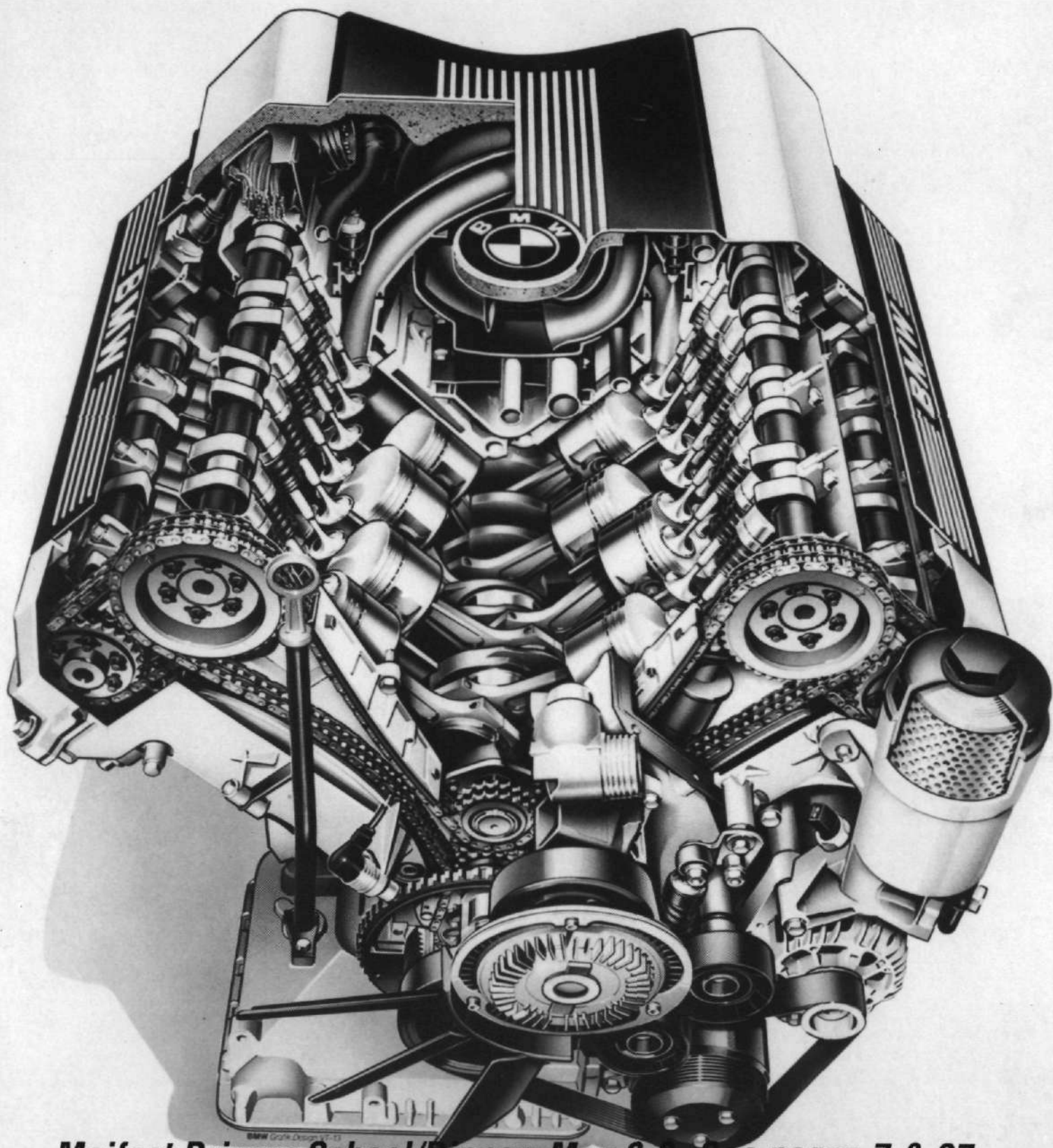


der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA

MARCH/APRIL 1993



Maifest Drivers School/Dinner: May 8-9. See pages 7 & 27

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Vol. 23 / Number 2



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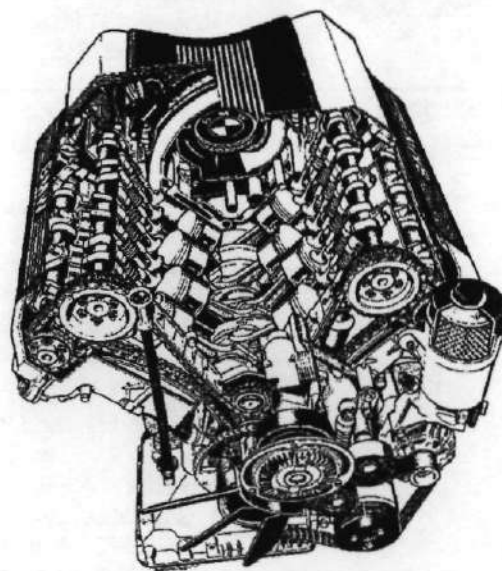
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Cover

BMW's mighty V-8. See article on page 18.

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President's Message

John "Jack"
Kenworthy

GIVE THEM FOOD, THEY WILL COME.

WELL, I THOUGHT THEY WOULD! We had approx 60 club members show up for the 1992 Holiday Party. This annual event was FREE. With the great support from PASSPORT BMW, we were able to serve food, have a DJ playing music, plus furnish approx. 50 door prizes. Where were you? If we charge \$30-\$45 like most other chapters do, will you come out? Does it bother you to eat free food? We have 1,960 members. What do we have to do to entice a few more of you? Please give us some ideas. Call one of the officers or drop a note to the club P. O. Box. We want you at the 1993 Holiday Party.

Sarah and I attended our first Oktoberfest in October. If you missed the 1992 O'Fest, you missed a shift. I almost wrote Richard Conway in as a Presidential Nominee in November! The MOTORSPORT REUNION WAS AWESOME. The highlight of my motoring experiences came while driving at the drivers school. I was roaring down the back straight at Sebring (if you call a 528i roaring?) when two factory 3.0CSL's came flying by me just as I started breaking for turn 17. I entered the main Sebring straight with them side by side under full acceleration about 20 feet in front of me! Their exhaust was echoing off of the pit wall. With a little (or a lot) of imagination, I had moved my clock back to the 1970's. My instructor had made the mistake of using the helmet communicator. He couldn't hear the cars over my screaming! A skivvy short change was now mandatory. You should order some of the Motorsport Reunion apparel that is available in the Roundel. When it is gone, you will never have the opportunity to replace it. Richard Conway made history. Be a part of it. THANK YOU RICHARD!

The Daytona 24 race had two special attractions this year. (1) A record number of National Capital members attended. (We almost had a board meeting at midnight, but Mike and Woody weren't there!) (2) One of our biggest supporters was racing! Oliver Kuttner of Pegasus Motors was racing a Porsche Carrera 2 in the invitational class. He and his co-drivers finished 3rd in class, 13th overall! His Carrera 2 was taken off of the showroom floor two weeks prior the race. It was stock with a roll bar and fuel cell installed. Maybe racing is coming back to reality. Oliver told Ed and Jenny Nazarko just before the race started that the car was quite a handful, going into the back

chicane under hard braking at 165 M.P.H. CONGRATULATION OLIVER ON A GREAT RACE! You looked marvelous.

Check the details for the drivers school in March. We will not be running the normal highway safety format this year. The two experienced groups will have open short track in the morning, giving them more track time than in the past. After the lunch break, we will have open long track for all three groups. This should make the school more enjoyable for everyone. The highway safety portion on Saturday morning will be conducted at or near turn one, including the skid pad. See you at the track!

Check the calendar for a great spring schedule. We have a wide variety of events that should please everyone.

The spring tour will be our first overnighter in quite some time. Come see what pajamas we all got for Christmas!

The Deutsche Marque Concours should have the largest turnout in history. Thanks to ZYMÖL for supporting this year's event.

Maifest in May? Is it possible? We tied Bill Scott to the timing and scoring tower just before they burned it down and refused to untie him unless we got a May weekend. Hey, ya gotta do what ya gotta do! This year, as in the past, RADIAL TIRE and YOKOHAMA TIRES is supporting the Maifest dinner. We will have a catered dinner at the track on Saturday night. You do not have to attend the drivers school to attend the dinner. See the May-June issue for exact details. THANK PAUL MARCONES AT RADIAL TIRE FOR THEIR GENEROUS SUPPORT!

Make plans for the Second Annual Jefferson 500 to be held May 15-16. See the article for details. This year will be even better than last year, if that is possible!

You may have heard a rumor that Sarah and I will be leaving the area this year. It is true, but for various reasons, we are not sure exactly when. We hope to wait until September. We may leave as early as July. We sure as hell wish we could stay longer, but Uncle Sam sez no way, Jose. We need some fresh blood to step forward and start volunteering. The chapter cannot keep having so many fun activities if we don't get some help. Come out and get involved. As I always have said, it is the most fun you could ever have.

Remember our generous sponsors. Without them, we wouldn't be here. BUY FROM THE ADVERTISERS. Tell them how much you appreciate their support. And as always, HAVE FUN! ☺

1993 CALENDAR

MARCH

Sun 7 Postman Auto-X
 Sat 13 Excluservice Tech
 Session
 Sat 20-Sun 21 Frostbite Drivers School
 Mon 29 *der Bayerische* Deadline
 for May/June Issue

APRIL

Sat/Sun 24-25 Spring Tour

MAY

Sun 2 Deutche Marque Concours
 Sat 8 Radial Tire/Maifest Dinner
 Sat/Sun 8-9 Maifest
 Sun 16 Jefferson 500/Pegasus
 Motors Vintage Corral
 Mon 31 *der Bayerische* deadline
 for July/August Issue

JUNE

Sun 6 Landover Auto-X
 Sun 13 Flying Circue Aerodrome
 Sun 20 Electrodyne Swap Meet/
 Gymkhana

JULY

Mon 5 Firecracker Drivers
 School
 Sun 11 Marrs Corral
 Sun 25 Championship Auto-X
 Mon 26 *der Bayerische* Deadline
 for Sept/Oct Issue

AUGUST

Sat 7 Annual Crab Feast
 Mon/Fri 23-27 Oktoberfest

SEPTEMBER

Sat 11 O's Outing
 Sun 19 Bavarian Inn-Oktoberfest

OCTOBER

Sun 3 Vintage Race Corral
 Mon 11 Fall Drivers School

MERCHANT TIRE - POSTMAN AUTOCROSS

Sunday, March 7

Place: Osborne Park High School

Registration and Tech: 9:00am

Morning Heat: 10:00am

Lunch: 12:00pm

Afternoon Heat: 1:00pm

Cost: \$10.00

*"Neither rain, nor snow, nor coldness of day
 will keep us from having an autocross that day"*

Are you bored of staying home and watching all those football games? Tired of all those long weekend ski lift lines? Well if you're looking for something exciting to do, come on out for you're first autocross of the season.

We will be having two different courses for this event (Morning & Afternoon). Lunch will be provided by our good friends at Merchant Tire. If you enjoy driving your car but would like to know its handling limits, an autocross is a great way to learn or if you're planning on attending a drivers school this year it would be a way of practicing your drivers skill.

If you have never done an autocross we will have experienced autocrossers on hand during the event to give pointers. At the beginning of each event we will have an experienced driver walk through the course with you.

In order to prepare your car for this event you should:

- remove all objects from your car;
- make sure your brakes & steering are in good working order;
- inflate tires to 40 lbs. in front, 35 lbs. in rear (most BMW's).

If you have a helmet bring it; if not we will have loaners.

Directions: Take 66 west from the Capitol Beltway, get off at Rt. 28 south towards Manassas. Go approximately 6 miles and make a left onto Manassas Drive. Make a right onto Euclid and Osborne Park High will be on the left.

For additional information call David Lassalle 301/317.1461 eves.

continued on next page

Coming Events

continued

OPEN HOUSE & DO-IT-YOURSELF TECH SESSION

Saturday, 13 March

Open House: 9-11:00am

Do-it-yourself Tech: 11-3:00pm

BMW Excluservice is hosting an open house and do it yourself tech session. In the morning from 9:00-11:00am. There will be coffee and donuts provided. Lothar, the owner of Excluservice will give us a tour of his new facility and brief us on his collection of vintage BMW cars and motorcycles. There will be a morning tech session on how to communicate more effectively to repair shops on your service needs and repairs. This session is geared for members who are not technically inclined. From 11-3pm the do-it-yourself tech session will begin where members may do small repairs. This will provide an excellent opportunity to prepare for the March 20th Highway Safety School. There will be a sign up sheet at 9:00am for lift reservation. Be sure to bring your own tools. If you need directions please call 301/231.5400. The address is 12224 Parklawn Drive, Rockville, Maryland.

FROSTBITE DRIVERS SCHOOLS Sat/Sun, 20-21 March

Our first Drivers School will be held at Summit Point Raceway on Saturday and Sunday. Our traditional highway Safety School (Performance Highway Driving School), which is designed for newcomers, will be held on Saturday only, in conjunction with a regular school. Please refer to the article on page 23 for a detailed description of driver's schools. You will find the school application in this issue. For registration information call Dave Roach at 301/593.3285. You can register for either day or both.

SPRING TOUR TO PEAKS OF OTTER Sat/Sun, 24-25 April Departure from Shoney's in Manassas, 9:00 am

Warm spring breezes, wildflowers and mountain laurel, panoramic vistas...and hushed silences broken only by the whisper of water moving through ancient underground channels.

Spring is coming. It will soon be time to escape the roar and fumes of the city. Time to escape the rapid pace of the workday world. Time to

take time to celebrate the eternal miracle of a Blue Ridge mountain springtime.

Come away with us as we wind over scenic backroads and climb several thousand feet to the Blue Ridge Parkway. In Standardsville, members of the Tidewater, Richmond, and Charlottesville chapters will have joined up with us. Around 4:00 pm (about 225 miles from Manassas), we will arrive at the 3,000 ft. high Peaks of Otter Lodge. After check-in and time for a cold drink, we will gather in the parking lot for socializing, an informal car show, and/or other games. The lodge sits on a lake and is surrounded by 4,000 ft. high peaks that can be reached by hiking trails. For the less-energetic, a shuttle bus will take you near the top of Sharp Top peak that overlooks the lodge. Fishing is allowed in the lake. Bring artificial lures and a Virginia license. A U.S. Park Service visitor center and a restored farm site that dates to the 1850's are also a short walk from the lodge. A camera and good walking shoes are recommended. The dinner service in the lodge's dining room is from 5:00 to 8:30, and a cocktail lounge opens at 5:00. Bring something to read as there are NO TVs in the rooms.

Those not wanting to stay overnight can return to the DC area via I-81 (about 4 hours), however, there will be much to see and do on Sunday. Depending on the route you chose to take home, there will be easy access to cavern tours, Natural Bridge, Woodrow Wilson's birthplace (for Sarah), or Crabtree Falls, the highest in Virginia.

Reservations at the lodge can be made by calling the Peaks of Otter Lodge at 703/586.1081 (1-800/542.5927 toll-free from Virginia). Rates are \$69.23 for doubles and \$47.93 for singles, tax included. Their contract with the Park Service requires them to retain some rooms for same day walk-ins. This is approaching their peak (pun intended) season, so make reservations today! If accommodations are no longer available at the Peaks of Otter Lodge, the closest alternative is the AAA-recommended Wattstull Inn. It is a traditional motel about 12 miles from the Peaks of Otter near the town of Buchanan. Phone 703/254.1557.

A lunch stop is planned near Wintergreen. There are two restaurants, a pizza carryout, and a grocery store at the stop. You might choose to eat in your car instead.

DIRECTIONS TO START: We will depart from the Shoney's Restaurant near Manassas, Virginia. Take Exit 47 (Route 234 South) from I-

66, about 20 miles west of the DC Beltway. Shoney's is on your left, so go to the 2nd traffic light and make a U-turn. Be there by 9:00. We plan to depart by 9:20 at the latest.

If you have any questions, call Bonnie Butler at 301/663.9263 in Frederick, or Woody Hair at 703/243.5796 in Arlington.

DEUTSCHE MARQUE CONCOURS D'ELEGANCE

Sunday, 2 May

Entry to grounds: 9:30am

Judging begins: 11:00am

Reception: 2:00pm

Once again its time to pull the car covers off, get the tooth brushes out and get busy! The 10th annual Deutsche Marque Concours d'Elegance will be held on Sunday, May 2, 1993. The Location will be the same as last years event, the beautiful Evans Farm Inn in McLean, VA. Just as last years event, there will be the top only concours as well as the new display only class, which should bring out

some of you first-timers in addition to the track junkies...if they can get the bugs off! In the display class, your car will not be judged by selected judges but will be subject to a "peoples choice" vote to determine the winners in class. I would like to encourage as many members to enter as possible, you have as good a chance as anyone to win. Last year there were several first-timers who won or placed in their class.

This event is also a good opportunity to enjoy brunch at the Inn and then take in the sights of the fine German machinery displayed on the lawn. We are expecting a record turn-out from both the Porsche and Mercedes clubs and they expect the same of us.

While there is no admission charge to view the cars, watch the judging, or vote for the display class, we encourage your support by staying for the wine and cheese and fruit reception and to congratulate the deserving winners.

Reception tickets will remain at \$10 each and concours entrant registration will remain at \$25

continued on page 7

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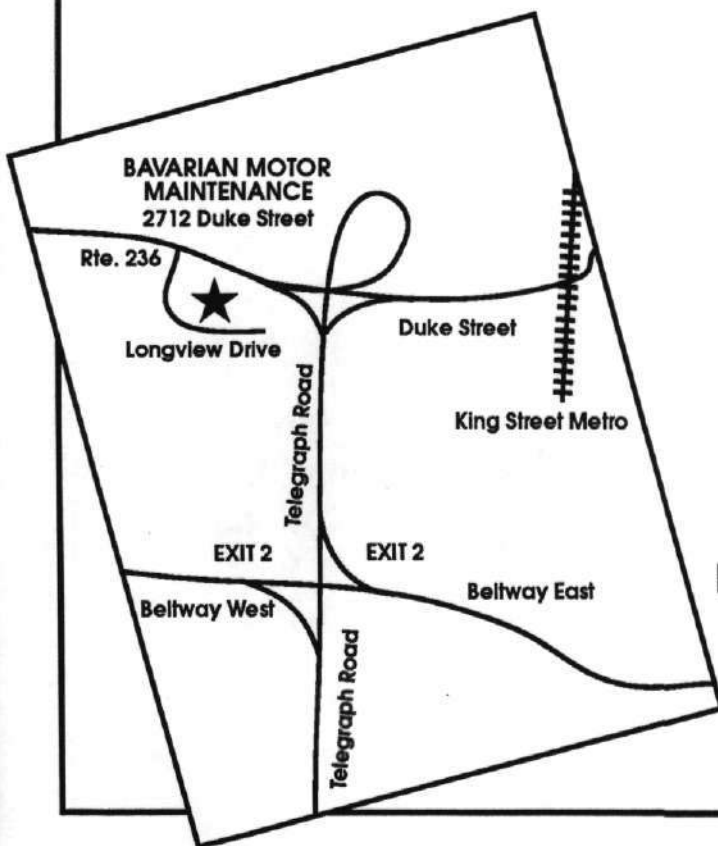
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per vehicle (BMW motorcycles welcome for display) and includes one reception ticket with registration.

DIRECTIONS: Evans Farm Inn is located at 1696 Chain Bridge Road in McLean. Take I-495 to Route 123-East (Chain Bridge Road); turn right on Great Falls Street-Route 694, then left back on Chain Bridge Road. From the District, take I-66 West to the Dulles Access Road(West) and get off at Route 123-East (Chain Bridge Road); then right on Great Falls Street and then left on Chain Bridge Road.

DEUTSCHE MARQUE CONCOURS REGISTRATION FORM

Name: _____

Address: _____

Telephone: _____

BMW Year: _____ Model: _____

Check One:

- ☐ Concours Entrant @ \$25 per owner
(includes Reception)
- ☐ Reception only @ \$10 each person

Total enclosed: _____

Please make check payable to BMWCCA NCC
and mail with completed form by April 29 to:

Paul Vessels

P.O. Box 1784, Washington, D.C. 20013

Call for Info. 202/726.7971

M AIFEST DRIVERS SCHOOLS

Summit Point Raceway

Sat/Sun, 8-9 May

Summit Point, West Virginia

At last! Maifest in May! Two days of drivers schools plus the Yokohama/Radial Tire Maifest Dinner on Saturday night. Again this year, the Courthouse Café will cater an *al fresco* dinner at the truck. Al Zavala promises clear skies and 72 degrees.

WesBen

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Coming Events

continued

PEGASUS MOTORS VINTAGE CORRAL

Sunday, 16 May
Summit Point Raceway

The Second Annual Jefferson 500 will be held on May 16. This is Brian Redman's annual vintage race that was won last year by the M1 Procar owned and driven by Oliver Kuttner. (Pegasus Motors owner.)

This year the Corral is being supported by Pegasus Motors of Charlottesville, Virginia. We will do the pig roast with all the fixin's. Please remember that you must bring your own beer!! We will furnish soft beverages. If you have never been to one of our pig roast, don't miss this one. We will have reserved parking adjacent to the Corral.

If the pig roast isn't enough to get you out to the track, how about this. Oliver Kuttner will be back to defend the Jefferson 500 Trophy in the legendary M1 Procar. This is the best sounding race car that I have ever heard. I spoke with Arthur Valdez at the Daytona 24 and he is

going to attempt to bring his BMW GTP #19 down for the race! Not to mention that another M1 Procar and the Red Lobster car may be in attendance! All of these owners have shown very strong indications that they will be there. If all of these BMW's are racing, this could be our own scaled down motorsport reunion.

If you aren't satisfied with the selection of BMW's, there will be a long list of Porsches, Ferraris, Can Am, Lola, Corvettes, Camaros, etc., etc...

The entry cost will be approx: \$25. Remember to bring your membership card as there should be a \$5 discount at the gate.

Thank you to Oliver Kuttner, Phil Marx and the rest of Pegasus Motors for all of their support. If you need a BMW, Porsche, or Audi, remember this great bunch of BMW enthusiast. The phone number is 804/977.6060.

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ANNUAL CRAB FEAST AND CONOURS

Saturday, August 7
1:00pm till Dusk

Last year it was cold and rainy and they still came. Can you imagine with 85 degree weather and bright sun how crowded it will be this year. Yes folks, it is time again for summer (well pretty near time) and we will all be ready for some tasty blue crabs. This year we will be taking paid reservations only. So please mark your calender and send me a check for \$12.50 per person and we will save you a spot at the table, a mallet or two and plenty of cups (remember no beer). Also, there will be an informal peoples choice concours.

Send \$ to: Michael Early (see mailing info on officers page).

Directions: 95 South or North (depending on which direction you are coming from) to 195 towards BWI take your 1st exit off of 195 onto route 1 South, follow sign off of exit ramp into the park.

O RIOLE OUTING - O'S VS. OAKLAND

Saturday, 11 September
Time: 7:30pm

Get your popcorn, hotdogs, cold.... This event sells out every year so please get your tickets in advance by sending me \$7 per ticket and a self addressed stamped envelope. The seats aren't on 1st base but your in the park and the view is great. 1ST COME, 1ST SERVE. Send \$ to: Michael Early (see mailing info on officers page).



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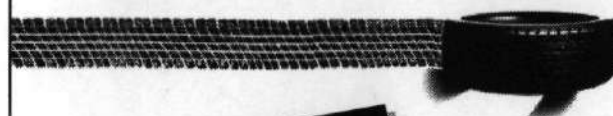
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THE FIRST 100,000 MILES

Woody Hair

This article was written one year ago for the *Roundel*. Since they chose not to publish it, we are doing so here. Since that time, Woody has put an additional 30,000 less-than-trouble-free miles on the 325. Next month's *dB* will document those additional 30,000 miles.

Early last summer, my 1987 325is had reached 84,000 miles. I decided that when it recorded 100,000 sometime in Spring of '92, I would write an article about the virtues and vices of this car. Little did I realize that the 100,000 mile mark would occur the Saturday after Thanksgiving.

The BMW 325is, a model unique to the North American market, was introduced to the U.S. in spring of 1987. It has the two-door E-30 body that went into production in 1983 and the 168 hp (US) 2.5 liter "baby six" engine. Like the '87 four-door 325i, it was fully equipped with leather interior, electric sunroof, and on-board trip computer. Features unique to the "s" model included a large front air dam, rear deck spoiler, sports seats, an "M" steering wheel, 6.5" wide cross-spoke alloy (BBS RZ) wheels and slightly different suspension tuning. The 325is was produced through 1990 when a "sports package" was made an option on the '91 325i.

My Cinnabar red car was purchased through the European Delivery Plan and picked up in Munich in April 1987. It rolled up 700 miles in four days and then took eight weeks to be shipped to Heishman BMW in Arlington, Virginia. Over the last four and a half years I have found the car to be reliable, fast, and comfortable. Sure, there are faster cars out there, and there are many that are more comfortable. Probably there are a lot that are more reliable too, but if there is any car made that has as fine a combination of these features, I don't know about it.

There are several minor things I wish the engineers had done differently. The interior lights are positioned just behind the B pillars so the driver/passenger's head casts a nice shadow on any map you are trying to read. The windshield defroster is simply not up to the task. A carload of sweaty teenage baseball players during a sudden thunderstorm made driving totally impossible. On a deserted road at night the high-beam warning light is so bright it's blinding. It can't be dimmed either. Oil temperature and pressure gauges would have been appreciated. Like all E-30 3 series imported to the U.S., the car's suspension causes the body to sit too far up in the air. This causes huge amounts of body roll during hard cornering. Three series cars don't look like that in Europe, especially with the European "sport" suspension.

This particular car has seen use that the non-enthusiast would consider abusive. It ran its

first autocross at 750 miles and did a two-day driver school at Watkins Glen at 1,400 miles. Since then, it has done countless autocross runs and driver schools. In 1991 alone, it was on the track 20 days (about 1700 miles) and did 64 autocross runs. Naturally tire and brake pad wear are far greater than any car would see in normal use. All other components seem to be bearing up under the hard use quite well. The clutch is original and shows no sign of slippage. The original front brake rotors weren't replaced until 54,378 miles despite use at Summit Point where corner workers have reported they were glowing red-hot. Mechanics have told me that some 325s need rotor replacement after 30,000 miles of normal driving. Oil consumption is about one quart between 3,000 mile changes (20W/50 except 10W/40 December through February). The entire exhaust system is original (eat your heart out 2002 owners).

An extra set of BBS-RZ wheels (black in the stock 14x6.5 size) was purchased early-on to carry the "race" tires (always 205/60-14 Yokohama A008Rs in their various versions). The "street" tires manage to receive their share of driver schools and autocrosses too. The original Michelin MXVs (195/65-14) were replaced by Pirelli P6s (205/60-14) at 33,256 miles and the Pirellis were replaced in turn by Yokohama A509s (also 205/60-14) at 73,414. These tire replacements were earlier than necessary, but snow season was approaching each time. The BMW, as my only car, is driven every day. After a bad experience with the Repco Metalmaster brake pads, I switched to Ferodo medium-compound metallic pads and have been quite happy with their performance and longevity.

BMW's Inspection II (major service) has been performed every spring at J & F Motors even though the car has never felt like it needed it. Due to the driver school use, hydraulic, transmission, and rearend fluids have been changed more often than recommended.

... NO, THE CAR IS NOT TROUBLE-FREE.

The 36,000 mile warranty was pretty much a waste for me. Other than the replacement of a wheel cap emblem, I never had any problems to claim. So this is a perfect car, right? Well no, the car is not trouble-free. After the warranty period expired, minor glitches appeared with increasing frequency. The first was a seat-belt warning bong that started bonging during the night when the car was unattended. A dealer's

solution was to disconnect the bonger. That was fine with me since I always use the seat belts anyway. However, now the on-board computer doesn't bong when the pre-set speed is exceeded or the outside temperature nears freezing. The driver's side two-position door lock (normal and dead-bolt) will only go to dead-bolt which means I can't unlock the car on the passenger side. Right after the major inspection in 1990, the dashboard service indicator started reading "inspection". The shop tells me "they all do that" and the replacement board is quite expensive. Other problems that "they all do" have included failure of the clutch master cylinder, a leaking valve on the oil filter housing, failure of the fan clutch and read-out panel for the on-board computer. It seems the computer display is lit by a \$41 "illumination tube" (read expensive light bulb), and the labor for extracting the computer could run to \$100. I used a small flashlight to get the readings for a couple of months, but an upcoming rally convinced me to bite the bullet and pay for the replacement. BMW of Fairfax gave me the best price at \$92, part and labor. One of

the few times I locked the glove box, the latch failed. A complete list of unusual repair/replacement items follows.

For a couple of years the car ran fine on 87 octane gas. Gradually, it became necessary to use 89 and finally 92/93 octane fuel. Gas mileage used to range from 28 mpg on a cross country trip to 20 mpg of constant around-town driving. In July of 1991, a performance chip from AutoThority was installed in the Motronics box. A high-speed dash to Nelson Ledges, Ohio on a 100 degree day, air-conditioning on all the way, resulted in 31 mpg! This chip did cause occasional knocking at certain part-throttle rpms. A revised version of their chip eliminated the knocking, but gas mileage now seems to be equal to the factory chip. The car is fed 93 octane exclusively when the performance chip is in. The switch back to the original chip for stock-class autocrossing is a simple 15-minute operation.

Besides the previously mentioned extra wheels and computer chip, the car has received a five-point safety harness and sheepskin seat covers.

continued on next page

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THE FIRST 100,000 MILES

continued

The sheepskins may be tacky looking, but they are truly warm in winter and cool in summer. With 102,000 miles, the original shock absorbers definitely need replacing soon. I am debating whether the stock springs should be thrown out in favor of shorter, stiffer aftermarket

items at the same time.

Many club members have asked me if I regretted buying the 325is instead of an M3. At the time I bought my car, the price and availability date for the M3 were unknown. Every time I get a chance to experience the M3's suspension on a race track I feel some regrets. However, for 95% of my driving, I feel the "is" is a superior car. It is quieter, smoother, and has more low-end torque.

Cruising at 80 mph on an Interstate, the 325is has all the comfort I desire. Accelerating through the gears, it may not be a 5-liter Mustang, but it makes beautiful sounds and feels great. The car took my son Brian and me from Virginia to Denver in 29 hours for the '89 Oktoberfest, and I wouldn't have any qualms about starting the same trip today. If I had to replace the car now, it would be with another 325is. Current used car prices of '87 is's range from \$10,000 to \$14,000. That has to make it one of the best bargains available. ☺

See accompanying schedule on opposite page.



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64,520	Clutch slave cylinder	101.15
64,520	Oxygen sensor	186.43
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67,600	Motor mounts	43.00
69,110	Battery	93.11
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Road Rallying, Part II "Traps"

David Roach

If you read the first part of this series (in the Sept/Oct issue) and Woody's item on rallying in Competition Corner in the Nov/Dec issue, you'll recall that time-speed-distance rallies require you to travel a specific course at specified speeds and arrive at "checkpoints" at exactly the right time. But on some of these rallies, called "trap" rallies, the rallymaster will try to convince you to go the wrong way or the wrong speed. This in turn will cause you to arrive at the next checkpoint at the wrong time and thus get a bad score. Part of the fun of a trap rally is to try to outwit the rallymaster.

How does this happen? Well, almost all traps are based on misapplication of the rules of the event. Rallies require two types of instructions, general instructions and route instructions. General instructions are distributed to contestants before the rally begins. They contain the general rules for competing on the event. Route instructions contain the specific directions you are to follow once you're on the rally. You execute the route instructions in the context of the rules in the general instructions.

The general instructions contain directions to

the start of the event, information on timing (the time you are to start the event and the unit of timing, which is usually hundredths of a minute), how checkpoints operate, penalties, definitions of special terms, and specific information on speeds, roads, signs, and priorities. Let's review some of the aspects of general instructions and see how they might be used to lay down the groundwork for traps.

Most general instructions contain a paragraph on roads. This paragraph tells you what kinds of roads exist. While this may seem obvious and trivial, it's not. For example, if you're trying to execute a route instruction that reads "third right," how do you determine which road is the third right? Well, usually, driveways and dead-end roads don't count. What about dirt roads? The general instructions often state that "only through, paved, public roads exist" and that "roads marked 'DEAD END', 'NO OUTLET', or 'ROAD ENDS' do not exist and cannot be used for any purpose." So if you're looking for the third right and the first road to the right is marked "ROAD ENDS 0.9 MILES," that road doesn't exist and you're still looking for the first



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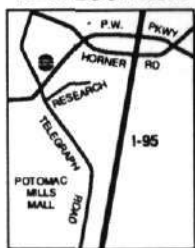
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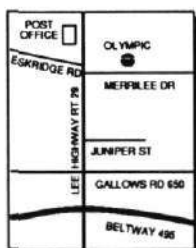
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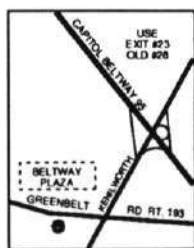
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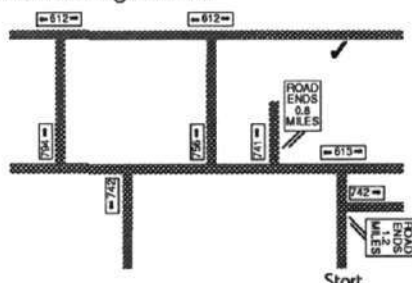
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of RT 424

of the three roads you need. Similarly, if the next road to the right is dirt, then it doesn't count, either, assuming that the generals state that dirt roads don't exist; while non-through roads are almost never used, unpaved roads often are.

So we've encountered our first "trap" - if you count that dead end road as an opportunity to turn, your "third right" (the road where you actually turn) will be what is actually the second opportunity. Well, most rallymasters won't consider this situation a trap. If you count that first road, you'll have to recover on your own. But let's consider a slightly more devious variation that *would* be a trap. Consider the following road configuration:



Approaching from the start, your route instructions are
26. Left after "742".
27. Right after 741.
28. Right at T.

Here, the rallymaster uses instruction 26 to "set up" the trap in instruction 27. In instruction 26, you're looking for a sign that says "742"; there's nothing wrong with using the sign identifying (nonexistent) route 742. However, instruction 27 refers to the road instead of the sign (as denoted by no quotation marks); since route 741 on your right is marked as "ROAD ENDS", it doesn't exist. If you use it, you turn right onto route 756, then right onto route 612, and you cover a much shorter distance to the checkpoint. You arrive early. You get a bad score. To do this right, you must ignore route 741 on the right and keep going down route 613 until you encounter existent route 741 on the left. Then you can turn right onto 794, right at T onto 612, and on into the checkpoint at the right time.

The wrong route (route 756) is called a "fail-safe." The rallymaster expected you to use the

continued on next page

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Road Rallying, Part II "Traps"

continued

wrong route, so he constructed the route instructions to make sure that you'd still arrive at the checkpoint, albeit at the wrong time.

This is a straightforward rally trap, but it's typical of the sort of thing you might encounter on a trap rally. Some traps, like this one, are easy to recognize if you're on your toes; others are more subtle. Unfortunately, it takes experience (that is, getting caught once) in order to be able to recognize some traps. But if you're challenged by such subtleties of logic, you'll stick with it and learn. You can also learn how to recognize some trap situations before they occur or how to realize when you've been had and recover before you get to the checkpoint.

For example, let's say you're car 12. You arrive at the intersection of routes 756 and 612 and you're about to turn right onto 612 when you notice car 8 (which should be 4 minutes ahead of you) approaching from the left on 612. An alarm goes off in your head. Thinking quickly, you note that car 8 has a rally computer and you note the time of day when it goes by. Now you wait until exactly 4 minutes after car 8 went by and then proceed. You arrive at the check-

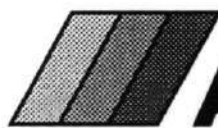
point with the wrong mileage but at the right time. Your score is as good as if you'd gone the right way.

There are many other areas of the general instructions that can hold traps. The object is to read them carefully, make sure you understand them completely, and then, on the day of the event, to remember everything you've read. We could go over 20 or 30 more, but we can't cover all the wiles of a clever rallymaster. The best way to understand all this is to review the general instructions for a specific event.

Does all this intrigue you? There are a number of rallies coming up in the Washington area that you might enjoy; the dates and contact information are printed in a sidebar in this issue. If you'd like more information, call me at 301/593.3285. If we get enough interest, we'll go over the general instructions for each event, answer questions, and try to identify potential traps.

Next time, we'll talk about a completely different type of rally, the "pro" rally, run on closed roads in modified cars, where the object is to go as fast as possible. ☛

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High performance driving exclusively for women will be offered for the first time in the Virginia, Maryland, Washington, D.C. area!

On June 6 and 7 a course in high performance driving and advanced driving techniques will be offered for women only through BSR, Inc. The internationally recognized leader in driver training.

The event will be held at Summit Point Raceway, a challenging 2 mile, 10 turn road racing course located near Winchester VA, about one and one-half hour drive from Washington, D.C.

The course in high performance driving will be designed to instill confidence, and to impart those skills necessary to participate in the demanding and almost exclusively male dominated sport in this type of driving.

The \$190.00 package includes an evening of an informal, easy-to-understand seminar on vehicle dynamics, safety, and car basics such as changing a tire, subjects all drivers should know even for street driving! (Supper is included). A full day at the track, gas, lunch at the track, and attentive individual instruction by professional in-car instructors, most of whom will be women. Motel accommodations though are separate and extra.

Early in the morning, drivers will employ the state-of-the-art skid pad, learn advanced braking techniques and other highly sophisticated driving techniques. The rest of the day will be spent on the track, with instructors.

The course will be non-intimidating, but highly informative and fun. This introduction to the sport will motivate women to advance further in the world of high performance driving. A certificate of completion will be awarded at the end of the day.

This unique event will hone the driving skills of the participants, and as an added benefit, make them a better and safer driver on the road!

BSR, Inc. is encouraging all women, of any age, with any make or model car to come out and participate.

For more information, call Miram Schottland 202/328.3825. ☎

TSD RALLIES

As we go to press, the Washington TSD rally schedule for 1993 is as shown below. Most of the events are put on by one of the two rally clubs in the area, the Washington Rally Club (WRC) and BRANDED.

TSD RALLIES IN THE WASHINGTON AREA

March 28	WRC
April 25	BRANDED
May 23	WRC
June 13	BRANDED
July 11	WRC
August 29	Z Club and Mazda Club
October 17	BRANDED
October 24	SESCA Mad Hatter

The rallymaster for the May 23 WRC event is BMW CCA member Jim Miner, and the rallymaster for the July 11 WRC event is BMW CCA member Mike Leeper. The SESCO Mad Hatter is a more challenging and longer event, and this year's event is going to be the last one ever. If you'd like more information about each event as its time approaches, call Dave Roach at 301/593.3285; if there's enough interest, we'll have a "generals session" before one or more of the events, where we'll get together, review the general instructions and try to identify some of the traps in advance. ☎

Auto Rental Discounts for BMW CCA Members

Corporate discount rates for BMW CCA members have been approved by both Hertz and Avis for car rentals. The corporate discount rate provides the most favorable discount available through both companies.

To obtain the corporate discount rate from Avis, you must give them the AWD number of L358190. Call 800/331.1212 to make an Avis automobile rental.

To obtain the Hertz corporate discount rate, give them the CPD-ID number of 289425. Call 800/654.8216 to make Hertz automobile rentals. In Oklahoma call 800/522.3711

If you have questions concerning this information, call Marc Holmes at the National Office 617/492.2500.

The New Age of V8 Power

John Hartge

Decades ago, when most cars on the roads were big and American, typical powerplants were big V8s. Then came long lines at gas pumps, relatively high gasoline prices and the flood of small 4-cylinder imports. American cars got smaller. Typical engines got smaller. V8s became relatively rare...until the new flood of imports in the '90s decade...the luxury Japanese imports.

1990 hi-tech wonders help engineers make V8s that are light, clean, powerful and fuel efficient. Lexus and Infiniti used V8s to give their luxury cars power and prestige. German and American manufacturers quickly followed with new hi-tech V8s.

BMW is offering its first V8 engines since the mid-50's. The inline 6-cylinder 735i has been replaced by the aluminum V8 740i. It's smooth. It has lots of instant punch. It sounds powerful. It is powerful.

BMW's top of the line sedan is still the 12-cylinder 750i, but after driving a few hundred miles in a 740i, I started questioning why anyone would spend the additional \$23,000 for 4 more cylinders. The V8 has more feel. Its throttle response is instantaneous. Its muffled growl is more sporty. BMW's own specifications show the V8 and V12 accelerate to 60 mph in the same time, 7.1 seconds. And the V12 is about 20% less fuel efficient. In the V8, I averaged about 19 mpg overall and 22 in highway driving. That's not bad for a 282 horsepower engine in a 4,000 pound car.

Unlike the traditional 2 valve per cylinder V12, BMW's new V8 uses 4 overhead cams (chain driven) and 4 valves per cylinder. Munich

engineers link the 4.0 liter V8 to a 5-speed automatic transmission. In normal driving the shifts are very smooth, though with so many gears you can hear lots of shifting as engine speed changes. As with other BMW automatics, there is a sport shifting mode, which eliminates the 5th speed overdrive and moves shift points to higher RPMs. A manual transmission is NOT available with the 4.0 V8, though BMW offers a 5 speed manual with the 3.0 V8, now sold only in Europe.

The 740's interior is very luxurious with neatly stitched leather trim on the console and doors as well as the seats. Exotic walnut strips add a touch of warmth.

Driving this car inspires confidence. For a large car it is extremely sure-footed. The ride is firm and controlled, typically BMW. Acceleration is fast with typical V8 push-you-back-in-the-seat force. The 1993 BMW 740i and longer wheel-base 740iL are at least the equal to any luxury sedan in the world. With shipping and guzzler tax added, the 740i starts at close to \$56,000.

FORD has a new hi-tech V8 on the market. The 1993 Lincoln Mark VIII is powered by a 32-valve, 4-cam, 4.6-Liter aluminum V8. It produces 280 horsepower and exhilarating acceleration. This engine is more powerful than the 5-Liter old tech V8 it replaces, yet gets comparable gas mileage, 17-25 mpg.

The Mark VIII styling is all new, rounded, elegant, dramatically different for Lincoln. In a 250 mile test in the Washington/Baltimore area, I found the ride to be firm and controlled. For very spirited driving, the car could use less roll and less brake dive, but overall feel is definitely sporty, definitely different for Lincoln.

Acceleration with the standard 4 speed automatic feels fast. On the interior, the styling is very clean and modern. The instrument panel and console surround the driver. Controls, including the stereo, are an easy reach. The interior combines styling elements found in the Honda Prelude, Lexus Coupe and BMW 850. On the inside, the Mark VIII is definitely a different Lincoln. With prices from the high 30's, the new V8 Continental should be good competition for the Cadillac Eldorado and Lexus Coupe.

GENERAL MOTORS also has a new V8 this year. You'll find the Northstar 32 valve overhead cam aluminum V8 in Cadillac's new Eldorado and Seville (and, in its final year, Allante). Unlike the other new hi-tech V8s on the market, Cadillac's was designed for front



wheel drive. It produces 295 horsepower.

The Seville and Eldorado were redesigned in '92 for world class competition. The new drive train in '93 makes the cars more competitive.

In a brief test drive at the Pocono racetrack, I immediately noticed the nice growl. The luxury Seville STS really sounds like a V8. In really hard acceleration, I did notice some front wheel drive torque steer sensation, but the car handled very well on the track. Driving this car will, as the ads claim, "change the way you think about American cars." Priced in the 40s, the Northstar Seville I drove should be a good competitor for the import luxury sport sedans.

Smooth, powerful, efficient, great sounding overhead cam V8s are available now, but enthusiasts wonder if these powerplants will ever be available in more commonly priced cars.

BMW's new V8 will be available in the 5-series, but how about the 3-series? How about a 330i? Or...ha ha ha ha...an M340i? ☺



BMW 4.0 Liter V-8...The all-new liter V-8 engine is standard equipment in the BMW 740i and 740iL. Features include aluminum alloy block and cylinder heads, dual overhead camshafts, 4 valves per cylinder and the latest generation of BMW's Digital Motor Electronics engine management system. Designed for low maintenance, the 282 horsepower V-8 is coupled to an electronically-controlled 5-speed automatic transmission with three shifting programs.

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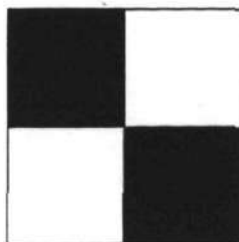
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Woody's Competition Corner

Woody Hair

Many racing series will have a different look this year. You are probably aware that Formula One's top star, Nigel Mansell, will be driving Indy Cars this year. And the driver he is replacing, Michael Andretti, will be driving Formula One for McLaren. Honda will not be providing engines to McLaren or any other Formula One team. As much as we hoped McLaren would turn to BMW V12s, it now appears that Andretti's valve covers will carry the blue Ford oval. Still unanswered at this writing is whether Ayrton Senna will take a sabbatical in '93 or return in the number one McLaren.

The World Sports Car Championship is dead, mostly due to lack of interest by the manufacturers. The exceedingly popular German Touring Car Championship has been effectively killed by the rulesmakers. IMSA's GTP series, which boasted participation of over half-a-dozen different manufactures in 1986, is down to two major entrants: Toyota and Jaguar. Do you want to see an endurance race with three or four cars competing? The cost of developing a competitive car in these ultra high-tech series is so out of sight that only a major major manu-

facturer such as Toyota, Ford (Jaguar), or Honda can hope to compete. Hopefully the FIA and IMSA will move back to real production cars, whether they be the more mundane Corvettes, RX7s, and 911 Turbos or more exotic Ferrari F40s, Lamborghini Diablos, and new Bugattis.

Except for the occasional IMSA Firehawk or SCCA World Challenge entry, our best hope of seeing a BMW on the track is the regional SCCA Improved Touring classes. At any Summit Point MARRS weekend you will see ten or more 2002s in the hotly competitive IT-B class. Several more of our driver school graduates, including David Baker, are moving up to SCCA racing this year. Come out and cheer them on.

CORRECTION: In the last issue of *derBayerische*, this column mentioned our Oktoberfest trophy winners. A corrected version was submitted to the editor but, due to a mixup, did not get printed. Other National Capital award winners were David Roach and Chris Leeper in both the gymkhana and TSD

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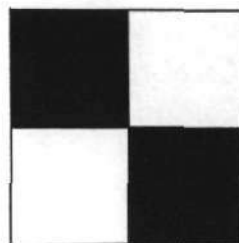
CRAVEN TIRE

**WHERE
PERFORMANCE
MATTERS**

rally, David Roach in the photo contest, and Gordon Kimpel (M635CSi) in the autocross. Sorry guys.

SPEED SHIFTS: The MWCSCC autocross committee has proposed several rules changes for '93. These include adding a class for totally stock vintage cars. The car must be at least 20 years old and no sticky tires are permitted. The class will be indexed to equal the competition between an MG-TD and a Corvette. Another change would increase the minimum number of available slots for a championship event to 120. Last year, several events were sold out before the day of the event. The January British magazine CAR has a long article on the new E-36 BMW M3. While there is no mention of a Group A version for racing, or possible importation to the U.S., some of the differences from a standard 325is Coupe are of interest. Visually, the most noticeable item is a front air dam that has brake ducts and a large grill for the oil cooler. The side sills are lower but still have the Coke bottle shape (a la Chevy Cavalier). The five-spoke 17 inch wheels are hard to overlook. They carry 235/40ZR17

Michelin MXX3 tires. Underneath, there are stiffer springs and shocks, bigger anti-roll bars and a number of other revised details. The brakes are different in every detail including the floating calipers, larger rotors, master cylinder, and ABS system. The engine produces its 286 hp at a screaming 7,000 rpm, but the maximum torque of 231 lb-ft is reached at only 3,600 rpm. The variable valve timing system, which BMW calls VANOS, is variable throughout the rev-range. That is unlike the VANOS system on the regular 325 engine that only has two camshaft angles. The pistons are forged, compression ratio 10.8 to 1, and the crankcase will hold over 9 quarts of your favorite oil. The exhaust system has one catalyst for each pair of three cylinders. Production rate will be 5,000 per year. CRUNCH. ⚙



Woody's Competition Corner

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 March 7NASCAR Winston Cup, Richmond, VA
 March 20-21NCC, BMW CCA Driver school, Summit Point, WV
 March 27-28SCCA Race Driver School, Summit Point, WV
 March 28.....Wash Rally Club Rally, DC area
 April 4SCCA Champ Autocross, Frederick, MD
 April 18.....SCCA MARRS Races, Summit Point, WV
 April 25.....SESCA Champ Autocross, College Park, MD
 April 25Branded Club Rally, DC area
 May 2.....ALTD Champ Autocross, Ft Meade, MD
 May 8-3.....NCC, BMWCCA Driver School, Summit Point, WV
 May 15-16Jefferson 500 Vintage Races, Summit Point, WV
 May 23Corvair Club Champ Autocross, DC area
 May 23Wash Rally Club Rally, DC area
 May 31.....IMSA GTP/Supercars/Barber Saab, Lime Rock, CT



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Drivers School Opportunities

Woody Hair

Our first Summit Point driver school for 1993 is just weeks away and hopefully you are already signed up. Only one hour from the DC Beltway, the Point is one of the best tracks in the country for a school. It has a good variety of turns, lots of run-off room if you should make a mistake, and our chapter schools offer more track time than most any other. Use of the skid-pad is another benefit not offered elsewhere.

As good as Summit Point is, there is something to be said about attending another BMWCCA chapter's school at another track. Golfers, can you imagine playing only one course all of your life? Or would you skiers want to restrict all of you shussing to one mountain? Someone said variety is the spice of life, and the same holds true for driver schools. Remember your anxiety before your first school at Summit Point? It's not the same for your tenth event, is it? Well, sign up for a school at another track, and I guarantee those pre-event jitters will return.

Here is a quick review of other tracks in this part of the country that are used by 'CCA chapters. Dates and contacts should be listed in the

Roundel. Some fill up within days of the event announcement so sign up early to avoid being left out.

BRIDGEHAMPTON - used by the New York Chapter once or twice a year, the "Bridge" is located 100 miles northeast of New York City in the scenic Hamptons area of Long Island. The 2.8 mile track is situated on a high hill overlooking the Atlantic. No major races have been held there for many years and the place shows it. The property was recently sold and hopefully the new owners will keep it going instead of covering the land with condos. The track surface is in surprisingly good shape considering its age. By today's standards, the pavement seems narrow, but this was one of the courses used for the Can-Am in its heyday. There are a lot of elevation changes and the track features two fast downhill turns that can be taken at over 100 mph. Unfortunately, there is a local ordinance that prohibits cars from using the track before noon on Sundays. This means a two day weekend school is really more like one and a half days. Figure on a six hour drive from DC.

continued on next page

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Drivers School Opportunities

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CHARLOTTE MOTOR SPEEDWAY - normally used by the Tar Heel chapter once a year, as of this writing it looks like they will not be able to get a date for '93. The Blue Ridge region of the Porsche Club and the Car Guys have many BMWs come out to their events at CMS too.

The course used for driver schools utilizes 95% of the 1.5 mile NASCAR high-banked oval and a .7 mile infield road course. Frankly, it's not a great learning track with the short road section and many cars only needing one downshift and one upshift per lap. About the only thing you learn on the oval is whether you have enough nerve to keep your right foot down all the way through NASCAR turns 3 and 4. On the other side of the coin, this is a unique experience not available anywhere else. Even if the 165,000 seats are empty at your school, you will come away from Charlotte feeling like Davey Allison. It's a real hoot! Six hours from DC.

LIME ROCK - used throughout the year by the New Jersey, Patroon (Albany), and Connecticut Chapters. This famous course is short (1.5 miles) and only has one left-hander. The six right-handers are varied and average speeds

are higher than Summit Point. With the elevation changes, it's a lot more fun than a track map would lead you to think. There are reports that the high-speed downhill turn that leads onto the main straight is to be completely re-configured and a complete repaving is long overdue. Lime Rock Raceway is in a beautiful setting, surrounded by small mountains and the village. Unfortunately, this proximity to the village means the track cannot be used on Sundays. Six hours from DC.

MID-OHIO - used by the Northern Ohio Chapter (May 29-30 this year) and the Buckeye (Southern Ohio?) Chapter (1 or 2 times in the fall). This is a very popular track (for good reason) and the events fill up quickly. The 2.5 mile course boasts 16 turns and is very much a "driver's course". Depending on your car and skill, you will probably brake nine times per lap. Your average speed will be similar to Summit Point. Mid-Ohio may be the most difficult track to learn because of all the different turns, blind apexes and elevation changes. This causes the organizers to down-class experienced drivers who are attending Mid-Ohio for the first

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Drivers School Opportunities

time. Both chapters run these schools with total efficiency, the corner workers are professionals, and the facility is immaculate. This is one of the few real road courses still used by both IMSA's GTP cars and the Indy Cars (and they by-pass one of the best parts - the high-speed "esses" leading to the Keyhole turn.) Lockable garages that hold two cars can be rented in advance from the track; the fee was \$150 in '92. Four student run groups mean only three sessions per day, but the classroom instruction is usually topnotch. Most participants stay 10 miles north of the track in Mansfield. Figure seven hours from DC unless your name is Gordon Kimpel.

NELSON LEDGES - used by both the Northern Ohio and Allegheny (Pittsburgh) chapters. Nelson is a 2.1 mile course located in north-eastern Ohio and is only famous for its 24-hour SCCA endurance race. The track has several fourth-gear turns and two "carousel" type turns that are much faster than the one at Summit Point. While the course is longer than Summit, your lap times will be about 10 seconds quicker. It's tons of fun. Several sections were

repaved last year and while the facilities are more primitive than Summit Point, I highly recommend it. 1993 dates are May 8-9, Aug 7-8, and Oct 9-10. It's six hours from DC, of course.

NEW HAMPSHIRE INTERNATIONAL RACEWAY - used by the Boston chapter, the track will likely be the venue of the '94 Oktoberfest driver school. This site was formerly known as, Bryar Motorsports Park. A couple of years ago, the old facility was scrapped and a modern 1-mile banked oval/road course rose in its place. Both Indy Cars and NASCAR Winston Cup stock cars will run at the NHIR oval in '93. Descriptions I have heard of the road course do not sound real exciting, but O' fest instructor types may want to gain prior experience. Expect eight or so hours driving time from DC.

POCONO INTERNATIONAL RACEWAY - used by the Delaware Valley chapter, usually in mid-October. The driver school course utilizes less than one-third of the gently-banked 2.5 mile tri-oval and a short infield road course that yields a total of six turns in about 1.8 miles. Located in the middle of northeast Pennsylvania's

continued on next page

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Drivers School Opportunities

continued

Pocono Mountains, accommodations are plentiful and it's less than four hours from DC.

ROAD ATLANTA - one of the superstars of road courses, the Peachtree chapter is hosting a two day school on May 1-2 this year. This track has hosted an IMSA GTP race for many years and has been the only site of the SCCA National Championships (the Runoffs) for well over twenty years. The 2.5 mile course features steep grades, fast turns, and a straight of one mile in length. The two-year old chicane used for the Runoffs is not part of the driver school course. There have been reports that the track would be re-configured in the area of the infamous "Dip", but that has been put off for at least another year. New pavement should be laid before the May school, however. Road Atlanta is actually about 50 miles northeast of Atlanta, just off I-85. Figure on a nine hour drive from DC.

WATKINS GLEN - world famous track located in New York's scenic Finger Lakes Region. The Genesee Valley chapter has been putting on their two-day "Ultimate Drivers School" twice a year for about 8 years now. The event runs like clockwork and corners are manned by the same crew that does the IMSA, NASCAR and SCCA events. Entrants come from as far away as Texas to use the 3.4 mile "long" course. Like Mid-Ohio, the great track draws a huge entry, so each run group gets only three sessions per day. Last year the track increased from an 11 turn facility to 15 turns with the addition of a "bus-stop" type chicane near the end of the back straight. You may hear this chicane

referred to as "The Inner Loop. Peak speeds are now reduced, but going fast in a straight line is never as much fun as negotiating a fast chicane. Anyway, with the fast up-hill esses, you will probably be doing 100 mph just entering the straight! Entry fee includes a T-shirt and a Saturday evening dinner at the trackside Glen club. Save your red mist for the local go-kart track later that night. The competition is fierce. The '93 Glen dates are June 19-20 and September 4-5 (Labor Day weekend). You better sign up early. It's a scenic six hours from DC.

There are several more tracks used by BMW-CA chapters east of the Mississippi. They may be further from home, but might fit in with your vacation plans. These include the new Putman Park track west of Indianapolis, Grattan in Michigan (described as real fun), Michigan International Raceway that uses part of a high-banked oval, Roebling Roads near Savannah, historic Sebring in Florida and what may be the ultimate track in the US - Road America at Elkhart Lake, Wisconsin.

The Peachtree chapter is putting on schools later in the year at the Talladega, Alabama "grand-prix" circuit (not to be confused with the nearby 2.5 mile oval), and at the new road circuit that is part of the Atlanta International Raceway oval.

The opportunity to drive these tracks at a fee that is a fraction of what a professional school charges is the greatest benefit of your club membership. Make this the year you add one or two new tracks to your resume. 🏁

*Woody Hair goes
Sunday Driving.
Photo by Brian Hair.*



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**Maifest
Drivers School**

Candidate Statements

Two years ago I asked for your support in winning the election for the South Atlantic Regional Vice President. Your support was given and I was elected. Over the past two years I have worked hard to return to you the members the support you deserve. I have attended all of the National and Regional meetings and have been your voice on many votes as they came before the board. The new national office purchase, the chapter rebate and the current Red Cross Disaster Relief Program were all programs that this office was instrumental in providing. Most recently Jim Storch and I Co-Chaired the 1992 Oktoberfest here in Florida for the enjoyment of all the members. Many notables have claimed this to be one of the best.

I have enjoyed being your representative and once again ask for your support in this election by asking that you send your ballot in my favor quickly back to the election office.

Mark Taynton, SARVP

Hello, my name is Mark Calabrese and I'm running to be your new Regional Vice President. I have been an active CCA'er since 1980 with a long history of club involvement, including the last seven Oktoberfests and Gateway Techs. I am currently the President of River City Bimmers which is the newest chapter in BMW CCA. I'm very proud to say I was the driving force in the formation of this new chapter. In the twelve years I have been a CCA member, I've become acquainted with all of the current National Board members, as well as many chapter officers and members. This has given me a broad knowledge of how this club works, from the small and large chapters to the National Office. You can be confident I will communicate your chapter's needs to the decision makers of the club. BMW CCA has always been a great source of pleasure for me. Please allow me to return the favor—put me to work for you.

Thank you.

Mark Calabrese

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I stopped in recently at one of our local suppliers of performance goodies, chatted with my buddy Bill who said he had a part modification he wanted to show me. As we walked into the shop towards his bench, I noticed a black 850 on a lift without its engine, tranny or rear end, "What's his problem" I asked; Bill replied; "the guy is bored with the car and wants to go faster." Bill introduced me to Ron, the technician handling the problem...if you will.

According to Ron this 850i from N.Y. is receiving a full...read complete...read megs\$\$\$ Racing Dynamics stroker motor which includes new crank, Carrillo rods, larger domed pistons, balancing & blueprinting, reworked heads and matched manifolds, special grid cams, headers, and custom chip to make it all work...did I leave anything out? The 6 speed tranny is getting beefed a little to handle the extra torque load, while the clutch is being replaced with a special unit. The rear, LSD of course, is to receive a different ratio, which while cutting down top end speed, will allow for quicker acceleration through the gears - read street racer. Viewing this engine on the stand, with

one bank completed and the other still without the head in place, one could easily see the difference in comparing the stock piston to the larger domed piston now in place and there is also an increase in bore size as well. H.P. ratings etc. are not available yet but I will keep you posted in a forthcoming article. In addition, this car is also to receive a full racing dynamics suspension mod to include springs, shocks, larger sway bars, and their big brake package...I mean really big, and what would a car like this be without aerodynamics? I've been told that the owners having a hard time deciding whether he wants racing D or MK Motorsports Aero Package...oh well, decisions, decisions. The car will also ride on wider 17 or 18 inch wheels, again from 1 of the 2 aforementioned suppliers.

Also, some of you may remember a beautiful Calypso Red CSL owned by Lee Barnes which showed up at the Deutsch Marque concours 2 years ago when last held at the Embassy. At that time Lee apologized for the car being in a somewhat unfinished state, though we all were glad to see it. Well recently I had the opportunity

continued on next page

Heard on the Strasse ...Uh beltway?

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Heard on the Strasse ...Uh beltway?

continued

ty to see Lee's CSL nearing its completion stage and all I can say is WOW!! This car is like a fine wine that keeps getting better with age. I thoroughly looked the car over while on a lift and on the ground and it is mint. I wish it had been available for the concours at O'fest in Florida. Its so clean that it could put on a show room floor and customers told that BMW has decided to produce this coupe again and a line would form with eager enthusiast ...checks in hand! I'm sure we will see this car at the Deutsche Marque this year. Until next time ...keep the shiny side up! ☺

New Members

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Baumgartel, Richard	'92 325i	Mike Mills	Ko, John	'84 M635 Alan Tober
Broring, Charles	'77 320i	Kevin Cowley	Lassovszky, Peter	'87 325i Dick Bergen
Buckner, Lloyd	'85 635 CSi	BMW of Fairfax	Leatherbury, John Paul	
Bunales, Roy	'86 535i		Lott, Andrew	
Bullett, Robert		Rich Loveland	Marshall, Paxton	'73 2002
Burris, Phillip			Miles, Scott	'80 320i
Cahill, Mark	'87 325	Tim Alston	Minor, Frederick	'92 325i John Adair
Caramanica, Nick		Robert Bullett	Morrison, Christopher	'89 535i
Choby, Mary Ann	'83 320i	Kenworthy	Nelson, D.	'84 633 CSi
Christensen, Guillermo			Ninasi, Romano	
Clairmonte, Gary			Ozemlam, M. David	'85 535i
Cohen, Thomas	'87 325	BMW of Fairfax	Perry, John	'78 320
Coles, Alice	'92 325i	Jim Suma	Punsalan, Dal	'86 325 Excluservice
Cowling, Grayson	'67 2000 CSA	Betty	Read, Peter	'87 535i J & F Motors
Robertson			Richards, Don	'92 325is N. Nikas
Czumak, Christine	'83 533i	Mark Saunders	Rivero, Roberto	'88 528e
Drenning, J. W.	'77 320i		Ryder, Bruce	'76 2002 Woody Hair
Edge, Angelo	'79 635 CSi		Shaver, Thomas	'74 2002,
Ellis, Richard	'72 2002	Kenworthy		'81 528i Kenworthy
Ellis, William	'73 Bavaria	Kenworthy	Simpkins, John	'83 320i Johnson
Frank, E. L.	'87 325	Mobley	Slattery, Bruce	'74 2002 Tii
Frierson, Ben			Suarez, Diego	'81 633 CSi BMW of Fairfax
Gannett, Antonio	'92 325i	Dwight Derr	Terrell-Long, Michelle	'86 735i Gordon Kimpel
Garry, Bill	'76 2002		Trent, John David	'88 535i
Gaskins, Jeffery	'87 325, '89 525i		Vailas, Maria	'84 318i, '87 325i
Dexter Berry			Ward, Jason	
Getz, Laura			Weinert, Neil	'87 325is N. Nikas
Goedtel, Jennifer		Tom Sarver	White, Lloyd	'82 320i Dwight Derr
Goodman, Joel		Robert Sala	Wilkie, James	'87 L7 Judith Warren
Goralski, Brian			Wilkins, Derrick	'84 318i
Grauly, Daniel	'81 320is	Whitaker	Wimple, Isaiah	'92 325is Dwight Derr
Green, Jerry			Wright, John	'78 530i, '81 320is
Greenfield, Doug	'89 325i	M. Zarkowski	Yager, Eddie	
Hammond, John	'86 528e		Yardis, Mark	'74 2002 Paul Nolte
Harold, Roger	'88 325is	Zimmerman		
Higgins, Brian & Atina	'92 325is	Blacketer		
Hill, Everett				
Hogan, Mark	'85 635 CSi	Cory Laws		
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'74 2002, Green/tan. 100k miles. Garaged. Drivers school car. Bilstein Sport, MOMO wheels, Mikuni 44's. Stahl/Supersprint exhaust, clean shock towers, aluminum radiator, electric fan and fuel pump, many other new parts. \$2,500 for car, or \$2,600 with all my spares (extra wheels. 2 bbl. Weber. etc.) Call Peter 301/590-9380 eves.

'77 530i, Blue/Blue interior, 86K, A/C, sunroof, automatic. \$1,750/OBO. Call Doug 703/450.9175 eves.

'78 530i, Silver/red leather interior, luxury package (electric windows, central locking), 4-spd., 194K miles. Strong engine (rebuilt at 65K), Alpina progressive-rate springs, double front

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BBS alloys, One set (7x14) for 2002 or 3 series \$200, Shrick 292 cam for big six \$200, 5 spd. transmission for big six \$300, one pair of Koni rear shocks for early 5 series \$100/OBO, one set Boge turbo gas shocks for 7 series ('77-'82) front only, \$80/OBO. Call Doug 703/450.9175 eves.

Momo wheels, four, 13x5.5, for 2002, with Vredestein ST tires. Radial spoke design similar to 320i alloys. \$200 for the set. Call David Roach 301/593.3285.

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M3/3 Series Parts; Set of rear Bilstein sport shocks (5K miles) \$75; wind deflector \$20; 3 factory 7X15 BBS wheels \$75/each; 2 12-Disc Alpine CD magazines \$20/each; M3 4-piece tan plush OEM floor mats \$40. Call Dave 301/829.2640 eves., 410/850.5411 days.

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Letter to the Editor

Dear Fellow BMW CCA members,

The Illini Chapter of BMW CCA is a small (one hundred plus members) chapter located in central Illinois. I am the editor of our newsletter, and regularly read other chapter newsletters in search of articles of interest to our members.

Your publication, *der Bayerische*, is outstanding, a joy to read, and must be an object of considerable pride to your members. I suspect its arrival is as eagerly anticipated as the *Roundel*, perhaps more so.

Let me briefly tell you what is so good about it. First, people. Your magazine features your membership in pictures throughout the pages. Second is advertisers. Not only do ads give the pages continuity, the ads are a resource to you members, letting them know the alternatives to strictly dealers for repair and advise on their cars.

Third is the quality of you cover and page stock. It is not a cheap publication by any means, and is "coffee table" quality. Forth, there are a variety of articles and writers which blend together to let the reader move from cover to cover without dead spots or the too often tired column with nothing in it. Last, though there are many other good features, are the professional touches like the advertiser's index, calendar, index, and cover photo detail.

We are envious of your publication. Ours is improving issue by issue as we get more participation from our membership, improve our computer capability, and reach out to advertisers with a better product for them to advertise in. In other words, we become a resource for them to make our acquaintance as our newsletter becomes more professional. We think that in the long run more of our budget, hence more of our fun events, will be as a result of building our advertiser base. As that base increase, so will the quality of our publication. The two go hand in hand.

Your newsletter stands as our model, our measuring stick. We suffer from covering such a wide area geographically (we now have all of Iowa), and have so few members, that it will be a slow process, but we will get there. In the meantime, keep up your good work.

Sincerely yours,



Walter Eschelbach
Illini Chapter, BMW CCA

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