

September/October 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

## APRIL

- 26-27 Autocross School at Ft. Meade

## MAY

- 4 Deutsche Marque Concours
- 10 Alexandria Bavarian Service Tech
- 17 BMWCCA Autocross at NVCC Manassas Campus, VA
- 17-18 Delaware Valley Chapter Drivers' School Jefferson Circuit
- 18 Maifest at Brian Redman's Jefferson 500 Vintage Races
- 19 BMW CCA Club Race/Time Trials Summit Point Raceway
- 31 NCC Caravan to Watkins Glen

## JUNE

- 1 NCC Caravan from Watkins Glen
- 14 Highway Safety School
- 15 Father's Day Drivers' School (Jefferson Circuit)
- 22 Auto Advantage Tech
- 28 Yokohama Perf. Tire Tech
- 29 Caribbean Tunes Tour

## JULY

- 6 Deutsche Marque Autocross
- 20-25 **Oktoberfest '97**  
Waterville Valley, NH

## AUGUST

- 3 Championship Autocross at Ft. Meade, MD
- 9 New Members Party at Passport BMW

## SEPTEMBER

- 6 BMW Car Show & Caravan Tour
- 13 National Capital Chapterfest NVCC Manassas Campus, VA
- 13 BMW CCA Autocross at NVCC Manassas Campus, VA
- 21 BMW CCA NCC/MWCSSC Rally

## OCTOBER

- 5 Crab Feast and Peoples Choice Concours
- 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



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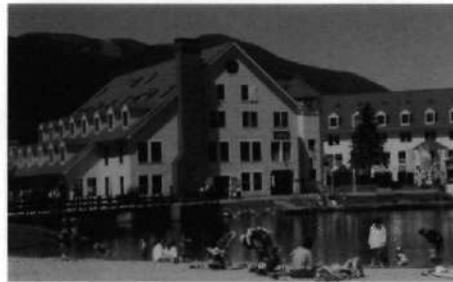
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(Call between 7:30-10:00 p.m.)

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## P R E S I D E N T ' S M E S S A G E

In response to my message last month, I had one person who volunteered to write something if I gave them a topic, and I very much appreciate that one person. I still need to come up with a topic for them, however. And two people got the message about doing a charity event. Both ideas were very similar in that they involved driving for money, not unlike the Drive for the Cure Campaign that just came through here at the end of July. But I also appreciate their efforts to say something. Again, thank you to those few souls, you know who you are.

I think now is also a good time to get you all thinking about next year, and to consider volunteering for a few positions. I for one will not be running for re-election, so we will need a new President. The Drivers' School Coordinator position will also be open as Dave Apker is looking forward to spending more time on the track itself instead of in the paddock with a radio glued to his ear. Thank you for all your hard work, Dave. Persons willing to run for office should write a short bio and submit it to the Editor in time for the next issue of the *der Bayerische*, that is, October 1. Elections for the officers will be held early next year at the annual Holiday Party.

Being an officer allows you to have an impact and a say in just how this Chapter is organized and run. We have monthly Board Meetings and we feed you too! Since we're the second largest Chapter in the country, we're always looking for new talent and I've got to believe we've got plenty of it right here in our backyard. You should also know that we put on more events than probably any other chapter, with at least two per month, and that takes quite a bit of commitments on all our volunteers time. But as they say, many hands make light work. And I know we can do it — you all proved that to me during Oktoberfest last year!

"Til next time, stay away from the ragweed, but smell the daisies.

Jenny

## Election Notice

The Annual Election is coming up. If you are planning to run for an office (President, Vice President, Treasurer and Secretary) in the National Capital Chapter of BMW CCA you should have your material ready to be published in the November/December issue of *der Bayerische*.



**The deadline is October 1.** You can submit your letter of intention to: *dB c/o* Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218 or e-mail to: [dderr@baltimore.net](mailto:dderr@baltimore.net)

# Misfirings

## Absolute Power

Woody Hair just told me something which I find amusing and yet really disturbing. It seems that some of the club racer types have decided that fast wasn't fast enough so they've decided to up the ante another step — they've gone out and bought second-hand European Touring cars, you know, the year-old cast-offs from the big race teams from across the big pond. Surely it wasn't enough to buy just a Euro-spec motor and Group N suspension pieces and graft them onto their M3, they need the whole car, too. Hmmmm, methinks we've become infected with the same insecurity bug that's run rampant in that other German car club's race series. So when does someone drop the shackles to pick up one slightly-used, raced only-on-one-weekend-in-France McLaren that's just languishing out in Winchester? In the right hands it could even win a club race or two. And it might even draw a few more spectators to the races.

The whole club race thing started out as a pretty good idea — have a low-key race series for the guy who wants to satisfy the Walter Mitty urge to go car racing for not too much cash outlay and not a whole lot of pressure. Just have fun and race on weekends with some friends. Then some guy's ego reasons that for a nominal cash outlay, he can go faster than everybody else and maybe win without having to work so hard. So he strokes the motor. Ego Two says, "Hey I can go turbo and take the win." Ego Three says, "Hey, I can get a Euro-motor and maybe win." And so on, and so on, and so on... So now it's he who can buy the most brute force wins that weekend. And it's become tedious. Sorta like the big prison-yard fight scene in *Cool Hand Luke*. A few big whacks from big ol George Kennedy is real exciting. A few more whacks, though, and the excitement begins to wane. Pretty soon boredom, or rather tedium, drives everyone off to pursue other interests — and big ol George is left alone whomping on lil old Luke and trying to turn him into tomorrow's Salisbury steak. Failure to communicate, indeed. C'mon y'all — this is America, where everyone roots for the underdog remember? Hooray for Rocky Balboa; Boo the damn Yankees!

So what's to do to keep the club race thing from fizzling out leaving us with a bunch of testosterone-dripping egos menacing the drivers' schools with their pumped-up machines? Why not a more tightly-controlled venue, something akin to a spec racer series? And I know just the cars to make things really interesting: say an E12 5er. Or, I know: a 320i! And not just any 320i. Make it a '77, the one with the big rear sway bar and the ineffective front bar. The one that spins out in your driveway — on its own; you don't even need to be in the car! And to separate the men (and some women I know) from the wimps, fit them all up with some knuckle-whitening tires like the Michelin ZX. Forget the sticky stuff; too many driver errors get masked. The racers might even have to develop some sort of race strategy. They'll definitely need to develop some finesse — and real quick, too! But I think you'll see some really thrilling racing going on.

Come to think of it, maybe the drivers' schools ought to be toned down a notch or two. I've sat in a lot of different cars over the years with the recent majority being of the M3 ilk. And seemingly a lot of them are driven American-muscle-car style: you know, tromp on the gas and scream down the straight (because they can) and then scritch-scratch-scratch their way through the turns at about one-tenth of a Yugo's capability. I remember being at the track last year and there were three yellow E36s doing just that — a yellow M3 rolling roadblock! And these people were supposedly Advanced drivers!!! Or they don't really connect with the car and end up (poor choice of words) trying to take Turn One at a buck thirty or so — oops... Learning car control (remember when that was a drivers' school's focus?) becomes an imperative in an old 5er or 3er. Just take a look at some of the really fast drivers in the Club: Sue and Dave Bryan, Woody Hair, Jenny Nazarko, Bill Shook, etc., etc., — they all drove old Fives or 320s, rain or shine, on street tires, and learned a thing or two: how to drive fast and faster. See how long it takes you to catch any of them (if you do) in your new M3. I remember when future Showroom Stock racer Kay Heatherley regularly whomped everybody at the autocrosses in her 320i, no sticky tires or carbon fibre doodahs, either! Speaking of autocrossing, some of the M3 dilettantes can't even manage an on-course run, some get lost on the walk-through, and some can't even make it to the site without whacking their car against something. And these guys consider themselves driving whizzes — Gee whizz! The reality check is somewhere in the mail.

*derr*

P.S. Would somebody out there care to front me the money for a slightly used McLaren?

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- See that red light? Well, in Fairfax City (VA) you'd better. The city has just recently joined the ranks of jurisdictions using surveillance cameras to nab red-light runners. And, those caught on film will automatically receive a \$50 summons — no phase-in period. The camera, leased by the city, will rotate among three

main intersections — University Drive and Main Street, Lee Highway and Old Lee Highway, and Route 123 and Eaton Place.

## ShortStrokes

Scofflaws will be mailed photos of the incident as well as the aforementioned fine; owners not at the wheel can file an affidavit swearing to that fact and the matter dropped. No points will be assessed. The program will last a year. After that an assessment will be made of the systems efficacy.

- New York City is trying to deal with the problem of stop-sign runners by embedding large, 12-foot-diameter stop signs in the pavement, hoping to demand drivers' attention rather than attract it. However, this doesn't mean that all of the city's conventional signs will be coming down. For one thing, Federal regulations require stop signs to be placed up, not down, also the new signs cost \$4,000 rather than \$40 for the regular ones.

- Now that the "treadmill" emissions test has been mandated to begin on 1 October, the State of Maryland hopes to allay motorists' fears about the procedure and has approved \$1.3 million in funds for improvements to testing stations. These improvements include new lift bars to ease vehicles' tires onto the treadmill rollers and monitors to allow motorists to view their cars being tested. Some of the funds will also be used to hire "greeters" who will be available to answer motorists' questions. According to the state Motor Vehicle Administration, about 100 cars were damaged by the test, out of perhaps 250,000 tested. Most damage consisted of scuffed tires and hubcaps, although several all-wheel-drive vehicles had their transmissions damaged when inadvertently placed on treadmills designed for two-wheel-drive vehicles.

- Despite receiving favorable backing from the Baltimore County Planning Board, the proposed NASCAR speedway for Middle River (MD) is facing increased scrutiny from county officials designed to slow the progress of, if not kill the project. The planning board voted unanimously to recommend zoning changes to accommodate the track. But the county government wants to wait to completely study the impact of such a project on the surrounding area before proceeding.

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**1st Annual Shenandoah Vineyards BMW CAR SHOW & CARAVAN TOUR**

Saturday, 6 September 1997  
Shenandoah Vineyards  
Edinburg, VA

Tour/caravan leaves the parking lot of Charlie's Place restaurant promptly at 8:30am as the drive time will be approximately an hour and a half. Charlie's Place is located at the intersection of Old Dominion Drive and Rt. 123 (Chain Bridge Road) in McLean, VA.

Entry fee: \$20/per car...includes admission to wine festival, car show and wine& cheese awards reception. Entry fees will be paid at the gate.

Show grounds open	10:00am
Judging begins	1:00pm
Awards presentation & Wine and cheese reception	3:00pm
Wine festival ongoing	10:00am-6:00pm.

The 1st Annual Shenandoah Vineyards BMW Car Show will be held Saturday, September 6, 1997 at the Shenandoah Vineyards in Edinburg, VA. This event is being sponsored in part by the vineyard and E&E Auto Sales, an independent previously owned "BMW only" dealership owned by long-time Club member John Estep. Our caravan will leave from the parking lot of Charlie's Place restaurant promptly at 8:30am to put us at the entrance to the vineyard by 10:00am as the grounds open. The Blue Ridge Chapter of BMW CCA will join us for this event as they will caravan in from the south. Although all cars will be judged expect the display class, this is to be considered a "low key" fun event and engine compartments will be optional. All classes will trophy three deep and will be broken-out as follows: Display Class/Special Interest-Racing/02 Class/3-Series-Early/3-Series-Late/Coupe-Early/Coupe-Late/Sedan.

Also, please remember this is a family event in addition to our Car Show, the \$20 entry fee includes all of the wine festival activities. The festival combines music, good food, arts & crafts, wine tasting and winery tours. For additional information, please contact: Paul Vessels at 202-726-7971 or John Estep at 540-432-1138.

**NATIONAL CAPITAL CHAPTERFEST**

Saturday, 13 September 1997  
Manassas Campus, No. Virginia  
Community College (NOVA)

**Time: 9:00 am**

Did you miss Oktoberfest last year? Won't be able to attend this year? Then come to Chapterfest. Brought to you by the same people who produced the successful Oktoberfest '96, Chapterfest is a day of fun for you and your BMW. The following events will make up Chapterfest:

**9:00am - 5:00pm - Swap Meet**

A swap meet is the perfect place to sell items from your garage cleaning, or buy treasures for your pride and joy. Spaces for the swap meet measure approximately 9 feet wide by 19 feet deep. Spaces are priced at \$10 per spot for members and \$50 per spot for commercial vendors. To reserve your space, contact Jim Moran at (703) 441-0329  
9:00am - 12:00pm - Concours A clean car concours will take place allowing owners to display their cars to the public. Cars will be judged for exterior and interior cleanliness, with the engine compartment optional. Awards will be given to the 1st, 2nd, and 3rd place cars in the clean car concours, and one for people's choice. A \$10 fee is required for entry. To enter the concours, contact Paul Vessels, (202) 726-7971.

**1:00pm - 5:00pm - Autocross**

An autocross tests driving prowess by competing on a handling course against the clock. Low speeds on a course demarcated by traffic cones ensures safety. However, a Snell rated helmet, M90, or later, and a brief tech inspection will be required. An entry fee of \$10 will be charged. For pre-registration, contact Dave Lassalle, (301) 317-1461.

So clean out that garage, shine up the car, air up those tires, and join us for an overdose of BMW fun! More details to follow. For more information, contact Jim Moran, (703) 441-0329.

*Directions: From the Capital Beltway (1495), take Route 66 West. Exit at Manassas to Route 234 North. Go through 1 stop light. Turn right into the Northern Virginia Community College (NOVA). Chapterfest will be in the first parking lot on the right. For parking, continue to the circle. Exit to the right off the circle. Parking lots are located on the right.*

**The National Capital Chapter, BMW CCA, presents DOIN' TIME A TOUR AND TIME-SPEED-DISTANCE RALLY**

Sunday, 21 September 1997  
Countryside Shopping Center  
Ashburn, VA

**First car off: 10:30 am**

Doin' Time is two, two, two events in one: a straightforward (no "traps") time-speed-distance rally and a question-and-answer tour. You may run either of these events (but not both). They use the same route, traversing approximately 100 miles of the Horse Country of Virginia on their way to a late lunch at the 1763 Restaurant in Upperville, Virginia. The course uses paved roads exclusively and takes about 3 and a half hours to run. The TSD rally uses passage controls (where you do not stop) and features frequent "key times" (the correct time for car #0) to help you stay on time. The registration fee for the rally is \$12 per car. Registration opens at 9:30 a.m. and the first rally car is off at 10:30. We'll hold a question-and-answer session for the rally at the start. For more information and a registration form, contact either Dave Roach (Rallymaster) at (301) 593-3285 or Bill Caldwell (tourmeister) at (703) 534-3528. **You must preregister for this event!**

**DO-IT-YOURSELF AND TECH INSPECTION DAY**

Saturday, 27 September 1997  
BMW Excluservice  
12224 Parklawn Drive, Rockville, MD  
**Time: 9:00 am - 1:00 pm, Tentatively**

With winter and the last Driver's School of the 1997 season around the corner, it's the perfect time to put the car up on a lift and perform some preventative maintenance and repairs.

BMW Excluservice has generously offered us the use of their service bays and lifts. In addition, a service technician will be present to answer questions and lend a hand, and their parts department will be open to handle those forgotten items. As in the past, lift space is limited, so a time limit of 1 1/2 hours will be observed and priority will be given to those who register in advance. Basic maintenance and repairs, such as fluid changes, filter replacement, and brake pad changes should be able to be accomplished in the allotted time. Plan to bring all the tools and parts required to perform the job.

# C O M I N G E V E N T S

In addition, it will be possible to have your car inspected for the October 18-19 Drivers' Schools. Please call me to reserve a space and remember your tech form.

These events are popular so please register for a lift early. Lift times are assigned on a first call — first served basis. For more information or to register, contact Millie Adams, at (703) 532-3572 before 10:00 pm.

*Directions: Take the Capital Beltway (I 495) to Wisconsin Avenue North (aka Rte. 355, Rockville Pike). Go 2.5 miles and turn right onto Randolph Road (just past the Silver Diner on the left). After 1/4 mile, just over the railroad tracks, turn left onto Parklawn Drive. BMW Excluservice is 1/4 mile on the left.*

**CRAB FEAST & TOP-ONLY CONCOURS**  
**Sunday, 5 October 1997**  
**Patapsco Valley Park**  
**Baltimore, MD**  
**Time: 12:00 noon**

Grab your crab mallet or 13mm wrench and come crack open some of the Bay's tasty crustaceans. You might also need a clean cloth to polish your car for the concours. We'll be treated to the best pick of the day from Nick's Inner Harbor Seafood, steamed right before your

eyes accompanied by some fresh corn and potatoes. Sodas will be supplied and feel free to BYOB. At some point during the afternoon, Paul Vessels will conduct a very low-key People's Choice Concours. Cost is \$10 per person, \$5 for kids. Park entry is \$4 per car. Grills are on site for your use also, so bring some charcoal, too. You must RSVP to Mike Early before \*\*\*\*\* at (410) 235-0111 or email to <m3early@aol.com>.

*Directions: From DC/ No.VA: Take I95 North to Baltimore. Take Exit 47A (I195/BWI). Take the first exit, Exit 3 (US1/Washington Blvd). Turn right at the end of the ramp. Take the first right (unmarked). The entrance to Patapsco State Park, Avalon is just ahead on the left. From Baltimore: Take I95 South to Exit 47A (I195/BWI). Continue as above.*

**FALL DRIVERS' SCHOOL**  
**Saturday-Sunday, 18-19 October 1997**  
**Summit Point Raceway, WV**  
**Time: 7:00 am**

Hard to believe, but that dreaded time of the year is almost upon us — the time after the Last Drivers' School of the Year — the time when days are short and cold, and the only tire squeal you hear comes from the kids in the parking lot of the local burger emporium... So make it a

point to get one more dose of warm-weather jolies by signing up for the Fall Drivers' School. This one's a bona fide two-day school on the big track—complete with the new pavement most of you have yet to experience. If you snooze, you'll lose— this one'll fill up real fast, guaranteed, so send in that application right now. And all of you workers, to qualify for the three for one free school, you must pre-register with Registrar Gary Ketner— no walk-ons will qualify! (Do it soon, too, worker slots are few and they go fast, too!) Questions? Contact the Registrar, Gary Ketner, at (410) 715-9317 evenings til 9:59.

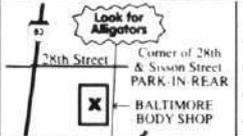
*(Directions to Summit Point: From No. Virginia: Take the Dulles Toll Road, Rte 267, West and continue onto the Dulles Greenway to Leesburg, VA. Exit onto Rte. 7 West towards Winchester. Exit onto US 340 towards Charles Town, WV. At about 1/2 mile turn left onto Rte. 611 and follow to Summit Point, WV. Turn left at the "T" onto Summit Point Road. The track is about 1/2 mile ahead on your left. From Baltimore: take I70 west to US 340 West. Continue on US 340 through 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 nine miles ahead on your left.*



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 for  
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 Any articles and/or photos related to  
 or of interest to the general  
 membership are most welcome!

Send your material to  
*der Bayerische*  
 c/o Dwight Derr  
 220 E. 31st Street, No. 2B • Baltimore, Maryland 21218  
 Include your name, return address and telephone number.



# BMW CCA NATIONAL CAPITAL CHAPTER DRIVERS' SCHOOL APPLICATION

- Priority given to BMW CCA members, on a first-received basis. Non-members will be admitted to spaces available three weeks before the event.
- Licensed drivers in insured cars only. Applications must include a photocopy of the applicant's valid driver's license and valid insurance card. If under 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 very strongly recommended.
- 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 convertibles, motorcycles, or rental cars allowed. Trucks, SUVs and vans 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.

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 application is post-marked within 3 weeks of the event. Refunds (less a \$25 fee) will be given for cancellations made 3 weeks or more before the event. For cancellations within 3 weeks, a refund will be given only if your place is filled from the waiting list. Credit for a later school can be taken in lieu of a refund. No refunds or credit will be given for cancellations within 2 days of an event.

**Note: First-time drivers may register for the 10/18 school or for both 10/18 and 10/19 schools, but not for the 10/19 school only.**

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

Make check payable to: **National Capital Chapter, BMW CCA**

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

Name \_\_\_\_\_ Membership # \_\_\_\_\_

Address \_\_\_\_\_  Check here if new address

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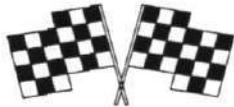
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## A TSD Rally and Tour

**Sunday, September 21, 1997**  
**Ashburn, Virginia**

"Doin' Time" is a trapless, time-speed-distance (TSD) rally and question-and-answer tour, starting at the Countryside shopping center on Route 7 near Ashburn, Virginia. The event will use paved roads exclusively and will traverse approximately 100 miles of the horse country of Virginia on its way to the 1763 Restaurant in Upperville, Virginia. The TSD rally will use passage controls and features frequent "key times" (the correct time for car #0). The tour will include a list of questions about landmarks and signs encountered along the route. You may enter the rally or the tour, but not both. For further information on the tour, please contact Bill Caldwell at 703-534-3528. For further information on the rally, please call David Roach at 301-593-3285. To register, please use the form at the bottom of the page.

Registration opens at 9:30 a.m. and the first rally car is off at 10:30. Tour cars will leave after the last rally car. There will be a brief question and answer session for TSD rally participants at the start at 10:00.

Driver: \_\_\_\_\_ Navigator: \_\_\_\_\_  
Address: \_\_\_\_\_ Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_  
Phone: \_\_\_\_\_ Phone: \_\_\_\_\_  
Car make: \_\_\_\_\_ model: \_\_\_\_\_ year: \_\_\_\_\_ color: \_\_\_\_\_  
We're registering for the (check one)  TSD Rally  Tour  
Rally class (check one):  Equipped  Unequipped  Beginner  Rookie

The entry fee for the rally is \$10 for BMW CCA members. There is no fee for the tour for BMW CCA members.  
Make checks payable to **National Capital Chapter BMW CCA**  
Mail this entry form to Paulette Leeper, 5846 Glen Forest Dr., Falls Church, VA 22041-2526

# Oktoberfest '97

Text and photos by Duane Collie



The scenic village of Waterville Valley. Photo by John Hartge.

**I**t was one hundred degrees outside and the humidity was oppressive with the air so thick you could cut it with a knife. I prepped my car for O'Fest the day before we left for New Hampshire and had to come inside periodically to escape the infamous Washington summer. "Pack t-shirts and shorts" I told my wife – that's all we need. Twenty-four hours later, we had to stop at the L.L. Bean outlet in Concord N.H. to buy sweatshirts on the way to Waterville Valley as the weather was so cool we had packed all wrong! I knew right away I was going to like this trip.

Waterville Valley is nestled in the White Mountains of New Hampshire, and the access road is bordered by one of those rapid flowing mountain streams you see in the Coors commercials. Signs everywhere warn of

Moose crossings and there is absolutely no traffic congestion. What a change of pace from Washington!

Because of the family nature of this Oktoberfest, hosted by the White Mountain Chapter, it was the most attended one ever – with over 1,000 registrants. For the spouses and kids that were not car

enthusiasts, there were more than enough things to keep them busy from paddle boats to ski lift rides. I don't recall anyone saying they were bored all week long and BMW put on a tremendous Fireworks show on Thursday night at the lake that rivaled most July 4th events we see here locally. We came out of our room late one afternoon and there was a genuine New Hampshire Black Bear at the edge of the parking lot not more than 30 feet away cruising the dumpster for dinner. The kids were thrilled.

There were BMWs everywhere. Never had I seen so many in one place. Every shape and style were there in every configuration you can imagine.

Woody Hair counted up the National Capital Chapter participants and we had 28 in attendance. Here's some highlights of the week :

**Autocross:** A miserable course. 350 cars signed up - limiting everyone to three runs only. Very tight (10' gates in sections) laid out in the hotel parking lot. They did an excellent job with the course layout but simply did not have enough asphalt. There were a very high percentage of DNFs due to missed gates as driving through the course there was a virtual sea of orange pylons – making it rather confusing (even the national champion, Russ Wiles missed a gate on his second run – but ultimately took FTD and K class win at 37.975 in his M3 LTW). We NCC members took our share of the top positions!

To see how our Chapter members did check out the results in Woody's Competition Corner.

*H class winner Rafael Carces prepping his 328i for Concours.*



Duane Collie with the left foot down.

Mike Gayle demonstrates the proper break-in procedure for a new M3: driving!



**Drivers' School/Demo Rides:** What a blast! Very well organized by The White Mountain Chapter at New Hampshire International Speedway, it went off with nary a hitch and no one trashed their cars other than a few making a light kiss on the tire wall in turn 3. Even the supposedly rabid M3 pilots on R1s (like myself) kept the cars off the walls. NHIS is a fun track to drive, with two "blind" hills that transition into left turns to keep things lively - there's no place to rest on the course and it reminds me of a larger version of the Jefferson Circuit at Summit Point. BMW NA and Erik Wensberg (BMW NA M Brands Manager) were there with the LeMans McLaren and the # 6 Valvoline Championship M3. T.C. Kline brought out a newly acquired Touring car to run with them on the demonstration runs.



The McLaren is awesome. It sounds very much like a bevy of Grand Prix Motorcycles running in concert with more of a "ripping" noise than a throaty roar. The BMW factory driver spun and stalled the car in turn 11 while on the demo ride - it went silent around the track momentarily as the turn was not visible. This car alone must account for a third of the world's carbon fiber production.

Six rides were given in the Championship M3 car with a BMW factory driver at the wheel. These were drawn by lottery among the "A" class Driving School participants. I recall one of those lucky enough to snag a ride wandered around in the paddock aimlessly afterwards mumbling "Awesome...Just Awesome" afterwards. Erik Wensberg also brought along a factory prepared LTW M3 (painted to look like the # 6

car) for demo rides with the factory drivers. All you had to get a ride in this was to sit on the wall on pit road and "smile pretty" with your helmet ready. Mike Gayle and I went for a ride in the back seat...it was inspiring to say the least. These guys really DO extract 10/10s out of the car every foot of the race track - every lap. I highly recommend a ride like this when you think you're getting good enough to become a real race car driver. It's humbling. I grinned for at least an hour afterwards.

**TSD Rally:** Beautiful country with the route taking us through all the highlights of the White Mountains over a five-hour period and ending at NHIS Speedway in time for the second Club Race. There were a lot of participants with the top three finishers in the Novice Class finishing in under 1 minute (and they are novices??). The course was awfully slow because of the many 30 mph speed limits and such. In the mountains, everyone was driving 45 mph to 50 mph on the two lane roads and my M3 was getting "pushed" by a bevy of Dodge Caravans and Ford Explorers who were impatient at my maintaining the speed limit. The last segment was too much for us (60 mph average over 30 miles on a 65 mph

*Nicely restored, don't you think? (Uh, the car, that is...)*

country interstate) so we stopped at Dunkin' Donuts for a bit easily made the time up on the leg at 90 + to average out. Precise it was not, but a lot more fun.

**Club Race:** We arrived at the Club Race at NHIS in time to see the second race of the series. Ray Korman just flat ran away from everyone in his race prepped 325s which was normally aspirated, including a bevy of M3 LTWs chasing him. This car was prepped! Will Turner was in hot pursuit and maintained 2nd place in his E30 but later told me he was simply out-horsepowered and could not catch up. Ray Korman says his race philosophy is to pretend the walls are made of Styrofoam.

**Concours:** Quite a turnout! Rafael Garces took a 3rd place trophy in Super Clean class and

Gary Lin won the Zymol Wax - off contest with his team. Lots of pretty cars, but I took off to do the tourist thing on the Cog Railway up Mt. Washington, where it was 42 degrees at the summit at 1p.m. on July 25th.

**BMW Banquet Awards & Dinner:** Vic Doolan and Erik Wensberg from BMW NA were there and spoke at length on new developments coming from BMW NA, many that you know of already. The Touring series will be here as 528 and 540 models in both automatic and stick versions, early 1998. The M3 Convertible will be here by spring and price will be under \$50K according to Eric. The Z3 Roadster, M version is a definite for mid-1998. They brought a Euro model in for static display and it's quite a machine to look at. Mr. Doolan committed to giving a one of these to BMW CCA to raffle off in appreciation of the Car Club support of the brand (a most welcome first!). Best news of all, the M5 was officially announced at the dinner for North America. Expect over 400 hp with a price tag hovering around \$75K and it should be here for the late '98 model year.

All the raffle cars were given away via drawing - no winners from our area.

It was over too soon, as most vacations are. One thing to pass on to those who have never been to an O'Fest is the great tire prices you can get on-site on R1s, Yokos and MXX3s from the factory trucks. There is no charge to mount, balance and shave tires (optional) resulting in considerable savings.



Hey, Terry Luxford, whaddaya think?

Continued on page 12.



Photos by John Hartge.

*"Last year at O'fest David Roach helped drive NCC workers so others could play. This year, it was his turn to drive his '02 and play."*

Next year's O'Fest is scheduled to be at the Hyatt Regency at the main road into Disney World in July. Track for the Drivers' School and Club

Race (98 minute Endurance Race is scheduled) will be Sebring. Maybe we can get a group rate on the Auto-Train? Ya know...Disney has one of

the world's largest parking lots – could be a heck of an autocross!

## Derek and Me *by Ronnie Lewis*

**T**here I was, enjoying a day at the track at the Oktoberfest '97 Drivers' School. The sights, the smells, the sound... of the PA system "anyone interested in doing a few laps in the M3 Lightweight with Derek Hill bring your helmet to the pits." I ran for my car – parked at the far end of the New Hampshire International Speedway (NHIS) garages – grabbed my helmet and ran back to the pits. Along the way I was thinking that everyone else would do the same and I would miss out on a cool opportunity. There must have been a lot of distracted people as I was third in a line of four and the last person to get to ride alone.

In case you haven't heard of him, Derek Hill is the son of racing legend Phil Hill. Derek raced in Barber Formula Dodge, winning the West Coast Winter Series in 1995-96 and was Rookie-of-the-Year in the Barber Dodge Pro Series. He also was on the winning BMW team in GTS 3 Professional Sports Car (formerly IMSA) at both the 24 Hours of Daytona and the 12 Hours of Sebring earlier this year. Tom Milner's Prototype Technology Group of Winchester, VA owns the team. Furthermore, if you have the 50th Anniversary edition of Road & Track from a couple of months back you can read his and his dad's comparison of the 1962 Ferrari 250 GTO to the 550 Maranello.

Just as Erik Wensberg of BMW NA introduced me to Derek, one of the Club racers blew an engine on the front straight. Derek turned back to the false grid staging area and I thought my chance was gone. Instead he stopped the car, got out, took off his helmet and asked, "So what run group are you in?" I was stunned. He wasn't the high-strung, stand-offish person that so many gifted athletes seem to be today. Instead, he was very friendly, casual, and, well – nice. We talked about the kinds of racing we both like (anything on road courses), why he liked the Lightweight (fast and competent right out of the box), and discussed shared-interests. As soon as the track

was cleaned and one of the Club racers fired up, he grinned and said, "let's go run for awhile". We helmeted up, strapped in, and got back onto the grid.

A steady drizzle had made the track slick earlier in the day but by now the track was drying out with only a few wet patches. NHIS is actually two tracks: the NASCAR oval and the road course which weaves through the oval into the infield with a loop outside the oval. We're running the road course where the motorcycles race. Start/finish is on the oval's front straight. Turn 1 is just after the end of the pits into infield esses which rejoin the track on the other side of the oval. Then you angle back into the infield and then sharply cross the oval's back straight to enter Turn 3, which is constructed from temporary concrete walls only when the oval isn't used. Turn 3 is a high-speed, rough-surface, slippery-when-wet turn that has you braking as you are headed into a jersey wall with only two tire walls in front of it. It can be an unnerving place to drive your street car. Now outside of the oval, you climb a hill going into Turn 4 and crest just before the nearly non-existent Turn 5 before descending to the 180 degree "bowl" that is Turn 6. Coming out, you climb a hill to the left going into Turn 7. Past the crest into the combination of Turn 8 to the right

and Turn 9 to the left and then downhill to again cross the oval's back straight just before the right-hand Turn 10. From there into Turn 11, a combination of infield esses that lead you back onto the front straight of the oval at Turn 12, just before the pit wall. There are concrete walls nearly everywhere.

As we leave the pits, Derek tells me the modifications to the Lightweight: brakes and tires. Big Brembo calipers and Yokohama A032Rs, the ones that look like weird tractor or motorcycle tires. Derek and I, the Instructors, and the Club racers are now on the track. Derek is talking to me as he drives. He is passing everyone, yet talking as if we were cruising to Mickey D's. Imagine, if you can; we've exited Turn 3 and climbing the hill through 4. The car has gotten loose on a slick spot. Derek is still accelerating and explaining that he'll straighten it up just before we crest the hill since the course is still a little wet. It's the first time I've ever intentionally accelerated with a crab angle in a car – in an airplane, sure – but not in a car. Course rules for the day dictate where passing is allowed for everyone, except Derek. Point him by anywhere, be predictable, and shortly he'll pass and be on his way.

I've had the good fortune this year to ride laps

*"I'm on a racetrack where, as a passenger with Club racers, I've been hanging from the harnesses in braking and going around corners. There's none of that on this ride, yet we're lapping much faster than the racers..."*



*Photo by Duane Collie*

with a number of really good Club racers, including Don Salama in his H-Prepared 88 M3. Don, who is a great guy and a really precise driver is very smooth. My laps with him this year were my butt benchmark for smooth – until I rode with Derek. I think of laps I've driven or where I'd ridden with an Instructor and I remember the feelings of weight transfers under braking and acceleration; there is a sort of abruptness, a lack of the progressive smoothness that should characterize seamless transitions between acceleration and braking, turn-in, and track-out. I believe it is caused by not balancing the power of the engine, grip of the tires, characteristics of the chassis, and requirements of the track smoothly enough to maximize the flow through the transitions. I've read books and listened to people like Jackie Stewart on the subject of speed and smoothness and thought I understood. Derek demonstrated for me that the goal of speed and smoothness is much further away than I thought. I compliment him and he, somewhat embarrassed, tells me that good practice is important. While we continue to pass others he tells me what good practice means as calmly as if we were sitting across a table in a restaurant. Focus and concentrate on those things that you and your instructor feel need work. Work at them until it becomes possible to use less conscious attention to do them better. Then begin to

integrate them with other things you already know. Easier said than done, but, oh the results!

I'm in a car with cloth seats and a street seat-belt. I'm on a racetrack where, as a passenger with Club racers, I've been hanging from the harnesses in braking and going around corners. There's none of that on this ride, yet we're lapping much faster than the racers; the smooth flow of Derek's inputs has allowed him to push consistently closer to the limits of an already fast car. Derek senses slight changes in car attitude and corrects them with minor inputs because he catches them so early small change is all that is required! I'm beginning to think I could ride with a lidless 7-11 Big Gulp in my hand and finish the ride still dry. He is so fast and I start keeping track of his line figuring he must be running a single precise line; after all, for drivers at my level the line is our friend. It encourages us to lap quickly, safely (no Oh s\*\*\*! At the Armco), and consistently. It's the consistency that allows us to analyze our performance and make improvements, so I naturally assumed he was running a consistent precise line. Hmmm, Derek makes his own when there's traffic. So much for assumptions. Remember in combination turns how the entry determines the exit? For most of us that's a limited rule, a tool we use in the combinations. Derek thinks like that constantly. The

other cars on the track are just creating ever-changing turns for him to negotiate. He's thinking far enough ahead to design his own course, in effect, and the Lightweight is allowing him to do it. In clear course conditions Derek is precise, repeatable, unnatural. No amount of bumpiness or slickness prevents him from fine tuning the line he wants to take. His movements are quick, yet unrushed. He senses problems and corrects so swiftly that it is easier to watch his hands rather than try to feel what he's reacting to.

All too soon my time is up. When we pulled into the pits there was a line of people waiting to ride and my next track session was coming up. Even with three other people loaded up Derek was passing everyone, quickly. Later, I had the pleasure of riding with my Instructor, Rob Driscoll in his J Stock '88 M3. We were hustling along pretty well, I thought. I glanced to the rear and saw clear track; a moment later I glanced again and saw Derek with a careful of people closing in on us. My Instructor pointed him by and Derek created a new line as he zipped on by and disappeared. My Instructor and I just laughed. It was a great day.





*Harald Aring in his very fast, six-cylinder/24-valve 320i.*

# Hill Climbing in Belgium

*Text and photos by Alex Thiermann*

Many of you may not know it, but we have been transferred to Brussels for four years and I am just beginning to realize how motor sports-oriented these Europeans really are. This time I will share with you our first experience at a “course de côte”, or hill climbing competition. We were invited by my friend Andre Carlier, who is last year’s Hill Climbing Champion, and three times National Circuit Champion. He drives strictly BMWs of course, and for this race he had his Elektrion-sponsored 2.3L M3.

This first “course de côte” of the season took place in Marchin, Belgium, some 100 km south-east of Brussels, at the beginning of the Ardennes mountains. The course is between two villages, and the race involves competition against the clock driving through two km of narrow roads, parts of which are flanked by houses with hardly any sidewalks. Needless to say, the lives of these residents for this weekend are restricted to the upstairs windows, something they appear to enjoy and be proud of. The scenery was beautiful, as we watched from the top of the hill towards the rolling pastoral landscape of the Ardennes.

The course is tough with lots of challenges. The roads are narrow, the surfaces very uneven, part cobble stones, part black top. Once the road leaves the lower village, it goes through a wooded area, and then winds up some cow pastures. Here the pavement becomes wavy, especially in the sharp turns. The steepness requires lots of horsepower, and the stiff suspensions often make these cars airborne due to the roughness of the surface. All in all a very difficult and dangerous course. Added to this we have the typical Belgian weather, at times cloudy, at times heavy rains, then sun, all of this repeats itself a few times in the day.



*André Carlier (Belgium) waiting to go down hill.*

*Thiermann get to the point!! The CARS!!!* On Saturday the regional competition was held, and on Sunday “Le Course de Côte International de Marchin”. The latter with 102 entries in five classes, and drivers from six nationalities. The cars ranged from the standard Peugeot 205, Renault Clio, a couple of Mr. Bean Minis, many BMWs, to Lolas and Reynards. The BMW powerhouses were found in one 2002, 320s, M3s,

to the impressive Lola, two Reynards, and three Martini MK, this last one is an awesome F-3000 frame, a bit larger than the F-2 Reynards. Hard to believe how these pilots maneuver these powerful and sensitive rockets, at close to take off speed, through these bumpy country roads.

The morning started with two practice time trials. After a heavy downpour, the first group was escorted down the hill, and

later rocketed and skidded up the hill. While times were recorded, these had no significance for the afternoon event. After lunch the entire group descended and later performed at one minute intervals starting with the smaller engines. The pavement was wet from the intense rain that had fallen earlier that morning. Retainer walls and concrete light posts were padded with hay bales. Standing in a muddy field decorated with the byproducts of a herd of Belgian Blue cattle, and with boots, umbrellas,

and rain jackets in hand we waited for the first group to descend and then roar up the hill at about one-minute intervals.

The noise, the smell of brakes and engine oil, the announcer speaking in Flemish and French, the cows, all gave this event a very special European flavor. During the wait between trials, we treated ourselves with superb local brats, and the unbeatable Belgian brews.

The competitive trials were repeated two more times during the afternoon. Each crew had to make a choice of tires before lining up for the descend. From that moment on, no changes could be made, even if the weather drastically changed. This meant that in addition to being mechanically talented, these drivers had to be weather experts, or even better, clairvoyants. At the end of each run, the results were tabulated and published. The final results were determined by the best two of the three competitive trials.

My friend, André Carlier, did not win this time. While suffering from an undiagnosable electric problem which caused severe misfiring of his engine, he managed to finish third in his class. This means that while he still has a shot at the championship, he will have to work extra hard the next five races. I will keep you informed on his performance here and on the circuits.

The class was won by the German Harald Ludwig in an impressive M3 with times of

1:13:83 and 1:14:43. The 320s also did very well, but I was even more impressed by the M powered Lola of André Del Guzzo which won its class. The Lola was one thing, but I must say that Reynards and Martinis MK are in a class by themselves. The top two contenders were the Martinis of the Frenchman Christian Debias, and the Luxembourger Christian Hauser.



*Close-up of Letendecker's 2002.*

These two were very even, both in power as well as driving skills. They were taking just one minute to cover the course, something remarkable when one considers there were four or five very tight turns, and one completely closed hairpin turn. Debias won with times of 1:01:87 and 1:00:87. Hauser was one second behind, and when trying to catch up in the last run of the day, he bounced at one of the last turns and spun off the road, hitting and breaking a concrete post and sliding down a steep ravine. Fortunately he managed to escape without injuries, while his spectacular Martini was broken in half, just behind the pilot's seat. This was the last of the competitors for the day, finishing this unforgettable event with an emotional shower.

I had enjoyed myself so much, that I thought of making my son Andrew's day and letting him drive our 5er home. He drooled on the winding narrow country roads, and later opened her up on the freeway at an almost legal 150 km/hr. Shortly before getting home, he announced something very fast coming up behind him. I looked..., it was very low, very aerodynamic and beautiful emerald green. I couldn't tell what it was, even after it flew by us, however, Ian (12) said: but Dad, it is a Lambourghini Diablo VT with a tee top. And so it was!

Well, this is how we are spending some of our weekends in Europe, and if you are interested, I will continue to make periodic reports from Waterloo, Belgium.

Your European correspondent,  
Alex Thiermann

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*Alex Thiermann, one of our members and active participant of driving schools, sold his 2002 tii to accept a transfer to Brussels, Belgium. There he serves as the Senior Trade Coordinator for the U.S. Department of Agriculture in negotiations with the European Union and the World Trade Organization. Now, he has upgraded to a Euro '93 530i, and just bought an '87 M3 for his drives on Francorchamp and Zolder race tracks. Life is rough...ed.*



*Christian Debias (France). The hillclimb winner in his BMW-powered Martini MK rocket.*



# Rally Timekeeping *by David Roach*

With "Doin' Time," the Chapter's open rally and tour coming up (or so I hope), I thought I'd dig out the old Rally Timekeeping article and freshen it up a bit. "Doin' Time" is a trap-free ("touring" in SCCA parlance) event, which means you shouldn't have to worry about following the course. No, what will be important here is staying as close to on time as possible: on rallies like these, you're a prisoner of time (hence the name). You must know (1) exactly what time it is, and (2) exactly what time it should be. Any difference between these two will become your score at the next checkpoint.

Briefly, on "Doin' Time," you'll have Pro-rally-like instructions, which are similar to the instruction style Mike Leeper used for the Oktoberfest rally last year. They appear as a series of boxes across the page. The first box is the official mileage to the instruction, the next box is the instruction number, the next box is a "tulip," or representation of the road configuration, the next box contains timing information, such as speed changes and pauses, and the last box contains other information, such as the wording on signs indicated in the tulip and key times.

What all this means is, you can calculate in advance what the key time is at each instruction. (A key time is the perfect time for car 0 — just add your

car number in minutes to the key time to determine what time you should be there.) As you might imagine, very low scores will win this rally.

Of course, you may be the kind of person who would prefer not to calculate key times. If that's the case, you'll need to stay on time by the seat of your pants: drive at a few (3 or 4) miles an hour above the assigned speed (if the assigned speed is 36, for example, drive at about 40) and take each pause as it occurs (when you have a 15 second pause, stop the car and count to 10, then get back up to speed). Remember that speeds on TSD rallies are average: they're calculated as if you constantly went the assigned speed through turns and around curves, so if you have to stop at a stop sign or slow down

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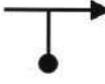
to make a curve, you'll need to go a little bit faster for a while to make up the time you lost by stopping or slowing down. At each key time given in the route instructions, see whether you're early or late; if you're a little early, drive at a speed that is closer to the assigned speed (say 38, if the speed is 36); if you're late, pick it up a little.

So now the question is (if you've read this far), how do you calculate your perfect arrival time at each instruction? Well, it's the old time-speed-distance equation: speed equals distance divided by time (as in speed = miles per hour). That form of the equation isn't very useful for rally calculations, so, remembering high-school algebra, let's change the positions of the three factors (time, speed, distance) to get time by itself on one side of the equation: time equals distance divided by speed. Remembering the units we're using (speed given in miles per hour, distance in miles), this version of the equation gives us the time in hours, which isn't particularly useful.

So here's the first trick: to get the time in minutes, divide the speed into 60 (for example, 60 minutes per hour divided by 30 miles per hour equals 2 minutes per mile). There's the key factor: minutes per mile. Once you have minutes per mile, you can multiply that number by the distance you've traveled (in miles) to get the time it should have taken you in minutes.

Here's how your calculations should work: determine the distance between instructions by subtracting the mileage at the last instruction from the mileage at the next instruction. Multiply this distance by 60, and divide the result by the current speed, and you'll have the elapsed time in minutes between the last instruction and the next. Add this elapsed time to the calculated time of day (the time you should have been at the last instruction) and you'll have the time you should arrive at the next instruction.

OK, OK, an example is worth a thousand words. Let's look at a sample instruction:

Mileage	Inst.	Tulip	Timing	Other
12.48	21		CAS 30	"BMW". Key time: 11:34.00
12.98	22		Pause .50	
14.14	23		CAS 40	"BAVARIA"
15.20	24		CAS 50	"SPEED LIMIT 55". Key time: 11:39.41

At instruction 21, the key time is 11:34.00. Let's say you are car 6; you should therefore leave that point at 11:40.00. You're going 30 miles per hour (2.00 minutes per mile). To determine your key time at instruction 22:

1. Determine the distance:  $12.98 - 12.48 = .50$  mile

2. Multiply the distance by 60 and divide the result by your speed (30) to get the elapsed time:  $.5 \times 60/30 = 1.00$  minute
3. Add the elapsed time to the last key time:  $11:40.00 + 1.00 = 11:41.00$
4. Add in the amount of the pause:  $11:41.00 + .50 = 11:41.50$

Thus, you should leave the "T" intersection in instruction 22 at 11:41.50 (or, in seconds, 11:41:30). The next instruction is a little harder, as the numbers aren't as "round":

1. Determine the distance:  $14.14 - 12.98 = 1.16$  miles
2. Determine the elapsed time:  $1.16 \text{ miles} \times 60/30 = 2.32$  minutes
3. Add the elapsed time to the last key time to determine your key time to this point:  $11:41.50 + 2.32 = 11:43.82$  (11:43:49)

The next calculation is a little harder still, as we changed speed (to 40) at instruction 23:

1. Determine the distance:  $15.20 - 14.14 = 1.06$  miles
2. Determine the elapsed time:  $1.06 \text{ miles} \times 60/40 = 1.59$  minutes
3. Add the elapsed time to your last key time to determine your key time:  $11:43.82 + 1.59 = 11:45.41$  (11:45:25)

And by golly, your calculated key time is exactly the same as the official key time for car 0 (just add 6 minutes to the official key time to determine your key time as car 6). Note, however, that if the key time in the instruction was different, you would adjust your time to the printed key time.

These are the essential calculations you'll need to stay on time. Of course, there are other factors, the primary one being mileage corrections. At the beginning of the rally, you'll run an odometer calibration leg (or "odo leg"), where there's no average speed to maintain, nor are there any checkpoints. The purpose of this section is to allow you to compare the mileage on your trip odometer (which you will zero at the start of the rally) to the official mileage (which is very accurate, down to the nearest hundredth of a mile, or 53 feet). As you execute the instructions on the odo leg, write down your mileage. At the end of the odo leg, write down your mileage again, then zero your trip odometer and move out of the way.

Now for a few more calculations. To determine what your mileage will be at each instruction (as opposed to the official mileage printed in the route instructions), divide your mileage at the end of the odo leg by the official mileage at that point. This will give you a correction factor by which you can multiply the official mileages to get what your odometer should read at each instruction. This calculation isn't as critical as the time calculations, as you'll have an official mileage to each instruction, but it's good to know how far off your odometer is. For example, let's say the official mileage at the end of the odo leg is 11.82 and that your mileage is 11.69 (your driver can interpolate hundredths of a mile, provided you have a mechanical odometer). Dividing your mileage (11.69) by the official mileage (11.82) gives approximately .989. This means that your mileage will read roughly one percent low. Thus, in the example above, at instruction 21, your mileage should read  $12.48 \times .99 = 12.36$ .

These are the two most important types of rally calculations for "Doin' Time." I hope they help you to win a trophy.

by Paul Vessels

This is a continuing series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn our membership will see the variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your photos returned. Send your submission to me at the address listed here.

But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

Car of The Month  
c/o Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

## Car of the Month....September

September's Car of the Month belongs to my friend and sales associate at Passport BMW, Ron Marchman. Ron's "Black Beauty" is a 1988 635CSi with only 88K miles on the clock. The car is stock with the exception of a Racing Dynamics chip and 15x7 factory cross-spoke-rims from a newer 535i. Ron says that both modifications have made a dramatic improvement in the way the car performs and handles. Ron also owns a '92 535i five-speed which is also black in color and in exceptional condition. Keep'm clean Ron!



## Car of the Month....October

Our October Car of the Month is a Fjord Blue 1978 320i belonging to Phil Nathan of Leesburg, Virginia. Phil's car is a mostly stock four-speed that's "driven daily, rarely garaged, but painstakingly maintained" and sports over 200K miles. "Enuff said".



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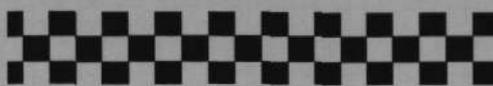
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# Woody's Competition



## C O R N E R

BY WOODY HAIR

**Autocross News:** The Potomac Region of the Porsche Club invited the other German-marque clubs to their second annual Challenge

Autocross at the Prince Georges Community College on July 6. While the host club drew 38 drivers in Porsches, there were 13 in BMWs, 2 in VWs (a '68 Karmann Ghia and a '63 Manx Buggy), 2 in an Audi GT. A Toyota and Mustang also joyed the fun. Despite an active autocross program of their own, Mercedes was conspicuously absent.

Course designer Nick Monterastelli used the better part of two parking lots and part of a 3rd. A long rolling start included several gates and a 180 degree turn before the timing line. Most cars were upshifting to second just after the line. This led to a large (and fast) figure-8 that had to be negotiated almost twice before a long straight into another lot. As most cars were nearing their top speed in second gear, drivers were faced a nasty offset gate and a gravelly patch of pavement. This problem was compounded by a rise and compression just when a tap of the brakes was needed. A fast left turn followed and led to a very tight left, a tight

slalom, and a series of tight U-turns into the finish area. Each car received 4 runs.

While the PCA uses their own classification rules for their own autocrosses, SCCA Solo II classes were used in this mixed vehicle event. The SCCA lumps all non-turbo 911s in A-Stock, whether they be 1965 2-liter vintage or the latest 3.4 liter 993 Carrera 4, as well as the 944 Turbo. In order to give out a large number of trophies the Potomac Region broke up the 15 car A Stock field into six (!) classes apparently based on age or displacement or some combination thereof. This practice was carried over the the 911-laden A Street Prepared class also.

Fastest Time of the Day title went to Nick Monterastelli in his A-Prepared Porsche 914-6 with a 1:06.259. Second fastest time and first in A Stock was our David Lassalle in a his black '95 BMW M3 with 1:07.179. No other cars were within one second of these two. Dennis Howard in a '93 RS America version of the 911 was 3rd overall and first in A Street Prepared.

This well run event went smoothly and everyone

enjoyed themselves despite the humid 90 degree temperatures.

In the season long MWCSCC championship series, four events have been run as this is being written. David Lassalle ('95 M3) leads the A Stock standings with 3 wins in the 3 events he attended. Gary Lin (Honda Accord) leads H Stock with four wins and is in strong contention for the best overall trophy. Incidentally, Gary has just bought Gary Toyama's '88 325is. Will he keep the Honda through the end of the season? I am leading C Street-Prepared standings with a 3rd, 3rd, 1st, and another 3rd in my '88 M3. Running all events helps. In the team competition, your chapter stands in 2nd place. That is our best performance in several years. At the SCCA event on June 29, Lassalle was 2nd overall and I was 4th overall in a field of 95 drivers. At the SCCA event on July 27 at the University of Maryland, Lassalle was not present and the fastest BMW present was an '85 535i driven by Bill Brochu. Previously, Bill had confined his autocross activity to the Tidewater area.

**SCCA Racing:** Jeff Altenburg is a longtime national class autocrosser currently residing in Columbia, Maryland. In the last few years Jeff has turned to road racing in Neons and Miatas. This year he is driving a BMW 328is in the SCCA Showroom Stock A class. At the MARRS regional on April 6 he was first in class and beat the SSGT class Camaro of Guy Pavageau. At the SCCA National on April 20 Jeff was also a class winner. At the SCCA MARRS race on June 1, John Weaver was first in IT-B with his 2002, followed by the 2002s of Leah Epting and Al Bell. Then, at the third Summit Point MARRS event on July 13, the long win streak by BMWs was broken when a Suzuki Swift beat the 2002s of Mike Richards and Steve Hammond. Sorry I don't have more details on these events. My schedule has not allowed attendance and I have neglected obtaining first-hand reports. Any volunteers?

### COMPETITION CORNER CALENDAR

Aug 31	Z-Car Club Championship AC, NVCC Campus, Manassas, VA
Aug 31-Sep 1	SCCA MARRS Races, Summit Point, WV
Sep 6	NASCAR Winston Cup, Richmond, VA
Sep 13	Nat'l Capital Chapterfest AC, NVCC Campus, Manassas, VA
Sep 14	Autocrossers, Ltd Championship AC, Ft Meade, MD
Sep 21	BMWCCA Rally, Ashburn, VA
Sep 21	SCCA Enduro Races, Summit Point, WV
Sep 21	NASCAR Winston Cup, Dover, DE
Sep 28	SESCA Championship AC, Ft Meade, MD
Oct 5	Porsche Club Championship AC, NVCC Campus, Manassas, VA
Oct 12	Branded Club Rally, Frederick, MD
Oct 19	SCCA Championship AC, to be determined
Oct 26	Saab Club Championship AC (tentative)

**IMSA Racing:** I know, it's no longer IMSA. Professional SportsCar Racing is just too long, and the "SportsCar" name is under litigation. Rightfully so, the Sports Car Club of America is claiming ownership of the name. After all, their monthly publication has always been named Sports Car. So for the time being, I'm still calling it IMSA. The GTS-3 BMW M3s had another successful outing at Sears Point, California. Bill Auberlin and Boris Said were 1st in class and 3rd overall in the Prototype Technology 4-door car, followed by Matt Cohen's M3 in 2nd place and 5th overall. In the Showroom Stock race earlier that weekend, the team of Scooter Gabel and Terry Borchellar finished first in the Grand Sports class with an M3. I believe that is the first GS win by an M3 since Ray Korman was running the E30 M3s many years ago. The team of Mike Fitzgerald and Jeff Purner was first in the Sports class with a BMW 328is.

**Oktoberfest '97:** At least thirty adults and seven kids from the National Capital Chapter attended O'fest '97 in Waterville Valley, New Hampshire. The autocross was held on a parking lot in front of one of the lodges. Not a good site for such an event, but probably the most suitable within 50 miles. This made for a very tight course that had some competitors running the whole way in first gear! As usual, our chapter took home more than our share of autocross trophies. Most notable was Rafael Garces who won the 3-Series/6 cylinder Class B over a field of 30 some entries with his silver 328i. The fastest time of the event was turned by South Dakota's Russ Wiles with his newly acquired M3 Lightweight. A listing of O'fest trophy winners follows this article, but note that trophies were only given to the top 3 finishers in each class. Duane Collie, who finished 5th out of over 30 entries in the tough M3 / B class (Stock E36s and "prepared" E30s), had nothing to show for his fine performance. Somehow the organizers messed up the indexing of the Ladies class and that might have cost Paulette Leeper her first autocross trophy.

The TSD Rally was a long (190 miles) affair with conservative speeds, mostly main roads, and only four checkpoints. It did feature some great views of 6,288 foot Mount Washington. The last leg included a 38-mile run down the 65 mph Interstate 93 at a required average speed of 60 mph. The obvious goal was to get the rally

competitors down to New Hampshire International Speedway for the Club Races to be held that afternoon. Why not a shorter route with some back roads that ended near Waterville Valley? Then we would have had a choice of attending the races or not. I believe our only trophy winner was the team of Mike Leeper and Dave Roach who were 3rd in the Expert class with Paulette's 2002tii. It used to be that the expert class was the place to run because of a lack of entries. That is no longer true. There must have been twenty five or more "expert" teams this year.

Forty-four Club Racers registered for the O'fest event. The various classes were split into two race groups - one for Stock and most Prepared cars, and one for Modified and the two Prepared

Finally, I guess I have to mention the "competition" at Friday's Concours d'elegance. Byron McCauley and Sueann Mesckell, new to the National Capital Chapter, took home a first place trophy in the Super Clean '77 to '91 class. Other NCCers who took up the challenge were Mike Gayle with his '97 M3, David Roach with his Inka orange '73 2002, and Rafael Garces. Remember the red M1 that New York's Gordon Medenica had on display at last year's Concours? Gordon has sold that car to Lance White of the Buckeye Chapter and replaced it with a white M1. He had both of these exotic mid-engined BMWs in this year's event. His new white acquisition took the "best of show" award.

Catch Duane Collie's article elsewhere in this issue for a more complete description of O'fest 97.

*The lean and mean Woody Hair ... or is it the mean lean of a broken front stabilizer bar? Whatever. Woody nabs second place.*



M3 classes. Each group had two races on Wednesday afternoon. A trip to the Manchester airport, a missed exit, and a change to the schedule caused me to miss the first two races. The final two events were won by two veterans who have been racing BMWs exclusively for at least twenty years each. Ray Korman borrowed his IMSA Showroom Stock 328is, switched to his street 325's 3.25:1 rear end, and easily won the third race ahead of Will Turner's '87 325is. In the final race, Kermit Upton drove his Euro E36 M3 race car from the back of the field to overtake Gary Bossert's E30 M3 and go on to the win. It was not that easy for Kermit because he was closely followed for the last third of the race by the Group A E30 M3 of Steve Vicari. The final margin of victory was 0.4 second.

**Speed Shifts:** Do it now department: call Dave Roach to register to run or volunteer to work the TSD rally on September 21. . . . . The Rick Davis/Ben Greisler BMW 318ti rally car (complete with M3 engine) was at O'fest and competed in the Pro Rally event the following weekend in Maine. An off-road excursion tore up much of the suspension, but they were able to make sufficient repairs to finish third in class. . . . . After a championship autocross at the University of Maryland in June, Dave Lassalle drove over the Chesapeake Region, PCA all Porsche event at the U.S. Air Arena. There were over 90 P cars from all over the mid-Atlantic participating in this autocross. Someone invited Dave to take a few fun runs in his '95 M3. Admittedly, some of the Porsches had run earlier in the morning when

there had been some rain, but Dave turned times that beat them all! He thinks this will probably sell some new M3s for BMW. . . . . Remember the Dakar yellow M3 that club racer/instructor Kathy Lyle accidentally put upside down on the tire wall at Summit Point at last year's O'fest? It was good to see the car has

been repaired, and Kathy drove it to a second in class finish at this year's O'fest club race. . . . . The McLaren F1 GT-R race car was present at O'fest. Derek Hill drove some exhibition laps during the lunch break at Tuesday's driver school, and managed to spin the car at NHIS's turn 11. BMW NA's Erik Wensberg was visibly

relieved when the laps were ended. The McLaren also acted as pace car during one of the club races on Wednesday. Wensberg said several McLarens F1s have been quietly federalized and delivered to some wealthy U.S. buyers.  
CRUNCH

## National Capital O'fest '97 Trophy Winners

### AUTOCROSS

Rafael Garces	328i	1st 3-Series/6-Cylinder B
John Hartge	M5	2nd Touring A
Woody Hair	E30 M3	2nd M3 C
David Roach	2002	2nd 2002 A
Mike Leeper	2002tii	3rd 2002 B
Jim Miner	2002tii	3rd 2002 A

### CONCOURS d'ELEGANCE

Byron McCauley	325is	1st Super Clean, '77-'91
David Roach	2002	2nd Super Clean, '62-'76
Rafael Garces	328i	3rd Super Clean, '92-'97

### FUN RALLY

Byron McCauley/Sueann Meskel	3rd
------------------------------	-----

### TSD RALLY

Mike Leeper/David Roach	2002tii	3rd Class A (15 points)
-------------------------	---------	-------------------------

## Autocross Results for BMWs

### PCA DEUTSCHE MARQUE CHALLENGE - July 6

David Lassalle	95 M3	1st A Stock	67.179 sec.
Woody Hair	87 325is	1st C Street Prepared	69.726
Dwight Derr	84 633CSI	1st ESP	71.036
Bob Hausmann	94 325is	2nd BS	72.629
Luke Pierson	87 325is	2nd CSP	72.945
Mike Donahue	95 M3	8th AS	73.211
Pat Donahue	91 M5	1st FS	73.909
John Howland	95 M3	11th AS	74.548
Gary Lin	88 325is	3rd CSP	74.850
Tarun Kundhi	89 325i	3rd BS	75.468
Duane Collie	95 M3	4th CSP	76.341
Michael Ko	89 M3	5th CSP	79.182
Steve Donahue	63 VW Manx	1st C Modified	82.084

### SHELBY/DODGE CHAMPIONSHIP AC - June 1

David Lassalle	95 M3	1st AS	46.480 sec.
Woody Hair	88 M3	3rd CSP	46.995
Mike Donahue	95 M3	2nd AS	47.529
Bob Hausmann	94 325is	1st BS	48.011
Rafael Garces	96 328i	2nd BS	48.111
Dave Missert	90 325is	4th CSP	48.827
Scott Allen	86 328i	6th BS	49.821
Charles Denton	88 M3	5th AS	49.933
Stuart Kane	90 325i	9th BS	53.859
Ben Friedberg	82 320is	4th HS	55.707

### SCCA CHAMPIONSHIP AC - June 29

David Lassalle	95 M3	1st AS	45.754 sec.
Woody Hair	88 M3	1st CSP	46.476
Al Zavala	89 325i	3rd BS	48.281
Bob Hausmann	94 325is	4th BS	48.444
Klaus Hirtes	88 535is	2nd GS	49.136

### SCCA CHAMPIONSHIP AC - July 27

Bill Brochu	85 535i	1st ESP	51.678 sec.
Woody Hair	88 M3	3rd CSP	51.844
Bob Hausmann	94 325is	5th BS	53.044
Pat Donahue	91 M5	5th FS	54.127
Mike Donahue	95 M3	1st AS	54.339
Charles Denton	88 M3	2nd AS	54.420
Bob Shumaker	97 M3	3rd AS	54.583
Klaus Hirtes	88 535is	4th GS	55.403
Al Zavala	89 325i	9th BS	55.420
Scott Allen	96 328i	10th BS	57.071
Marc Plante	93 325i	11th BS	58.070
Tarun Kundhi	89 325i	13th BS	59.036
Dave Schloss	73 2002	12th ES	60.282
Arash Danaie	85 325e	10th GS	71.665



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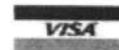


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# Membership Report

As of the most recent communication with National Headquarters, the total National Capital Chapter membership was at 2,743 strong—second largest in the nation! Last month the chapter was listed at 2,720 members and this time last year the chapter rolls stood at 2,472. We are making great strides with our efforts to bring more BMW and automobile enthusiasts into the fold. By the way, the rolls of the Car Club at the national have exploded. Total membership exceeds 40,000, we are indeed the largest club of its kind in the world. The benefits of Club membership are many — a top-notch monthly 120-page color publication that rivals the national car mags, a bi-monthly chapter

newsletter for local events, parts and accessories discounts, social events, affordable driving schools, access to knowledgeable people that may be able to help you with car problems, autocrosses, rallies, an annual national convention for BMW Car Club members, and people that share a love for BMWs. Don't forget there is a new member party scheduled for August 9, 1997 at 7:30 P.M. at non other than the fantastic locale of Passport BMW in Maryland. See the last *dB* for details or check out our Homepage.

*Signing Off,  
Mikes – Dulisse and Gayle*

Name	Car	Referred By	Name	Car	Referred By
Kim Buzzell			Richard Anderson		
Randall Barnette	1995 M3	Mike Donahue	Joel Martinez	1987 325ic	Peter Shu
Ron Barrett	1993 325i		Jason McCowan	1988 325is	Gregory Johnson
George Berke	1994 325i		George Mendes	1997 Z3	Russell Coney
Kathleen Birrane	1997 528i		Fred Mills	1997 328is	
Joseph Bondi	1997 Z3		Mark Minkin	1997 M3	
Martin Boone Jr.	1997 318ti	Alberto Zamorano	Kenneth Mitchell	1990 325ic	
James Bradford	1988 528e		Patrick Moylan	1997 328i	
James Branscome	1997 740iL		Michael Noe		
Peter Brown	1992 325i		Bruce Perkins	1987 L6	Autobahn Works
Vera Buonafede	1988 735i		Wilbur Peterson	1989 750iL	
Kahn Carley	1988 735i		Joyce Printis	1995 318i	Derek Edwards
Edward Carlson	1993 740iL		Artur Ramos	1989 525i	Roger Heyman
Jim Carman	1993 525 Touring	Russ Bartlett	Rebecca Ravenal	1987 325is	
M. C. Carpenter	1976 2002		Thomas Roberts		
Ira Carr Jr.	1997 Z3	Ron Marchman	John Rogers Jr.	1993 740i	
Mark Checchia	1994 530i		John Rolph	1973 740i	
Marcus Conrad	1997 Z3 2.8		Steven Roth	1995 325i	
Paul Davey			James Rozzi	1995 318ic	
Raymond Dunn	1976 2002		Thelma Smith	1985 325e	Ron Marchman
Mark Eldridge	1995 325is		Mark Sobo	1989 325is	
Michael Eton	1987 325is		David Spiegelthal	1991 318i	
Peter Foote	1995 M3	Peter Stellmann	Ram Srinivasan	1988 325	Mohammed Fares
Armen Garabedian	1989 528eA		Everton Stephenson	1986 528e	
Kevin Grim	1972 2002tii		Tom Stevenson	1988 735i	
Tom Halatyn	1988 735i		W. J. Strickland	1988 735i	Mark Powstanski
Teresa Hamilton	1989 325i	Libby Queen	Sarah Thimmesch	1997 Z3	
Nathaniel Hawkins	1996 325is		Patrick Transue	1991 850i	John Transue
Kevin Henry	1986 325		Phillip Tremo	1997 328i	
Raymond Ho	1995 525i		Keith Ware	1980 323i	Ron Marchman
Mark Jacobsen	1997 Z3		Heidi Willkomm		
Alex Keatinge	1997 528i		Spence Witten	1976 2002	
Marion Kelly	1997 318i		Michael Wood	1982 320i	
James Kennedy	1995 325is		Charles Work		
Robert Koch	1995 M3		Gary Lin		
Lee Loncosky			Walt Zalenski	1989 325i	Steve Kaye
Jorge Mangual			Michael Zymowski	1991 M5	

# BMW CCA National Capital Chapter Board Meeting, 3 June 1997

**President's Report.** Nothing to report

**Vice President's Report.** Nothing to report

**Treasurer's Report.** Absent

**Secretary's Report.** May Minutes were distributed electronically

**Membership.**

- Over 2700 members

**Autocross Chairman.**

- July 6 is Deutsche Marque challenge @ PG community college, Largo, Md. Autocross Chairman took fun runs at the Porsche event on June 1 and took fastest time of the day. Chairman plans to change format of autocross classes.

**Drivers' Schools.**

- Sunday is full (38) Saturday 33. Of the 8 radios, 2 are bad, and all need battery packs. 2 new radios would cost \$600.

**dB.**

- The dB was sent to Kirby yesterday. President will review contract for advertisers.

**Bylaws Committee.**

- Revisions to the Bylaws were made at the last meeting of the committee. There was discussion on referring to the Drivers' School Manual in the Bylaws. The committee will consider this.

**Drivers' School Committee.**

- The Chairperson will revise the Drivers School Manual and will convene a committee meeting before the next Board Meeting to review.

**dB Committee.**

- The Chairperson or the President will convene a meeting before the next Board Meeting.

**Calendar of events.**

- All events are as listed in dB with addition of:  
 July 6 - Deutsche Marque challenge autocross at PG community college.  
 August 9 - New Members Party 7:30 Passport BMW.  
 November 15 - Wine & Cheese reception at the Colonies BYOB. Rental \$200 for 6 hours, can accommodate 122 people. All parties RSVP from now on, there may be a nominal fee. A sponsor and a speaker will be sought.  
 Charity event for St. Jude's Hospital will be planned for early spring.  
 • Need write-ups on events by July 21

**New Business.**

- Need new Drivers' School chairman for next year. Current Coordinator will do a write-up for the dB.
- Seeking 4 sponsors for tents to be used in events.
- Need upgrades to dB editor's computer (memory and faster modem) (\$250 budgeted). Motion proposed and seconded.
- Need Polaroid camera for events (\$100 budgeted). Motion proposed and seconded.
- Need 8 battery packs for radios (\$300). Motion proposed and seconded.

**Next Meeting: July 9.**

- Motion to close meeting proposed and seconded.  
 Meeting adjourned at 9:30.

# BMW CCA National Capital Chapter Board Meeting, 8 July 1997

**President's Report.**

- A camera has been purchased for the Chapter. Per July 1 Pipeline, 41,000 members nationally, NCC is #2 in size after Golden Gate Chapter. Formula Motorsports in Reading is still planning to build a track to be ready next year.

**Vice President's Report.** No report.

**Treasurer's Report:**

- P & L Report for January 1 - July 9 passed out.

**Secretary's Report.**

- June Minutes sent via email. Motion to approve Minutes made and seconded.

**Membership.**

- 2752 members based on June report.

**Tech Chairman.**

- AutoAdvantage event on 6/22 had a good turnout (45). Chapterfest comprising swap meet, concours, etc. being set up for Sept. 13.

**Autocross.**

- August 3rd NCC autocross at Fort Meade. Looking for workers for this event, and trying to set up some future events.

**Drivers Schools.** No report.

**dB.**

- 2906 copies mailed. Deadline for Sept/Oct issue in 2 weeks (7/21). Need write-up for events to end of year.

**Bylaws Committee.**

- New revision sent out.

**Drivers School Committee.**

- Comments to Laqui by 7/21, will be incorporated and sent out again. DSC will meet July 30.

**dB Committee.** Did not meet.

**Calendar of events.**

- As noted in dB. Except Wine & Cheese party November 15. BYOB.

**New Business.**

- Chapter is running low on stationery, need to order more.
- Motion to provide 10% discount on advertising contract for 6 issues with payment in advance. Seconded. Oktoberfest books closed. \$900 will come back to NCC.
- Chief Instructor remarks regarding format for the Friday of the October school: 3 options: 1) instructors only, 2) instructors and instructor candidates only, 3) instructors, instructor candidates, and advanced students. A motion was made and seconded to approve option 2. Payment should be made no later than one week in advance with cancellation fee of \$25.
- Stickers obtained, will be sold for \$1. Will put a list of merchandise for sale in dB with photographs.

**Next Meeting Location.**

- August 6th @ Colonies.

A motion to close the meeting was made and seconded.

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Make checks payable to BMW CCA NCC. Send ad with payment to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218, or e-mail to [dderr@baltimore.net](mailto:dderr@baltimore.net). Ads must be received by the first of the even-numbered months for inclusion in the next issue.

**PARTS FOR SALE**

**Wheels**

Eight 14x6 steel wheels mounted w/ snow tires, Pirelli Winter 160 and Vredestein Snow Plus, 195/70x14. Save your alloys from salt or use as spare. Buy any number at \$35 ea. Shipping extra. Fits 5,6,7s before TRX.

**Al (301) 340-9184 eves (MD)**

**Misc. Parts**

325i Fuel Pump - Bought new for \$195 and used once. Fits in gas tank. \$85/OBO.

**Jim (703) 742-8463 (VA)**

Rare parts for 02 Touring models for sale. Call for details.

**Mike (305)252-1447 or email to: <naoz@aol.com>**

**M635 Parts**

Four 16"x7" BBS RS 3-piece gold-centered wheels, \$550. One set rear brake calipers, best offer. Four Yokohama AVS Intermediate tires, 255ZR40.17, 50% tread remaining, best offer.

**Gordon (703) 759-9733 eves (VA)**

**Misc. parts**

For 2800 CS/3.0 CS: a/c kits, 4-speed, sunroof clip, glass, trim, used '84 cylinder head w/cam, dual Weber 2bbl carbs, hardware, sheetmetal. 87 3.5L Motronic motor, 107K miles, Mobil 1 last 80K, strong, no smoke, \$1,000, 3.25 limited slip differential, fits E28 5ers, late E24 6ers, E30 3ers, \$300.

**Tom (703) 264-5818 eves (VA)**

AutoThorty Chip. Fits 93-on E36/E34 w/M50 VNOS motors. No top-speed limiter. New, never installed, with complete installation instructions. Biggest HP/torque gain for the money.

Retail \$425, yours for \$150.

**Trip (703) 824-5660 (VA)**

Cylinder head. Fits E24/E28 Big-six 3.5L Motronic motors. From '87 535is w/ 60K miles. Mobil 1 from day one. Very clean, ready to install. Buyer pays shipping. \$400.

**Trip (703) 824-5660 (VA)**

BMW/Pioneer Stereo System. OEM from 91 M5. Includes head control unit w/ code, 6-disc changer w/3 cartridges, Blaupunkt electronic crossover, wiring harness, changer cable, and all mounting hardware. Can be installed in most BMWs. \$500.

**Trip (703) 824-5660 (VA)**

Bavaria/2800: Lower engine \$50, Head w/dual webers \$150, 2 sets fr grills, 2 sets rear lights, 2 sets fr blinkers, 4 speed getrag \$100, set hubs w/rings, clutch disc, starter, alt., muffler system, 2 distributors, drive shaft. 2002: tti front struts \$40ea., fr&rear sub frames, doors, fender, fr seats, vdo console & 3 gauges \$100, driveshaft, front bump(74). Chris 410-893-8726.

**Chris (410) 893-8726 (MD)**

1984 3.3L Motronic motor, 180K miles, head OK but burnt valve, complete w/ wiring harness, ECUs, A/F meter, injection, intake, etc., \$650. 260/5 5-speed tranny from '84 633 CSI. Rebuilt w/ new bearings, seals, synchros. \$600. 320i headlight buckets, used but excellent cond., \$20 pr, E12 530i/528i console sides, new OEM, \$50, rear KYB Gas-a-just shocks, E28/late E24, less than 1K miles, \$100 pr authentic Hartge steering wheel, black leather, w/ hub pad and BMW horn button, new, \$75. Harada fully automatic power antenna, black mast, new in box, \$60.

**Dwight (410) 889-9578 eves (MD)**

Limited Slip Differential. 4.11 ratio, 25% lockup rear-loader. Synthetic lube only. Excellent condition, low miles. Fits E30s, E24s, 83-later E24s. Drop seconds at the auto-x! \$700.

**Dwight (410) 889-9578 eves (MD)**

Art Car 90 posters, new in mailing tube, make offer.

**Dwight (410) 889-9578 eves (MD)**

**WANTED**

BMW folding bike w/17" frame.

**Ramez (703) 821-9065 (VA)**

**CARS FOR SALE**

**1972 2002**

VIN 2576024. Green with tan interior, normal rust, 140K miles on factory rebuilt engine; needs work or good parts car; all service records; must sell after many terrific years of enjoyment. Best offer.

**Charlie (703) 351-9100, ext. 11 (VA)**

**1973 2002**

VIN2591306. Malaga, black & tan interior. 144,000 miles. Original owner. Engine rebuilt by J&F. In storage for 5 yrs. Typical rust problems. Excellent parts car or restoration project. MOMO leather steering wheel, black Flofit seats in perfect condition, Behr air, VDO gauge kit, sway bars, perfect rear seat and more. \$1,000/OBO.

**Craig (703) 925-0484 (VA)**

**1974 2002**

Malaga/Black, fresh paint & chrome, track/auto-x car. Shrick cam, dual Webers, fresh strong motor, front stress bar, many suspension modifications, 5-speed, limited slip diff., Wink mirror, oil press. + volt. gauges, Schoel driver's seat, Recaro pass. seat w/matching drivers seat in storage, Weds 15" wheels w/ good Yoko A008R'S. 2 extra matching rims with Fuldas, battery in trunk, etc. Runs and looks great. \$4,000.

**Mike (410) 235-0111 M-F days (MD)  
(410) 484-4620 nights/weekends or email to <m3early@aol.com>**

**1976 2002**

VIN 2742861. Sahara beige/tan interior, sunroof, 5 speed, 3.9 diff. New paint, new carpet and headliner. E30 alloys with Pirelli P5000s, Eibach springs Weber 32/36. Momo steering wheel. Great condition with recent Virginia state inspection. Must see. \$7,500/OBO.

**Ike (703) 506-0725 (VA)  
or email to <IkeGmd@aol.com>**

**1980 320i**

VIN 7172277. Silver/navy interior. Clean car, strong but needs valve job. Alloy wheels, 5speed, A/C, complete records. Good project car. \$2,000

**Pete (540) 338-9132 eves (VA)  
(301) 610-7819 days (MD)**

**1988 M3**

VIN WBSAK0304J2196128. Diamond black/black leather. All stock. Garage-kept, never seen snow or salt. 38K miles. \$18,000.

**Jan (410) 974-0113 day or night (MD)**

**1992 325i**

VIN WBACB331NFD5982. Laguna green/parchment leather, manual, 63K mi., exc. condition, sunroof, cruise, full computer, limited slip, center console, AutoThorty Flowtech, non-smoker, Mobil 1, Zymol, Techron, Lexol, new tires, MD insp., \$16,900.

**Andy (410) 987-4704 (MD)**

**1996 328iS**

VIN WBABG1323TET02443. White/grey leather. Flawless. 5-speed, Sports pkg., s/r, custom alloy wheels, computer, factory warranty, tinted windows, bra. Non-smoker. Car garaged, never wrecked. \$30,500.

**Dan (540) 972-3314 (VA)**

**1997 Z3**

VIN 4USCH7320VL84001. Dark Green, tan top, beige leather interior. Five-speed. All season traction, power heated seats/mirrors/washer jets, onboard computer, black anodized luggage rack, BMW custom-fitted luggage for rack, 3 years' service included. Immaculately maintained, waxed, garaged, non-smoker. Under 3000 miles. \$30,000 firm.

**Michael. (301) 869-2664 eves (MD)**

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