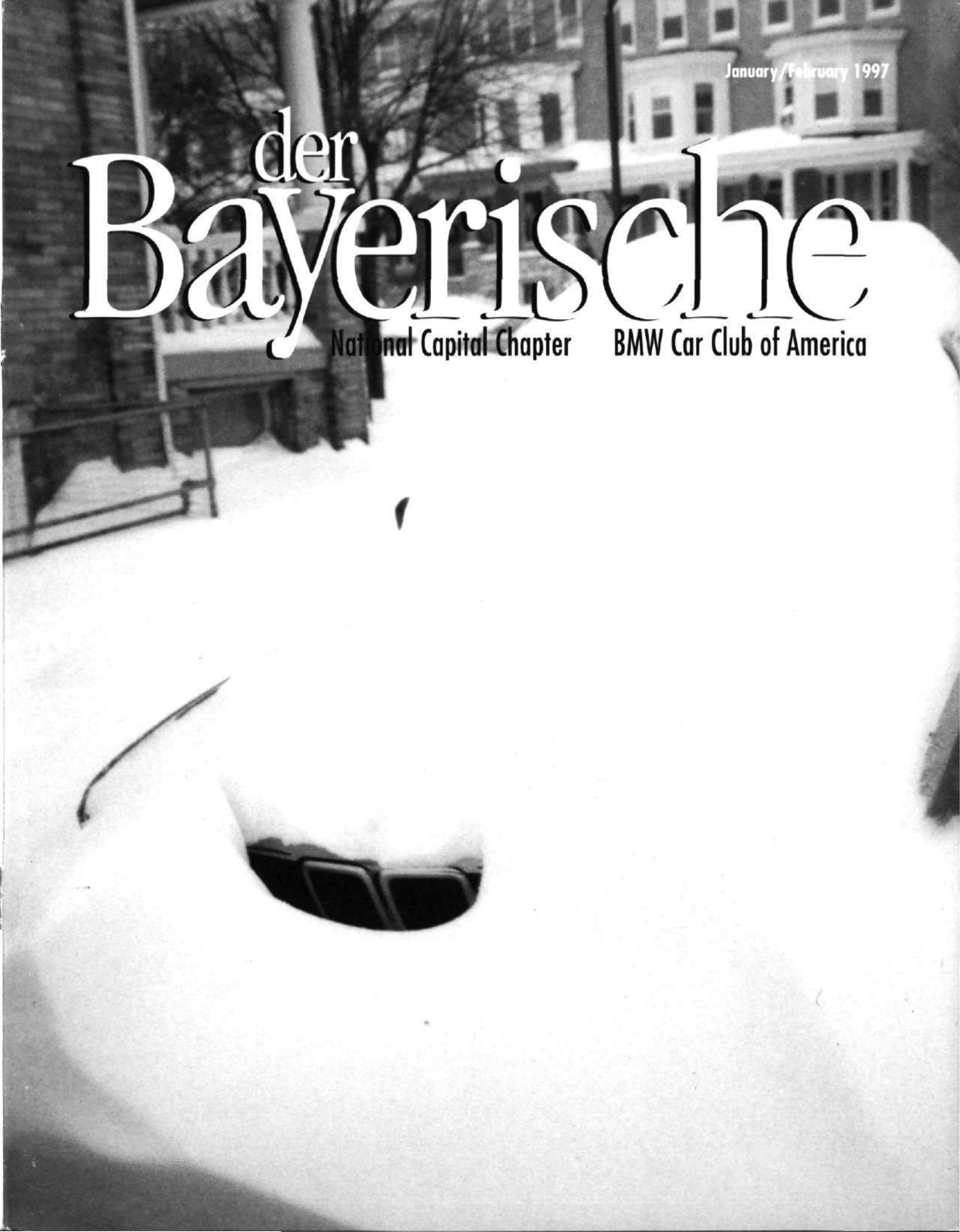


January/February 1997

der Bayerische

National Capital Chapter

BMW Car Club of America



2002



Calendar of Events

1997

JANUARY

- 25 P3 Expo
- 29 Car Audio Tech Session

FEBRUARY

- 1 Annual Elections/ Holiday Party

MARCH

- 1 Do-It-Yourself Tech/Drivers' School Tech Inspection
- 29-30 Spring Drivers' School

JUNE

- 14 Highway Safety School
- 15 Drivers' School

JULY

- 20-25 Oktoberfest '97
Waterville Valley, NH

SEPTEMBER

- 27-28 SVRA Blue-Gray Challenge
Summit Point Raceway

OCTOBER

- 18-19 Drivers' School



*For the Latest Info, Call the Club Hotline: (301) 230-9BMW
On The Web: <http://www.patriot.net/users/m3/>*

der Bayerische

National Capital Chapter BMW Car Club of America

January/February 1997



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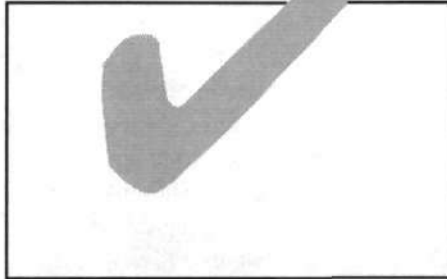
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*Little Bo Peep in
Mechanics Clothing*

BY JENNIFER NAZARKO



Cover: 7 January 1996. Can you guess the
BMW model number?

Photo: Dwight Derr

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

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David Lassalle	301/317.1461
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EDITORIAL

Misfirings

Resolutions Per Minute

Well, it's the start of the New Year and, since it's dang cold outside and there's nothing better to do, except maybe trivial household chores like cleaning the bathroom, or the kitchen, or the living room, what better time than now to do something really constructive: like making a New Year's resolution. Making New Year's resolutions is not a new and novel endeavor, but something that's plagued mankind for centuries, dreamt up by our forefathers, brimming with the Protestant work ethic, in the dead of winter, when more productive means of occupying their time, such as reading a good car magazine, escaped them. Resolutions in themselves are not at all difficult to conjure up, almost anyone can do it. The only real provisos are that they be 1) positive and constructive spiritually or morally, 2) challenging yet realistically achievable, and, 3) legal in all 50 states, and, perhaps, the District of Columbia. Pretty simple, huh? But clearly the Achilles' heel of all of this good intention isn't in the initiation but rather in the maintenance of the resolution. Yet due to laziness, lack of resolve, or being too busy to remember, the typical New Year's resolution is often gone and forgotten by about the first of February.

So, what the heck, here goes: Resolved — I'll sign up for a TSD Rally this year. Now to most of you, me signing up for a driving event seems all too easy. But it isn't; you see, I hate TSD rallies! H-A-T-E them. Part of this aversion is due to the fact that I just don't do well in the things — if I'm the driver I drive too fast and rack up a lot of penalty points; then I over-compensate and drive too slowly. And rack up a bunch of penalty points. If I navigate, invariably we manage to go off course, despite following each and every instruction, although that might be due to not paying heed to all of those predominant "If/then" rules in the General Instructions. There's nothing more embarrassing than going through a check point in the wrong direction.

Oh, I've had my share of rallies, both Club events and open events. I was asked to co-drive the One Lap of America back in 1988, when it really was a complete, non-stop lap of America, in a Saleen Mustang, no less — I thought I'd be in heaven! But heaven soon turned to Hell when it was learned that the One Lap was really nine straight days of TSD events, both on the public streets and on various race tracks — ever been at Lime Rock in a tricked-out car and have to maintain 55mph? We scored the maximum number of points there. Mercifully, we were put out of our misery when we ran off the road in the mountains of Utah late one night (and no, I was neither driving or navigating at the time). And then there's my O'fest rally experience. Like the time in Connecticut when the ring gear decided to separate from the diff housing during the TSD event and we had to have the 528i flat-bedded back to the hotel (I did seriously consider having the flat bed operator continue on with the rally, 5er on piggyback. Why not? We had visible numbers on the car and all. But my navigator's icy stare convinced me otherwise).

So to all of you young upstarts out there, if you want to beat me in a driving event this year, you'll have the easiest time of it in a TSD rally. Or a concours.

Hmmm, wouldn't it be much better to resolve not to repeat dumb mistakes instead??

derr

Annual Election: Candidate Statements and Ballot

For President: *Jenny Nazarko*

Okay, shoot me. I must be crazy. I want to run for president of the National Capital Chapter. This, after finishing the Oktoberfest 1996 Event for 550 of my closest friends. (Of course, anyone with a BMW, or who likes BMWs, is a friend of mine!).

Qualifications: Owner of three BMWs. Enthusiast since joining the Club in 1990. Chapter Treasurer for five years. Madame Chairman of Oktoberfest 1996. Amateur (in the truest sense) ralliest, decent autocross competitor, drivers' school instructor, and I DO wash my cars occasionally. Seemingly organized, fairly good with the details, and mildly bored now that O'fest is over!

I care alot about this Club, and want to make sure everyone with an interest in the marque has an opportunity to enjoy a wide variety of Club events and to socialize/network with the 2500 local enthusiasts, as well as those who visit us from other chapters. We found some incredible talent in our members, and a lot of dedication, during O'fest, and I want to keep the momentum going. I need your vote to do that. Please help. Thanks.

For Vice-President: *Susan Bryan*

My name is Susan Bryan, and I am running for Vice-President. I have been a member of the Club since 1981, when I bought my first BMW, and I believe it is time for me to repay the Club for the many enjoyable years. I have had fun with BMW Club members at drivers' schools and would now like expand my involvement in other aspects of the Club. I have been very active as a drivers' school instructor for our Chapter as well as other chapters. As Vice-President, I would be able to begin to repay the Club for all the wonderful times I've had.

For Treasurer: *David Lassalle*

I'm the current Treasurer for the Chapter I would like to continue. What makes any organization great are its people, not only the elected officers but also the volunteers for each event – and our Club is no different. This year we have received a tremendous amount of support. Next year I am looking forward to a full calendar of events and also an increase in communication from every member to all the board members.

For Secretary: *Charlotte LaQui*

Hi, I am Charlotte LaQui. I have been the Secretary of the Club for almost two years now and I am running for the position of the Secretary again.

The Official Ballot

Please select one person for each position.
Write-in candidates must give their consent
and signature.

For President

- ☐ Mike Gayle
☐ Jenny Nazarko
☐ Other _____ (signature) _____

For Vice-President

- ☐ Susan Bryan
☐ Other _____ (signature) _____

For Treasurer

- ☐ David Lassalle
☐ Other _____ (signature) _____

For Secretary

- ☐ Charlotte LaQui
☐ Other _____ (signature) _____

Your Name _____ Membership# _____

Please photocopy this ballot and bring the completed form to the Holiday Party or mail to:

Elections
BMW CCA NCC
P.O. Box 685
Arlington, VA 22216

Oops! We goofed! The story, "Food for Thought" in the Nov-Dec dB appears to be originally authored by humorist Dave Barry, rather than Steve Lowry. der Bayerische sincerely apologizes for any inconvenience caused to Mr. Barry and for causing any undue mouth-watering by his attorneys.

• A few grains of road salt trivia: 14.4 million tons of rock salt were spread in the winter of 1995-96, the average for the Snow Belt is 10 million tons. Most of the environmental damage caused by road salt is water supply contamination caused by runoff from improperly stored stockpiles. Salt use is a matter of economics — salt costs \$30 a ton, less-corrosive magnesium calcium acetate is \$675 a ton, and liquid magnesium chloride is about 85 cents a gallon. Sand, by the way, costs only \$5 a ton, but doesn't melt ice and requires costly clean-ups come springtime. Wisconsin is experimenting with waste

ShortStrokes

from cheese production as an environmentally-friendly alternative.

• Hoping to put the brakes on red-light runners, Columbia, Maryland has become the latest city to employ camera surveillance of major intersections. These high-resolution cameras are wired-in to red lights and triggered by pavement sensors. Vehicles moving through just a little too late will have a photo taken of the rear license plate. Owners then will receive, via the mail, a traffic citation. Due to privacy laws, vehicle occupants will not be photographed, so there's no need to primp and preen. In October the repeal of the law banning automobile sales by retailers went into effect in Howard County, MD., a result of lobbying on behalf of electronics-retailer Circuit City, which plans to open one of its CarMax auto superstores in Savage. Most dealers, though reluctant to Sunday operations, foresee succumbing to market demands and that 7-day operations will become the norm throughout the rest of the state.

• Some statistics from the Insurance Institute of Highway Safety: anti-lock brake (ABS) equipped cars have a 45% higher incidence rate in single-car mishaps as opposed to those not so-equipped with rates amongst both groups being similar in multi-car collisions. Two factors were cited: having ABS provides a false sense of security resulting in more driver carelessness, and inexperience or lack of knowledge of ABS operation in action. The IHS recommends practicing hard braking on empty parking lots after rain or snow storms(!).

• According to the Federal Highway Administration, the Washington area ranked No. 1 in the per capita cost of wasted time and fuel caused by traffic gridlock, to the tune of 58 hours of time and 60 gallons of gasoline, which works out to about \$820 a year. And in terms of traffic congestion, only Los Angeles fares worse than the DC area, although the LA region has stabilized and projections indicate a worsening situation for Washington.

• Hoping to ease its share of suburban gridlock, Maryland has joined the HOV ranks with its introduction of carpool lanes for motorists using I-270 in Montgomery County, one of the region's most congested highways, handling about 8,500 vehicles an hour at its busiest. The HOV-lanes have already drawn the ire of both commuters, most of whom are unwilling or unable to join carpools and resent the separate lanes, and environmentalists, who complain that the two-passenger requirement is too lax and undermines the goal of getting the most people into the fewest number of cars. Violators of the HOV restrictions face a \$70 fine and a point on their record.

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P3 EXPO**Saturday, 25 January 1997****Sheraton Premiere****Tyson's Corner, VA****Time: Noon to 5PM**

The Founders Region Porsche Chapter is sponsoring a Porsche Performance Products Expo ("P3 Expo") Saturday, January 25, from noon to 5pm at the Tyson's Corner Sheraton Premiere (703-448-1234). Admission is free and 25-30 vendors are expected, including many who also actively support the BMW Club, such as Radial Tire, AutoThority, and OG Racing. Start chasing away those winter blahs and come on out to peruse the latest in technology and upgrades. Remember, our first Drivers' School is in March, so it's not too early to get ready!

CAR AUDIO TECH. SESSION**Wednesday, 29 January 1997****East Coast Auto Sound****Rockville, MD****Time: 7:30 PM**

You've tuned that engine to perfection, but your stereo sounds like two tom-cats fighting it out in an alley. Have we got a tech. session for you. Jeff Flemming of East Coast Auto Sound will give you a tour of the latest advancements in car stereo and security. From the simple addition of a disk changer or subwoofer, through a competition quality system, East Coast has done it all, and Jeff will share his expertise with us. They also have several project cars, so we will get to see just what is possible in a quality installation. Refreshments will be provided. Please RSVP for a head count. So come and learn how to give your car stereo a tune up and your ears a treat. If you plan to attend, or have any questions, contact Jim Moran, at (703) 441-0329.

Directions: Take I495 to Wisconsin Avenue North (aka Rte. 355, Rockville Pike). After 2.5 miles, make a right onto Randolph Road (just past the Silver Diner on the left). After 1/4 mile, just over the railroad tracks, make a left onto Parklawn Drive. East Coast Auto Sound is 1/2 mile on the left, in the same building as BMW Excluservice.

"SEASONABLY LATE" HOLIDAY PARTY**Saturday, 1 February 1997****Sheraton Premiere at Tyson's Corner Capital Club****7:30PM**

If you endured the typical holiday season, it was

probably one holiday party after another, so we (the powers that be) have decided to move the Club's Holiday Party out of the usual holiday season to a time when, hopefully, your schedule (and maybe your belly) is just a little less full; hence, the "Seasonably Late" Holiday Party will be held on Saturday, 1 February, 1997, in the Capital Club at the Sheraton Premiere at Tyson's Corner, VA. A full buffet will be spread out for your enjoyment and the cost to you is — zip! Absolutely free!!! If you were lucky enough to have attended our Oktoberfest presentation, you'll know the food is really great. There'll be a cash bar, too. Take the night to reunite with old friends and make new ones. Also, we'll be holding our Annual Elections this evening, so bring along a copy of the official ballot (found in this as well as the Nov-Dec '96 *dB*) in order to vote. Also, the Sheraton Premiere will offer Club members special room rates if you prefer to stay the night. For reservations, call the Sheraton at (703) 506-2505. As the weather may be iffy, do check the Hotline for up-to-the-minute information. See you there!

Directions. Take the Capital Beltway (I-495) to Exit ? West (VA Rte. 7W). Go approx. 3 miles and turn left onto Westwood Drive. Immediately turn right onto the Sheraton Premiere access road.

DO-IT-YOURSELF TECH/DRIVERS' SCHOOL TECH INSPECTION**Saturday, 1 March 1997****Auto Sportsystems Group****2810F Dorr Ave., Fairfax, VA****Time: 9:00am-2:00pm**

Springtime is on its way (we hope!) So get your ride ready for warm weather, dry roads, and the hot track! Time now to take care of all of those tasks you've put aside because of the cold weather. Geoff Schwarz and Ray Plewacki of Auto Sportsystems Group in Fairfax have once again offered us the use of their spacious facilities where you'll be able to perform simple maintenance or repair work such as fluid and filter changes or brake work. As lift space is limited, there will be a mandatory pre-registration for time allotments. Please plan to limit yourself to about an hour and a half and do bring the parts and supplies you'll need as availability is very limited. Also that day is the opportunity to have your car inspected for the upcoming (29-30 March) Drivers' School. Again please pre-register and bring your tech form, as none will be

provided. In case of inclement weather, we'll try to reschedule for Saturday, 8 March — do check the Hotline. Questions? Contact Jim Moran at (703) 441-0329 eves. Til 9:59PM, for more information or to register.

Directions. Take the Capital Beltway (I-495) west to US50 West (VA side). Immediately exit onto Gallows Road North. At the fourth light turn left onto Lee Highway (US 29). Turn right at the second light onto Hilltop Rd. Take the next right onto Dorr Ave. Auto Sportsystems Group is on the left in the rear of 2810 Dorr Ave.

SPRING DRIVERS' SCHOOL**Saturday-Sunday, 29-30 March 1997****Summit Point Raceway, WV****7:00AM**

Get ready! Spring is just around the corner! How can you tell? — There's a Drivers' School on the calendar, that's how! Come out and join your fellow Club members as we launch the 1997 driving season with the Spring Drivers' School. As always, the venue is the big track at Summit Point Raceway and the goal is for you to learn more about your BMW and yourself. This is a two-day event and because the next one isn't until mid-October, this will fill up fast. So find the application, fill it out, and send it in pronto! (Remember, the cut-off date is 8 March!) Questions? Contact the Drivers' School Registrar, Gary Ketner at (410) 715-9317 evenings until 9:59, please!

Directions to Summit Point Raceway. From No. Virginia, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W to Winchester. Exit onto US 340 towards Charles Town. At about AB mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about AB mile on your left. Follow the signs to the Paddock. From Baltimore, take I70 West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about eight miles ahead on your left. Follow signs to Paddock.





BMW CCA NATIONAL CAPITAL CHAPTER DRIVERS' SCHOOL APPLICATION

- First priority given to BMW CCA members, on a first-received basis.
- Licensed drivers only. A photocopy of the applicant's valid driver's license is required with this application. If under age 18, must submit a notarized parental permission form (supplied).
- Applications will be accepted in writing only on this form. One applicant per form. Photocopy as needed. Mail early! No entries accepted within one week before the event!
- One driver per car recommended. Student familiarity with car is strongly recommended. Proof of insurance for applicant's vehicle required.
- All cars must be tech-inspected by a qualified service facility prior to the event. A properly completed tech inspection form (supplied) is required for entry. It is your responsibility to ensure that your car is safe and roadworthy.
- All cars must be quiet and street-legal and must have a passenger seat. Functional, securely-attached lap and shoulder belts are required for both front seats. Both front seats must have equal restraint systems, i.e., if the driver's seat has a five-point harness the passenger seat must be likewise equipped.
- No rental cars are allowed.
- No motorcycles or convertibles. Trucks, vans and SUVs allowed only in Highway Safety School.
- A Snell M90-rated (or M95) helmet is required. SA-rated helmets are strongly recommended. The Snell sticker will be found inside helmet. Please bring your own helmet as the Club does not supply helmets.
- The Chapter reserves the right to decline entry to any individual or vehicle deemed unsafe or unsuitable for track use.

Revised 1/97

Indicate school(s) below:

- ☐ 29-30 March (\$250 both days/\$175 single day)
☐ 14 June Highway Safety School (Jefferson Circuit) (\$85)
☐ 15 June (Jefferson Circuit) (\$125)
☐ 18-19 October (\$250 both days/\$175 single day)

Non-members add \$35 per day.

Add \$40 if registration received within 3 weeks of event.

Please, no first-time drivers in Sunday schools.

Please make check payable to:
National Capital Chapter, BMW CCA

Mail to: **Drivers' School
BMW CCA NCC
10965 Shadow Lane
Columbia, MD 21044**

Include a self-addressed business envelope with \$1.24 postage. Questions? Contact Gary Ketner at (410) 715-9317 evenings before 9:59pm.

Name _____ Membership # _____
Address _____ ☐ Check here if new address
City _____ State _____ Zip _____ Chapter _____
Phone (Work) _____ (Home) _____
Car Make _____ Year _____ Model _____ Color _____

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

Experience – List number and location of all previous Drivers' Schools you have attended as a student. Indicate previous Summit Point experience.

Please photocopy from magazine.

Z3 2.8 *...Finally the roadster gets its ducks in a row...*

Photos and article by John Hartge



If I were a dashing British spy, in need of quick getaways, I'd opt for the Z3 2.8, the six-cylinder roadster that's out a year late for "Goldeneye." (Of course, if I were doing the spy thing, I'd be too busy to write this, too busy making quick getaways and beautiful women spies, but I'm not a spy guy, not busy doing those things, so back to writing.)

The real James Bond car is a little late for the movie. The 1.9 is fun enough, especially rowing through the slick gearbox, but the 2.8 truly is a pocket rocket. 0-60 in 6.3 seconds! Porsche, you apparently made the Boxster's engine a bit too small! The Z3 is faster. Actually, at press time, I had driven this roadster only a block to take these pictures, but I assure you, it has torque, instant get up and go.

The 2.8 roadsters have no badges telling you of the larger engine, but look for dual exhaust tips, flared out rear fenders (that look very Porsche-like), round spoke wheels, a more aggressive front spoiler and, if you look very closely, vented front rotors.



The two best tech things in the Z3 2.8:

- 1 - the standard all-season traction includes a limited slip diff.
- 2 - the 2.8 has an aluminum block with cast iron cylinder liners, a tried and true cure to the cylinder wall problems suffered with BMW's early 3.0 and 4.0 aluminum V8s

Check out the BMW Z3 2.8 at your dealer or online. Have you tried BMW's excellent web page? www.bmwusa.com



*"James Bond,
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Deliverance

by Gary Allen

Doubtless like many of you, I have an ongoing role as Car Counselor to the Masses (our motto: "We Love Spending Your Money!"). Recently I helped a colleague find a happy new home for her beloved '86 BMW 535iA, which she'd recently replaced with a gorgeous '94 540i from Auto Advantage. Since my own beloved '72 Bavaria had recently undergone significant financial/mechanical transfusions, putting the 535 in my garage was not in the cards, alas. But my brother-in-law Joe, a fellow car buff, responded with alacrity to my suggestion that he consider the 535 and agreed to buy it for his 16-year-old son Jonathon, whose near-instantaneous deliverance from the indignities of driving his parents' cast-off MPV minivan to high school was the stuff teenage dreams are made of.

Having assisted in this Car Placement, there remained the little detail of actually getting the car delivered from Northern Virginia to Hartsville, SC, its new home. Propitiously enough, my wife and her sister had long planned a long-weekend trip to their brother Joe's house that very weekend to pick up a furry new Schnauzer puppy, and so it made eminent sense for me to drive the Elder-Bimmer down on Sunday and then drive the sisters and puppy back north in our van, which my wife had driven south, on Monday. Although they know me well enough to know better, both buyer and seller considered my driving this 535 south a great favor. Let's see: a shiny, well-tuned and -preserved BMW to drive; hundreds of miles of highway ahead; roadmunchies in the cooler; and a sunny fall day, to boot. Ha! Lemme at it!

First, though, were the miscellaneous duties associated with getting the kiddoes arranged for. Teenage daughter Caroline and a friend would hold down the fort; ten-year-old Andrew, not enamored of the idea of two days on the road, even with a puppy, would go to a friend's. Since I could drop Andrew with only a minor detour from the route outta Dodge, I told Caroline I'd relieve her of that delivery and off Roo and I went.

The place where he would stay is on a very busy road, and getting in and out of the target driveway across all that traffic can be a bear. So I decided to pull into the driveway apron of the country club parking lot which is directly across the street from the Intended House, and then supervised Andrew's scamper across the road before getting on with my trip. He waved from the safety of the farside of the road and headed up the walk to the front door. Now, normally I might have just sped on off at this point, but with his mother's unseen presence hovering round my ear whispering, "Don't leave til he's in the door!", and my determination to perform every aspect of this supposedly charitable trip to perfection, I decided to wait a moment longer and see him safely into the house.

Just one minor problem: due to the intervening boughs of trees up the sloping front yard, I couldn't quite see the front steps and porch of the host houst. I needed to pull forward just a bit. A quick glance out the windshield confirmed that beyond the edge of the asphalt apron, which I could no longer see

"Oh, wow Dad — you're in the air!!"

over the hood, was the firm gravel berm of the road. Looking back to my left towards the retreating Roo, I began easing the 535 a few feet forward to get a better view.

Suddenly, and to my great astonishment, there was a pronounced forward drop to the right front of the car, a sickening sound of metal-on-asphalt abrasion, and then an eery, see-sawing silence. Andrew spun around, looked, and hollared, "Oh, wow Dad — you're in the air!!" Heart racing and mind reeling from disbelief, I gingerly opened the door and stepped down from my suddenly-elevated position as traffic screeched to a halt in wonder. There was my precious mechanical charge, this pristeen ten-year-old beauty entrusted to my care, gently rocking like a boat at anchor, its right front wheel suspended in the bottom of a giant sinkhole just off the edge of the driveway apron, and its left rear wheel turning lazily to a stop about a foot in the air! Unbelievably, I had pulled forward into Unseen Pothole Oblivion and dropped

the car onto its frame, where it now balanced serenely like a Teutonic teeter-totter. Never before in my life had I done anything like this to any car — let alone to a car that in essence belonged to two owners, whose unseen, trusting presence descended onto my shoulders like a ton of bricks and nearly buckled my knees. I thought perhaps I should just step of the next bus by and get it over with.

After a few seemingly endless moments of this near swoon, I regained partial use of my major extremities and circled the car to survey the situation somewhat more objectively. Fortunately, the right front of the car had dropped down onto the frame at the designated "jacking point" for supporting the full weight of the vehicle, and it appeared unscathed. The right front wheel was fully extended and lightly resting on the bottom of the begravelled sinkhole. A downward push on the left rear of the car brought that wheel down to within a few inches of the pavement and raised the front into the air; upon release, the car would nod lazily up and

down and gradually return to its whopper-jawed equilibrium. For a moment I thought about putting some weight in the rear and backing it out, but dismissed the idea as hare-brained. Preliminary assessment completed, I headed to the friends' house and called the newly-minted driver Caroline, exhorting her to round up the ever-present retinue of burly teenage boys loitering about her immediate environs, get my floor jack and some two-by-tens, and get the heck over here to see how not to drive a car. I then went back outside.

The immediate congregation of raod gawkers had moved on, but in their place was a slightly rusted 4X4 Bronco and a couple of good ol boys, fellow NASCAR aficionados if I ever saw any. They had stopped with an offer to throw a cable around the BMW's tow hooks and "just yank that sucker outta there" with the burly Bronco. I explained I had summoned jacks and aid and thought that I would prefer that approach to dragging the

Little Bo Peep in Mechanics Clothing

by Jennifer Nazarko

So what is it like, you may ask, being a female in the (mostly) male car world. How does one go from being the traditional female type who likes to cook, garden, read, to one who takes care of her own car, who was so excited when she got her own tool set, and now buys Snap-On tools because they're among the best in the market? The answer is not easy.

It is frustrating, exciting, dirty, a money pit, and truly exhilarating when the car and the driver "click" on the track. This means the tires are heated up just right, the brakes are good and sticky, there's gas in the tank (but not too much or it would weigh you down), and the track is hot. The feeling is glorious, and quite a rush unlike the others obtained in the more sedate sports of, say, field hockey or football or ping pong.

But back to the subject at hand, a female in a (mostly) male world. It all started when Ed got his first M3 in August 1989. My 325i followed six months later when I had to turn in my Jetta GLI because the lease was up. Tischer called and said something about having a used 325 for sale. Low mileage, red with black interior, sports package; was I interested? This was, of course, Ed's fault. I was limiting my search to mostly American cars, of a reasonable sort, may be a Japanese model or two. It had gotten discouraging because the dealers always trotted out the token female sales rep, who generally knew a lot about colors and comfort features, but when asked about horsepower, or car maintenance, they drew a complete blank. Not that I really knew anything back then, but I figured they ought to know something more relevant about the cars they were selling.

So I thought what could it hurt to look at the car to get the sales guy off my back. I knew we couldn't afford it, and TWO BMWs, especially two RED BMWs would be too much. So I went to Tischer. And I looked at the car. I sat in it. But I wouldn't take it for a test drive 'cause that would be like, too interested in it, and I knew I wasn't going to

get it anyway. So we went home and I looked at our financials (I'm the "treasurer" at home too), and thought, well yah, it wasn't so bad. Nothing else had turned up, and besides, they were selling it as used when it only had 750 miles on it. Had only been titled for two days. Seems the Porsche fellow who had it previously had just had a 911 S4 delivered, and didn't want this car anymore.

within a 6-8 hour radius. I admit I was hooked, and darn near the slowest the car on the track. But smooth, I was told I was very smooth. And with smoothness comes speed. Look out speed racer! I kept at it because I love the sensation of acceleration, the "rush" of the cornering forces, and the exhilaration in doing a corner at speed and catching another car.



Little Bo Peep looking for some sheep.

Photo by David Roach

Talk about a sweet deal. So I bit for a good 20% off cost.

I stored the car in the garage for almost month before taking it out. Two red BMWs in the driveway just seemed a little much, I thought, for my neighbors to handle. But then the traditional Chapter Highway Safety School came up in March (we had been members of the Club for not quite eight months), and since Ed seemed to have had one heck of a good time at the Drivers' School he had been to in January, I thought why not?

The rest of the story is downhill. I attended that school, and the next, and the next, and the next. Soon we were going to any track

As with any one who gets hooked in a sport, I started to "acquire" accouterments for the car. First I got an extra set of wheels. Found them in the *Roundel* from a guy who campaigned a 325i in Arizona in one of the major classes of racing. They're special wheels from BB (Japan), and veined to pull air through to keep the rotors cool. Also they're stock width, but an inch larger in diameter (15"). Then track tires (Yokohama A008s) from Radial Tire. Then I added harnesses. Felt good to finally stop sliding around on those leather seats! Somewhere in the third year I added a front strut brace, and then a year later on my birthday I followed a red ribbon down to the stairs to the garage and found a rear strut brace. I added Hor Technologies progressive springs,

and Tokico adjustable shocks. I've gone through both now and had to switch to Eibach springs, and a second set of Tokico shocks. And then two years ago I put Suspension Techniques front and rear sway bars on the car, and then had to beef up the swaybar mounts with ones from Korman. Other than a K&N air filter, and a fantastic chip from Pete McHenry, the car is stock. I am, for some unreasonable reason, completely unwilling to touch the motor. C'est la vie.

During the seven years I've had the car I've learned quite a bit about taking care of it. I can't expect Ed to do all the work on two cars, and occasionally I go to tracks on my own. Believe me, if you have the tools, and don't mind getting a few dirt smudges now and then, the primary maintenance responsibilities are easy. I remember being awed at other women who used to change their brake pads, and then I learned. The first time I put one in backwards taught me to

double-check my work. And then came changing rotors (easy if the screw isn't in too tight). And then bleeding brakes, made much easier with a pressurized brake bleeder. Last year I learned how to change the oil — piece of cake! (at least on my car — those of you with M3s have a bit worse time of it) And of course changing wheels and tires is a snap in twenty or so minutes, and the lug nuts are never torqued on too tight. Of course my neighbors think I'm nuts, but I gotta tell you I've developed good arm muscles! I've done other miscellaneous things as well, as I've learned not to be scared of the car and to realize that it's not an impenetrable machine full of mystery and mystique. In fact, at this point, Izzy is my good friend, and I can anthropomorphize (is that a verb?) the car with the best of them!

The humorous thing is how fascinated males are when they spot me, a female, doing these things in the paddock. Or in

my driveway. I almost always get a team of "supervisors" while I work, and more than once have had a guy watch me from start to finish, while I explain what I'm doing. I just shake my head now and smile to myself, but it was a jolt the first time I realized that not all guys know how to do this stuff from birth.

The nice part is that I can always find someone to loosen the tough nuts, or help with the heavy stuff. Other than that the playing field seems to be about even — once on the track all is fair game, and if you have any competitive streak, with practice you'll be up there with the best of them!



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by Dwight Derr

By now most of you are familiar with, or at least cognizant of the existence of, synthetic lubricants for your car, from motor oil to bearing grease, and that they've received universally favorable if not glowing reviews. I've been using them for years and will attest to their efficacy, with the only downside being the tendency of the synthetics to make me wince, albeit slightly, at the checkout counter. Being a true skeptic, I was very reluctant to make the initial plunge and actually use these "miracle tonics" but gradually I succumbed to the sirens' call and began pouring the stuff into my cars. And I'm sure pleased I did, too. Here's a rundown of my experiences:

• **Motor oil.** At a Mid-Ohio event three years ago I'd have to add a quart of Valvoline 20W-50 racing after each session (old tired engine which ran hot, near the red, after a few laps). The next time there, I used 15W-50 Mobil 1 and the car ran cooler (under 3/4s warm), the car seemed to have more power, and consumption was down to a quart added after every fourth session. Ambient temperature was about the same both weekends, with no changes to the car.

• **Transmission lube.** Amsoil gear lube has bathed my tranny's innards for years and will continue to do so. I've tried the early "Empty ell" stuff and was greatly dissatisfied — poor shifting after only one track weekend with the lube the consistency of water upon drainage. Also I wore out a new transmission within two years! The Amsoil has been non-problematic, and I have no qualms with leaving it in for a whole driving season, about 3-4K track miles a year. It's also in the differential, augmented with a bottle of either BG or GM limited slip additive. Incidentally, BMW now recommends only synthetic final drive lube for all BMWs, due to their superior properties, and uses them exclusively. There are even part numbers 83 22 9 407 768 for open or ix diffs and 83 22 9 407 803 for limited slip differentials.

• **Bearing grease.** With a lot of hard usage, front wheel bearings are subject to real abuse, mostly due to the tremendous amount of heat generated by the front brakes. I'd generally replace howling, dried-out front hubs every year, the grease melted out of them and tracked over the inside of the front wheels. I've now avoided the yearly hub replacement by re-packing the grease with a synthetic racing grease (Amsoil's, by the way). I've also experimented with the CV joints, packing one with standard CV grease and another with Amsoil racing grease, and, surprise, one was bone dry after a year and the other was full of grease (guess which). By the way, an Amsoil tech said that even though the racing grease has better specs, they'd recommend the general purpose synthetic for CV joints because it resists washout better. Not a concern if the integrity of the CV boots is maintained.

• **ATF/Power steering lube.** Mercon is suggested for the power steering hydraulics in later BMWs. Now available at your nearest lube emporium is synthetic Mercon, from several manufacturers. I can't say I've noticed any difference here, which is good news. I guess it's like chicken soup, it can't hurt (unless you put it into your car, of course). Silicone brake fluid? Don't even consider it! Period.



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Woody's Competition

C O R N E R

BY WOODY HAIR



Perennial second place A-Stock finisher Jim Wiles demonstrates how it's done in his M3 at Manassas.

autocross\ot-o-kros\: a medium speed automobile competition where the object is to traverse a specified course in the least amount of time.

(In an effort to encourage more autocross participation, derBayerische presents this primer on the subject. Notwithstanding the fun aspect of this sport, autocrossing teaches valuable car-control skills in a safe and legal setting.)

Autocrosses, particularly in the Washington area, are normally held on a large parking lot with a minimum of obstructions. The course is marked by a series of rubber pylon gates. Other possible sites for autocrosses include airport runways, race tracks, and

even closed city streets. Cars run one at a time against the clock.

Most autocrosses give each competitor three to five runs with the fastest run being the one that counts. Timing starts as the car crosses a *timing line*. The timing line may be ten or more feet down course from a *starting line*. Timing ends as the car crosses the *finish line*. Many courses in the Washington area will have a *stop garage* after the finish line. The competitor must bring his car to a complete stop before the pylon marking the end of the stop garage. Failure to stop before and knocking down the end pylon will be a disqualification for that run. The outline of the base of each pylon defining the course is marked on the pavement. Each pylon knocked over or displaced completely out of its marked location results in a time penalty — normally two seconds. Missing a gate

completely is considered *Off Course* and the run is disqualified.

Depending on the organization hosting the event, cars may compete in certain classes based on potential performance of the car model and level of modifications. Some organizations have special classes for ladies and/or novices. The *Sports Car Club of America (SCCA)* calls autocrossing *Solo II*. The Solo II classifications have never been kind to BMWs. The 325i and M3 have been grouped with 2-seat sports cars instead of similar sedans or sport coupes.

Car Preparation: Competing with a car in a good state of tune should go without saying. All loose items in the interior and trunk should be removed. This includes the empty 7-11 coffee cup under the seat, the radar detector in the glove box, the driver's

side floor mat, and the beach chair in the trunk. There are pros and cons concerning the removal of the spare tire. The spare may mean an extra 35 pounds that your engine has to haul around, however the extra weight in the rear may improve your car's balance. There are differing opinions concerning full, half full, or near empty gas tanks too. Some say a half tank of gas sloshing from one side to the other does not help during quick transitions in direction. The engine may cut out in hard turns if the tank is near empty. Clean your windshield inside and out. A clean car will certainly cut your time by one second.

Before running, your car will be given a *technical inspection* for obvious safety defects. Checking things yourself the day before the event may save you some time and grief. Items that will be checked include secure battery tie-downs, throttle return springs, wheel bearings, tire condition, and brake operation. A soft pedal or pulling to one side are no-nos. Whole articles could be written on the subject of tire pressures. More air means a stiffer sidewall which aids steering response and prevents excessive tire rollover. Too much pressure and the tire may only be riding on the center portion of the tread. Original equipment type tires with 65 series or greater profiles might start with 40 psi cold. Front wheel drive cars use closer to 50 psi in the front. Remember a 50 second autocross run will not heat tires like a twenty minute track session. Low-profile high-performance tires, particularly the made-for-competition *R compound* versions such as the Yokohama A008RS, A032R and Goodrich Comp TA R1 may not need this extra air. Seek out an experienced driver with a similar car for advice. Keep in mind that a hot sun shining on a black tire may add up to 6 psi. Try to park your car accordingly.

Preparing yourself: Despite the relatively safe nature of an autocross, most organizations require helmets. Loaner brain buckets are usually available, but having your own is less hassle. Experiment with several seating positions before the event. This is best done while wearing a helmet. You don't want to find out 30 seconds before your run that a helmet jams your head cock-eyed against

the roof. Come to the event with all you might need. A suggested checklist for novices:

- Helmet
- Tire gauge
- Window cleaner/paper towels
- Raingear/umbrella
- Jacket, hat, gloves in cold weather
- Cooler with water/non-alcoholic drinks
- Sunglasses/cap
- Camera
- Pencil and paper for notes
- Tools
- Chair
- Tarp to cover the gear

Pre-registration: Announcements of many autocrosses will give a phone number so you can sign-up in advance. In many cases this will allow you to choose the time of day in which you want to run. Some local events limit entries to a fixed number, such as 125 cars, and all of the allotted spaces are filled during pre-registration. Don't suffer the disappointment of showing up for an event and finding it is full. Pre-registration is always recommended. If you plans change, just have the courtesy of calling back to cancel.

When is the next autocross? There are a number of clubs holding autocrosses in this area. The *derBayerische's* Competition Corner Calendar lists some, but many are scheduled on too short a notice to be included. The best source for current event information is a subscription to the weekly *Stopwatcher*. It is \$15 per year, send it to 4522 Amherst Lane, Bethesda, MD 20814. Here is a brief and incomplete guide to what's available:

- National Capital Chapter, BMW CCA. We plan to hold an autocross school early this year and several events that will be primarily for our Chapter members. With a typical turnout of 20 to 30 cars, we use four classes: stock BMW, superstock BMW, modified BMW, and "X" for all other makes. We will also host a MWCSCC Championship event that will have over 100 entries. Currently, there are no other BMW Club chapters holding autocrosses between northern New Jersey and

Winston-Salem, North Carolina.

- The Metropolitan Washington Council of Sports Car Clubs (MWCSCC) Championship is a year-long series with each event host by a council club. The events are organized to a strict set of rules and use SCCA Solo II classes. Points are awarded for class finishing position and determine the year's champions. First-timers are always welcome, but note that there are no practice runs. Most events are at Fort Meade, half-way between DC and Baltimore, or the Frederick, Maryland baseball stadium. For the first time in many, many years, there was an event in Virginia last year.

- Autocrossers, Incorporated, a Baltimore based club, holds a year long series. They have lost their best site to the Ravens' new stadium. SCCA Solo II classes are used.

- Other local marque clubs, particularly Mercedes-Benz, hold regular events and welcome other makes.

- Harrisburg, Pennsylvania is a hotbed for autocrossing and a regular summer series is run in that area. Occasionally one of the events will actually be held near Baltimore. SCCA Solo II classes.

- The Tidewater Sports Car Club, Virginia Motor Sports Club, and the Blue Ridge Region, SCCA host regular events in the Norfolk, Richmond and Roanoke areas respectfully. All use SCCA Solo II classes.

This subject will be continued in the next issue when we will discuss what to do at an event, driving techniques and strategy.

SPEED SHIFTS: Our esteemed chapter Autocross Chairman (and Treasurer) David Lassalle successfully defended his MWCSCC C-Stock championship in '96. He has just bought a '95 M3 for the upcoming season. It is not known at this writing if the SCCA will keep the M3 classes in A-Stock. Tom Milner's Prototype Technology Group in Winchester is busy preparing last year's M3 for the Daytona 24-Hour race which is the 1st of February. IMSA has

Continued on next page

Continued from previous page

added a new class to the Exxon Supreme GT Series. The M3s and all other cars that ran in GTS2 will now be in GTS3. GTS2 will now be for more powerful production based cars such as the Dodge Viper and Saleen Mustang. GTS1 will be for the tube-framed, high-tech race cars that are supposed to resemble production models such as the Olds Aurora and Nissan 300ZX that dominated the class last year. The MWCSCC will be trying to increase rally participation

this year by encouraging clubs to host open, low key TSD or gimmick events. The class system based on equipment and experience may be overhauled also. Our chapter is tentatively scheduled to host a rally on September 21. Two events are scheduled in March. If you are interested, call David Roach evenings at 301-593-1875.

.....The Virginia State Autocross Championship was held in the large parking lot of Virginia Motorsports


Park near Dinwiddie in late November. Only three BMWs participated. One was an M3 from North Carolina, and one was a 318ti driving by a former national champion, Paul Kozlak from Pennsylvania. On a fast course that included much use of 3rd gear, Paul turned times within a couple of seconds of the very fastest, and easily won D-Stock.

CRUNCH

COMPETITION CORNER CALENDAR

FEBRUARY	1-2	IMSA Daytona 24-Hour, Daytona Beach, FL
MARCH	9	Branded Club Rally, MD
	16	Washington Rally Club Rally
	23	SCCA Race Drivers School, Summit Point, WV
APRIL	6	SCCA National Races, Summit Point, WV

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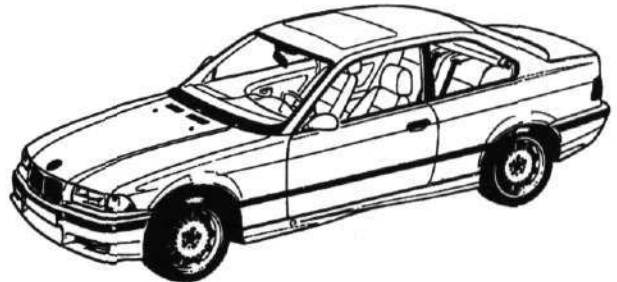
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William Arnold	1995 325i			Andrew Gale	1974 2002tii		Mike Donahue
Anne-Marie Arnold	1995 325i			Mary Ann Gerberick	1994 530i		
Leigh Alexander	1997 540iA			Jim Gillespie	1982 735i		Josh Ward
Chris Banko				Paul Girardo			
Stephen Barber	1995 750iL	1991 525i		Michael Glomb	1974 2002		
Anthony Barber	1995 M3			David Gwinn	1974 2002		
Michael Barish	1996 325is		Alberto Zamorano	Kazuya Hagiwara	1973 2002		
William Becker	1995 M3		Paul Vessels	Dennis Hogan	1990 735iL		
W Robert Beckland	1995 525i		Pierre V Duy	Christian Harris	1995 318ti		
Frencine Bennett	325i			Marc Hutchinson	1995 525i		
Jeff Lynch				John Jarboe	1973 3.0CS		
Arnesguia Bilal	1991 535i			Tony Jernigan	1984 318i		Thomas Shorter
Roderick Woods				Ben Johnson	1986 735i		Paul Vessels
Omar Bilal	1991 535i			John Johnson			
Roderick Woods				J Phillip Jordan	1989 635CSi	1987 735i	
Scott R Bombaugh	1986 535i		Jeff Gavenas	Leroy Kelly	1995 318ti		
John Bouchard	1986 535i			David Kenonitz	1990 735i		
Jeffrey M Boyd				William King			Adil Desai
John Brown	1985 535i			Eric Koenig	1985 635CSi		
Bruce Browne	1995 318i			Adrian & Sandy Kozak	1986 635CSi		
Charles Brownell	1977 530i			Krikor Krikor	1985 735i		
Bruce Burmann				Daniel Kube	318i		
Brad Burns				Marvin Lang	1995 740i		
Alexander Burnside				Jay P Lefkowitz	1983 Alpina B6		
Robert L Cage	1988 325i		Alistair Bell	Howard Lewin	325i		
Huei-lan Chen	1994 325is		David Tay	Jennifer Lin	1976 2002		
Brian Cleary	1993 318is			Ernie Liparota	1996 325is		Alberto Zamorano
Mark Conley	1987 535is		Rennie Bryant	Jeffrey Lohr	1996 328i		
Jay Costenbader	1996 328is			William Lombardi	1989 750iL		
Bruce Cox	1996 325i	1992 318i		Kirk Macchiavello	1985 635CSi		
Geoff Daniels	1991 535i			Andrew MacDonald			
Michael Davis	1988 325i		Bert Silker	Zane Markowitz	740iL		Mike Backus
Robert Davis	1996 M3			Kevin Matheny	1996 328is		Mike Early
Joseph &				John Maushammer	1989 325i		
Shalene Demarco	1993 740i			Jonathan Metcalfe	1994 540iA		Mike Donahue
John Denobile	1995 325ic			Phil McGarvey	1996 318ti		
Graciela Dran-Trois	1987 735i	1989 635CSi		Nancy McTaggart	1995 318i		
Cameron Dunlop	1985 M635CSi			Dana Mikelson	1996 M3		
Joe Enrico	1996 Z3		Leif Hansen	Bruce W Miller	1995 540i		
Gregory Ernst	1996 328i			Bernard Najar	1996 325i		
Karl Ettinger	1981 528i		Klaus Hirtes	Mike O'Dell	1987 540i		
Michael Farnum	1988 735i			Lee Ogburn	1989 525i		
Vankirk Fehr	1984 733i		Paul Vessels	George A Orrison IV	1990 525i		
Bonnie Finlay				Michael Paige	1987 535is		J & F Motors, Ltd
Scott Fletcher	1989 M3		1992 M6	Donald Parr	1993 325ic		
Angela & Marvin Ford	1989 535i	1989 735i		Patrick Pexton	1989 325ix		Tom Cummins
Stephen Francis	1987 325is		Robert Walker	Michael Power	1987 325is		
Alexandra Fresen	1995 325is		John Gillespie	Robert Rauner	1988 528e		

Name	Car #1	Car #2	Referred By
Bruce Rizzo	1995 M3		
Toby Rodes	1973 2002		
Thomas Royall	1993 325i		
Richard Rowland	1984 528e		Rob Wooley
Michael Ruemmler	1973 2002		John Frick
Ted Sandelli	1984 633CSi		
Joyce Sexton	1990 525i		
Nancy Shaver	1996 Z3		
Janet Smith	1992 325ic		Pat Donahue
Joel Smernoff	1996 Z3		
Greg Sommers	1996 Z3		
Marcus Spiegler			
Robert Stansky	1996 318i		
Alice M Stevens	1989 735i		Theodore Thornton
R William Stimpson			
Dan Sumerel	1996 328is		
R Calvin Sutliff	1987 535is		

Name	Car #1	Car #2	Referred By
Ernie Tan	1995 M3		
Kenneth S Tolson	1995 525i		
Robert Trumbo	1996 328is		Holder Trumbo
John Tweedy	1994 325is		
P W VanDerVeer			
Paul Wagner	1976 2002		
Valerie J Wagner	1976 2002		
Peter Wantula	1995 525i		
Michael Washington	1995 M3		
Booker T Wheeler III	1985 635CSi		
Jim White	1992 318ic		
Anthony Wilson			
Glenn R Wolfson	1956 Isetta		
Jeremiah E Wright	1974 2002tii		
Brook Yoder	1974 2002		
Kathleen Zeimer	1995 325is		

M I N U T E S

BMW CCA National Capital Chapter Board Meeting, 3 December 1996

Officer Reports

Vice President. Nobody has been able to contact Mike Gayle, President. This is the last meeting before elections, ballots for the elections will be in the next *dB*.

Secretary. Since no Board Meeting was held in November, no Minutes for November are available.

Treasurer. Profit and Loss Statement presented for 1 January through 3 December 1996.

Membership. Current membership is 2591, a net increase over 1995 of 1.05%.

Editor. The Nov/Dec *dB* is currently in press, Jan/Feb is being worked. The Editor needs information on coming events for 1997.

Driving School. Dates for 1997 Schools will be last weekend in March on the Main Track, middle of June on Jefferson Track, mid October on the Main Track. A Drivers' School meeting to discuss next year's fees and procedures on will be held on Dec 10. No decision on whether to hold a Club Race was reached at this point. This will be reopened at the January Board Meeting.

Tourmeister. There is a proposal to combine a Rally with a Tour in September. There was discussion of imposing a small fee, to be associated with the food at the end of tours, for 1997 tours.

Tech Chairman. Absent.

Social Chairman. Absent.

Old Business. Drivers' School Schedule (see above). After discussion, it was decided that the Newsletter will remain bi-monthly.

Elections. Ballots should be mailed in or brought to the Holiday Party. Candidates are: *President* – Mike Gayle, Jenny Nazarko, *Vice President* – Sue Bryan, *Treasurer* – Dave Lasalle, *Secretary* – Charlotte Laqui.

December/January events. Rescheduling of Car Audio Tech. Session at Excluservice for January. Propose tech session in March at Radial Tire.

Holiday Party. Social Chairman will decide date (probably 1 Feb.) and place. Proposals on the table include: 1) Tower Club, McLean.; 2) Evans Farm Inn; 3) Dave & Busters, White Flint Mall. Proposals should be submitted to Mike Early. Budget is \$20-25 per person, cash bar. Postcards will be sent out.

The Meeting was adjourned at 9:45 p.m.





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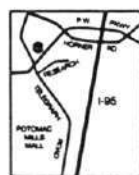
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- 1977 530i** White, engine needs work, otherwise good condition. Can be seen near Summit Point, West Virginia. \$1,000
(304) 725-3283
- 1980 320i** White/black interior; lowered. Koni Sport suspension, Recaros, CD, player, new battery. Fun and dependable. \$2,200.
Tom (703) 369-5867 (VA)
- 1983 533i** VIN WBADB7404D1046569. Dark blue/champagne leather. 5-speed, 3.73i SD. Recaro driver's seat, 4pt harness, AutoThorty chip, Bilsteins. Suspension Techniques swaybars, new front rotors, pads, exhaust, Racing Dynamics swaybars, Firehawks, strut brace, K&N, recent valve job w/ Korman cam. Spares include 8 1/4" & 15" BBS wheels, stock diff., Motronic and trip computers, stock springs & bars, 5-speed, OEM driver's seat, bumpers, windshield, shop manuals. Passed emissions Oct. 96. Will MD inspect. \$2,600 obo.
Bob (410) 679-0015 (MD)
- 1984 318i** VIN WBAA840X28687095, yellow, AM/FM cassette radio. Located in Northern Virginia. Vehicle has front end damage. Must be towed. Can be driven if repaired. Good mechanical condition. Asking price is \$350. Call after 6pm on weeknights and anytime on weekends.
Wayne (703) 250-6680
- 1991 325i** VIN WBAA13XMEC70003. Black, 2-door, s/r, 5-speed. 50k miles, garaged since new, excellent condition. \$15,000.
Stanley (301) 858-0813 (MD)

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Harry (410) 665-5328 (MD)
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