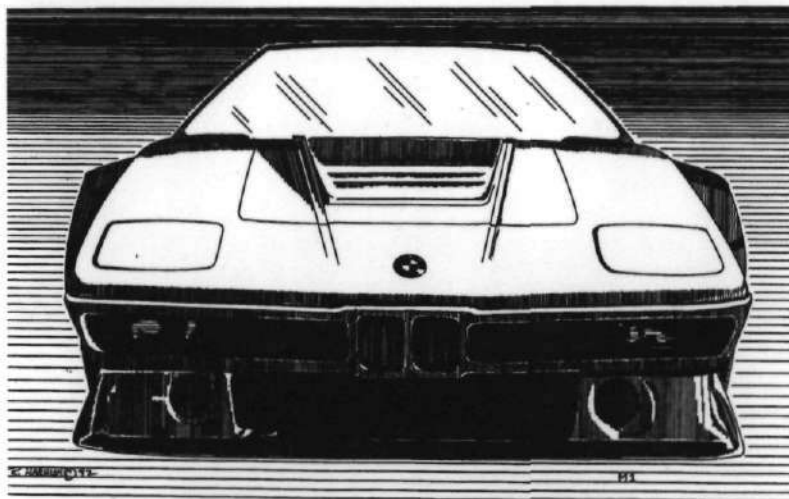


January/February 1996

# der Bayerische

National Capital Chapter BMW Car Club of America





# Calendar of Events 1996

## JANUARY

- 13 Officer Elections/ Holiday Party

## FEBRUARY

- 3 Suspension Seminar at AutoThority  
10 Drivers' School Open Planning Meeting  
25 Tour to Restoration Tech Session, Cedar Creek Coachworks

## MARCH

- 2 Driver's School Car Inspection / Do-It-Yourself Tech Session  
23-24 Spring Driver's School

## APRIL

- 13-14 Delaware Valley Chapter Drivers' School (Jefferson Circuit)  
20 Concours Workshop

## MAY

- 5 Deutsche Marque Concours  
11 Highway Safety School  
12 Maifest Drivers' School

## JUNE

- 29-30 Drivers' School

## JULY

- 14 BMW CCA/MWCSCC Championship Autocross

## AUGUST

- 11-16 National Capital Chapter hosts **Oktoberfest!**  
14 BMW CCA Club Race

## SEPTEMBER

*Events forthcoming*

## OCTOBER

- 14 Columbus Day Drivers' School

## NOVEMBER

*Events forthcoming*

## DECEMBER

*Events forthcoming*

Call The



HOTLINE: (301) 681-8BMW

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

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Sound?*

Cover: Woody Hair demonstrates his  
"hands-off" autocross technique.

Photo by Dwight Derr

## BMW CCA National Capital Chapter Officers

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

### President

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### Vice President

Bill Caldwell . . . . .703/534.3528

### Treasurer

Jennifer Nazarko . . . . .301/681.6213

### Secretary

Charlotte LaQui . . . . .703/978.9679

### Membership

Mike Dulisse . . . . .410/349.1833

### Social

Mike Dulisse . . . . .410/349.1833

### Drivers School Coordinator

position open

### Concours

Paul Vessels . . . . .202/726.7971

### Tourmeister

Ed Bernard . . . . .301/871.2892

### Baltimore Activities

Dwight Derr . . . . .410/889.9578

### Autocross

David Lassalle . . . . .301/317.1461

### Club Council Representative

David Lassalle . . . . .301/317.1461

### Tech Tips

Terry Luxford . . . . .703/255.0510

### Tech Chairman

Mike Gayle . . . . .703/451.9192

### Club Store

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Dwight Derr

220 E. 31st Street, No.2B, Baltimore, MD 21218

## der Bayerische

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## EDITORIAL

# Misfirings

AND Z WINNER IS...

Like a recurring cold sore, the bothersome drama of *'Bimmer vs. Beemer'* once again wells up on the lips of our being. It re-erupted in the pages of the *Roundel* (December '95) and it popped up in mid-November in, of all places, *Newsweek*, where some fellow waned philosophically about the Decline and Fall of Western Civilization due to the choice of a BMW Z3 Roadster (*horrors!*) over the Aston Martin DB5 as Bond's daily driver in *Goldeneye*, the latest 007 adventure. (If you haven't seen the movie yet, don't bother; the Roadster appears on-screen longer in the TV ads than in the film, and I think Joe Don Baker, as the non-Felix Lightner CIA agent, drives the car more than Bond, or, at least he appears to be having more fun driving it. An Aston Martin does appear at the beginning for some length in a *Goldfingeresque* mountain chase scene, which raises several questions: how can a 30-year old Aston be *faster* and *quicker* than a 348 Ferrari?, why did Bond give it up for a four-banger ragtop?, wasn't the Aston supposedly totalled in *Goldfinger*?, and, where'd the scene with the explosion used in the Z3 print ads come from?) Anyway, this guy, an English professor at some northeastern college, of all things, wrote this editorial rueing the switch, like some cold-blooded spy, to a Beemer! (I wonder if he was equally upset when 007 drove a Toyota 2000GT (*a Toyota?!?*) back in '69 ((although he, Bond, did accomplish a marriage, though short-lived, to Mrs. Emma Peel)), or if he freaked when Bond started gulping *Dom Perignon* rather than *Bollinger* as was in the novels; the latest Bond actually had the *Bollinger*, perfectly chilled, of course, in the DB5's console.) By the way, watching this new Bond, although leagues better than that prissy Roger Moore, is about as exciting as watching a Mercedes diesel autocrossing. (*Don't call, Klaus.*)

For those of you new to all of this, or perhaps have plain forgotten, here's the dirty lowdown (most of you can skip this and go read the classifieds or maybe go watch *Rendezvous*): a *Beemer* is a motorcycle (two wheels); a *Bimmer* is a car (three to four to several sets of wheels, depending upon the severity of the individual's compulsion); and, a *Bummer* is when this topic comes up again. Cut this section out and tape it to your dashboard for future reference. Actually, most if not all of the Club members I know don't use these B-words. These *bimmerati* (a newly-minted word, as in *literati*, but BMW *literate*) either designate the car spot-on (except the *concours* crowd, who seemingly are always spotless), i.e., the *M5*, or, the *Coupe*, or they refer to their car's name (*Frankentrout*, *Sluggo*, *Bluebeast*, etc.); Beemer seems to be a relic from

continued on page 4



# Wanted

## Drivers' School Coordinator

We Need Your Help!

Are you looking for fun? Adventure? High pay?..  
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organization and conduct of our Drivers' Schools.  
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*continued from page 2*

the 80's Y-people era which is perpetually propagated by the non-Club member Biff- and Buffy- types ( the non-bimmerati) who either drive a four-door 325e Beemer, or are jealous of the condo neighbor who does drive one.

We bimmerati know better. Or is it *beemerati*???

P.S. It seems that we'll all get at least one more Last chance to drive the famous and, in its own way, fabulous Bridgehampton Race Circuit on eastern Long Island before ot putt, putt, putters off into linkdom. The 'Bridge is a three-mile-plus, thirteen-turn track that once hosted those monstrous Can-Am cars of the early Seventies driven by the likes of Donohue (Mark. Not David. Or Phil.) and Follmer. It's an unadorned, serpentine road course with some pretty substantial elevation changes that commands every bit of your attention; lapse momentarily and the snake can give you a deadly bite. Compared to Road Atlanta, Road America, Mid-Ohio, and Watkins Glen, Bridgehampton is arguably the toughest to drive well. And definitely the most fun. It is, as our own Chief Instructor, J. David Bryan, says, a hoot (which rhymes with *yoot*, which is what the people there call a kid, especially up on the *faut flaw*). Check the *Roundel* for upcoming New York and New Jersey Chapter schools there. And apply faster than ASAP. Afterwards, you'll kick yourself for not going sooner.

derr

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- b) It's the 1976 O'fest rally. These *new* BMWs stopped to figure out Mike Leeper's rally.

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Photo by John Hartge

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# ShortStrokes...

• On 28 November, President Clinton signed the legislation known as the National Highway System bill which designates 160,955 miles of U.S. highways as said system. Although the primary feature, the National Highway System was completely overshadowed by a tacked-on amendment- one which repealed the national 55 mph speed limit. Less prominent features of the bill remove metric distances from highway signs, allow states to erect billboards along portions of scenic highways, and drop the requirement that old tire rubber be used in highway construction. Incidentally, the 55 mph limit officially died at 12:01 a.m., 8 December.

• While opposed to eliminating speed limits altogether, Virginia Gov. George Allen (R) favors increasing the limit to 70 mph on interstates in less congested areas and will support such legislation. Meanwhile, Maryland Gov. Parris Glendening (D) will oppose pushing the limit over 65 mph, even on rural interstates. Glendening can raise limits to 65 mph but legislation must be approved by the General Assembly for anything higher.

• D.C. area commuters will also benefit directly from the bill because the package includes \$97 million for both repairs to the Woodrow Wilson Bridge and planning for a new crossing structure. The deteriorating Wilson Bridge is slated for replacement although by what is still being hotly debated. A planning panel consisting of federal, state, and local officials favors a pair of six-lane drawbridges for the new Potomac crossing but homeowner groups on both sides of the river are pushing for an eight-lane tunnel instead. The drawbridges would cost \$1.4 billion and the tunnel would run around \$2 billion. Operating expenses for the tunnel, estimated to be \$18 million annually, would require that a fairly hefty toll be collected from motorists. Ownership of the current bridge will be transferred from the federal government to Maryland, Virginia, and the District. The feds are footing the bill for current renovations and Congress will decide in the future what the federal government's share will be for construction of the new bridge/tunnel.

• In October, the Maryland Court of Appeals unanimously rejected a Gaithersburg resident's argument that Maryland's drunken driving laws subjected him to "double jeopardy" - punishment for a single offense more than once. In April 1994, Ernest Jones was charged with driving while intoxicated. His license was suspended for 30 days by the Motor Vehicle Administration. Later, he was convicted of DWI in Montgomery County District Court. That conviction was subsequently overturned by a Circuit Court judge who ruled that Jones' right against double jeopardy had been violated- the suspension and the later conviction amounted to two punishments. However, the Court of Appeals sided with the state Attorney General's office which contended that the license suspension was not a punishment but a remedial action meant to protect the public from unsafe drivers- license suspension could only be considered punishment if that was the law's intent. It added that whether a sanction constitutes a punishment is not to be determined from the defendant's perspective. Appellate courts in several other states, including Virginia, have made similar rulings. Jones' attorney said he will try to bring the case to the U.S Supreme Court.

• When can too-light traffic be a bad thing? When it's found on the Dulles Greenway. The Greenway, the privately-owned, 14-mile highway that extends the Dulles Toll Road to Leesburg is being snubbed by most commuters due to its \$1.75 one-way toll, one of the highest tolls per mile in the nation. As a result, the company that operates the toll road has laid off a third of its toll collectors and almost half of its maintenance workers. Due to the lack of manpower, drivers using any of the four intermediate exits must either pay by credit card or leave their name and tag number with the toll manager and be billed later. The company also sought to postpone a scheduled 1 January toll increase to \$2 until March and is considering a lower toll for non-rush hours in order to entice more commuters. The Greenway must average 33,000 vehicles a day in order for the company to make its loan payments without asking its investors for more funds. Traffic is currently averaging 10,500 vehicles a day. By law, the State of Virginia is not allowed to bail out the Greenway if it is unable to make its loan payments and the road would be turned over to its largest creditors. And, if you're wondering, raising the Greenway's speed limit from 55 mph must be approved by the state legislature.





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## HOLIDAY PARTY

Saturday, 13 January 1996  
7:00 PM 'til ...

Location: Passport BMW  
5050 Auth Way  
Marlow Heights, MD  
(301) 423-8400

Yes, 1996! It's that time already. Mark your calendar and be sure to make an appearance at what has become something of a tradition in the club — our annual Holiday Party at Passport BMW. And there's good reason that we always seem to have a great turnout for this event: a terrific catered buffet (BYOB), very special discounts at the Parts Department (kept open just for us), and plenty of door prizes donated by our *der Bayerische* advertisers, including some special ones provided by BMW of North America. You'll also have the opportunity to cast your vote for the 1996 slate of chapter officers (see the ballot in the Nov-Dec 95 issue) — and we'll be collecting donations for our favorite charity, the Children's Inn at NIH. Don't miss one of the best club events of the year. For information call Dick Bergen at (703) 938-4680.

*Directions: Passport BMW is located off Branch Ave., Capital Beltway Exit 7B. From VA: Cross the Wilson Bridge and continue to Exit 7B. Go north on Branch Ave two lights and turn right onto Auth Way. Passport BMW is on the left about 1/4 mile. From MD: take the Capital Beltway towards Andrews AFB to Exit 7B*

*(Branch Ave). Go straight at the stop sign at end of ramp. Turn left at the next stop (about 3/4 mile) onto Auth Way.*

## DRIVERS' SCHOOL OPEN MEETING

Saturday, 10 February 1996  
Time: 2:00 pm  
Location: TBA.

The Chapter invites all interested members to attend a drivers' school planning meeting. Those of you who have attended a past school as well as those planning to attend are encouraged to attend. The meeting is intended not only for drivers but, more importantly, for workers, flaggers, and those interested in helping us organize this function. Find out how you can help! As of this writing a location has yet to be determined but please contact Jenny Nazarko at (301) 681-6213 evenings 'til 9:59, for the latest information and location.

## TECH SESSION: SUSPENSIONS

Saturday, 3 February 1996  
AutoThorty, Inc.  
3769-B Pickett Rd.  
Fairfax, VA  
Time: 9:30 am - 2:30 pm

Al Collins and the staff at AutoThorty welcome you back for another interesting and informative tech session — this day's theme is shocks, springs, and sway bars, or, in other words, upgrading your BMW's suspension. This seminar promis-

es to be very informative whether you take your car to the track or are just interested in high-performance street driving. Come on out and spend the morning with Al, the AutoThorty staff, and, of course, your fellow Club members! Questions? Contact Mike Gayle at (703) 451-9192 evenings until 9:59 pm, please. Weather iffy? Call the Hotline at (301) 230-9BMW!

*Directions: AutoThorty is located at 3769-B Pickett Rd. Take the Capital Beltway (I-495) and exit at Little River Turnpike West. Turn right onto Pickett Rd. AutoThorty is on your right, across from the Oil Tank Farm.*

## TOUR AND TECH DEMONSTRATION: CEDAR CREEK COACHWORKS RESTORATION FACILITY

Stephens City, VA  
Sunday, 25 February 1996  
Tour starts from Charley's Place/Roy Rogers, Old Dominion Dr. & Rte. 123, McLean, VA  
Time: 11:00 AM, Sharp!

Come out and enjoy the hospitality and comraderie as Bruce Hall and his staff of highly skilled craftsmen open the doors of their award-winning restoration facility to the members of the National Capital Chapter. Bruce and his staff turn out about 40-50 quality restorations per year, ranging from full "frame off" jobs to merely replacing a floor-board or quarter panel, as well as simple body and

paint...albeit to much higher standards than the average body shop. There will be several cars in various stages of restoration for our inspection, as well as two tech-demonstrations to help your understanding of the nuts and bolts of a quality restoration and to gain a better understanding of the relationship and differing perspectives of the enthusiast paying for a restoration and a businessman performing the craft.

Please R.S.V.P. to Paul Vessels at (202) 726-7971 by 22 February if you plan to attend in order to provide Cedar Creek an approximate head count for lunch. Oh Yeah... bring a lawn/folding chair as seating is limited. If you miss the tour but would like to show up anyway, follow these directions: Take I-66 West to I-81 North. Take the first exit, number 302, to Middletown. Turn left at the end of the exit ramp, and then right at the 7-11 Store onto US 11 North. Go 2.5 miles to balloons & signs for Cedar Creek Coachworks. Turn left and go to the parking lot in back. You've Arrived! Weather iffy? Call the Hotline at (301) 230-9BMW!

*Directions to tour start: Charley's Place is at the intersection of Old Dominion Dr. and VA Rt. 123 in McLean. Take Capital Beltway Exit 11A (Rt. 123/McLean) and go north for two miles to the intersection with Old Dominion Dr. Charley's Place is on the right. The tour begins promptly at 11:00 AM!*

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

## DO-IT-YOURSELF TECH / DRIVERS'SCHOOL TECH INSPECTION DAY

Saturday, 2 March 1996  
Auto Sportsystems Group  
2810 F Dorr Ave.  
Fairfax, VA  
Time: 9:00 am - 2:00 pm

Geoffrey Schwarz, formerly of AutoThority, welcomes you to a Do-It-Yourself / Drivers' School tech session at his Auto Sportsystems Group facility in Fairfax. You'll have the opportunity to perform maintenance and/or simpler repairs (oil or fluid changes, filters, brake pads, etc.) to your car and be able to get your car inspected, at no charge, for the upcoming Highway Safety and Spring Drivers' Schools (please bring the Tech Inspection form included in your registration packet). So come out and spend the morning with Geoffrey, the Auto Sportsystems Group staff, and your fellow Club members! For the D-I-Y, priority is given to those who pre-register—contact Mike Gayle at (703) 451-9192 evenings to sign up. Demand is usually high, so we'll have to place time limits on lift usage (about 1.5 hrs, max.). Also, plan to bring the parts you'll need!

*Directions: From the Capital Beltway (I495) take the U.S. 50 West exit to Gallows Rd. to U.S. 29. Turn left onto U.S. 29. At second light turn right onto Hilltop Rd. Take the next exit to Dorr Ave. Go two blocks to 2810 Dorr Ave. Auto Sportsystems Group is in the rear.*

## SPRING DRIVERS' SCHOOL

Saturday-Sunday, 23-24 March 1996  
Summit Point Raceway  
Summit Pt., WV

It's Springtime!!! Time to celebrate the renewal of life! More importantly, time to celebrate the new driving season! Your car has been hibernating for over five

months(!) so now's the time to re-emerge and immerse yourself in the sights (the blur of the Carousel), sounds (squealing tires), and smells (brake pads) of the new driving year! This is the first of several schools we're offering this year and we're back to having weekend schools! So don't delay! Fill out the application (found nearby in this issue) and mail it in quick!. Don't wanna drive just yet? Then, how about helping us out by flagging a corner or being a part of the vital worker corps? We welcome your assistance (and don't forget our Free for Three offer—work three schools and get a Drivers' School, free!) Questions? For further information or to register as a worker, contact Rob Woolley at (301) 929-3BMW evenings until 9:59.

*Directions to Summit Point Raceway: From No. Virginia, take Rte. 7 West toward Winchester. Continue past Berryville, VA. Just past Berryville turn right onto Rte. 632. Follow to the end. Turn right at "T" onto Rte. 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 U.S. 340 West. Continue on U.S. 340 into Charles Town, WV. Continue straight onto Rt. 51 West in Charles Town. Bear left (go straightest) at three-way stop onto Summit Point Rd. Summit Point Raceway is about 8 miles ahead on your left. Follow signs to Paddock.*

## CONCOURS WORKSHOP/TECH SESSION

Saturday, 20 April 1996  
10 am - 3 pm  
Passport BMW  
Marlow Heights, MD

For all of you budding concours participants, or those of you just interested in keeping your Bimmer gleaming, our Concours Chairman, Paul Vessels, will again host a Concours Workshop on Saturday, 20 April 1996, at Passport BMW. This workshop will cover all

aspects from preparing your car for show to just plain general aesthetic upkeep. Product demonstrations and how-to tips will help you to achieve the results you're looking for from what's currently available. Also, Paul will do his best to de-mystify the art of concours preparation, explaining the difference between "full concours" and "top-only" concours, to allay any fears about participating in such events. This event will be of great assistance to all of you, newcomer or old hand, planning to participate in the Deutsche Marque Concours on 5 May and the Oktoberfest Concours in August. Questions? Contact Paul at (202) 726-7971 eves. Don't miss out!

*Directions: Passport BMW is located on Auth Way just off of Branch Avenue, Capital Beltway Exit 7B. From VA: Cross the Wilson Bridge and continue to Exit 7B, Branch Avenue North. Go two lights and turn right onto Auth Way. Passport BMW comes up on the left. Note: Please park in the large lot across from the Red Lobster. From the northern MD 'burbs, take the Capital Beltway towards Andrews AFB to Exit 7B, Branch Ave. Go straight at the stop at the end of the ramp and turn left at the next stop onto Auth Way. Park in the large lot across from the Red Lobster.*

## HIGHWAY SAFETY SCHOOL

Saturday, 11 May 1996  
Jefferson Circuit  
Summit Point Raceway  
7:30 am

Join us at the new Jefferson circuit at Summit Point Raceway nearby in West Virginia for our annual Highway Safety School. This car control clinic is offered only once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers' school or an autocross for the first time, this is an excellent way to start off- it's low speed and you'll receive top-notch personal instruction covering all

*continued on page 10*



continued from page 9

facets of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And, it's a load of fun, too! While you're at it, why not sign-up for the Maifest Drivers' School on Sunday, 12 May, so that you can put to practice your newly-acquired skills (as well as get another dose of thrill and excitement!)? So fill out the application form and send it in quick!! Questions? Contact the Registrar, Rob Woolley, at (301) 929-3BMW, evenings before 9:59, please.

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*Directions to Summit Point Raceway: From No. Virginia, take Rte. 7 West towards Winchester. Continue past Berryville, VA. Just past Berryville turn right onto Rte. 632. Follow to end. Turn right at "T" onto Rte. 761. Continue to next "T" and turn right. Summit Point Raceway will come up shortly on your right. Follow signs to the Jefferson Paddock. From Baltimore, take*

*170 West to U.S. 340 West into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop onto Summit Point Rd. Summit Point Raceway is about 8 miles on your left. Follow signs to the Jefferson Paddock.*



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- Licensed drivers only. If under 18, must submit a *notarized* parental permission form (supplied).
- Applications must be in writing and will be accepted *only* on this form. Each applicant must complete a separate form. Photocopy as needed.
- 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. Entry fees will be forfeited.
- No convertibles without SCCA Solo I-(or equivalent) rollbars will be accepted.
- All cars should be quiet, street-legal, registered and insured, and must have passenger seats with a functional, securely-attached lap and shoulder belt.
- A Snell M85-rated (or later) helmet is required. SA-rated helmets are strongly recommended. The Snell sticker will be found inside.

Indicate school(s) below:

- ☐ March 23 & 24 (Members: \$240 Both Days / \$135 Per Day)
- ☐ May 11 (Highway Safety School) (Members: \$75)
- ☐ May 12 (Maifest Drivers' School) (Members: \$115)
- ☐ June 29 & 30 (Members \$240 Both Days / \$135 Per Day)
- ☐ October 14 (Columbus' Day School) (Members: \$135)

- Non-members add \$35 per day
- Add \$25 if registration is received within 3 weeks of event
- No entries accepted within 1 week of event
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Please make checks payable to: **NATIONAL CAPITAL CHAPTER, BMW CCA**

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Phone #s: Work ( ) \_\_\_\_\_ Home ( ) \_\_\_\_\_ Drivers License # (State) \_\_\_\_\_

Car Make: \_\_\_\_\_ Yr: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

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Experience - List any and all previous Drivers' Schools you've attended as a student. Indicate previous Summit Point experience.

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# Father Knows Best?

## ...or, Baby, You Can Drive My Car!

Text and photos by Jennifer Skene

**“S**top! Stop! Are you tryin' ta kill me?" Does this sound familiar? It shouldn't,

unless you've recently finished learn-to-drive training. This is not to be mistaken for a BMW CCA drivers' school. I just learned to drive 8 or 9 months ago, and my learn-to-drive instructor, Denzel, always yelled at me. In between yelling and asking "Why are you so nervous? Why are you so nervous? Why are you so- Stop! Stop!" Denzel taught me you should always be in second gear when you turn a corner. Dad laughed pretty hard when I told him this. Anyway, Denzel always yelled. So did mum. But with those BMW CCA drivers' school instructors, you can go a hundred miles an hour and they won't even bat an eyelash. BMW CCA drivers' school is like no other school. The food isn't a lot different from what you get in my high school cafeteria, but at least there isn't any homework. (*Oh yeah? There shoulda' been!* - Ed.)

Dad and I had to share my 318ti because Dad had a little, er... *incident* at the track last month with his M3 (the 3 now stands for the number of *wheels*). I didn't *even* have a choice. Dad just said "I'm borrowing your car

today" as I was sticking on my name tag and trying to rub the sleep out of my eyes. I guess if your dad buys you a new car, you sort of have to let him borrow it.

I regretted this a bit as he drove my new little car around Turn 7, wheels screaming. As he drove by for the

amount of tire squealing myself, and so I learned that it's not necessarily a bad thing. (If I'd squealed tires with Denzel as my instructor, he would have gone through the roof.) My instructor, David Ford, explained that the tires weren't screaming, they were singing. See, if they sing in soprano, that's good. If they sing in alto, that's



C'MON, LET'S GO!! Where's my instructor?!? Eat my dust, Denzel!!

hundredth time, one of my fellow students said "Your dad is driving the *piss* out of your car!" I grimaced. "I know."

The first day at the track was a bit wet, and so I didn't make the tires squeal too much. But by the middle of the second day, I was doing a fair

bad. Sometimes, more than one tire sings at once. Then, that's *real* music!

An embarrassingly large number of my friends get themselves into car accidents, so I was anxious to drive on the skid pad and learn to avoid the all-to-typical "(insert name here)

*continued on page 14*



*continued from page 13*

*totaled* her car this weekend!!" scenario. However, I wasn't too optimistic when the skid pad instructor who got into my car was the man nicknamed "Chunks" that David Ford warned me about. It was a lot of fun, although it took me a few tries to catch on, "Chunks" fortunately didn't live up to his name.

Late Sunday afternoon, I got to try out a situation similar to the one that made Dad's M3 a tricycle. I had a couple of great laps, and I was going around Turn 1 with a little more speed

than I was used to when two wheels went off of the track. Mr. Ford said "Drive off!" and my brain said "Drive off!" and so I did. As soon as we were completely off the track, I braked. I remember thinking that it was taking an awfully long time to stop. Mr. Ford remembers a large concrete barrier, but I honestly was not thinking of that. I was just wondering why we were still moving. Luckily, we didn't even get stuck in the mud. After pitting out to look for damage and finding nothing wrong but a lot of mud, I went back out onto the track for some

Neither rain, nor sleet, nor snow...

pretty good laps.

I'm very impressed that Mr. Ford put up with me. Most adults, when a teenager drives them off the road and puts them rather close to a large slab of concrete, will not suggest that she go out and do it again. But Mr. Ford acted as though that sort of thing happens to him every day (Maybe it does. Who knows.)

I think that every teenage driver should get the experience of a drivers' school. Teenagers like to drive fast (it's part of our job description) but few actually know how to drive fast. And so they do it unsafely. I'm not a reckless driver, probably because I'm not curious about what high speeds feel like. Drivers' school has taught me that while driving fast is fun, it's a lot more than putting your foot on the accelerator.

*Editor Note:*

*When not anguishing whenever her dad borrows her ti, Jen's just like any other high-schooler: bangin' and talking about apexes and turn-in points.*





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# Deutsche Marque Autocross

By Woody Hair

**O**n October 15, the Potomac Region of the Porsche Club of America hosted an autocross for all German cars. With little advance notice, only 12 BMWs came out to run. Both the Porsche and the Mercedes Clubs considered this event as part of their regular '95 season series. Thus, a whopping 57 Porsches dominated the field. There were 14 Mercedes, 12 BMWs, and 7 VWs. A special "fun" class provide a place for the few cars from Sweden, Japan, England and the U.S.

The site of this special event was the Manassas Campus of the Northern Virginia Community College. The course was laid out on a sloping, but good sized lot. The first half of the course featured three end-to-end sprints. To allow for dual-timing, the second part of the course was squeezed into a small area and consisted of several first gear U-turns.

SCCA Solo II classes were used. The C Stock class saw David Lassalle in a '89 BMW 325is take a one and a half second win from Jon Krogsund (924S). The C-SP class had five potent 3-series BMWs and four potent and nimble 2-liter 914 Porsches. So who won? National Capital Chapter member Matthew Yip in a VW GTI naturally. Terry Baker from Virginia Beach had recently driven a new Porsche 993 in the SCCA Nationals at Topeka, Kansas. This day he was driving his new BMW 318ti hatchback and was the winner of

D Stock by 2.7 seconds. Noel Hall (912E) was an easy winner in E Stock over Brian Hair (VW Jetta), and Tom Baruch (BMW 535is) won E-SP by a mere seventeen-thousandths of a second over Bob Hausmann's older 533i. In what was called the E-Modified

class, Nic Monterastelli drove a 6-cylinder Porsche 914 to a fastest-time-of-day award with a time of 49.618 seconds.

## BMW RESULTS

David Lassalle	89 325is	1st C S	52.497sec
Tom Baruch	87 535is	1st E SP	53.500
Bob Hausmann	83 533i	2nd E SP	53.517
Terry Baker	95 318ti	1st D S	54.179
Ed Bernard	88 325i	4th E M	54.722
David Kao	95 M3	3rd C SP	55.597
Rafael Garces	89 325i	5th C S	56.196
Mike Gayle	93 318is	4th C SP	57.907
Woody Hair	87 325is	5th C SP	58.341 (2)
Jun Lee	89 M3	6th C SP	58.729
Andres Jaime	85 318i	5th H S	59.129
Garrett McWilliams	81 323i	8th C SP	60.277

## CLUB MEMBERS IN OTHER MAKES:

Vince Bly	93 Toyota MR2	"FUN"	51.752sec
Matthew Yip	86 VW GTI 16V	1st C SP	53.785
Paul Amico	93 Porsche 968	7th A S	55.597
Brian Hair	85 VW Jetta	2nd E S	57.030
Donna Amico	93 Porsche 968	14th A S	57.574
Debbie Hirtes	67 Mercedes 230SL	4th H S	58.984
Klaus Hirtes	78 Mercedes 300SD	6th H S	60.302

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

# Remember when.....?

By the Shrinking Drivers School Committee

**R**emember when we had enough volunteers for the Drivers' Schools that no one was overwhelmed with the details, and everyone had a good time, and enough time to enjoy themselves at the event? Remember when each individual had their own task to do, and that was it, no multiple responsibilities? Remember when we all had time to sit around at the end of the day and swap tall tales and big lies? Well, those days are gonna stay in the memories of our collective minds unless people start donating an hour or two for the Drivers' Schools.

We're serious folks. No one has stepped forward to volunteer to be the Drivers' School Coordinator, and there are several other lesser jobs that need to be done at the schools as well, that are vital to the smooth operation of the event. Things such as registration, tech inspection, corner working, pit-out, and food/beverages. It's difficult for two or three people to do it all, when we have over 100 people to

take care of on any particular day of a drivers school. Remember the saying "many hands make light work?"

We have some great dates planned for next year at both tracks (Summit Point and Jefferson Circuit). For once all but the Columbus' Day drivers' school are two or three day events, which means out-of-towners will be able to join us as well. We have a national (pun intended) reputation to uphold, and we need a few hours of your time to make it work.

Please plan to join us **Saturday afternoon, February 10, 1996, at 2pm for a Drivers School Open Meeting.**

We'll be happy to tell you the inner secrets and dynamics of putting on a successful Drivers School, and how YOU can help make it happen.

R.S.V.P. by Wednesday, February 7 to Jenny Nazarko at (301) 681-6213 so we know how many bags of chips and dip to buy.

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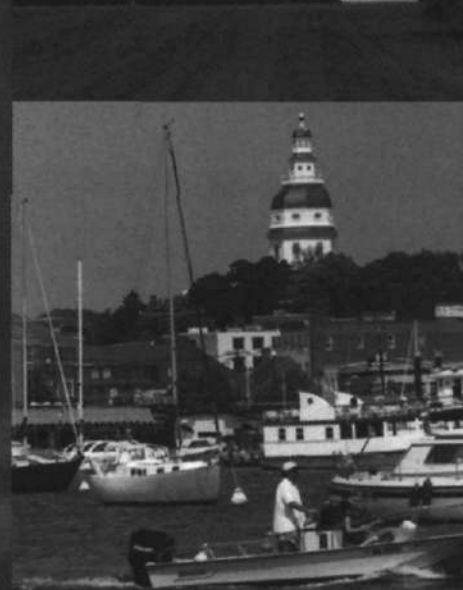
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AUGUST 11 - 16

# My Science Project

Text and photos by Mike Gayle

I was really surprised when I was approached to write an article on my pride and joy Granite Silver '93 318iS. This coupe has been a dream come true ever ever since I took delivery from Passport BMW in July of '93. This was my fourth BMW and I really wanted to do things right when it came to modifying the car. Did you say modify a brand new car? Yes, but the first thing I did was to establish a "baseline" of what the car felt like unmodified. I enrolled in a BMW CCA National Capital Chapter High-performance Driving School at Summit Point

skills, a more neutral handling vehicle is more desirable. This allows the driver to steer the car where its pointed.

The car was purchased with the thought that I would not need a lot of power initially. I decided to "tweek" the car just a little. The first modification was to lower the roll axis and move it forward. I decided to do this as part of a homologation effort rather than going with just one brand of products. If you are a beginner, a single-brand kit might be the best way to go. However, I chose to "mix-and-match". I decided on an Eibach Pro-kit

of their self-adjusting feature, quality, reliability, and longevity. But, should I go with the "sport" or "heavy duty" valving? Decisions and more decisions. I ultimately decided on the "sport" valving because I knew I wanted the car to really handle well and I had begun to drive more aggressively. I had the technicians at J&F Motors in Alexandria install the springs, shocks, and Dinan camber plates at the same time. They are **dB** advertisers and gave me a good deal on the installation. I took the car back to the track to "feel" the results of the modification. What a rush!! The car handled great, cornering really improved, and turn-in was enhanced by the camber plates. The car was more responsive and went where I pointed it.

The next refinement was to increase the size of the anti-sway bars. I selected the Racing Dynamics set (27mm front/22mm rear) which came complete with urethane bushings. Mike Dulisse and I installed the bars one evening at my house. It was really easy and the payoff was an absolutely flat-cornering car.

By now you would guess that the suspension geometry had been modified such that the tires could not keep up with the chassis. Well, it was time for a new set. Should I go to 16" or 17"? The choice was easy: I chose 17" wheels to get the most of the suspension mods I had made. I had to ensure the wheel offset was right for the car, however. After weeks of research I found that most of the BMW tuners



in October '93 and I have been hooked ever since. I also participated in local autocrosses sponsored by the BMW, Porsche, and Mercedes Clubs as well as those sponsored by the SCCA. The typical rear-wheel drive car is designed with a certain amount of inherent "understeer". This understeer in the hands of the normal driver is much safer in terms of car control. However, as one hones one's driving

spring set. These are progressive-rate springs that are somewhat "soft" on initial compression but stiffen as the spring continues to compress. This is a good compromise for street driving as compared to linear-rate springs that have a constant rate of compression throughout the entire range. Next I had to select a set of matching shocks that would complement the Eibach springs. I decided on Bilsteins because



(i.e., AC Schnitzer, Racing Dynamics, Alpina, and Hartge) agreed that 40mm offset is about right for an E36. A larger offset pulls the wheel into the well and a smaller offset pushes the wheel out of the wheel well. In 1994, BMW entered the wheel market and a beautiful wheel dubbed "Radial style" really caught my eye. I chose this wheel in a 7.5J X 17" size with a 41mm offset. I figured I couldn't go wrong with a BMW wheel and, as the photos show, they look fantastic, reminiscent of the old "Alpina" style. The folks at Passport BMW got me the wheels for a great price, too. Now I had to pick some "skins" to cover the wheels. It took three months to decide on the optimum tire. I chose the BFG Comp T/A 3's which aren't excessively expensive in the 17-inch size and were highly-rated in both the wet and dry. As you could imagine, the car now handled as if on rails. On the track I run 225/50ZR-15 BFG Comp

T/A R1s. On the street, the T/A 3s are 225/45ZR-17. I intend to move to either a 235/40ZR-17 or a 245/40ZR-17 when the T/A 3s wear out. I could run the 245s at all four corners due to the front camber plates, but the added rolling friction created by the larger tire doesn't complement the low-powered car. The more powerful cars use 235s up front and 255s in back but that combination would induce understeer. With respect to camber, I run 2.5 degrees negative up front and 1.8 degrees negative in back. The car handles great and I haven't noticed any accelerated tire wear due to the increased negative camber (I rotate the tires every 3,000 miles).

The next step was to work on the engine. I installed an AutoThORITY chip and now the engine really hums. Unfortunately, I can't get much more power without going inside the engine, i.e., cams turbo, or super-

charger. Compared to the 138bhp of a standard 318iS, I'm now pushing around 170 bhp thanks to an AutoThORITY Flow-tech system, a Racing Dynamics free-flow exhaust, the AutoThORITY chip, and Beru Silverstone plugs. The car is quick and handles like a sled. To augment the ever-so-slight mods to the Motronics and exhaust, I added a "trick" little piece from AutoThORITY to shorten the "throw" on my shifter. What a difference! I'm now thinking about going to CoolCarbon or Performance Friction pads to allow me to go deeper into the corners before braking but I don't know if the price is justified (*Don't scrimp! You can never have enough brakes! -Ed.*). I'm also looking at the AC Schnitzer rear stress bar as well as the BMW Motorsport X-brace as used on the M3 Lightweight to stiffen the chassis even more.

I've also done a few aesthetic modifications to the car such as adding an M3 front airdam, M3 mirrors, painting the lower valence, and adding an AC Schnitzer rear wing from Marcor International. Painting and mounting was handled by Precision Collision in Newington, VA.

So you want to modify your BMW/ Do your homework and you'll be rewarded with an A+ handling car!

#### CAR OF THE MONTH

Got a special, unique BMW? How about sharing it with your fellow Club members? Right here in the pages of *der Bayerische*! Many Club members can't always make it to the monthly events and thus might miss the opportunity to see your pride and joy—through the Car of the Month feature they'll get to see what they've missed! And maybe they'll be nudged into coming out and seeing it the next time! For each month of the year *dB* will feature a Car of the Month; and, since *dB* is a bi-monthly, there'll be two featured cars per issue. All kinds of BMWs are welcome—from Concours specimens to daily drivers to drivers' school cars to Club racers to rare unique ones to... ..to you name it. So, if you're a National Capital Chapter member, just send several photos and a brief written description of your car to:

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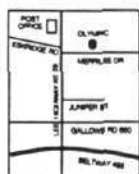
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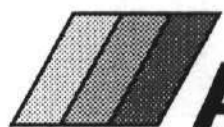
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# Woody's Competition C O R N E R

BY WOODY HAIR

As this is being written in mid-November, the big, but sketchy, news concerns the possible return to Formula One racing by BMW. The November 6 issue of *Autoweek* magazine reports that BMW's board has been studying the possibility of designing their own engine and chassis, but would not make a final decision until this coming summer. This would indicate that the 1998 season would be the earliest that BMW would have a car competing on the track.

During ESPN's live coverage of the Australian GP on November 12, they announced that BMW was buying the production rights to the McLaren F1 supercar. They further went on to report a rumor that BMW was also going to buy the Formula one race team for the 1997 season. Left unsaid was the status of team manager Ron Dennis or the irony that McLaren is currently using Ilmore engines bearing the Mercedes nameplate. McLaren driver Mika Hakkinen was seriously injured in a practice crash for the Australian race. *USA Today* had a report on November 15 that former World Champion Alain Prost might be doing test driving for McLaren during the off season. Do you suppose we will see Prost and David Coulthard in BMW Formula One cars in a little over one year? You can bet that there will be many more reports with varying degrees of accuracy over the next year.

Meanwhile, the Sports Car Club of America (SCCA) is changing the rules of their World Challenge professional series so they will match the FIA's international GT racing rules. This might mean that we will see cars such as the Ferrari F40 and the BMW-powered McLaren F1-GTR supercar, that won LeMans last year, right here in the U.S.A. The name of the World Challenge's top class is being changed from Sports to Grand Sports. IMSA has used the Grand Sports name for their top Street Stock class since Day one, so that may change. I am not sure how SCCA's new Grand Sports rules will differ from those imposed by IMSA in their Supercar series.

Changes to this year's touring car racing include the German Touring Car (DTM) series being renamed the International Touring Car Series. Half of the races will be outside of Germany. I expect BMW will continue to shun this series. The factory "sedans" entered by Mercedes, Alfa Romeo, and Opel are estimated to cost almost \$1 million each.

## IMSA RACE RESULTS:

The IMSA race weekend at Phoenix International Raceway saw the Tom Milner-prepared BMW M3s both qualify and finish 2nd and 3rd in the GTS-2 race, David Donohue topping John Paul Jr. The winner was Bill Auberlen in a tube frame Mazda RX7, but the BMWs beat all seven Porsche 911s entered. In the Bridgestone

Supercar race, Randy Pobst and Shawn Hendricks in Ed Arnold Racing BMW M5s finished 2nd and 3rd behind Shane Lewis' Corvette. BMW clinched the manufacturers' championship and Hendricks claimed the drivers' championship.

At the New Orleans street circuit one week later, Paul Jr. and Donohue again qualified second and third to Bill Auberlen. Auberlen, the flag-to-flag leader, had wrecked his Mazda in practice, but was loaned a Porsche 911 by IMSA official Charles Slater. At the start, Paul was immediately sidelined with a broken differential mount. Donohue stayed close until brushing the wall hard enough to break a steering arm. In these last two races of the season, the M3s proved they can be competitive with the recent weight reduction and installation of new 3.2 liter engines. Let's hope BMW NA will continue the program this year. Hendricks and Pobst finished 1st and 3rd in the New Orleans Supercar race. Hendricks, from South Carolina, is said to be looking for a NASCAR ride for '96. The final IMSA Street Stock race for '95 was also held at New Orleans. BMW 325is's finished 3rd and 4th in the Sports class.

## SPEED SHIFTS:

Several chapter members entered national competition this fall. Ed York and his BMW 2002s came away from the recent American Road Race of Champions races at Road America



with two trophies. He drove his "sprint" car to second place in ITB, turning a lap of 1:45.26 in the process. Then Ed and Eric Bucher drove the "enduro" car to a first in class and 6th overall in the 4-Hour race. They were two laps ahead of the second place ITB car. Another member of the National Capital Chapter, Al Bell, finished 5th in ITB with his 2002 in the sprint race and 5th with his Datsun 510 in the ITC race. Vince Bly of Springfield drove out to the SCCA Solo II (autocross) Nationals in Topeka, Kansas. He finished 20th in a field of 59 in the C Stock class. Two BMW 325is's were entered and finished 55th and 58th.

At the SCCA National Runoffs at Mid-Ohio, Randy Pobst was first in Showroom Stock A with a T.C. Kline-BMW M3. Nine of the twenty-one SSA entries were M3s. Kathy Lyle, who many of you know as an instructor at Mid-Ohio, Nelson Ledges, and Oktoberfests, finished 9th in her yellow M3. Grant Carter, who occasionally instructs at our driver schools, finished first in Showroom Stock GT with his Camaro.

The success that the E36 M3s enjoyed in SCCA's Showroom Stock A class all over the country will be short-lived. The M3 and several other SSA cars, along with the SSGT Camaros, Firebirds and Mustangs, are being placed in a new category called Touring. (Can't the SCCA come up with new class names that aren't already being used by IMSA?) The other cars are the Porsche 968, Honda Prelude VTEC, and non-turbo versions of the Nissan 300ZX and Toyota Supra. Special models such as the M3 Lightweight and Mustang Cobra R are not eligible. With some obvious horsepower differences, the SCCA plans to equalize competition by adding weight ("ballast") to some models. The factory team BMWs did poorly in the

## BMW AUTOCROSS RESULTS

### Z-CLUB MWCSCC CHAMPIONSHIP (SEPT. 17)

David Lassalle	89 325is	1st C Stock	56.273sec
Tom Baruch	87 325is	6th E Street Prepared	58.354
Bob Hausmann	83 533i	7th E SP	58.629
Jim Norton	81 320i	4th D SP	58.888
DeWitt Boyd	89 325is	10th C S	64.528
Chris Hasircoglu	87 535is	4th G S	64.567

### PORSCHE CLUB MWCSCC CHAMPIONSHIP (OCT. 1)

Woody Hair	87 325is	3rd C SP	48.385sec
Brian Hair	87 325is	6th C SP	49.410
Tom Baruch	87 535is	6th E SP	49.500
Klaus Hirtes	81 528i	2nd G S	50.685
Andres Jaime	85 318i	3rd H S	54.614

### SCCA MWCSCC CHAMPIONSHIP (OCT. 22)

David Lassalle	89 325is	1st C S	33.614sec
Tom Baruch	87 535is	4th E SP	35.018
Al Zavala	89 325i	7th C S	36.848
Jim Norton	81 320i	8th D SP	37.047

### SESCA MWCSCC CHAMPIONSHIP (OCT. 29)

David Lassalle	89 325is	1st C S	70.804sec
Bob Hausmann	83 533i	3rd E SP	72.261
Woody Hair	87 325is	3rd C SP	74.480
Al Zavala	89 325i	8th C S	75.345
David Kao	95 M3	4th C SP	75.765 (1)
Chris Hasircoglu	87 535is	2nd G S	77.639
Klaus Hirtes	81 528i	3rd G S	77.735

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

## COMPETITION CORNER CALENDAR

Jan 27-28	BMW Club Race, Sebring, FL
Feb 2-3	IMSA 24-Hour for IMSA WSC, GTS1, GTS2, Daytona, FL
Mar 3	NASCAR Winston Cup, Richmond, VA
Mar 16	IMSA 12-Hour for WSC, GTS1, GTS2, Sebring, FL
Apr 21	SCCA National Races, Summit Point, WV

'95 British Touring Car Championship, finishing 6th in the manufacturers standings. Johnny Cecotto and David Brabham were 12th and 13th in the drivers standings. The BMWs were

the only rear-wheel drive car in the series and were given a 110 lb. weight penalty because of that. BMW will probably not compete this coming year. On their home front, Jochim

*continued on page 26*



continued from page 25

Winkelhock won the '95 German Super Touring Car Championship for BMW. Despite the name, this series is for 2-liter cars like the BTCC - not to be confused with the much more powerful German Touring Car models.

.....The BMW 318ti Club Sport, mentioned in the last issue, supposedly has been sold out. At least two of our members have taken delivery since you read this. .... The radio show *Car Care Club* can now be heard on WUST (1120 AM) Saturdays from noon to 1:00. .... The final SCCA World Challenge race for 1995 was held at Sears Point in California. Vermont's Kermit Upton was first in the Touring Class (not to be confused with SCCA's new Touring category mentioned above) with his Euro M3, Terry Borcheller was first in the Super Production Class with his E30 M3, and Steve Dinan was 6th in the Sport Class with his BMW 540i. .... David Lassalle (BMW 325is) was our only chapter member to win a '95 class championship in the MWCSCC autocross series. CRUNCH.

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# BMW Introduces "Intelligent" Immobilizer

From *BMW News*

**W**oodcliff Lake, New Jersey...from the start of production in January 1995 all BMW models will be equipped with a new system to help prevent theft. This "passive" system, which requires no action to be taken by the driver, is called *Immobilizer II*, and is activated each time the key is turned in the ignition lock.

This new system is based on the responder principle, featuring a coil-shaped antenna around the ignition lock and a 15mm square microchip within the key itself. As soon as the key is turned in the lock, the antenna - working like a transformer - feeds energy into the microchip monitoring the code sequences. Assuming that the electronic control system then identifies the key as suitably authorized, it transmits digitally coded signal to the engine management system and the car will start. At the same time, the system will enter a new, individualized code determined by a random generator into the transponder memory. The entire procedure lasts only fractions of a second and is not apparent to the driver.

## EACH BMW KEY IS UNIQUE WORLDWIDE

The four keys that come with each new BMW are programmed and coded at the factory. Accordingly, the transponder memory in each key comprises a fixed personal code plus the individualized, constantly changing code. This means that there are up to 100 billion

different coded variants, making each key absolutely unique. With this data, the on-board system is able to identify each of the authorized keys for a particular car. Should the owner need more than four keys, or a replacement key, the control unit comprises six further data combinations just in case.

To rule out even the slightest risk of false keys being made, spare keys are available only after submission of suitable documentation and credentials via an authorized dealer. Keys come from one central office and are marked with an "E" on the web, indicating that they are spare keys. Since orders for new keys are fully documented, this means that used car purchasers can find out how many keys, including spares, have been delivered in total for the car.

## LOST KEYS CAN BE CANCELLED

Whenever a key is lost or misplaced, this unique system enables the owner to cancel each key individually. If the missing key is subsequently found, the owner must present all the keys before the security cancellation is removed. This concept is similar to the system used for cancelling credit cards.

In 7-Series and 8-Series BMW models, the *Immobilizer II* is combined with an infra-red remote control system for activating the central-locking system and vehicle alarm. In this case, the key comprises not only the transponder chip, but also an additional infra-red transmitter with energy supplied by a mini-cell. The immobilizer remains fully indepen-

dent of this remote control and does not present any problems even if the key battery or vehicle battery is dead.

BMW *Immobilizer II* not only meets, but exceeds, the requirements of insurance companies for a self-activating or "passive" electronic security system which acts on at least one of the car's vital control units. Since it does not require an additional battery, it is virtually failure-proof and remains active for an unlimited service life. Also, the fully automatic procedure with which it is activated rules out any false operation or other mistakes.

## HIGH LEVEL OF PROTECTION IS ENHANCED BY SENSIBLE BACK-UP SYSTEMS

The new *Immobilizer II* supplements the elaborate standard security features already found in all BMW models. For example, the high-strength cylinder locks have 12, instead of the usual 8 tumblers, and turn freely when forced (*free-wheel principal*). Also, the steering wheel lock cannot be broken by force and the standard central-locking system, has a double-locking feature which is activated as soon as the car is locked, making it impossible to open the doors or move the inside door lock knobs.

In conjunction with the infra-red remote locking and alarm system standard on all 7-Series and 8-Series models, the door lock on the passenger's door has now been dropped altogether, eliminating a possible angle of attack for the car thief.

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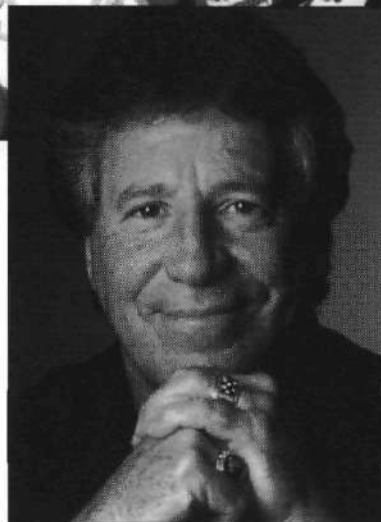
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# VIDEO REVIEWS

By Woody Hair

Video Reviews is a new feature of *der Bayerische* and it is hoped that any of you will contribute reviews of any videos or books that you think will be of interest to our readers.

## RENDEZVOUS

**T**his ever-popular "cult classic" by Claude Lelouch offers a view of the streets of Paris from the hood of a speeding Ferrari 365 GTB. Lelouch directed the great love story *A Man and a Woman* in the mid-60s. The man was a driver for Ford of France, and was shown racing a GT-40 and driving a Mustang in the Monte Carlo Rally. Lelouch is also the director of the current movie version of *Les Misérables*.

Apparently *Rendezvous* was filmed just after dawn on a Sunday morning. Starting west of the Arc de Triomphe, we are driven down broad Champs Elysees avenue, past the Louvre, through narrow side streets, and climb the hill of Montmartre to the climatic ending in front of the Basilica of Sacre Coeur. Red lights are violated, pedestrians and pigeons are terrorized, and other cars are passed by the most expedient means. There is no narration or dialogue. All we hear are the sounds of the Ferrari V12 winding up and shifting down through the gears. Most viewers are spell-bound, and the fact that this nine (9) minute video sells for \$50 demonstrates its broad appeal.

Arguments can be made supporting either side as to how much this is an authentic "outlaw" run. A notice at the beginning states "the film you are about to see was produced without photographic tricks nor changes in

camera speed." Yet, while seemingly wound out on the Champs Elysees, the closing speed on a small Renault is not that great. The timing of cars crossing intersections as the Ferrari approaches is just too perfect. The one time our car has to take to a sidewalk to avoid a stopped bus, a pedestrian just happens to be there and back out of the way. When a car is approaching from the opposite direction on a narrow street, a side-street appears at just the right time to provide our Ferrari an escape road. The wonderful unmuffled engine noises seemed to be matched to a very close-ratio gearbox, and red lights are approached without a hint of a cautious lift.

*Rendezvous* is available from Classic Motorbooks. Call 1-800-826-6600.

## 1989 LA CARRERA CLASSIC

**T**he scene is the 1989 running of La Carrera Classic, a legal open road race run each year in Baja, Mexico. The course starts in Ensenada on the Pacific coast and runs eastward for just over 100 miles on a closed public two-lane highway. To minimize passing, the 146 starters are lined up according to expected performance and sent off at 30-second intervals. Among the entries are a Ferrari Testarossa, a 700 hp Camaro, forty Porsches of various configurations, modified Panteras, and the three Cunningham team BMWs - two stock M6s and an M5. Despite the

protests of many lower-seeded Porsche entrants, the BMWs were placed in the 22nd, 23rd and 24th starting positions.

Most of the video is the view from a rear-seat mounted camera. Pre-written course notes and other comments passed from the navigator to the driver really add to the excitement of approaching blind mountain turns, overtaking enemy Porsches, and "burying" the speedometer needle on the long straights. On several occasions the navigator gets so excited by what's happening, he forgets to read the notes to the driver. He also forgets his course language is being recorded by the camcorder. Unfortunately, we do not get any scenes taken from roadside cameras. The BMWs are described as being completely stock in every way. The Cunningham personnel fail to explain how they are able to attain indicated speeds of 175 mph when these cars are supposed to be electronically limited to 155 mph.

To the surprise of everyone, including the Cunningham Team, the BMWs finished 2nd, 4th and 5th overall. Quite impressive considering the competition. This video would be a great marketing tool for BMW NA even though it is six years old. It should still be available from Cunningham BMW of El Cajon, California. Call 619-440-3394.



# What's that buzzing sound???

**O**kay, so the mind is starting to get a little full of the details here. Little buzz, bzz, zz here and there, and more notes to myself. Good thing I have just one place for all my papers and notes - like the whole upstairs office! And now there is an official Oktoberfest telephone number to call to hear a live voice answer all your questions - (301) 681-UBMW or (301) 681-8269.

Seriously though, Oktoberfest continues to take on a life of its own. We now have a budget, and it seems fairly reasonable, and if we're really lucky we'll get enough sponsors so that we'll have a small profit, ahem, excess revenues over expenses, and we can give some to charity and add a few dollars to the local chapter coffers as well.

Our needs from the last issue still stand, that is, First, if you have a company, or are part of a company that may wish to sponsor part of Oktoberfest and get some free advertising in the event Program, please contact David Roach (301-593-3285). If your company wishes to donate or give discounts on in-kind goods, that would be terrific. Useful items would be video and/or film processing services, bus services, tents (*not* the pup tent kind), old BMW parts (tires, rims, lug bolts, for a contest), and beverages/food services for off-site events.

Second, we have determined that we

are willing to give away *a lot* of prime (and rare) advertising space or other negotiated item(s) for cellular telephone/pager/beeper services the week of the event (ideally handsets and air time). We really need to be able to readily contact event chairs and other organizers so that the participants don't know how frantic we really are behind the scenes (just kidding). Such services would mean a seamless operation for all volunteers and participants, not to mention earning the undying gratitude of the organizers.

If you have any other suggestions, ideas, comments, please do not hesitate to call the O'Fest line - we'd love to hear from you.

**Jenny Nazarko**  
**Chairman,**  
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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"/> Awards 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!**

Mail this form to: David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901

# Welcome New Members!

NAME	YEAR/MODEL	SPONSOR	NAME	YEAR/MODEL	SPONSOR
Peter Alsberg	1985 R80GS		Denise Dickens		
Jeff Ahrens	1995 325iS	Rich Ward	Michael Dickens		
Laurin B. Askew, Jr	1991 M3		Patrick Donohue		Dick Bergen
Frank Barrett			Bernard Dove	1989 535i	
Romeo Barrieta	1995 M3		Carol Dowtin	1995 318iS	
Geoffrey Barrow			Pierre V. Duy	1976 530i	
John Barth	1995 M3		Tom Dressler		
Bill Bartlett	1968 2002		Phillippe Emad		
Lea Bartlett			Rani Emad	1989 325iS	David Lassalle
David Bayendor	1995 M3		William England, Jr.	1995 525i	
Dan Beckett	1981 320i		Mark Erickson	1987 325i	
Tracy Beckett			David Faulkner	1986 325	
Clarence M. Bishop	1986 325		Chad Feldman	1994 318iS	
Gene Blalock	1988 735i		Perry Feldman	1995 525i	Phyllis Feldman
Vince Bly		David LaSalle	John Fell	1995 M3	
Scott Bobowick	1995 M3	Tracy Beckett	Robert Fisher	1991 318iC	
Joel Bossard	1995 325i		Harlow Freitag	1995 M3	Richard John
Peter Bota	1984 528i	Peter Stathis	Ken Funkhouser	1990 325i	Jacque Morrisset
Kevin Bowyer	1995 325i		Henry Gabelnick	1994 325i	
Mrs. Wesley W. Boxwell	1992 325iS		Michael Galitsis	1993 325iS	
Jeffrey Boyer	1993 325i		Russell Gardner	1995 M3	Devon Hill Dealership
Garland Bradfield	1994 325i		Vicki Garsinkel	1994 325i	
Michele R. Bradley	1983 633CSi	Jennings Brown	Bob Gerber	1995 325i	
William Braswell	1974 2002		David Gersh	1991 325iX	Amy Moore
Mark Bratman	1994 325i		Ali Ghatari, MD	1994 325iS	
William Brochu	1985 535i		James Ginther	1989 325iC	
Brian Brooks	1989 M3	Jeff Coshland	John Gleason	1995 318iC	
John Broome	1990 750iL		E. William Gosnell, Jr.	1995 325i	
Arthur Brown	1988 325iS		Garrett Goss	1988 325iC	VOB BMW
Craig Brown	1994 318iS		David Graves		
Jonathan F. Brown	1985 635CSi	Derrick Burton	Glenn Greene		
Stevens Brown	1990 535i		Gary Grimes	1995 M3	
Darnell Brown II	1995 M3		Sandy Grimes		
David Burn			Erica Grossman	1995 318iS	
Mark Burnett	1989 750iL	Dick Bergen	Jack Gubanc	1995 M3	Anderson McNeill
Gial Burns	1995 325i	Peter Anderson	Mark S. Hall	1991 318iS	Advantage BMW
Elizabeth A. Bussler	1992 325i	Ovidio DeJesus	Charles Hamilton	1989 750iL	
Renee E. Canady	1995 325i	Robert Canady	Mary Hamilton		
Mario Cantarilho	1995 325iS		Robert J. Haroutunian		Walt Behnke
John Caponegro	1991 318iS		William Hayes	1985 318i	
2nd Lt. E.T. Card, Jr. USMC	1993 318i		Brenda Heine	1983 528e	Gary K. Toyama
John W. Carr	1974 3.0CS		Charles Henkin		
Brian Carrington			Peter Henry	1988 750iL	
Geoffrey Chisholm	1980 528i		Greylen High	1995 525iA	Greg Hungerman
Russell E. Claussel	1994 318iS	Bavarian Motor, Panama	Wyvonna Hill	1995 325iC	Alan Taffel
	1994 325iS		Dr. Shel Hillman	1995 740i	David Pfaff
Wayne Cole	1987 535iS	Robert D. Cook, Jr.	Lance Hogue	1995 318iS	Larry Levin
Robert D. Crea	1995 525i	Michael Mills	Carroll Holland	1988 528e	
Bruce Crockett	1981 320i	John V. Witt	Mark Holland	1995 318i	
Mark Croxton	1995 318ti		Julie Homman	1991 328iS	Gordon Fletcher, J&F Motors
Roman A. Cybyk	1995 M3		Kim James	1981 633CSi	Larry E. Hazel
Thomas Dahbura	1990 325i		Judy Jedrlinic	1995 318i	Endurance BMW
Joanne Darling	1992 525i		Earl Jenkins	1987 635CSi	
Brian Davis	1974 2002		Dave Jersen	1988 M3	
R.Scott DeJames	1992 325i		Vincent Johnson	1990 325iC	
Vincent Desomma III			Kevin Josey	1995 318i	Maurice A Harris, Jr.
Jean Destefano	1973 2002tii		Jocelyn Junker	1995 318ti	Margie Davis

continued on page 34



# Membership cont.

NAME	YEAR/MODEL	SPONSOR	NAME	YEAR/MODEL	SPONSOR
Christopher Kaminsky	1989 325i		Robert Qureshi	1995 740i	
Steve Kaye	1995 318i		Dr. Gary Raffel	1992 318i	Jiri's Auto Sport
Jack Kelley	1995 325iS		Darius Ratcliff	1994 318i	
Nadim Khalaf	1995 M3		Donald Rea	1990 535i	
James King	1992 535i	Donald Whitaker	Ryan Reed		
Lauren M. Kissner	1986 325	Mike Leeper	Phillip Rice		
Kelly Kitchens	1986 528e		Lee Rock	1998 325i	
Paul Kruelle	1994 530i		Jeffrey Rogers	1990 325iC	Kathleen Kirwarn
Gaty Kyte	1983 320i		Ruben Romero	1995 525i	
Joseph Lackner	1994 325i		J. Antonio Samson	1993 325i	
John Larmon	1995 325i		Patrick Sankey	1988 M6	Tom Baruch
Joseph Lazewski	1995 M3		Joe Seliuini	1993 325i	
John Leary	1990 750iL	Patrick Terwilliger	Thomas A. Shallow	1989 635CSi	Edward Rabbitt
Robert Lennon	1984 318i		Jack Sodergren	1989 525i	
Andrew Levine	1991 325i		Angela Sokolove	1995 525i	
Edmund Lian	1995 325i			1992 318i	
David Link	1995 325i		R. Shane Sonneveldt	1972 2002tii	Rob Woolley
Victor Lopez	1995 M3	Mike Mills	Melvin M. Spence	1984 318i	
Peter Losee	1993 325iS	Steve Graalman	Al Spindle	1995 318ti	
Kevin Lucido	1995 530i	Stephen Munroe	Prashant Sridharan		
Michel Martinez			Darryl Stallings		
Anthony Marzullo	1992 325i	Michael Thorpe	John W. Stefani	1995 M3	
Peter Masley			Mark Streicher	1989 525i	Tom Peacor
James May	1994 325i	Cory Laws	Marcia Stuart		
Ann McDaniel	1995 318i	David Siegel	Tom Sullivan	1991 535i	
Phillip McFerrin	1995 318i	Mike Gayle	Michael Summers	1992 318iC	Mike Dulisse
Langley McKinney	1983 633CSi		Richard Swan	1993 325iS	Melvin Kearney
Michael McKittrick	1995 318i		Robert Talbot	1990 M3	Gary Toyama
Ken McLendon	1985 745i		Garvin F.Tate		
Theresa A. Meyer	1980 635CSi		Christopher Thomas		
Randy Meyers			Gayden E. Thompson	1995 325i	
Sharon Michaels			Timothy Thompson		
Peter Mikhalevsky	1989 735i		John Tittle	1989 325iC	
Ronald Miller	1995 M3		Michael Tsang	1988 M3	
Scott Mills	1995 M3		Careu Tubbs	1995 525i	
David Milton	1982 325i	BMW ExcluService	Robert Turbyfill	1995 525i	
Todd Molland	1995 M3		Christopher Turner	1988 750iL	
Amy Moore			John Turpin	1989 325iX	Jim Hamil
Bill Moss	1982 528e	Larry Hazel	Gene Tyndall	1995 850Ci	Michael Mills
Tanya Muir	1995 325iS		Eric Udler	1991 318iC	
Gary Ngo	1986 325eS		Andrew Van Styn	1976 2002	Partick Egan
John H. Nilon	1983 320i	W. Riblett	Larry Vice	1988 535iS	Clarence Hill
Garth J. Norris, Jr.			Anthony Ware	1995 M3	
John Oberst	1985 635CSi	Perry Sobol	Mark Werbenec		
Goram Olsson	1995 740iL		June Whaun	1982 528e	
Richard Olverson	1987 535iS		Mary White	1995 325i	
Dr. Adeboyejo A. Oni	1989 535i		Sally White	1985 535i	Mike Gayle
Charles Paddock	1987 325iC		Peter Wight	1988 528e	Olympic Auto Parts
Richard Peacock			Karin Wilbanks	1990 325iS	
John Perry	1985 633CSi	Bob Braun	Richard Wilkof	1990 325iX	Edward Wilkof
Kenneth Petronis	1987 325		Derrick Williams	1993 525i	Albert Davis, Sr.
Jeanne Phelan			Doug Winters	1992 325i	Terry O'Brien
David Phillips	1995 M3	Jenny Nazarko	Howard Wolfe	1992 735iL	
Carlos Piau		John Miller	Nantiya Wong	1995 325i	
Robert A. Pion	1992 325i		Philip Wright	1995 325iC	
Robert Piracci	1989 325iX		Victor Yastrop	1986 325eS	
Gregg Polansky	1989 735i	Larry E Hazel	J. Alberto Zamorano		
Daniel Porter	1984 733i		Robert Zulandi	1995 740i	
John Pracyk	1980 323i				
Scott Price	1989 525i				
Aron Kaul Qasba	1973 2002tii				
Demi Quinn	1995 M3				

## 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 the club for a rate sheet, specs, or to place your ad. (301) 544-1123

## CARS FOR SALE

**1972  
2002.** Malaga/tan interior. Classic condition in & out. S/R. Runs well- 66K miles on second engine. Recently restored. Same owner for 22 yrs. \$8,000 OBO.  
Carmen (301) 405-6246 (MD)

**1973  
2002A.** VIN 2534758. White, A/C, AM/FM cassette, new brakes and exhaust, alloy wheels, 112K miles, excellent cond. \$3,500 OBO.  
Mark (703) 904-8517 (VA)

**1974  
2002** 1974 2002. VIN 4229410. Original Sahara beige. All records from Day one. 40K miles on TUV- rebuilt motor (cost \$4,400), 5-speed (from 318i), and drive train, Weber, new: rear shocks, fr. Rotors, calipers, pads, fr. suspension and steering parts. Alloys w/ Pirellis, Alpine pull-out stereo. Just tuned. Clean, good dash, normal rust- will provide new fenders. Excellent mechanical and electrical. Nothing needed for daily driver. VA inspection. \$2,400 OBO.  
Alex (703) 821-0339 (VA)  
(703) 450-0360 (VA)

**1980  
528i.** VIN 6783250, black w/ mint red leather interior, great cond., never in an accident, oil and filter change every 3K, meticulously maintained by Quality Car Services, new radiator, clutch, muffler, tires, 155K highway miles, owner for past 13yrs, never raced. \$4,200 OBO.  
Rich (301) 279-9426 (MD)

**1981  
528i** VIN WBACJ9705B6795421. Black/red leather, auto, A/C, SR, PW, PB, Alpine/ Yamaha BA stereo, 120mph speedo, excellent cond. inside/outside/underneath, 120K miles, manuals and maintenance records since new. Clean, fast, straight, and reliable. \$4,300.  
Alex (703) 821-0339 (VA)  
(703) 450-0360 (VA)

**1983  
533i** VIN WBADB7408D1047515. Alpine white/tan leather, 5 speed, 16" BBS wheels, Kenwood 6-speaker sound w/ Alpine amp, alarm, upgraded suspension, new water pump, brakes, muffler, and heater valve, motor rebuilt @ 87K. 163K miles ( I purchased "Blanche" from David Roach @ 121K miles in 5/94). Reliable and in very good condition ( a wonderful 42K of driving). \$5,900.  
Ray (703) 478-8555 eves (VA)  
(301) 595-3333 days (MD)

## 1985 M535i

1985 M535i. VIN WBADC710800641801. Dk. Green (Achatgrun) metallic w/ rare matching green interior, sun/moonroof, rear window shade, 5 speed, 3.90 rear, rare quick ratio steering, 110K miles, new modified engine (Hartge head, cam, valves) installed at 45K miles, Ungo box, Becker Mexico, 16 x 7" silver BBS alloys, adj. headlights, orig. importer invoice, all EPA and DOT releases, all service records. Garaged, car cover, beautiful original paint. \$11,900.

Patrick (301) 530-5433 home (MD)  
(202) 896-2723 pager (MD)

## 1992 325is

1992 325is. VIN WBABF331XNEF35697. Black w/ tan leather, 5 speed, heated seats, CD changer, On board computer. 21K miles. Garaged. \$21,000 OBO.  
Kenny (540) 869-2525 (VA)

## 1995 M3

1995 M3. VIN WBSBF9322SEH01066. Mugello red/ gray leather, S/R, cruise, 5 speed, 8K miles. Absolutely like new. \$33,900.  
John (703) 761-0486 days (VA)  
(703) 904-0473 eves (VA)

## PARTS FOR SALE

### E36 WHEELS

E36 Wheels. For 1992-on E36 318s/325s/M3s. Set of 4 gorgeous Fittipaldi Exclusive alloy wheels with 225/50ZR-16 Bridgestone 940 All-season radials (bought new from Tire Rack). Only used 7,000 miles. Perfect condition. Orig. cost \$1,700. Asking \$1,200.  
John (703) 761-0486 days (VA)  
(703) 904-0473 eves (VA)

### M3 COMPUTER CHIP

How to make a stock M3 go like an M3 lightweight for only \$250. One AutoThority 1995 M3 computer chip for sale.  
John (703) 761-0486 days (VA)  
(703) 904-0473 eves (VA)

### TIRES/ WHEELS

Tires/Wheel covers. Three (3) Pirelli P7s (225/50VR.16) from M6, 2 have less than 5K miles. Four (4) wheel covers from 1991 M5. \$100 for tires, \$100 for wheel covers or \$175 takes all.  
Kelsey (301) 921-0232 eves (MD)  
(301) 380-8901 days (MD)

### MISC. PARTS

2002 Clutch slave cylinders. One pre-1970 (PN 21 52 1 101 737), new, in box \$10. One 1970- on (PN 21 52 1 104 269) new, in box, \$25. OEM Plugwire set, for Motronic 535i, 635i, and 735i (PN 12 12 1 705 718), new, in box, \$75. Bosch Silver plugs (WR9LS) for Motronic Big six, new, in box, \$15/6. Momo "Hartge" steering wheel, w/ BMW horn button, buy your own adapter kit, new, \$75. 3.3L Motronic motor, from '84 633 CSi complete w/ intake, Air flow meter, wiring harness, and ECU. 180K miles and a burned valve (still pulled 110 mph at Summit Pt, Audi 5-cyl style!), \$650. Rear KYB Gas-A-Just shocks fits all 528e, 533i, 535i, 633CSi, 635CSi. Less than 1K

*continued on page 36*



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## Classifieds cont.

*continued from page 35*

miles, \$100/pr. Adj. Fuel pressure regulator, for E30 baby six, all Motronic 3.3L/3.5L Big six. Eliminates acceleration flat spots. Bosch, new, in box, \$100. Rear subframe mounts, hard polyurethane-reinforced, most models, Inquire.  
Dwight (410) 889-9578 eves (MD)

### PARTS WANTED

**M5** Clutch/gearing from 1995 M5 for use on an M6.  
**CLUTCH** Kelsey (301) 921-0232 eves (MD)  
(301) 380-8901 days (MD)

### FOUND

Small jack. Found at 12 November Drivers' School. Does not appear to be from a BMW. To claim, call:  
Woody (703) 243-5796 eves (VA)



## ADVERTISERS

Alexandria BMW Service	12
Auto Advantage	7
Autobahn Motor Works	23
Autoy & Autowerks	26
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Baltimore Body Shop	36
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Blue Ridge Sports Cars	12
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Bob's BMW	29
Color Crafter Collision Center	4
Craven Tire	7
Dent Works	7
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Foreign Service	5
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Olympic Imported Parts	22
Quality Car Services, LTD.	22
Passport BMW	5
Passport BMW	23
Radial Tire	15
Tommy's Specialties	4
Wesben Body & Fender	3



# 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          |

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

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Expiration Date \_\_\_\_\_

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**2130 MASSACHUSETTS AVENUE**  
**CAMBRIDGE, MA 02140-9850**

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