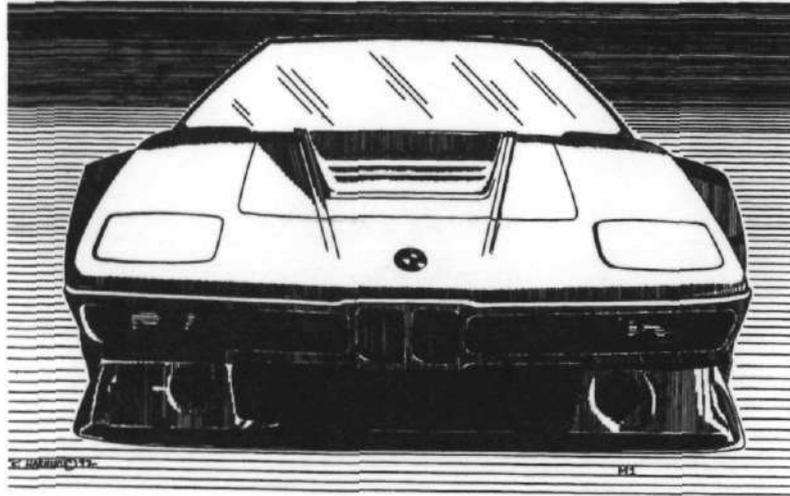


September/October 1995

der Bayerische

National Capital Chapter BMW Car Club of America





Calendar of Events

1995

JANUARY

- 14 Holiday Party
- 21 AutoThory 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
- 9 Columbus Day Drivers' School
- 15 Deutsche Marque Autocross
- 21 Fall Tour

NOVEMBER

- 5 Tech Session BMW's and
Porsches Only
- 11-12 Fall Drivers' School
(at Summit Point's New
Track!!!)
- 18 Winterizing Tech Session at
AutoThory

DECEMBER

(Events forthcoming!)

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

der Bayerische

National Capital Chapter BMW Car Club of America

September/October 1995



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BY WOODY HAIR



Cover: Close up shot of a 1938 328
wheel knockoff.
Photo by Chris Leeper

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

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der Bayerische

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EDITORIAL

Misfirings

LIGHTWEIGHTS

Some people can't be told, you know, they have to learn the hard way...

-Declan Patrick Aloysius MacManus (aka Elvis Costello), "Tokyo Storm Warning"

Unless you've been trapped on the MIR space station for the past ten months or, perhaps, been ensconced in front of the tube, opiated by *that* trial, you've no doubt heard that the new M3 is the greatest achievement since da Vinci's *Codex*, or at least, sliced bread. Everybody, save the *Washington Post's* Warren Brown and maybe the New China News Agency's Lifestyles Editor, just loves it—it goes fast, handles with aplomb (mild understeer at the limit? It *plows!*), comfortably seats more than two adults, is a relative bargain..., you name it, it does it. There's just one component that occasionally falls just a little short: the Driver.

Maybe the guy doesn't really know what he's got, perhaps bought the car because some car magazine raved about it; he needs to have the latest and greatest. Could be the *m.o.* of the guy I saw one morning cruising through rush hour, hunkered over the steering wheel, his right hand scribbling some notes—he had one of those silly note pads puckered-up to his windshield, his left hand working the port-o-phone, and his left *elbow* working the steering! I was shocked and amazed, but I did take comfort in the thought that at least he won't spill hot decaf all over that nice gray leather interior, thanks to the built-in cup holders. (I doubt that this guy's a Club member, but if you are, please, don't introduce yourself.)

On the other hand, perhaps the guy (I'm not being exclusive here, women most certainly share equal billing) really is a gearhead and totally aware of the machinery. Just maybe he's been impressed by all of the reviews but as they keep replaying in his head they evolve into more of a tall tale - faster than a speeding bullet, able to leap tall buildings- so that he's now in control of a car so invincible that it transcends Newtonian physics. I've been an instructor in several this year and the scenarios have been pretty similar: the car (usually) overcoming the shortcomings of a marginal driver (...the apex is over *there...*, or, ...you really can't apply full power there, especially since it's wet—consider that last spin a clue!), although sometimes even the car can't cope: the Spinner, trying to hammer through a series of large puddles/small lakes, managed to rearrange the off-track tire wall, not to mention the front airdam. At Bridgehampton, the track is surrounded by that giant sandbar that is Long Island; if you drop two wheels off, no sweat— don't

continued on page 4

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Now that we've got your attention, here's the hook: Run for one of the Chapter Officer positions! Although it's only the end of the summer, **NOW** is the time to make plans. Why so early? Well, mainly because of the lead time we must allow due to **dB's** bimonthly publication schedule. The next issue is November-December (already!?!) and the candidate slate should be contained therein. Elections will occur at the Holiday Party in January.

The following positions are elected positions: President, Vice President, Treasurer and Secretary. All current members are eligible to run. You can nominate another club member but you must include a signed consent statement. Send a statement of your intentions to **der Bayerische**, care of the Editor or contact club officers.

NOW is the time for you to have a say in what your Club does! Seize the day! And oh, by the way, the pizza's only once a month. And sometimes the delivery boy is real slow or gets lost so the pizza's cold. But it's **FREE!!!**

Wanted

Drivers' School Coordinator

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organization and conduct of our Drivers' Schools.

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contact Charlotte LaQui at (703) 978-9679

continued from page 2

fight it, just drive off completely, otherwise they cite you for doing a poor imitation of a belly-up tortoise. A concerned instructor asked his student what he'd do if he found himself running out of road. The student replied that he'd do everything he could to get the car back on track because he didn't want stone chips in that pretty Avus Blue. Oy! He was fortunate (as was the instructor), he stayed on track. Others weren't so fortunate: a student was asked how her M3 got rearranged ("it just got away from me!"). It was undetermined whether it occurred before or after the car was yanked back across the track. And then there's the story of the One Lap competitor. An inadvertant and also unsuccessful fourth-to-first

downshift didn't faze him in the least- he just went out and bought another one (albeit, an automatic) and continued on...

So, guys and gals, take this advice: going flat-out through the Summit Point's Chute (or Road America's Kink) won't really gain much, perhaps a few mph for the fortunate (for God's sake, don't look to verify it!) and just gets you to a slow turn a fraction of a second sooner and the difference between 110mph and 120mph down the straight is only a mere fraction of a second. Perhaps this dictum is in order: Get good or get bent!

derr

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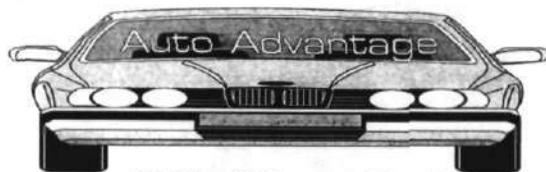
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ShortStrokes...

- For all of you byteheads out there, BMW NA is offering a free CD-ROM called BMW Interactive which features info on BMW's complete line of cars and motorcycles as well as a plug for the new 7-series cars. The disk features full-motion video, still photos, animation, and text, and is available for both Windows and Macintosh. To get your copy call 201 307-3785.
- The National Capital Chapter has received permission from the Automobile Forum on CompuServe to present information on Oktoberfest '96. We'll be putting periodic updates in its files section for general access by the BMW CCA membership and other interested parties. Watch for it! In the meantime, if you have any questions about O'fest '96, send them to David Roach. His CompuServe ID is 72530,1470; on the Internet, it's 72530.1470@compuserve.com.
- Construction of the Jefferson circuit at Summit Point Raceway is proceeding at a brisk pace in the hopes of seeing action by very late summer/ early Fall. This 1.1-mile track is completely separate from the two-mile track Chapter members are familiar with and is designed to allow events to be run in either direction. This Chapter is scheduled to have its first go here on 11 & 12 November. The application is in this issue- complete it and send it in now!
- Maryland Motorsports Park, the racetrack planned for Havre de Grace, MD is kaput as of late May. D. Richard Rothman, Maryland Motorsports' president and developer, withdrew his option to purchase the Blenheim Farm, the 550-acre tract of land necessary for the project, when it became apparent that the city council of Havre de Grace would reject a move to annex the property. Five of seven council members, including Mayor Gunther D. Hirsch, have stated opposition to the track. In order for MMP to obtain the proper zoning, annexation by the city of Havre de Grace was essential; without it, the tract couldn't be rezoned for five years.
- Meanwhile, plans are still afoot to build a two-mile, NASCAR-style oval track in eastern Baltimore County, despite opposition from County Executive C. A. Dutch Ruppersberger III. The site of this proposed oval is the old Glenn L. Martin airfield in Middle River, MD.
- In June, the U.S. Senate voted to trim back its Washington-knows-best attitude by abolishing the national 55 mph speed limit for automobiles driving on federally-funded highways, handing the rules-of-the-road control back to the individual states. With the exception of four states—Connecticut, Delaware, Hawaii, and New Jersey— all states had by 1 July increased the speed limit on rural interstates to 65 mph, the maximum allowed by a 1987 change in the federal limit. Fifteen Democrats joined fifty Republicans in voting for repeal. Sen. Charles S. Robb (D) was the only area vote in the majority. Earlier, the Senate narrowly voted, 51 to 49, to retain the 55 and 65 mph interstate limits for trucks and buses. Also, a bill relaxing penalties on states refusing to require motorists to wear seat belts and motorcyclists to wear helmets was rejected by a 52 to 45 vote. As this is written, the House is expected to favor repeal of the national speed limit when it takes up the highway legislation in late summer.
- In September, the Maryland Court of Appeals will hear arguments that the state's drunken-driving statutes violate the U.S. Constitution's ban against double jeopardy. Lawyers for Ernest Jones, Jr. contend that he'd been unfairly punished twice for drunken driving: after failing an alcohol breath test his license was suspended for 30 days by the Motor Vehicle Administration and he was later convicted of DWI in Montgomery County District Court. His conviction was later overturned in Circuit Court on the grounds that his right against double jeopardy had been violated. Various states, including Virginia, are awaiting similar rulings on the issue. Prosecutors contend that the administrative suspension is a public safety measure rather than a punishment and that the double jeopardy strategy undermines drunken-driving laws by levying out only administrative suspensions without fines or jail sentences as from a criminal trial.
- A residential burglary spree in Howard and Anne Arundel Counties has recently been solved with the arrest of several individuals. It seems the perpetrators would enter the residences by way of wide open garage doors. The doors were easily opened by remote garage door openers left in the victims' unlocked cars parked in their very own driveways!
- In the old days it was car stereos— now, the hot item for your local car burglar is the airbag. With the explosion of airbag replacements, some unscrupulous repair shops would rather buy a hot airbag for a couple hundred bucks while billing for a \$1,000+ replacement, pocketing the difference. New car lots are a prime target for thieves; several area dealers have removed the airbags from their cars before putting them out in the lots to prevent theft. The impact of this theft trend, of course, will most likely result in an inflation of insurance rates although the motorist won't be cushioned from the blow to the wallet.



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BAVARIAN INN OKTOBERFEST TOUR

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

Once again it's time for our annual tour to Shepherdstown, 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 intersec-
tion with Old Dominion Drive.*

SVRA RACE AT SUMMIT POINT AND TOUR SUMMIT POINT RACEWAY, WV

Tour starts from: Charley's
Place/Roy Roger's, Old
Dominion Dr. & Rte. 123,

McLean, VA
Sunday, 1 October 1995
Time: 09:00 am

Why watch a car race on television when you can be less than 30 feet away from the real action? The Sports Vintage Racing Association (SVRA) will have their annual fall race at Summit Point Raceway, WV. And the National Capital Chapter will have their usual great Corral set up there, too! So load up the family and friends and meet the gang at the racetrack, or you can follow us on a casual tour from the usual meeting place to the racetrack.

The tour will begin from McLean, VA and head north-west through the splendid countryside of Virginia. Along the way, you will see fresh farmlands with picturesque backdrops. In the middle, the tour will take us over the hills and rivers leading into West Virginia.

At the gate of Summit Point, we will form a parade and make a grand entrance to the National Chapter's corral where we will have reserved VIP parking. (Don't forget your club membership card for a discount on the entry fee.) After absorbing a few races, your appetite will be sufficed with some good 'ole- fashion barbecued chicken and beef.

The SVRA vintage races are rapidly becoming popular. This association encourages people to take their prized racing cars and compete head to head with safety in mind. And Summit Point

Raceway has always been one of the most sought after battling grounds. Of course, the cars are strongly discouraged to have any contact with each other because of the price and rarity of the machines. You can expect to see some cars out there racing with estimated values over \$100,000. The BMW CCA hopes to have a few cars there to represent the marque. For more information call Ed Bernard at (301) 871-2892 or call the Club Hotline at (301)230-9BMW.

Directions: The start of the tour will be at the parking lot of Charley's Place/Roy Roger's at the intersection of Old Dominion Dr. and Rte. 123 in McLean, Virginia. Take Beltway Exit 11A (Route 123/McLean) and go north for two miles. Charley's Place restaurant and Roy Roger's is located at the intersection. The tour will begin at 09:00am, so please come prepared and on time!

COLUMBUS DAY DRIVERS' SCHOOL

Monday, 9 October 1995
Summit Point Raceway
Summit Point, WV
Time: 7:00AM

Once again it's time for our annual Columbus Day Drivers' School! It's a holiday, so why work? Come out to the track and have some real fun! And we even promise that the weather won't be all hot and sticky, either! So come on out and drive or, if your druthers are for watching, get on top of the action by flagging at a corner (Remember, work at three schools and get a free

drivers' school!) You'll find the application in this issue, just a few pages away. Questions? Call Rob Woolley at (301) 929-3BMW evenings before 9:59PM

Directions to Summit Point Raceway: From N. Virginia, take Rt. 7 West toward Winchester. Continue past Berryville, VA. Just past Berryville turn right onto Rt. 632. Follow to the end. Turn right at "T" onto Rt. 761. Continue to next "T" and turn right. Summit Point Raceway will come up shortly on your right. Follow signs to Paddock. From Baltimore, take I70 West to US 340 West. Continue on Rt 340 into Charles Town, WV. Continue straight onto Rt. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. Summit Point Raceway is about eight miles on your left. Follow signs to Paddock.

DEUTSCHE MARQUE AUTOCROSS

Sunday, 15 October 1995
Northern VA Community
College, Manassas Campus
Time: Registration & Tech
opens at 8:00AM
Fun Factor: 10

Come one, come all, to the Deutsche Marque Autocross in the Fall. This event will be joint event with several Car Clubs in the D.C. region. We will be running several heats during the day but we are requiring people to work at least one heat. The entry fee for Club members is \$13. If you have never done an autocross or you're just interested in seeing one this would be a great opportunity. For more

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

information or to register, call David Lassalle at (301) 317-1461 evenings.

Directions to NVCC: Take I66 West to Route 234 (Sudley Rd.) Go approximately 1 mile and the campus is on the right. We will use the lot closest to Sudley Rd.

TOUR OF BMW'S NEW SPARTANBURG, SC FACILITY

Sunday, 15 October 1995
Spartanburg, SC

The Peachtree Chapter of the BMW CCA has invited the NCC as well as other area Chapters to join them on a tour of BMW's new Spartanburg, SC factory. The plan is to leave the DC area by Saturday PM and spend the night near Spartanburg. You've read about it, you've seen the photos— now's your chance to see it up close and personal, maybe even get a look at the new Z3 Roadster! Call Bill Caldwell at (703) 534-3528 for the late-breaking details.

FALL TOUR TO CHARLOTTESVILLE, VA. & PEGASUS RACING

Tour starts from: Charley's Place/Roy Roger's, Old Dominion Dr. & Rte. 123, McLean, VA
Saturday, 21 October 1995
Time: 09:00 am

We will have a long and exciting day as we depart congested Metro Washington and head south through beautiful country roads. Open the sunroof, let down the rag top and smell the

fresh air and listen to hum of our Bavarian machines.

On the way to Charlottesville, we will stop in Culpepper, Va and visit the future site of the next major racetrack in North America — right here in our backyards. The Brandy Station racecourse is currently under construction and may be the home of some really big events. Who knows, may be FIA's Formula One race will come back to the States. We can eliminate all the rumors and get the exact story directly from the developer's lips. Get your questions ready!

We will park our cars for a "family photograph" as we picnic in the park for lunch.

We will then make our way over the hills and through the valleys to Charlottesville. There, we will spend some time with Oliver Kuttner at Pegasus Racing. Oliver races a BMW- powered WSC (World Sports Car) in IMSA. Until McLaren came out with their FI LeMan's GTR racing car, the Pegasus was also the only BMW V12 racing to date. The engine is derived from a BMW 850 coupe. The engine now develops over 600 hp! On the straightway at Sebring's 12 Hour race, the Pegasus BMW was the fastest at 193 mph. Even faster than those million-dollar 330 SP Ferraris.

Oliver discontinued racing his WSC for the rest of the season and placed the car back in the shop for a complete overhaul. He promised that he will have a real win-

ner in time for the famous Rolex 24 Hours at Daytona race in February, 1996. Oliver also has other exciting things in his countryside barn such as the famous Pegasus BMW M1. Oliver's garage is like a rustic museum that will interest everyone.

If time permits, Monticello, Thomas Jefferson's mansion, is also on the agenda. An of course, we will make our way to a restaurant to taste the best Charlottesville has to offer.

For those who wish to spend the night in Charlottesville, the Club will make arrangements for a special rate at a nearby lodge. Lodging details will be available on the Club hotline, or call Ed Bernard at (301) 871-2892.

Directions: The start of the tour will be at the parking lot of Charley's Place/Roy Roger's at the intersection of Old Dominion Dr. and Rte. 123 in McLean, Virginia. Take Beltway Exit 11A (Route 123/McLean) and go north for two miles. Charley's Place restaurant and Roy Roger's is located at the intersection. The tour will begin at 09:00am, so please come prepared and on time!

TECH SESSION AT BMWs AND PORSCHEs ONLY

Sunday, 5 November 1995
12 Noon to 3:00PM
4273 Howard Ave
Kensington, MD

It's time to get back to the business of looking at how to improve the performance of the already high perfor-

mance BMW automobile. Isken and the crew at BMWs and Porsches Only (formerly TUV) will host a tech session at their facility in Kensington, MD. Topics of discussion will include pros and cons of wheel/tire upgrades, free-flow exhausts, suspension mods, and engine mods. Isken also has an M1 which he is currently restoring for us to drool over. So, if you'd like to learn about some of that BMW technological magic, come on out and share an afternoon with your fellow BMW car crazies at BMWs and Porsches Only! Questions? Call Mike Gayle at (703) 451-9192 eves.

Directions: Take I495 to MD 185 North (Connecticut Ave). Turn left at Knowles Ave. Turn right onto Howard Ave. BMWs And Porsches Only is the second building on the left.

FALL DRIVERS' SCHOOL

Saturday & Sunday, 11 & 12 November 1995
Jefferson Circuit
Summit Point Raceway
Summit Point WV
Time: 7:00AM

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- One driver per car is recommended.
- All cars must be tech inspected by a qualified service facility prior to the event. A completed tech form is required for entry. It is your responsibility to insure that your car is safe and road worthy.
- The Chapter reserves the right to decline entry to any vehicle or individual deemed unsafe and/or unsuitable for track use.
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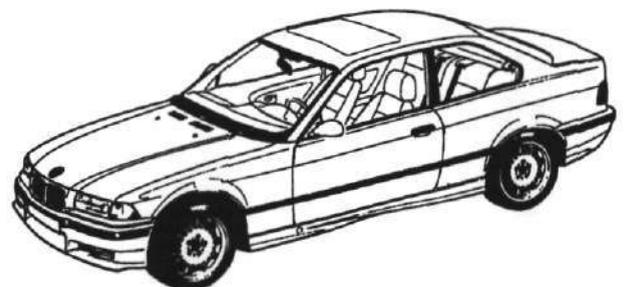
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OKTOBERFEST 1995

Or, How I Had Fun In Spite of Myself.

by David Roach

I'll say this up front, get it out of the way: I went to Oktoberfest '95 determined to have a bad time. I was going without my car, on a "forced march," if you will, to observe Oktoberfest and take notes for next year, when the National Capital Chapter will host the event. I knew it wouldn't be the same without my car, as BMWs are what Oktoberfest is all about. But I was wrong. I had a great time.

Jennifer Nazarko and I flew to Denver on Saturday, July 15. We met up with the national board, who were attending a chapter congress in Denver. We talked up Oktoberfest '96 and distributed event T-shirts. That night we went out on the town with John Kenworthy (our regional Vice president and a former President of the NCC), attempting to visit every micro-brewery in Denver. We made it to two of them. (John and Sarah are doing well, I'm happy to report: John is working at a BMW dealership in Orlando and Sarah is getting her bone marrow lab set up at the hospital in Daytona Beach; they send us all their warmest regards.) I figured our night out with John would be the highlight of my trip.

On Sunday, Jenny went to Second Creek Raceway in Denver for drivers' school instructor orientation and I headed out to Breckenridge to help with Oktoberfest registration. I got off the interstate just before the Eisenhower tunnel and took U.S. 6 up

over the Continental Divide at Loveland Pass, then down the other side and around Lake Dillon to Breckenridge. It was a beautiful trip, even in a rented Mazda. At Breckenridge, I was immediately swamped with requests for reserved registration numbers for Oktoberfest '96.

It was good to see old friends such as Joe Chamberlain and Michael Izor

It all began falling apart at 5:00 the next morning, when I joined the caravan to Second Creek for the first day of the drivers' school. Bruce Hazard, the Oktoberfest Chairman, decided to lead our group of 30-40 cars back over Loveland Pass. We approached the top of the pass just at dawn; as I looked back, I saw a line of BMWs snaking its way up the mountain. It felt terrific to be part of this group of friends, far from home but linked together by a

The Entbustast's Favorite : A Mid-30's 328 Roadster



from Boston, Dan and Valerie Baker from Chicago (yes, he's our own David Baker's brother), and Bob and Pat Van Epps from Florida. But I was still determined to hate this trip.

mutual love for a make of car. Here I was, surrounded by beings akin to me. I shared in their *Freude am Fabren* as much as I could in my rental car.



Jenny Nazarko teetering on the edge of insanity in an Isetta.

At Second Creek, I met up with and Fred Fernald from our chapter and then spent the day working pit out. At lunchtime, Jenny took me for a ride around the track, which is very peculiar: they've managed to pack 1.9 miles of racetrack into an area not much larger than the paddock area at Summit Point. It feels more like an autocross course than a race track. I had a rough time watching a bunch of 2002s driving around the track and

Is it Oxygen Deprivation? Is this why it's called Loveland Pass?



wishing I could have been out there in my own car. On top of that, Tammy Hull, the national Treasurer, offered to let Jenny drive her M3 at the autocross the next day. I began to feel justified again: my companion in misery (Jenny) now had an opportunity to drive a BMW in competition and I didn't. Yes, it was going to be a

lousy week. We turned in my rental car and headed back into the Rockies for Breckenridge, stopping for dinner at the Breckenridge Brewery.

The next day (Tuesday), Jenny caught a ride to the autocross site (an hour away) and I hung around the hotel, helping Gordon and Colin Kimpel (the other two people from our chapter) work on their M6. Tammy Hull appeared, ready to head out to the autocross. I told her Jenny had already gone. In an extraordinary act of kindness, Tammy offered to let me drive her M3 in the autocross as well. I didn't have to think very long: in a couple of minutes, we were off.

The autocross site was a large parking lot on top of a mountain. The course was clearly marked and fairly long (fastest time of day turned out to be 58 seconds). It rained just as Tammy and I arrived, but the course dried quickly. Jenny beat both Tammy and me soundly, taking third in Ladies' class with the fastest raw time (raw times in Ladies is indexed against the fastest time for the class). Fred and Nancy Fernald were out

there, too, wheeling their 2002 around the course. It was Nancy's first autocross.

Tammy, Jenny, and I drove back to Breckenridge after the autocross, taking time to stop at Loveland Pass (elevation 11,990 ft.) for a photo opportunity (great picture, which Dwight won't print ((oh yeah?)); ask me sometime and I'll show it to you). They gave away three 318tis at the reception that evening, though none to anyone in our neck of the woods, and Jenny and I distributed more O'fest 96 T-shirts, which were to be worn the next day.

Well, by now things were getting desperate, goalwise: I was having a very good time. Wednesday didn't help any, either. We caught the bus to the base area for one of the Breckenridge ski runs, where we got to ride an Alpine slide (sort of a luge on wheels). I tried to catch Jenny on the 2,000-foot run, but to no avail. It must have been the weight difference. Next, we ran the Gymkhana, which is an obstacle course run in a car. This year, the navigator had to roll a volleyball into a net using a broom while giving instructions to the driver. My instructions were, as I recall, "OK, slowly, slowly, SLOW DOWN! FASTER! TURN RIGHT! NO, RIGHT! @#&\$!" We did very poorly, needless to say. After that, we had lunch and then went over to look at the vintage cars on display. They had an excellent collection: an M1, a Glas 1600GT, a 3200CS, a 507, a 503, three 700s, a 600, and two Isettas. Jenny got a ride in an Isetta.

Wednesday afternoon, Jenny and I set out to do the Fun Rally in our rental Thunderbird. We'd put a kidney grille on the front of it, so we told people we were driving a 646Ci; it was great fun flashing our lights at real BMWs.

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Fred and Nancy Fernald

The Fun Rally went south out of Breckenridge through some high valleys, up and down over passes, through an old mining town, and back to Breckenridge. We would have enjoyed the scenery very much if we hadn't been looking for answers to



Tammi's Rent-o-M3 in Autocross action.

about 30 questions. We were able to do the Poker Run at the same time, as the five stops we needed to make up our hand were along the Fun Rally route.

We got back to Breckenridge too late to catch the bus to the Summitfest (the

evening's party). Tammy and her navigator arrived moments after we did, having run the Fun Rally also; Tammy said she'd drive us to the Summitfest. We drove over to Keystone, another ski resort, and hopped on the gondola for the ride to the top of the mountain. Then we had to get on another gondola to ride over to the next peak. There we enjoyed a fine evening of dining, dancing, and watching the sun set from 11,444 feet. We rode the gondolas back down in the dark and decided to drive up to Loveland Pass again to look

at the stars. By now, standing on a mountaintop and gazing at the Milky Way, I'd completely given up any hope of achieving my goal.

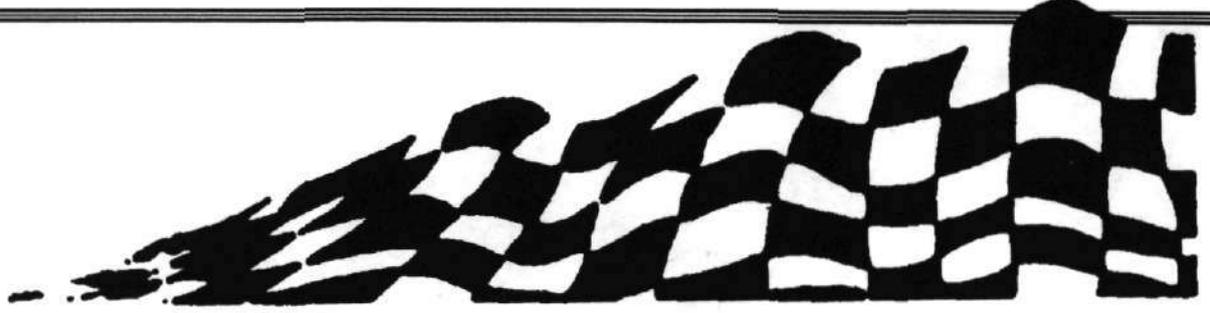
Thursday was the TSD rally. Jenny drove and I navigated. We had to run in class A, which allows any equipment, and we were running seat-of-the-pants against full-blown rally computers that tell the driver precisely whether he or she is early or late, so we figured we didn't have a chance. This became especially evident after we bought the trap on the first leg (yes, it was a trap rally). We soldiered on, with less than a minute error at the next four controls, until I completely missed an instruction on the last leg, *earning us another 200 points.* (We were early, rather than late, as we should have been, thanks to "Leadfoot" Nazarko.) That night, they posted the rally results by mistake (it was supposed to be a surprise saved for Friday night), and to our amazement we discovered we were third overall! We wound up in the bar that night, listening to Satch Carlson tell stories.

Friday was the Concours d'Elegance. Blue Ridge Chapter members (and O'fest '96 committee chairs) SueAnn Meskell and Byron McCauley won Super Clean class with their immaculate 325i. I was "volunteered" to help with final scoring, which I did for most of the afternoon. At the awards banquet, where they gave out all the trophies, thus making for a very long evening, we discovered that the National Capital Chapter would be bringing home more than our fair share of trophies, to wit:

- Fred and Nancy Fernald were second in class B in the TSD rally.
- Jenny Nazarko was third in Ladies class in the autocross.
- Jenny and I were third in class A in the TSD rally.
- Jenny and I were second in the Fun Rally.
- Jenny and I won an honorable mention in the Poker Run.
- Jenny and I won the Bilstein Rally Challenge award for the best combined finish in the TSD and Fun rallies.

At the end of a very long evening, Jenny invited everyone to come to Washington for Oktoberfest '96. Based on the response we got, I expect we'll have at least 600 registrants.

I learned something at Oktoberfest '95: You can't help but have fun at Oktoberfest, no matter how hard you try. Next year, you won't even have the excuse of a rental car. You must come. You will have fun. I don't know how they do it, but BMW AG has managed to design and build cars that attract a really neat group of people. I hope they never forget how.



Oktoberfest '95



Photos by Jenny and Dave

Rocky Mountain High: Onward to O'fest '96

By Jennifer Nazarko

Chairman, Oktoberfest, '96

Well kids, the good news is that David and I made it back safe and (un)sound from Oktoberfest '95 in Breckenridge, CO. The other (not bad) news is that the heat is on to get the details lined up and organized so we can offer an even *better*

Oktoberfest next year. Mind you, this will be difficult to do given the excellent one just put on by the Rocky Mountain Chapter, and they have mountains and fresh air, a great 2,000-foot drop Alpine slide, and brook trout. Of course, I reminded them that we have the famous Chesapeake Bay, lots of free museums, the Washington Monument (among many others), blue crabs, and Congress. It was rather cool in the evenings there, with temperatures in the 50's not unusual, and the air was dry, the hail/rain every other afternoon notwithstanding, but I promised them unlimited warmth and humidity.

There's only **350 days** left...and, yes folks, we have some work to do. BUT, we have an official **logo** now, designed by the NCC's Mike

McConnell, and we brought out some lovely *brochures to advertise for next year*. They were included in everyone's package of goodies, and have set the tone for next year's excellent O'fest. We do have Event Chairs for all activities, we've had some meetings, and things are progressing with *the hotel, food arrangements, etc.*

and happen smoothly. We could especially use *good organizers for the banquet and receptions, mechanics for Tech inspection, and help for the Drivers' School and TSD Rally*. Just copy the Sign-up Sheet and send it in. As always, please contact either David or me if you have **ANY** questions, concerns, suggestions, or help-

The complete package: Isetta with matching scooter, vacuum cleaner, and (partially hidden) Hightops!



The vendors I talked to at O'fest this year are mightily pleased to be coming to the East Coast next year as it's closer to home for lots of them, so we're hoping for a huge vendor area!

Obviously, we still need a lot more volunteers to make this all happen

ful hints. We're happy to listen. And thanks for your support. We're counting on you.





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| <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 |
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| <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"/> Awards Banquet |
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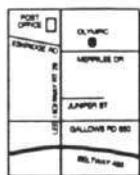
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Newcomer's Gathering

By Bill Caldwell & Mary Hill

After the gathering on Saturday, June 24, there should be little doubt that Newcomers are welcome at National Capital Chapter's events. Over ninety members and associates socialized for three hours. Most Newcomers and a number of seasoned members won choice door prizes provided by BMW of Fairfax, BMW NA, and the Chapter.

Bart Jurgens, Ed Aitkenhead, and other BMW of Fairfax personnel were our accommodating hosts for the evening. Bart even had the new BMWs moved from the front patio to the rear for our parking convenience. Besides numerous door prizes, BMW of Fairfax provided the baskets of meats and cheeses for the buffet.

The big drawing premium for the Newcomers was Radial Tire Company's Yokohama Tire Certificate for four tires. Immediately after the drawing, the winning '95 Newcomer thanked Radial Tire's Don Heinze and Paul Moorcones for the certificate and their support of the gathering. The Radial Tire Yokohama Tire Certificate winner was Newcomer, Derrick Wilson.

As event chairs, Mary and I want to acknowledge the help of the Chapter's more experienced members at this gathering. A special thanks for stopping by and helping to explain National Capital Chapter and its events goes to Ed Nazarko, Mike Dulisse, Dick Bergen, Woody Hair,

Mary, my co-chair at the gathering, managed to capture the names of most of the Newcomers, through ticket registration. Here are the Newcomers we managed to meet:

James Ruffner
George Phelps
Elka Landau
Qingmin Zhou
Andy Sullivan
Jayme Birken
Loren Sciveba
Otis Robertson
Dan Edwards
Harryette Robertson
Chris Texter
Jim Lester
Suzanne Texter
Tom Kittle
Larry Lynch
John Parce
Mary Lynch
Louie Leito
Derrick Wilson
Bob Wolfinger
Armenta Richardson
Barb MacDonald
Ron Browne
John Simmons
Larry Newman
Theresa Simmons

Mark Caudill
Ted Staib
Joe Gustin
Bob Wertz
Linda Gustin
Debra Slade
Sue Ferguson
Mike Ferguson
Charlie Moore
Kurt Jensen
Andrew Moore
Jerri Jensen
Barbara Greer
Adam Martin
Mike Donahue
Cheryl Simmen
Pam Donahue
Sean Simmen
Mike Krauss
Carl Thompson
Joshua Krauss
Evelyn Corprew
Janet Brady
Betty Parker
Jerry Brady
Hal Mordkofsky
Jerome Berger
John Depasse
Craig Brown
Bob Gochenaur
Jeffery Young
Donna Gochenaur
Jan Widome
And Others Not Identified

Michael Gayle, David Roach, and Jenny Nazarko. We were also glad to see and to have the help of Richard Dumas, Jeanne Dumas, Kay Pearlstein, Charlotte LaQui, Matthew Yip, Mary Lou Humphrey, David Apker, Dwight Derr, David Stroh, Gary Lin, and several others. Thanks all — We are sure the '95 Newcomers join in this acknowledgment.

Our apologies if we managed to misspell any names, or we did not meet you. Either outcome is easy to correct. Come out to an event of your choice and take the opportunity to correct us or introduce yourself to us and others. After all, you are an active member of National Capital Chapter now!

Championship Autocross

By Woody Hair

The National Capital Chapter hosted round seven of the Metropolitan Washington Council of Sports Car Clubs championship autocross series on a hot and clear July 30. Our autocross chairman David Lassalle and Tom Baruch laid out a fast course that had almost no straights and utilized all of the vast NSA auxiliary parking lot at Fort Meade. One hundred and twenty-one entrants in everything from a 1960 Austin Healey Sprite to a 1995 BMW 740iL made three attempts to swerve their way to the best time possible without killing any ducks (pylons) while doing so.

The proceeds from this event (over \$1,900) went to the Charles Seal Memorial Fund. Charlie Seal was a very active member of the DC area motorsports community. He served as SESCA's council representative, was the council's autocross chairman, raced his IT-S Datsun 240Z in the SCCA, autocrossed and showed his street 240Z, founded the Northern Virginia Z-Car Club, and instructed for your BMW club at our drivers' schools. One of his greatest achievements was the founding of the Children's Hospital Benefit Autocross that raised many thousands of dollars over a number of years. Just a week before his death from a massive heart attack, Charlie was watching the Jefferson 500 vintage races from our corral at Summit Point. A self-employed private detective, Charlie

left behind a large family including his second wife, Vicki, and their sons ages 12 and 10. The memorial trust fund was established to help Vicki raise Michael and Brent.

There were twenty-five BMWs entered this day. That is the best turnout for an autocross we have had

in a long time. It was a good mixture of "regulars", new members, and people that haven't been on an autocross course for a while. Seven different M3s were there including 3 '95s. As you can see from the results, competition was close, but we only had one BMW class winner: Charlotte LaQui in her E-Prepared silver M3.

CHAPTER MEMBERS IN ACTION

NAME	CAR	POSITION/CLASS	BEST RUN
Woody Hair	87 325is	3rd C Street-Prepared	46.362 sec
Brian Hair	87 325is	5th C SP	46.708
Bob Hausmann	83 533i	3rd E SP	46.797
Dwight Derr	84 633CSi	5th E SP	47.047
David Kao	95 M3	7th C SP	47.169
Tom Baruch	87 535is	6th E SP	47.198
Jim Ruos	87 535i	9th E SP	48.738
Jenny Nazarko	90 325is	2nd Ladies	49.204
Al Zavala	89 325i	8th C Stock	49.405
Jeff Duncan	95 M3	3rd A S	49.561
Klaus Hirtes	81 528i	2nd G S	49.614
Jason Becker	88 M3	12th C SP	49.978
Jun Lee	89 M3	13th C SP	49.990
(**)	90 325is	14th C SP	50.056
John Hartge	88 M5	3rd F S	50.228
Jerry Skene	95 M3	15th C SP	50.600
Michael Crowley	90 M3	16th C SP	51.365
Jim Norton	81 320i	6th D SP	51.786
Bill Caldwell	91 318is	9th D S	51.999
Mike Gayle	93 318is	18th C SP	52.194
Charlotte LaQui	88 M3	1st E Prepared	52.471
DeWitt Boyd	95 740iL	3rd H S	53.004
Scott Miles	87 325is	19th C SP	53.654
Scott Persckle	81 528i	12th E SP	53.654
Bob Sadler	72 2002	2nd E P	56.782

** Name withheld at the request of David Roach

Aftermarket camshafts moved her out of the "street-prepared" category. David Lassalle is a regular in C Stock, but since he ran the course while setting it up, he was prohibited from competing.

Holding an event of this size is a monumental undertaking. David had help from a large group that included the following: Tom Dudley and Jim Ruos with timing, scoring and announcing; Dwight Derr, Barry Miles and Bob Hausmann with tech inspections; Charlotte LaQui and Jenny Nazarko at the registration table; and course workers Matthew Yip, Jaime Sculerati, Chuck Meyers, Norm Beaver, Brian Hair, Lee Hassig, Mike Gayle, Bill Caldwell, Harry Weaver, David Roach, Mark Rhoads, Tom Baruch, Barry Miles, David Kao, Ed Bernard, and Charlotte LaQui. Appreciation also goes to Frank Reynolds for the tire serviced truck provided by series sponsor Alban Tire Company of Burke. And thanks to Mike Mills for bringing the new 318ti out for everyone to view. No, the new hatchback did not make any competitive runs.



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European Wanderings: Ode to a Grand City

Text and photos by Jim Edmiston

Berlin doesn't awe the first time visitor. Berlin is not Paris. Or London. Nor Venice. Certainly not New York City. Berlin is not one of Europe's most beautiful cities. In fact, Berlin's most recent history has cost it its beauty.

The bombs from World War II have obliterated much of the city. Following the pounding the Allies inflicted on Berlin in the waning days and hours of the war, 70 percent of Berlin was reduced to rubble, 2.6 billion cubic feet of it. Most of it was cleared away and forms the highest artificial hill (350 ft) and is called the *Teufelsberg* or "devil's mountain" just south of the city center. The Kaiser Wilhelm Memorial Church has reminded West Berliners since 1945 of the war that devastated their city. Built in the early 1890s in Neo-Romantic style, it once towered 373 feet. The remaining shell today is only 223 feet high. The Berlin blockade only firmed up the resolve of its freedom-loving residents. During the postwar

division, isolated Berlin grew back with neon, steel, and glass, while Communist East Berlin gathered dust and stagnated.

Nonetheless, this once and future capital city of Germany, no longer divided, is one of Europe's greatest

3,000 year old regal bust of Queen Nefertiti at the Egyptian Museum to the busts of much younger women presented unadorned at famed Berlin cabarets.

The Avus racing circuit which used to showcase German engineering superiority during the 30's when the Mercedes star was dominant now serves as part of the city autobahn and the home of the BMW motorcycle factory.

The Kaiser Wilhelm Memorial Church on the Ku'damn. The most visible reminder of the WWII damage to the city.



cities, crammed with culture and art, entertainment and night life, from the

The city is teeming with life and embarking on its newest chapter of German history. While remembering the visit of President John F. Kennedy in 1963 and his famous "*Ich bin ein Berliner*" speech (through a quirk in German language, he actually identified himself as a jelly-filled pastry), Berliners knew what he meant. He was also at Checkpoint Charlie, the most famous demarcation line in the world. It was here that American and Soviet tanks faced each other in one of the Cold War's hottest moments. Kennedy stated, "By protecting the freedom of Berlin, we protect the freedom of Paris, London, and

New York, as well." Now, six years after the physical collapse of "The

Wall" and the symbolic destruction of Communism, Berlin is rebuilding itself in order to become the new German capital in the year 2005.

Several avenues in Berlin vie for world class stature. Many visits start and end on the Kurfurstendamm, or Ku'damm; this avenue is the heart of western Berlin. This was once the obsession of Chancellor Bismarck, who in 1871 had seen Paris' Champs-Elysees and wanted one for himself. By 1876, he had built it. It now is lined with upscale shops, cafes and street vendors. The most well-known store on the Ku-damm is the Kaufhaus des Westens, known by all as the KaDeWe and which claims to be the largest department store on the European continent with more than 51,000 square yards of sales floor. A magnet for East Berliners following the demise of the wall, they crowded into this store, if only to remember its pre-



The Reichstag - the German Parliament building - the historical seat of the German Government.

war glory, and to reassure themselves that they had truly been released from longtime confinement.

The remnants of the Berlin Wall, surrounded incongruously by a wire fence, are visible from near the

Potsdamerplatz, not far from the Brandenburg Gate, the most visible and symbolic seam where Germany has grown back together. Also near this virtual center of the city is the Reichstag, the former and future seat of the German Parliament. It was

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European Wanderings



Me and my M3 in front of the Brandenburg Gate - the center of the city and a symbol of reunification of Berlin.

burned down on Nov 11, 1938 in what was called *Kristallnacht* when Jewish businesses and places of worship were attacked and destroyed by Hitler's henchmen. In order for Hitler to gain complete control of the German government, he planned the attack on the Reichstag and blamed it on the Jews, so that he could order martial law. He then let loose his followers in Berlin to wreck havoc upon the Jews in "retribution" for burning down the Reichstag.

Behind the Reichstag, next to the Spree Canal are many crosses, which mark the deaths of East Berliners who died there trying to escape to freedom. From August 1961 to the beginning of March 1989, eighty people, including five women, are known by West Berlin authorities to have died while trying to escape over or under the Wall. Turning to a more enjoyable note, a walk down the Unter der Linden is the German State Library, the German State Opera and the imposing Berliner Dom (church). Next to it are many museums, including the Museum Island home to the National Gallery, the Pergamon Museum, and the Bode Museum of

Egyptian artifacts. Nearby is the Alexanderplatz, the former showcase of East German "society". You will be cast in the shadow of the giant television tower, nearly 1,200 ft tall.



Remnants of the Berlin Wall

Interestingly enough, next to the tower is a newly opened TGI Friday's! Also in the shadow of the tower is the Red Town Hall, a building that takes its name not from politics, but from the color of the bricks from which it was constructed in 1869.

To me one of the most fascinating museums in the world is the Pergamon. In it is the Alter of Zeus

and Athena originally built in 180 B.C. by the Greeks in what is now Turkey, near Iran. The museum takes its name from the Pergamon site from which the alter was removed by German archaeologists in the 19th century and shipped piece by piece to Berlin and reconstructed. The alter is an overwhelming exhibit, stretching almost 250 feet in length and almost the same in depth. The carved figures depict the Battle of the Giants locked in mortal combat with the mythical Greek gods. Truly a sight to behold! No less interesting is the Ishtar Gate, the former entrance to Babylon built by King Nebuchanezzar II. This reconstruction requires little imagination to create the sense of wonder that must have come over visitors to the ancient city, which was located near the site of present day Baghdad. And if that is not enough,

look up and be dwarfed by the Market Gate of Miletus, the towering facade of an ancient marketplace.

Berlin brings back many memories, of a slower paced lifestyle and a city without a cities detriments, in my mind. The Olympic Stadium, once Hitler's showcase of German might in 1936 (where black sprinter Jesse Owens triumphed) is now home once

Owens triumphed) is now home once a year for American football teams, notably the Dallas Cowboys and the San Francisco 49'ers. The Tiergarten is one of the most beautiful forests which bounds the Berlin Zoo and the Wannsee lake where sailboats now leisurely crisscross the waves instead of armed PT boats. Next to the lake is the Grunwald, or Green Forest, a 15 square mile urban woodland where Berliners roam for exercise.

Berlin was one of the most exciting cities I have ever lived in when I was there in the late 70s. Today, go there and witness the momentous social changes which are taking place in Germany and other former Soviet client states. Berlin is a great "history book set in stone," with many chapters left to be written.



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Woody's Competition C O R N E R

BY WOODY HAIR

ONE LAP OF AMERICA

Thirty or so members of the National Capital Chapter made it out to Summit Point Raceway at 6:00 am on July 16 to see the One Lap of America time trials. The official BMW NA entries of Russ Wiles and John Buffum in M3 Lightweights were welcomed with fresh coffee, donuts and a canopy. As it turned out, there were actually ten BMWs competing in the One Lap - eight E36 M3s, one M1 driven by former 'CCA Executive Director Gordon Medenica and 'CCA Driving Events Coordinator Scott Hughes, and a 3.0si sedan driven by Greg Young from South Carolina with wife, son and daughter.

After the first seven track events leading up to Summit Point, the Wiles M3, co-driven on the highway by Mike Bartley and Jeff Denmeade, had been running around the third or fourth position. Gaining ground was Randy Pobst, T.C. Kline and Linda Pobst in the red M3 that Buffum had driven last year. T.C., of Akron, Ohio is managing the Ed Arnold M5 team in IMSA's Supercar Series and Pobst is one of the drivers. The red car was bought for racing purposes as T.C. already is running a stock M3 in SCCA autocross competition. The first car to take to the track was SCCA World Challenge Series leader David Murry in a '96 Porsche 911 twin turbo. Despite four wheel drive, Murry found the dew-covered Summit



John Buffum in turn 5. Photo by David Roach

Point pavement to be like driving on snow. Second car to take to the track was Russ Wiles. Pobst was in the second group of five car run groups. Fastest time at Summit Point ended up being taken by IMSA racer Doug Goad in a Lingenfelter modified Pontiac Firebird. Meanwhile Wiles kept our members entertained with his description of a 110 mph police escort that he and several other One Laps cars received in Tennessee. By a little after 8:00 am all of the eighty-four competitors had made their runs, re-packed their cars, and left for Watkins Glen.

In the last track event of the week, at Waterford Hills, Michigan, Russ lost control and the car ended up stuck in a tire wall. His "did not finish" score for that event dropped him to 6th overall in the final standings. First was David Murry in the "factory" Porsche (4,165 points), followed by Doug Goad, Lingenfelter Firebird Pontiac in 2nd (4,000 points), Pobst/Kline M3 in 3rd (3,995 points), Stu Hayner in a very modified '69

Camaro (3,865 points), and Shane Lewis, '94 Corvette. The Buffum M3 Lightweight was 8th overall and the BMW M1 was first in the Vintage Imported class. Note that all of the cars that beat the first three M3s had more than 400 horsepower.

SPEED SHIFTS:

The super Lime Rock Memorial Day weekend races saw good success for

BMW's. Kermit Upton's private entry M3 was the winner of the Touring class in the SCCA World Challenge race, David Donohue's M3 was third in GTS-2 in the IMSA Exxon Supreme GT race, and Shawn Hendricks and Randy Pobst drove the Ed Arnold Racing M5s to a 1-2 finish in the Bridgestone Supercar Race. IMSA Supercars was a new class in the July 4 Pikes Peak Hillclimb. Finishing points counted towards the series championship too. Shawn Hendricks was the Supercar winner on a course shortened by snow and fog - only he wasn't driving the M5, but Ed Arnold's four wheel drive

Gordon Medenica's M1 in turn 1. Photo by David Roach



Dodge Stealth that Ed raced in a recent MARRS race at Summit Point. Pobst was fourth in an M5. And at the IMSA weekend at Sears Point, Hendricks was 1st in the Supercar race (back in the seat of the M5). Nick Ham and Ron Fairbanks finished 7th in the Grand Sports class of IMSA's Street Stock series with an M3 Lightweight. The car seems to be outclassed by the Pontiac Firebirds at this point.

The BMW GTS-2 M3s did not compete in the Sears Point Exxon Supreme race. Team owner Tom Milner said that with no TV coverage and the cancellation of the two other west coast races, it was not worth the effort to travel to California from Winchester, Virginia for one 45 minute race. He felt the time would be better spent in the shop trying to make the necessary changes to make the cars more competitive. Milner pointed out that the M3s are significantly heavier than the other cars in their class. Chrysler is sponsoring a Celebrity race series run in conjunction with several Indy Car races. The so-called celebrities are driving identical Neons. Most of the celebrities have attended professional racing schools such as Bob Bondurant or Skip Barber, however, the winner of two events this year has been Sean Patrick Flannery (TV's Young Indiana Jones). Sean Patrick learned his driving in his 2002 at BMW Club driver schools. McLaren-BMW F1 supercars placed first, third, fourth and fifth in the LeMans 24-Hour race. *Sports Illustrated* had a four page article about the event and never mentioned that the McLarens were powered by BMW engines. At least one of the McLarens is to be entered in an IMSA race (GTS-1 class) later this year. Local heroes Ed York, Pete Cage, Al Bell and Eric Bucher finished fourth overall and 2nd in the ITB class in the Nelson Ledges 24-

Hour race this year, despite having to replace wheel studs twice and a battery once on the York Automotive 2002. *Grassroots Motorsports*, a bimonthly glossy

national magazine will throw the spotlight on a variety of high performance and race prepared BMWs in its November/December issue. Over the years GMS has had profiles and histo-

BMW AUTOCROSS RESULTS

VW CLUB DC CHAMPIONSHIP AUTOCROSS (MAY 7)

Bob Hausmann	83 533i	4th ESP	58.304sec
David Lassalle	89 325is	4th CS	59.757

AUTOCROSSERS, LTD DC CHAMPIONSHIP AC (JUNE 11)

Bob Hausmann	83 533i	5th ESP	45.555sec
David Lassalle	89 325is	1st CS	45.557
Tom Baruch	87 535is	7th ESP	46.620
Jenny Navarko	90 325is	1st Ladies	48.432
Jason Becker	88 M3	1st ASP	48.489
Klaus Hirtes	81 528i	3rd HS	49.125

SAAB CLUB DC CHAMPIONSHIP AUTOCROSS (JULY 2)

Brian Hair	87 325is	2nd CSP	49.804sec
David Lassalle	89 325is	3rd CS	50.644
Woody Hair	87 325is	5th CSP	51.063
Bob Hausmann	83 533i	3rd ESP	51.187
Tom Baruch	87 535is	4th ESP	51.481
Jason Becker	88 M3	2nd ASP	53.688
Klaus Hirtes	81 528i	2nd HS	54.693
Charlotte LaQui	88 325is	9th CSP	57.109 (1)

PCA/BMWCCA CHALLENGE (JULY 8)

David Lassalle	95 M3	3rd ASP	52.584sec
Dwight Derr	84 635CSi	1st ESP	53.224
Tom Baruch	87 535is	2nd ESP	53.327
Woody Hair	88 325is	1st CSP	53.817
Bob Hausmann	83 533i	3rd ESP	54.038
Jenny Navarko	90 325is	2nd CSP	54.185
David Koa	95 M3	6th ASP	54.910
Ed bBernard	88 325i	2nd EMod	55.612 (1)
Bert Roberts	95 M3	6th AS	55.721
Mike Gayle	93 318is	4th CSP	56.370
Klaus Hirtes	81 528i	1st GS	56.664
Charlotte LaQui	88 325is	5th CSP	57.306
Jim Ruos	86 535i	4th ESP	57.929
Gonzalo Puig	76 2002	6th CSP	59.348
Andres Jaime	85 318i	3rd CS (?)	61.470
Alex Rivera	81 528i	2nd GS	70.116
Steve Shap	95 M3	13th AS	Off Course

() = number of two second pylon penalties included in time

continued on page 30

continued from page 29

ries of the 1602 and 2002, multi-part project car restoration and modification of 2002s, an autocross 320i and an ITB 2002. Track tests of the 318is and 325is, a history of the M cars and the BMW 700, as well as performance tires comparison tests have been in past issues. For information about subscriptions, back issues, or a free sample issue, call 904-673-4148. In SCCA MARRS competition, June 4 saw 12 of the 22 entries in the ITB race driving BMW 2002s. After Leah Epting took the lead with a gutsie move at turn one of the first lap, her car failed exiting turn 10 and Ed York cruised to a relatively easy 10 second win over Mike Richards and SCCA Regional Executive Chuck Allard, all BMW mounted. On July 9, Steve Hammond's yellow 2002 topped Ed York and Al Bell (also 2002). CRUNCH.



COMPETITION CORNER CALENDAR

Sept	3-4	SCCA MARRS Races, Summit Pt., WV	15	Deutsche nMarque Autocross, Manassas, VA
	10	SCCA Championship Autocross, Frederick, MD	15	Branded Club Rally, DC Area
	17	Z-Club Championship Autocross, Ft Meade, MD	22	SCCA Championship Autocross, Frederick, MD
	24	Wash. Rally Club Rally, DC Area	29	SESCA Championship Autocross, Ft. Meade, MD
	24	SCCA Regional Races, Summit Pt, WV		
October	1	Porsche Club Championship Autocross, Ft. Meade, MD	28-29	SCCA Race Drivers School, Summit Point, WV
	1	SVRA Vintage Races, Summit Point, WV	November 5	Volvo Club Autocross, DC Area
	8	Mazda Club Rally, DC Area	4-5	EMRA Races, Summit Point, WV



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Tony Ahuja	1988 535i		Jeff Kuske	325	
Susan Aitken	1987 325iC	David Bogert	Lydia Lee	1987 325	
Ralph Allen	1990 750iL		Eric Levine		
Albert Austin	1992 325is		Sandra Lillywhite	1992 318iC	Jim Knoke
Aryan Azarsa			Brenson E. Long		
Harold Babb	1995 325is		Cesar Madrid	1985 325	
Diane Bantou	1984 735i		Frank Mandau	1994 325is	
Mark V. Barren	1994 750iL		Nancy McCorkindale	1995 325i	
Marie Bastas	1991 325iC	Wes Pontius	Michael McCreary	1975 2002	
Austin Bishop	1984 325e		Thu Minh McGill		
David Blake			John McGarry	1987 325	
Chris Blouch	1984 M6		Kenneth McLean	1988 325	
Thomas Borger	1985 535i		Bruce McPherson	1995 M3	
Felix Browne			Jeff Merrifield	1988 M3	
John Bussard	1991 525i		C. Robert Miller		Bob Miller
Shannon Caldwell	1995 325is		Paul Montopoli		
Harriet Callaway	1973 2002		Tom Morris	1979 Fiat Spyder	
Michael Canter	1990 735i		Ken Newcombe	1995 325i	
Hector Carino	1993 525i		Linh Nguyen	1995 M3	
Rodney Carroll	1985 325e	Gary Lockett	Dorothy Nowers	1985 635CSi	
John Cart	1995 540i		Dan O'Connell	1975 530i	
Wesley Chen	1975 2002		Luke Pearson	1987 325is	
Curt Chin	1989 325iC		James Peoples	1988 735i	
John Chisholm	1995 325i		Richard Pineda	1987 325	
Michael Cimini	1988 M3		Michael Pugh		
Kelvin Coleman	1992 325is		George Quarles	1984 533i	
Randall Crocker	1972 2002tii		Ricky Ray		
Ray Cullen	1995 M3		Michael Rzadecki	1994 325i	
William Cunningham	1988 325		Thomas Salvatore	1995 M3	
Rudy Darken	1988 M3		Richard J. Schoeb		
Margie Davis	1994 325		Wesley Scott	1986 323i	
John Dean	1995 M3		Lawrence Schuette		
Derek Dewitt			David Seares	1994 325i	
John Dilanian	1975 2002		Curtis Shimp	1987 325i	
Augustine Dolcich	1973 2002		Don Smith	1995 M3	David Lassalle
Larry Dunavant	1993 325i		Jerry Solomon	1995 325is	
Jeff Duncan	1995 M3		Elizabeth Sommers	1994 318i	
Lynne Ellsworth			Darren Soto	1987 325	
Dodge Stealth			Lee Spahn	1984 325e	
John Olmstead Facha			Peter Stathis		
Bruce Feldman	1993 325i		Harlan Stilwell		
James Gershowitz		Ed Aitkenhead	Deborah Stockton	1986 528e	
Joseph Goddard	2002		Jeffrey Storck	1982 633CSi	
Joseph Grace	1983 528e		James Sylvester	1985 524td	Michael Garvey
Thomas Grant	1992 318is		Danny Taylor	1985 735i	
George Gudausakas, Jr.	1981 528i	Ron Perpall	Marc Thomas	1986 535i	
Michael Gutowski			Glennon Threatt		
Rusty Harrington	1987 325		Juan Valdez	1987 528e	
Dale Hayden	1990 325i		Joseph Vandenberg	1989 325iX	
Frederick P. Hayes			Peter Vandervate	1995 M3	
Michael Hicks	1988 535i		Ronnie Venable	1992 325i	
Andrew Hight	1986 325		J.P. Watson		
Kelsey Hill	1988 M3		Charles Weaver		
Morris Jacobs	1992 325i		Irvin D. Weber	1976 3.0CSi	
Bob Jennings	1982 528e		Michael Wetter		
Robert Jones	1991 535i		Herbert Williams, Jr.	1995 325is	
David C. Karlson	1994 325i	Jenny Nazarko	Spotswood Williams	1981 320i	
Ralph Kettell	1986 325es		Wayne Willoughby	1988 750iL	Michael Gayle
Carl Klein	1994 318i		Deborah Wilson	1993 325iC	
John Kozlowski	1990 525i		Richard Zaret	1985 545is	

Pyrometer:

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By Ed Nazarko

Ever hear of a pyrometer? No, not a rating service for arsonists, but a tool for any "hot shoe" serious about going faster — and saving bucks. Let me explain.

Jenny and I have built a pretty extensive automotive tool kit over the last few years, to the point where putting the toolbox in the car causes a major change in ride height. We've always shied away from buying a pyrometer — an electronic tool designed to measure the temperature of small areas on your tires, or in the case of the top-end infrared models, the temperature of brake rotors, pads, wheels, anything. By measuring the temperature of your tires at three points across the tire's face — inside and outside edges and the center — you can tell whether your car's suspension set-up is right, and whether you're running the right tire pressures.

WHAT'S HEAT GOT TO DO WITH HANDLING?

Technical explanation: Tires get hot from friction. All tires are made to be grippiest within specific temperature ranges. Remember the Pirelli tech session? All-weather tires work best at cold to moderate temperatures, high performance tires at moderate to high temperatures, track tires at high temperatures. So, first, a pyrometer can tell you if you're achieving the optimum tire temperatures under your "normal" driving conditions,

whether you're talking about around-town or around the track.

Second, pyrometers allow you to see if your tire temperatures are even across the face of the tire. If you have too much air in the tire, you'll have high temperatures in the middle, lower at the edges, because the tire is "blown up" and presenting the road with a round face. Too low a tire pressure will cause the outside edge to be hot, the rest of the tire to be cooler — and slightly too low will cause the edges to be hot, the center cool. (Too little air allows the tire to "fold" slightly in the middle under cornering stress. Come see me at the next driving school and I'll demonstrate in class with the tire segments provided by Radial Tire.)

We're not only talking about tuning your car for more grip, but about saving money. Perfect tire pressures will spread the heat and wear across a large surface, instead of concentrating it in a small area of the tire. Driving school people know this — the outside edge of your tire is showing cord, while the inside edge has over half of the tread remaining. You throw away half of your money as you throw away half of the tire. I hate when that happens.

You can also see if your car's suspension is set up correctly using a pyrometer. Too much negative camber — or improper toe settings — will produce inside tire edges much hotter than the rest of the tire. Again, this not only means that you're not

getting all of the grip you should, but corresponds to how your tire will wear. Anyone out there with a lowered car? Notice how the inside of your rear tires wear out before the outside? A pyrometer could warn you of this before Yokohama's income statement benefits too much from the problem.

If you get your tire pressures right, the tire will be the proper temperature, and a relatively even temperature, all the way across the tire's face. This means that the maximum rubber is working for you at the road's surface, and that the rubber is at its optimum gripping temperature. Plus or minus a few degrees is considered perfect. Ten or more degrees of difference is a signal that you could both improve your traction and lower your cost of fun (reduce uneven tire wear) by changing your suspension set up or your tire pressures.

Now, all of you hot-shoes know that you can "chalk" a tire's edge and assess how badly the tire is rolling over, adjusting suspension and air pressures until the tire isn't rolling over on its sidewall. (Unless, of course, you're running Goodrich Comp T/A R1 tires, which just don't show sidewall roll even if your tire pressures are hideously low. If you're running R1s without a pyrometer, you're throwing serious money down the toilet — these are touchy racing tires that can only be dialed in using a pyrometer. A lot of what people believe are "normal but odd-looking" wear patterns in R1s are

actually signs of incorrect inflation.) You can also tell if you've got your pressures right by how the car "feels" under serious handling conditions. Most of the "experts" at driving schools claim to have this talent, and we've all "dialed in" our tire pressures by feel. Yeah, right.

Entry-level pyrometers, designed to measure the temperature of tires, run about \$140. Too much money, we thought. Bad investment. We're good drivers with a sensitive feel for how the car works. We'll just "dial it in" and drive. The guys like Bill Love at OG Racing telling us to buy a pyrometer are just trying to sell us more stuff. So we said.

LESSON LEARNED: SPEND MONEY TO SAVE MONEY

Well, we bought a pyrometer from OG Racing over the July 1 weekend. (I booked a piece of business and felt like I deserved a reward, and I owned damn near any other tool that I would have thought about buying for myself as a reward...) And learned something BIG. And paid for the pyrometer the first weekend I used it.

I came in off of a hot lap (you need to measure tire temperatures as soon as possible after running at speed) and took tire temperatures, and found that I had properly high temperatures on the edges of my left front tire, but the center was, relatively speaking, cold. The other tires were plus or minus a couple of degrees across the face. I'd always accepted that the left front was to be sacrificed to the track gods, that some roll-over was inevitable because I was unwilling to go to a racing-style front camber setting of negative 2 or 3 degrees. Besides, I always ran 2 or 3 pounds more air in the left front than the right front to compensate for the extra stress, and the car handled great. I said.

I decided to take the pyrometer's advice. It was a small difference (about 15 degrees) and so I added a pound of air to the left front. I hopped into the pits in the middle of the next session to measure temperatures, and found that the left front was now within a couple of degrees across the face of the tire. The car seemed to handle a little better — but that could just be that I had improved my style on the last run. But even more interesting, I had no roll over on the sidewall. Hmmm.

Over the next three days, I kept track of tire temperatures, adjusting as the pyrometer suggested (changes in the track surface heat and air temperatures can change the needed tire pressures.) Not much needed to be changed. (On the other hand, the weather didn't change, either, dead hot, sunny, and sticky throughout.) I was running faster and handling better, suddenly able to stay with a car through the twisty sections that had pulled away from me before. Even more amazing, I got three days of track time out of a half-worn A-008RS tire that, using my "normal" seat-of-the-pants "dialed-in" Summit Point tire pressures would have typically only lasted about a day and a half, maybe two. (I still have a lot of rubber left — no idea as to how much longer this one may last...) The tire wear was almost perfectly even across the face of the tire.

So much for my skill in "dialing in" tire pressures. The pyrometer doesn't lie. The \$140 investment has already saved that much in reduced tire wear, and not just on my car. Jenny used it and found that her "My God! It's too low" tire pressures on her R1s were pretty close to right, just a pound or so low, in fact. Minor pressure adjustments and her car's handling settled down. Checks of fellow club-member Glenn Dennis' tires found that he was running a little too much air in his R1s, and adjustments

of one or two pounds, depending on the corner of the car, suddenly got rid of the "greasy" feeling he was experiencing, and began to even out a wear pattern that suggested over-inflation.

THE MORAL OF THE STORY

Folks, that was the best tool purchase we've made since the Snap-On pressure brake bleeder. The pyrometer has earned a permanent place in our track-bag — we haven't decided yet what we'll have to leave home to make room, but we will. In terms of tire pressures, "getting it right" on one day doesn't guarantee it's right on another. Different tracks, different humidity, air, and track temperatures, all change the air requirements for your tires. And although it is likely to translate into more speed and crisper handling, that's not why we've adopted the pyrometer as our friend. It's simpler than that. Reducing the rate of uneven tire wear will save us money. Serious money.

The advanced and intermediate classes at the next driving school will have a mini-session on pyrometer use — not a detailed technical session, just how to use one properly, and where to start when adjusting tire pressures. (You're on your own with suspension set-up.) You may want to get your pyrometer by then. (OG Racing, a **dB** advertiser/supporter, sells them, and you should always try to support those who support the club.) Next time you're buying, mounting, and balancing tires at Radial Tire, they can probably offer you astute tips on tuning your tire pressures and temperatures.

Track or autocross, a pyrometer is a piece of technology that's worth the bucks. An investment, not an expense. Ya' oughta buy one. Tell your CFO/significant-other I said so.

Dead Reference Sensor

By Charlotte LaQui

I was unable to start my E-30 M3 after it had been driven on the track (i.e. operating at high revs therefore getting hot). We investigated the spark plugs for flooding (a bit), the distributor cap for corrosion of the contact points (a bit), and banged on the airflow meter just for good measure. The car started again after all that (it had cooled down) with no clear indication of what had been the cause of the problem. There were no further problems under normal driving until the next track event. Same thing happened, car got hot and then wouldn't start. Further investigation, this time with a probe, showed that the car would

start if the reference sensor was shorted out, thus the sensor was bad. On the M3, two sensors supply the control unit with engine speed and crankshaft position. The reference sensor determines the crankshaft's position when a raised pin on the flywheel passes over the sensor. If the engine does not receive a crankshaft position from the sensor, the engine will not start. The reference sensor on my car was probably going bad, and so was affected by the higher revs/greater heat of the engine. The speed sensor uses the flywheel teeth to determine engine speed. Apparently if the engine consistently misses at constant speeds, the speed sensor should be tested.

Bubbly Leatherette

By Ron Brown

I have a 1992 318is with a black leatherette interior. In July '94 the passenger-side interior door panel was replaced because the section where you rest your arm, near the door handle, began to "bubble-up". BMW of Fairfax replaced it under warranty and stated that the culprit was the extreme heat that exists in the car as it sits in the sunlight with the windows rolled up. They said that the adhesive that holds the vinyl to the door panel loses its "stick" after awhile, especially during the heat of summer. They stated that mine was not the first they've seen. As of August '95 the driver's door panel is suffering from the same problem. Fortunately,

the car is still covered under warranty. My question is: Are other BMW owners having this problem? *According to a BMW service writer, this problem is fairly widespread and will be covered either under the new car warranty or under the 12-month parts warranty. Apparently, the German engineers still don't realize how hot it gets here in the summer months; they didn't learn from the E12 A/C episode back in the mid-Seventies. -ed.*



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