD
	30	BMW CCA Champ Autocross, Ft. Meade, MD	10	NASCAR Winston Cup, Richmond, VA
August	6	Mercedes Club/PCA/BMW CCA Autocross, Alexandria, VA	17	Z-Club Championship Autocross, Ft Meade, MD
	13	SCCA MARRS Races, Summit Pt., WV	17	NASCAR Winston Cup, Dover, DE
	13	NASCAR Winston Cup/SCCA Trans Am, Watkins Glen, NY	24	Wash. Rally Club Rally, DC Area
	13	CART Indy cars, Mid-Ohio, Lexington, OH	24	SCCA Regional and Enduro Races, Summit Pt., WV
			October 1	Porsche Club Championship Autocross, Ft. Meade, MD

continued on page 28

as an entrant or worker. As if the Maryland Motorsports Park planned for Havre de Grace, Maryland and Brandy Station Motorsports Park under development near Culpeper, Virginia aren't enough, the Delaware Valley Chapter's newsletter reports that Formula Motorsports Park is expected to begin operations later this year. It

is located in New Morgan, Pennsylvania between Reading and Lancaster. *The Stopwatch* reports there is no way that Brandy Station can be completed before Spring of '96. IMSA's 3-hour race at Road Atlanta for WSC and GTS cars on April 30 was marred by two serious accidents. Since the clock ran during the clean-up peri-

ods, the actual racing time was less than one hour. One of the Tom Milner-entered BMW M3s finished 5th in the GTS-2 class and the other was far back after having steering problems corrected. An M3 driven by Rick Fairbanks and Nick Ham finished 3rd behind two Pontiac Formulas in the 3-Hour Street Stock race. David Lassalle failed to defend his Maryland State C Stock Champion title. It rained on Sunday of the two day event and he was trying to make it on completely bald tires. Upon his release from prison this April, former Heavyweight Champion Mike Tyson went out and bought five BMWs. Then he started house hunting. Of his new \$3.7 million Las Vegas home, an unidentified real estate agent lamented that it had only a four-car garage. CRUNCH

BMW AUTOCROSS RESULTS

VW/PCA DC CHAMPIONSHIP AUTOCROSS (MARCH 26)

David Lassalle	89 325is	1st C Stock	62.954sec
Bob Hausmann	83 533i	2nd E Street Prepared	64.167
Tom Baruch	87 535is	3rd ESP	65.355
Woody Hair	87 325is	5th CSP	66.249
Robin LaQui	88 325is	6th CSP	66.806
Bert Roberts	95 M3	12th AS	72.528

SHELBY DODGE CLUB DC CAC (APRIL 23)

David Lassalle	89 325is	1st CS	40.404
Dwight Derr	84 633 Csi	5th ESP	41.189
Bob Hausmann	83 533i	6th ESP	41.364
Tom Baruch	87 535is	7th ESP	42.009
David Kao	95 M3	12th AS	43.085



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FIRST OFFICIAL ROADSTER PHOTO

In June, BMW of North America released the first "official" photos of the Z3. BMW says "the two-seater will begin production in early 1996." It will make "its world debut to the public at the Detroit International Auto Show in January. Additional information on the Z3 will be available shortly before then."

The roadster will be built in South Carolina.

Motronic Fault Codes

Getting the fault codes to appear on the "Check Engine" light

(As found on the BMW Homepage on the World Wide Web)

Submitted by Mike Gayle

EARLY SYSTEMS

Early systems (Motronic 1.1 only, I think) flash the fault codes automatically. If the "Check Engine" light comes on, leave the key in the On position, but don't start the car. The "Check Engine" light will begin to flash the code after about 3 seconds. Each flash is separated by about 1 second. There aren't many codes on this system.

Table 1

1 flash	Air flow sensor malfunction
2 flashes	Oxygen sensor malfunction
3 flashes	Coolant Temperature malfunction
4 flashes	Throttle switch malfunction

More detail on these early systems can be found in the Bentley manuals

LATE 80'S SYSTEMS. MOTRONIC 1.1

The fault codes for these systems will appear on the "Check Engine" light when you turn the ignition key to the On position (but don't start it), then: Fully depress the accelerator pedal then fully release it. Repeat the depress/release cycle 5 times fairly quickly, but not too fast. It should be completed in a few seconds. What you are doing here is clicking the wide open throttle switch then the idle switch each 5 times. This signals the Motronic unit to send the fault codes by flashing the "Check Engine" light. You should see the light flash once then it will start flashing the 4-digit codes. If there are no faults, you should see the 1444 code (2444 on 12-cylinder cars). The codes appear as a series of flashes for each digit. The flashes indicating one digit are about one second apart, the next digit appears after a 2-second interval. The rest of the fault codes appear in Table 2 below.

THE MOST RECENT SYSTEMS. MOTRONIC 3.X

The fault codes appear in the same way as for the Motronic 1.x systems listed above, but it is much trickier to get them to appear. The timing with which you turn the key then depress/release the accelerator pedal is much more critical. You have to depress/release the pedal 5 times rhythmically, but much faster than for the earlier system. It usually takes a few tries to get it right. The faults listed are for all different models and some of them are not applicable, like Fuel injector 8 on a 6 cylinder car.

TABLE 2. MOTRONIC FAULT CODES

MALFUNCTIONING SYSTEM CODE	FAULT	MALFUNCTIONING SYSTEM CODE	FAULT
DME Control Unit	1211		
Air Mass/Volume Sensor	1215	Battery Voltage/DME Main Relay	1231
Throttle Potentiometer	1216	Throttle Idle Switch	1232
Output Stage, Group 1	1218	Throttle WOT Switch	1233
Output Stage, Group 2	1219	Speedometer A Signal	1234
EGO (O2) Sensor 1	1221	A/C Compressor Cut off	1237
EGO (O2) Sensor 2	1212	A/C Compressor	1242
Lambda Control 1	1222	Crankshaft Pulse Sensor	1243
Lambda Control 2	1213	Camshaft Sensor	1244
Coolant Temp. Sensor	1223	Intervention AEGS	1245
Intake Air Temp. Sensor	1224	Ignition Secondary Monitor	1247
Knock Sensor 1	1225		
Knock Sensor 2	1226	Fuel Injector (or Group 1)	1251
Knock Sensor 3	1227	Fuel Injector (or Group 2)	1252
Knock Sensor 4	1228	Fuel Injector 3	1253
Fuel Pump Relay Control	1261	Fuel Injector 5	1255
Idle Speed Actuator	1262	Fuel Injector 7	1257
Purge Valve	1263	Fuel Injector 8	1258
EGO Heater	1264	Fault Lamp(Check Engine)	1265
VANOS	1266	Air Pump Relay Control	1267
Ignition Coil 1	1271	Ignition Coil 2	1272
Ignition Coil 3	1273	Ignition Coil 4	1274
Ignition Coil 5	1275	Ignition Coil 6	1276
Ignition Coil 7	1277	Ignition Coil 8	1278
Control Unit Memory Supply	1281	Fault Code Memory	1282
Fuel Injector Output Stage	1283	Knock Control Test Pulse	1286
No Failures	1444		

Note: For 12 cylinder models, there are additional codes for the second Motronic unit. These codes are the same as above, but the first digit (1) is replaced by 2.

Hot Weather Tips...

By Dwight Derr

- Even though it's the dead of summer, turn your heater temperature control to full hot for a couple of minutes while cruising to flush the car's heater core. Do this once every week throughout the year.
- If you set your tire pressure back in March check them again. You might find that they need to be lowered.
- After a day of running the A/C, check for wetness under the front floor mats. If it is damp, the drain hose from the condensor box might be pinched or clogged.
- Don't run more than a 50% antifreeze mix or the car may run hotter (antifreeze is a lousy coolant). An additive such as Red Line *Water Wetter* will help keep things cool. (Pure distilled water and an appropriate amount of *Water Wetter* is great for summer track events - the motor runs cooler and if you blow a hose the track won't become slick).

Cracking Comp T/A R1s

By Dwight Derr

While changing tires at Road America recently, I was shocked to find circumferential cracks in the sidewalls of my recently-new R1s. The cracks ranged from short (1cm) to quite long (1/4 of a tire circumference). And they didn't look minor, at least to me! And they were in all four of my tires! Wayne from the Tire Rack was there and was surprised to see them also. A look around the paddock found several other cars with cracking R1s- 325is, M3s, 944Ts, etc. And all of the tires

were from different production dates. Paul Moorcones at Radial Tire Company, where I bought the R1s, assured me not to worry, it's only cosmetic. After repeated attempts, someone at BFG's Team T/A tech services finally told me (he seemed totally blasé) the same- it's only cosmetic and it occurs at the boundary of a thin gum rubber coating applied to the edge of the tread and down half of the sidewall. He suggested that perhaps I was pushing the tires too hard (Gee, I thought they were RACE tires!) and that maybe I'm running too-low pressures, that I ought to raise them a couple of pounds (I

was running 28 lbs front/25lbs rear cold). Maybe I'll try a pound or two more all around at Mid-Ohio; it beats having to slow down! I'll keep track (pun intended) to see if the cracks enlarge.

Exploding Batteries

By Howard R. Fletcher, Sr.

The battery exploded in my 1990 735i after 47,000 miles. Upon returning from a fifty mile trip, I turned off the ignition for about 2 minutes and then, as I attempted to restart, the battery exploded spewing electrolyte around the rear underseat compartment. I managed to apply baking soda generously to the area and sponge out the spilled solution. A new battery quickly put me back in business. I had the electrical system checked out by my dealer. The technicians could find no ignition malfunction. All service intervals have been maintained on schedule, which presumably included checking fluid levels.

I have received great support from my dealer. It was hypothesized that the electrolyte level could have been low in a cell. The amount of spillage belied the possibility that the battery was dry. My real interest is hearing about the causes of battery explosions. The service people had some horror stories about battery explosions that made it appear all too common. I personally have not encountered it before nor do I know of anyone who has had this misfortune.

How about it? If anyone can provide more insight into this situation contact der Bayerische.

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There's only 430 days left....for you to volunteer for Oktoberfest '96! We're continuing to plan for this major event, and need YOUR help in making it be the best O'Fest ever. We now have Event Chairs for each committee (see article elsewhere in this issue), but we still need lots of people to indicate their interest so as we get closer and closer to The Event, we can call upon your individual expertise, or cooperative skills, to help out. We could especially use some good mechanics for tech inspection, good organizers for the banquet and receptions, and more help for the drivers school and TSD rally. These are events that take lots of people "at the event", but not a lot of meeting time the months before.

For those 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.



O'fest 1996



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

O'fest 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!

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CLASSIFIED REQUIREMENTS

Ads are free to current Club members. Membership numbers **must** be included. Car ads must be typed and 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

**1967
2000
TiLUX.**

VIN1458859. Grey/Tan. 4 door. Sunroof, 4-speed, rebuilt motor, new trans, new brakes. Excellent condition. \$3,750 OBO.

Mark (703) 404 - 2936 eves (VA)
(703) 716 - 9000 days (VA)

**1972
2002.**

VIN 2576024. Green/tan interior. Normal rust, 140K miles on factory rebuilt motor. Needs work, or good parts car. All records. Must sell after many terrific years of enjoyment. Best offer.

Charlie (703) 351 - 9100 days (VA)

**1974
2002 Tii.**

VIN 2780007. Sahara beige/tan interior. New Bilsteins, new battery, good interior, MOMO steering wheel and shift knob. Runs well. \$2,200.

Chris (304) 856 - 3061 eves (WV)

**1975
2002A.**

VIN 2381370. Burgundy/black interior. 320i seats. 77,600 original miles. Best offer.

Tom (202) 265 - 1507 eves (DC)
(202) 626 - 3390 days (DC)

**1977
530i.**

VIN 5090174. Blue. 4 speed, sunroof, Arizona car- no rust through. Needs paint, seats, and TLC. Fast and fun everyday driver. Also 1975 530i parts car. VIN 5022023. Automatic, extra exhaust and alloys. \$1,500 for both.

Clarence (301) 434 - 0855 eves (MD)

**1979
635CSi.**

VIN WBA53310005547938. Euro spec., 218hp, CR 5speed, vented f&r rotors, BMW sport seats, pretty Euro bumpers, factory f&r spoilers. Interior VG, mech condition consistent with mileage. Significant body rust. Great daily driver or easy project car. \$3,000.

Gary (410) 955 - 3776 days (MD)
(410) 740 - 2051 eves (MD)

**1988
325i
CABRIOLET**

VIN WBABB1308J8271859. Alpine white, blue top, blue leather interior. 27K miles. Original owner. Showroom condition, detailed regularly. Mobil 1 every 3K miles or 6 mos. All records. Always garaged, stored winters. 5sp, LSD, heated fr seats, new BMW cassette w/ 6-disk CD changer, BMW car cover.

\$22,500 OBO.

Dan (703) 241 - 1712 eves (VA)

**1989
325i
CABRIOLET**

VIN WBABB230XKEC18821. Red, black interior, Automatic, new top, BBS alloys, loaded. 80K miles. \$15,000 OBO.

Jeff (301) 253 - 0030 eves (MD)
(202) 647 - 0249 days (DC)

**1994
530i.**

VIN WBAHE131ORGE53585. Alpine white, silver leather, dk wood trim. 5sp, BMW CD changer. 4500 miles. Original owner. All records. Always garaged. Like new. \$37,500 OBO.

Dan (703) 241 - 1712 eves (VA)

PARTS FOR SALE

**E36
WHEELS.**

Set of four (4) 15x7" BBS-style basket weave alloys from a '93 325is w/ Sports package. Perfect condition (wheels changed-out at 3000 miles). Includes center caps and lug bolts. \$400/set.

Dick (703) 938 - 4680 eves (VA)
(202) 267 - 6245 days (DC)

**2002 Tii
PARTS
CAR.**

Complete parts car. Lots of new parts: 5 speed, quick ratio steering box, LSD, new motor, vented rotors, Recaros, 325is alloys w/ 195.60-14 A008Rs, new Bilstein Sports/springs, Maximum stick sway bar. Call for prices. Kevin (202) 544 - 1123 eves (DC)

**M3
WHEELS**

4 stock E30 M3 BBS wheels (5X 120 bolt pattern) with 205-55.15 Pirelli P600s. Tires have lots of tread, wheels are very clean. \$675/set.

Rick (703) 280-9329 (VA)
(703) 802-6666 (VA)

**BBS
WHEELS**

From '80 633 CSi: 4 OEM BBS basketweave wheels (one unused w/original spare tire), radio/cassette, speedometer (85mph), Ramus custom-fit sheepskins, four chrome hex-nut and four plain hubcaps for MSW Type 7 wheel. Tom (202) 296-1561 (DC)

**2002
ALLOYS.**

Four '72-'73 factory-option mag wheels with tires. Two of the wheels need refurbishing. Tires in good condition. \$200/set.

Bill (410) 668 - 8763 (MD)

WANTED

**BAVARIA
OWNERS**

Interested in sharing info / trading war stories about these cars.

Clarence (301) 434 - 0855 eves (MD)

**745i
AND
735i**

Owners who have had engine and/or transmission work performed in the area. I have a 1985 745i that needs work. Walter (301) 856-1112

FOUND

An OEM BMW Jack was found after the Maifest Drivers' School. Call Woody Hair at (703) 243-5796 eves.



MEMBERSHIP APPLICATION

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE _____ BUS. PHONE _____

BMW MODEL/YEAR _____

RECOMMENDED BY CLUB MEMBER _____

Member number _____

MY SPECIAL INTERESTS ARE:

- | | | | |
|-----------------------------------|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> Rallies | <input type="checkbox"/> Autocross | <input type="checkbox"/> Maintenance | <input type="checkbox"/> Driver Schools |
| <input type="checkbox"/> Concours | <input type="checkbox"/> Social | <input type="checkbox"/> Model Cars | <input type="checkbox"/> 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. (\$5.00 add'l)

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

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

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