

JANUARY/FEBRUARY 1994

# der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA



*Holiday  
Party*

*Jan. 15th*

# CALENDAR 1994

<b>JANUARY</b>	<b>15</b>	Holiday Party
	<b>22</b>	Ed Arnold Tour
<b>FEBRUARY</b>	<b>19</b>	Tire Tech Session
<b>MARCH</b>	<b>5</b>	Do-It-Yourself Tech Session
	<b>19</b>	Highway Safety School
	<b>20</b>	Frostbite Drivers School
	<b>27</b>	Auto-X
<b>APRIL</b>	<b>2</b>	General Membership Meeting
	<b>23</b>	Spring Tour
<b>MAY</b>	<b>1</b>	Deutch Marque Concours
	<b>7-8</b>	Maifest Drivers Schools
	<b>12</b>	Maryland Motorsport Open House
	<b>15</b>	Vintage Races/Corral
	<b>16</b>	Summit Point Club Track Day
<b>JUNE</b>	<b>5</b>	Swap Meet
	<b>12</b>	Montreal Grand Prix Trip
	<b>19</b>	Auto-X
<b>JULY</b>	<b>11</b>	Drivers Schools
	<b>24</b>	Championship Auto-X
<b>AUGUST</b>	<b>5</b>	Family Day Picnic
	<b>15-19</b>	Octoberfest
	<b>28</b>	Auto-X
<b>SEPTEMBER</b>	<b>11</b>	Bavarian Inn Tour
	<b>25</b>	Vintage Races/Corral
	<b>26</b>	Summit Point Club Track Day
<b>OCTOBER</b>	<b>2</b>	Auto-X
	<b>10</b>	Drivers School
	<b>22</b>	Fall Tour
<b>NOVEMBER</b>	<b>12</b>	Wild Goose Brewery Tour
	<b>21</b>	Auto-X

COMING EVENTS, SEE PAGE 9

# der Bayerische

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**Newsletter of The National Capital Chapter of the BMW Car Club of America**  
**Vol. 24 No. 1**



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## President's Message

John "Jack"  
Kenworthy

**1993** proved to be a great year for our Chapter. We remained financially sound, we held some of the best events (with record turnouts usually), the **der Bayerische** looks better than ever (a bit tardy though), and we still had enough energy left over to submit a proposal to hold OKTOBERFEST 1996. I want to thank you all for making 1993 the best year since Sarah and I moved here. The Board has put an enormous amount of work into the running of National Capital Chapter. I hope that everyone appreciates the work as much as I do. The next time that you see one of these folks, say thanks for a job well done.

The Nov./Dec. newsletter was our best issue in quite awhile! Special thanks to Mike Early and Dwight Derr for the great "Team **JB**" editing job. Network Publications did a fantastic job on their first issue. We even had first hand international coverage of Formula 1 racing (thanks Jennifer). All of the contributing articles were written very nicely (thanks Mark Greenberg, David Appel and David Apker). Dwight did a great job of skimming other chapter newsletters for the great technical articles. I just wish that the cover had been in color! We are committed to adhering to the **JB** schedule so that you will receive the newsletter in a timely fashion.

Sarah and I attended the E.M.R.A. endurance race at Summit Point Raceway with Woody. The race was three hours long starting at 6 p.m. (ie; DARK). I saw another great example of BMW CCA comraderie. Ed York's crew included Leah Epling and David Baker, (fierce ITB race competition) along with Jim Epling (semi-retired racer) and Debbie Baker. All year long they have been competing against each other. Yet, they are close enough friends to end the race season helping one another! I overheard a Bill Scott Raceway (BSR) employee say how good it was to see this. Racers are a tight knit group. BMW CCA racers take it one large step further! Congratulations Ed on a strong overall third place finish! Gary Bossert's M3 (Dec. 1993 *Roundel*) finished second overall just ahead of Ed on the same lap. Gary's best race lap times were virtually identical to the lap time of some of our instructors who drive M3s. Maybe Richard Johns and Dave Bryan need to go racing! Hmmm.

I (with much help from David Roach) have submitted a proposal to the National Board for National Capital Chapter to host Oktoberfest 1996. I feel very confident that the proposal will

be approved. You will see more detailed information in upcoming issues. We will need much help. Please volunteer when the time comes. Give me a call and let me know your intentions.

The 1993 Holiday Party will be held Saturday, January 15. I apologize for the incorrect dates in the Nov./Dec. newsletter. I expect to see many of you at our premiere event of the year. Your company parties will be over, so come out and party with us. The party is free, so grab a \$10.00 bill for charity, your favorite beverage, and meet us at Passport BMW!

Mark you calendar for the tour to Ed Arnold Racing on January 22. Ed Arnold Racing campaigns a trio of M5s in the I.M.S.A. Supercar series. (See the Nov. *Roundel*). They are one of the most professional teams that I've witnessed. Their 1993 success indicates that they have "dialed in" the right setup for a winning season next year. This may be a once in a lifetime opportunity to see a world class BMW race team shop.

As indicated in this issue, the 1994 Highway Safety School will be aimed at the inexperienced driver. We will incorporate as much subject matter as possible from other "Professional" schools. Please READ the articles and letters in this issue concerning the school. DO NOT be intimidated about driving your Bavarian Beauty on the track. The Highway School is VERY SAFE! Consider enrolling all the licensed drivers in your family, especially if their safety on the highway is of concern. Not only will you learn a lot, you will have FUN. The school is the best way to get started in the Drivers' school program.

I would like to mention that Sarah and I did finally find the M3 of our dreams. It had to be white with low mileage and good history. I received two phone calls at work on a Friday back in August, one from Woody Hair, the other from Bob Payne, to tell me about seeing the car at a local dealer. Woody needed a car, so I told him to buy it. He said he did not necessarily want an M3. Bob Payne had mentioned that he wanted a white M3 to match his beautiful white 635 CSi. I told him to buy it and we would wait for the next one that came along. He said that he could wait. Upon returning home from seeing the Phantom of the Opera that night, I found a message from Bob Payne on the answering machine. "Jack, I made an offer on the M3 today but, the salesman didn't take it." We rushed to the dealer on Saturday morning only



for a big surprise. Woody is test driving our damn car! He returned and when I asked him what he was up to, he replied "I thought I should drive it just in case." Here are two "buddies", that did not want the car, trying their best to buy it. (With friends like this, who needs a proctologist?) The sales manager informed me that the M3 had created more inquiries than any other car on the lot. (It was a Mercedes/Porsche dealership.) He did not think it was necessary to deal on the car. In the end, the price was finally reduced enough that we were happy and the rest is history. Thank you Bob and Woody for the phone calls. I would have never known the car was available.

I found that the "M" has many meanings. Motorsport, Money, Multiples of three. I asked my mechanic if the diagnostic "check" light on the dash means "checkbook"? The car is a blast, but before you run out and buy one, consult a few M3 owners. We are glad to have found the right one but, the car is not for everyone. Oh year, don't worry, we did not use the \$3000 from the holiday party budget as a down payment! As mentioned before, the Chapter is doing

quite well financially. One of the biggest reasons for our success is our advertisers. Help them out and show them how much we appreciate their backing. **BUY THEIR PRODUCTS!** They deserve our support. Tell them you saw their ad in *der Bayerische*.

Passport BMW has in the past given us \$500 towards the Holiday Party. During a recent conversation with Everett Helmuth (Passport Owner), he mentioned that he had been approached by the D. C. Police Department for charity contributions to buy bicycles for needy kids for Christmas. After talking with him, I decided to donate the 1993 sponsorship money to charity. The \$500 was used to buy bicycles for needy kinds in Washington, D.C. **THANK YOU PASSPORT BMW.**

Please mark your calendar with the corrected Holiday party date. (Saturday, Jan. 15.) It will give us an opportunity to gear up for another great year in 1994! The party promises to be awesome. I hope to see you there!!! Have fun, and hit those apexes! 🍷



## President's Message

# Heishman's!



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## Board Meeting Minutes

### BMW Car Club of America National Capital Chapter Board Meeting Minutes Wednesday, November 10, 1993

**PRESENT:** John (Jack Kenworthy), President; Mike Early, Vice President and **der Bayerische** (dB) editor; Jennifer Nazarko, Treasurer Sarah Kenworthy, Secretary; Woody Hair, Club Council Representative; Kevin Cowley, Advertising Manager; Al Zavala, Drivers School Coordinator; David Roach, Drivers School Registrar; Richard (Dick) Bergen, Membership Chairperson; Paul Vessels, Concours Chairperson; David LaSalle, Autocross chairperson; and Dwight Derr, assistant dB editor.

**REVIEW OF PREVIOUS MINUTES:** The Board reviewed the minutes from our meeting held 6 October 1993. Minutes were approved as written.

#### TOPICS OF DISCUSSION:

**OLD BUSINESS:** The Secretary reminded the Board that they had agreed to pursue a Technical Session at Radial Tire in Silver Spring, Maryland. Jack suggested that Jennifer should be in charge of arranging or organizing the event and, that she should check dates in January or February.

At the last Board meeting, Jack had also recommended that we look into touring the facilities at Ed Arnold Racing in Valley Forge, Pennsylvania. He said that he would call them and give the details to Mike for the next issue of the dB.

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**HOLIDAY PARTY:** Jack asked Jenny, Treasurer, for the amount budgeted for the 1993 party. She stated the actual dollar figure as \$3,000.00. She reminded the board that the funds must be carried over into the 1994 budget.

Jack stated that based on the number of new members attending events recently, he suspects that the turnout may be better this year.

David LaSalle suggested that for a party of this size and budget, we should have to send an RSVP. Jack said that we had very poor response in the past to RSVPs and, that with the approaching **db** deadline, it is unlikely that those wishing to attend have enough time to RSVP.

Mike remarked that we should have something other than the usual wine and cheese. He suggested the possibility of having a Raw Bar with oysters, clams and shrimp. He said that he would get a price quotation from Nick's Seafood in Baltimore.

Dave LaSalle stated that he would give us prices (from his shop) on cheese, French bread and serving platters and utensils. He also will get rental prices for plates and glassware.

Jack told us that he would check with Mike Brown (Mr. B's Barbecue) for a quotation on a side of beef and condiments. He also said that he would check with another caterer for additional party food.

Jack asked if we should use a disc jockey again this year and the response from the Board was not exactly positive. There was a suggestion that we hire someone just to play CDs with no talk at all. The board agreed to pay \$20.00 per hour, providing we could find such a person. Al will look into hiring someone and Mike will search for a band.

**db:** Mike said that the **db** was now at the Op Shop for address labeling. He went on to say that he had gotten most of the articles late AGAIN and, that he and Network Publications had worked really hard to get the issue out as quickly as possible.

Mike issued the "copy" deadline for the coming year. The deadline will be two weeks before the printing deadline. No exceptions will be made. Jack disagreed with the deadline, stating that it was too close to the printing deadline and this places considerably more burden on the Editor(s). Jack suggested that Mike move the deadline back by one week (three weeks before printing deadline) to give the editors sufficient time to do their jobs. The three-week deadline would also allow some leeway for unforeseeable problems that may occur at the Op Shop and at the Post Office with the bulk rate postage.

Mike announced that Dwight will become Assistant Editor for the **db**. This will be printed in the newsletter masthead. Dwight commented that the latest **db**, the first issue published by Network Publications, appeared very similar to previous issues.

Mike went on to say that the classified advertising is a nightmare. Club members are sending ad copy to both Kevin and Mike. Kevin suggested that we develop a standard form for the **db** to make classified advertising easier.

Kevin said that he usually sent or delivered the **db**s to the advertisers but, recently we have been short on **db** copies because of an increase in new members. Jennifer stated that when she sent out the advertisers billing notices, several people complained that they had not received their copy of the **db**.

# WesBen

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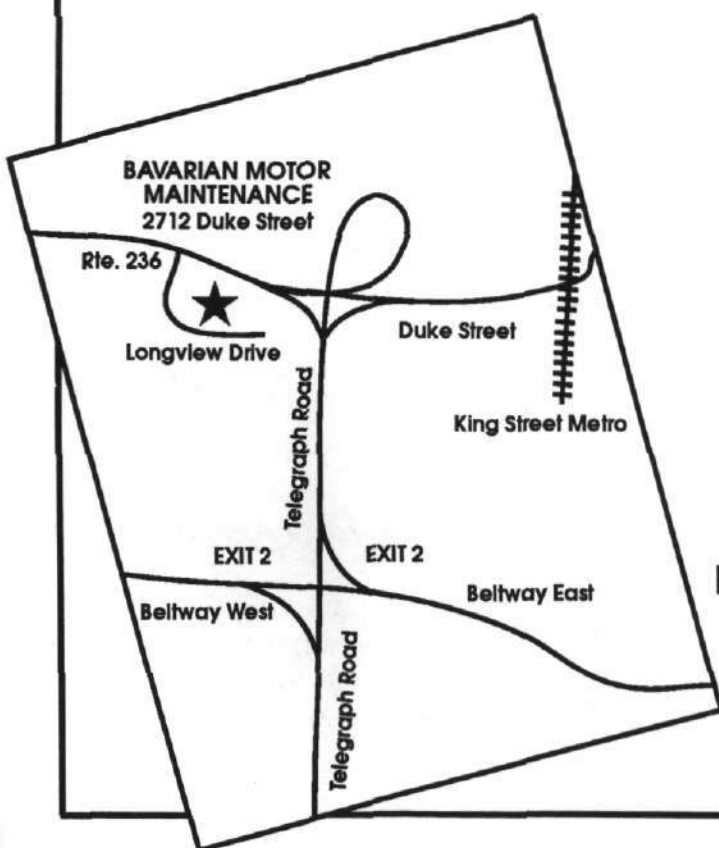
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## Board Meeting Minutes

continued

Mike said that he had recently increased the number of copies printed to 2350, but that number was obviously not enough. Jack recommended that Mike have extra **dBs** printed to send to the dealers and independent shops so they can see their advertisements. All agreed too, that our newsletter is the best way to attract new members. Dwight suggested that we also add the toll-free number for the national office to the newsletter to make it easier for new members to join. Mike agreed to increase the number printed to twenty-five hundred and to add the phone number.

**OKTOBERFEST 1996:** Jack told the board that he had received a phone call from J.R. Schneider concerning the possibility of our chapter hosting 1996 O'fest. Jack went on to say that the logistics are easy but, that man power is the problem. Can we commit? Do we want to obligate ourselves to an event three years away? The board voted unanimously to submit a proposal.

**TREASURER'S REPORT:** Jenny told the Board that she had recently sent out billing notices to a total of 34 **dB** advertisers. She hopes to receive pay-

ment for these invoices before the end of the year in order to finalize the 1993 budget.

She also told the Board that Argus Publishers are offering the same subscription deal as last year for club members. Our Chapter will receive half (six dollars) of each new subscription price. This applies only to new subscriptions.

**MEMBERSHIP:** Dick reported that we had a loss of 3% of our members. We currently have 2020 members. He also reported that he is still tallying the results of the new member survey that he recently designed.

The Board agreed that we should host an open meeting or banquet in the early part of 1994. The suggested date was February 2, 1994.

**DRIVERS SCHOOL:** Jack reminded the Drivers School Coordinators that they must schedule a meeting as soon as possible to discuss school issues. Al will check with Chief Instructor, Bob Gammache, and let Jack and the others know the date.

Jack told the Board that he wanted to do a better

continued on page 8

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## Board Meeting Minutes

continued

job publicizing the 1994 Highway Safety School. It is most important to target the newly licensed driver and the inexperienced driver. He also wants to use the full day for safety maneuvers and not open the full track. He also asked that the coordinators employ some of the tactics he learned in the Bill Scott Accident Avoidance school.

Woody is still negotiating 1994 Drivers School dates with race track owner, Bill Scott.

Al suggested that we have a "Generic" Drivers School Application in each issue of the **dB**. Each application should have the earliest possible entry date (postmark date) and, the deadline for the entry for each school.

**OTHER:** Isken of TUV approached the NCC about doing a Rally Cross School. The cost would be about \$50.00 per person, however, he does not have a location. The Board unanimously agreed that we cannot sanction such an event because of insurance and liability issues.

**SPEAKING EVENT:** Jack told the Board that David Treffer, of Maryland Motorsport, is planning to

host a speaking event with David Hobbs and Brian Redman. The event would be held at his gallery in Annapolis, Maryland. The event should coincide with the Jefferson 500 Vintage Race at Summit Point.

**BOARD MEETINGS:** Jack reminded the Board that our next meeting will be strictly for planning the 1994 Calendar. After that meeting, the executive board will hold a budget meeting.

The Board agreed to change the meeting date to the first Wednesday of each month. This will also help Mike with getting articles for upcoming events. Jack suggested that we rotate the meeting site between the Kenworthy's, the Nazarko's and, the LaSalle's home in 1994. ♣

Sarah Kenworthy, Secretary

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## 1994 Calendar of Events

<b>JANUARY</b>	15	Holiday Party
	22	Ed Arnold Tour
<b>FEBRUARY</b>	19	Tire Tech Session
<b>MARCH</b>	5	Do-It-Yourself Tech Session
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<b>NOVEMBER</b>	12	Wild Goose Brewery Tour
	21	Auto-X

BMW of North America

## HOLIDAY PARTY

Saturday, January 15, 1994

7 p.m.

**FREE! FREE! FREE!**

**Passport BMW**

**5050 Auth Way**

**Marlow Heights, MD.**

**(301) 423-8400**

**See Very Important R.S.V.P. Information !!!**

The Holiday Party is being held in January to allow more people to attend. BMW of North America is supporting the 1993 Holiday Party being held at Passport BMW. Each year Passport opens the doors and throws out the red carpet. The entire dealership is open for your inspection. The service area is cleaner than most living rooms! The Parts Department will be open for a limited time during the party with greater discounts than normally offered, so remember your check book. Last year the line was tremendous!

Food and soft beverages will be served. The catered dinner will be served until 9:30. If you desire a "hard" beverage, you must bring your own. The popular choice is a bottle of great red wine to share with the other red winers. Dwight Derr and Jimmy Epting can always be found comparing (arguing?) their favorite vintage.

In keeping with the holiday spirit (and the fact that the food is free) a cash donation of \$10.00 will be requested to donate to the annual charity drive. The \$500.00 that Passport BMW donates to help support the party was donated to the Washington, D.C. Police Department to help buy bicycles for needy children.

The entertainment will be either a band or a DJ. Door prizes will be raffled. Last year the prizes were worth thousands. BMW of North America is very generous with some very nice door prizes.

This is a perfect opportunity for the new members to meet the other Bimmerphiles of the Club. It is a casual atmosphere to allow everyone the opportunity to mingle with each other. The dress code is CASUAL.

**DIRECTIONS:** I-95 to the Branch Ave. Exit (MD 5) North. Go approximately 1/2 mile, turn right onto Auth Way next to the Lincoln Mercury dealership. Passport BMW is up the hill on the left.

## Coming Events & Calendar



### MENU

Smoked Turkey  
Salmon Mousse  
Vegetable Platter  
Fruit & Cheese Platter  
Roast Beef Hi Rollers  
Hot Langostino Dip

**You must  
R.S.V.P.  
!!!!!!**

**Call (703) 527-8033  
no later than January  
10, 1994 and leave  
your name and the  
number of guests in  
your party.**

## **ED ARNOLD RACING TOUR**

**Miller Motorsport Show**

**Saturday, January 22, 1994**

**9:30 a.m.**

**Meeting Place: Baltimore**

**Tour: Valley Forge, Pa.**

**E**d Arnold Racing campaigned the BMW M5 during the 1993 IMSA Supercar series. The race season finale at Sebring was the team's best race of the year. David Donahue finished an impressive second place, in front of Hurley Haywood's Porsche C2! Dieter Quester drove the other M5 to a seventh place overall finish. He had electrical problems that disabled the anti-lock brakes. The brake problems were so bad that he had worn through the front tires in the thirty minute race, causing him to lose valuable time near the finish. He still finished in front of cars that many thought should have beaten the four door sedan!

Ed Arnold Racing has one of the most impressive race shop facilities in the country. We will be touring their facility and the Team will explain what it takes to race a four door sedan against Porsche, Lotus, and many other "sports cars". For a better description of the team, please see the October 1993 Roundel. I saw their set up at Watkins Glen

this past summer and, it is a sight to see.

After we complete the tour of their facility, we will drive over to the 9th Annual Miller Motorsport Show. If you are a race fan or a race car driver, you do not want to miss this. Over 100 displays of the latest race equipment, race teams, and other race car memorabilia. The show is held at the Valley Forge Convention Center. Bob Arnold (Ed's brother) described it as a must see for the racing enthusiast. He also invited us to stay and go to his favorite country honkytonk on Saturday night. I will have hotel information for those interested.

It will take approximately one hour to drive from the meeting place to the race shop. Please call me no later than Wednesday, January 19, 1994 if you are planning to attend. If we have a large crowd, they will furnish refreshments. We will only cancel the event if it snows and the roads are in bad shape. If you get my answering machine, just tell me how many people will be in your party. Jack Kenworthy (703) 527-8033.

Meet at: Exit 67-West (North of Baltimore on I-95) White Marsh Blvd, Rt. 43. Left at first light. Go straight to your second right. Meet in front of IKEA.



*The beautiful Ed Arnold M5 at Watkins Glen 1993. Photo by Mark Francis.*



## **TIRE TECH SESSION**

**at Radial Tire  
February 19, Saturday**

**B**e sure to save the afternoon of Saturday, February 19 for a special Tire Tech Session at Radial Tire in Silver Spring. Paul Moorcones, whom some of you know as the Pinto Speed Demon at Summit Point Raceway, will be hosting a special Yokohama Tire Tech Talk. Yokohama has graciously agreed to send Tom Mason, the Northeast Division High Performance Tire Representative, to talk to us about high performance tires and other related topics. This will be an excellent time to consider getting a new set of rubber sneakers to welcome the spring or for the upcoming track season, and maybe you'll get lucky enough to win the set of four Yokohama tires that will be given away!

**DATE, TIME AND DIRECTIONS:** Saturday, February 19, at 1:30 pm. Radial Tire Company, 9101 Brookville Road, Silver Spring, MD, (301)585-2740. Take the Capitol Beltway to Georgia

Avenue South, turn right onto Seminary Place (at stoplight and Citibank Branch on right side). Go approximately 1/2 mile, through stoplight, and go left at fork onto Brookville Road. Travel another 1/2 to 3/4 mile, and Radial Tire will be on your left. ☛

**Gearing Up for Our Annual  
HIGHWAY SAFETY SCHOOL  
March 19, Saturday  
FROSTBITE DRIVERS SCHOOL  
March 20, Sunday**

**A**fter a seemingly endless winter, there is light at the end of the tunnel, or so it may seem, as we prepare to start our driving events for 1994 at Summit Point Raceway. Our first event for the year will be our newly expanded annual Highway Safety School on Saturday, March 19, 1994.

*As the name of the event implies, it is our objective to teach you how to become a better driver,  
continued on page 12*

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## Coming Events

### Highway Safety School continued

not by asking you to go fast, but by demonstrating the correct way to handle a car in a variety of situations. The term "Highway" is directly correlated to the maximum speeds you will achieve, while the term "Safety" is indicative of what you will become—a competent, safe driver at highway speeds—through a variety of exercises including "threshold braking," braking and turning, "slalom," "object avoidance," and "skid-pad" to name a few. Each one of these exercises will demonstrate how your car will react under the variety of conditions you will experience on the street (I will describe the above terminology at the end of this article). You will begin the day with a classroom session, in which the exercises will be described in detail, using a variety of visual aids.

This is a great opportunity for parents of driving-age teenagers to register their kids for "hands-on" training of what properly driving a car should feel like, or even for yourself to "brush-up" on different (correct) driving techniques. I want to reiterate that this is not speed event, but rather a

learning experience behind the wheel of your own vehicle. Do you really think that your kids, or anyone's kids for that matter, are ready to go out and drive the family car after taking "driver's education" at school? Let's not fool ourselves by thinking they are. Driving an automobile is a lot more than steering, braking, and accelerating; it is a carefully executed connection between you and your car. One of the first things you will learn before you climb in your car is the importance of posture, mirror adjustments, seat belt usage, and correct hand positions on the steering wheel. You will also learn the concept of "shuffle steering" and how it applies to safe driving.

Some of our past students have been our best critics, writing lengthy articles praising what they learned on this day. Some even went as far as to say that the quality of our schools is "better than a big-name national driving school." What we want to share with each and every one of you is the enthusiasm we have for the marque and what it stands for: the Ultimate Driving

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Machine. To really enjoy driving your car, whatever model or brand you drive, you need to be a competent and safe driver. With practice, some of the techniques you will learn at the school will become second nature to you, enhancing your driving, increasing your awareness and concentration, and helping you relax behind the wheel. We have learned over the years what is important to our students. Remember that some years ago, each of us went through a driver's school similar to this one, with butterfly stomachs, sweaty palms, and all, and have since learned through trial and error what works and what needs improvement. Each year, as volunteers, we converge on Summit Point to teach you what others taught us. Since driving in our first schools, many of us have progressed into successful competitive driving, while others continue to enhance their driving skills while attending more advanced types of driving events. But for now, let's concentrate on the Highway Safety School.

Earlier I mentioned different exercises you will be learning. Some of these are: Accident Avoidance (Object Avoidance), Braking and Turning,

Skidpad, Slalom, and Threshold Braking. Let's take a closer look at some:

**Braking:** During the braking exercises you will learn how to threshold brake. By definition, threshold braking is the technique of applying brake pedal pressure to a point just before lockup (at the "threshold") and maintaining that pressure. This technique generates the maximum amount of braking (enables a rapid slowing of the car) while allowing you to maintain control of the vehicle. With none of the wheels "locked" you are able to steer if you have to. The importance of threshold braking will be evident to you during the braking and turning exercise. For this exercise you will be approaching a turn and be asked to rapidly slow the car down while turning. It does not matter whether your car is equipped with ABS or not. The exercise is a lot of fun and you will learn a great deal about you and your car.

**Skidpad:** The skidpad is a large-diameter asphalt circle. The object of this exercise is for the driver to experience oversteer (a condition in which the front tires have more traction than the rear tires,

*continued on page 14*

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## Coming Events

### Highway Safety School continued

which causes the front end of the car to point "in" while the rear end of the car "swings out" and causes the car to spin.) You will experience the feeling of oversteer and learn how to control and avoid the spin.

Understeer is the opposite of oversteer. Here the front tires have less traction than the rears, causing the car to "steer from under you," pointing the car towards the outside of the circle.

Accident (Object) Avoidance: During this exercise, you will apply your newly acquired knowledge of car dynamics (oversteer and threshold braking) and successfully drive "around" an object (in this case a harmless cone) at different entry angles and speeds, while maintaining complete control as you maneuver around the cone.

Hopefully this article has given you a reason to join us on March 19. If not you, how about your spouse, or your driving-age kids? Or perhaps a good friend who'd like to come along with you?

No one walks away a loser from our Highway Safety School. Give us a chance to share our driving enthusiasm and knowledge, while making you a better, safer, and more confident driver. ♣

**Al Zavala , Driver's School Coordinator**

### FROSTBITE DRIVERS SCHOOL

**Sunday, March 20**

Celebrate the end of winter! Our first "regular" (should it be "high test"? ) drivers school happens on March 20 the day after the highway safety school. See application on page 33.

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## Past Events Fall Tour

Charlotte Laqui

### FALL TOUR ON THE TRAIL OF OUR TEUTONIC FOREBEARS—OCTOBER 16, 1993

Seasons of mists and mellow fruitfulness . . . Well it was a misty morning and the fruit was probably mellow as we made our way to Potomac Center at the intersection of River Road and Falls Road. The occasion was the Fall

Tour on the Trail of our Teutonic Forebears expertly organized by Bonnie Butler, with a little help from Woody Hair, and the promise of Hacker Pschorr Brau at the Schmankerl Stube Bavarian Restaurant in Hagerstown at the end of the tour.

The caffeine-deficient among us fueled up at Starbucks Coffee while

waiting for everyone to assemble. We took the opportunity to catch up on news about cars, mass air flow sensors, how hydroplaning can lead to encounters with trees, where to find wheels for M3s (not easy) and the like. About 25 cars showed up and we launched out of Potomac for the first leg of the tour ending at White's Ferry. Three ferryloads later (we allowed a few other cars to share the boat) we were over on the other side, having made sure to zero our odometers at the center of the river. Some of us were subjected to the smooched dog story about the dog that jumped off the ferry and didn't make it, but all in all the ride was a lot of fun.

We continued on our way, making sure we turned RIGHT on US 15 North and proceeded towards Shepherdstown, West Virginia for refueling at the Sweet Shop, a German bakery specializing in European breads and sweets. By now, the mist had lifted, it was turning out to be a pretty nice day, and the roads between White's Ferry and Shepherdstown are FUN! There was some competition for who could get the most air at the one-lane bridge with a bend at the end, a turtle



A few BMWs load onto one of my old relatives, Gen. Jubal A. Early's Ferry, on the Fall Tour. Photo by John Kenworthy.



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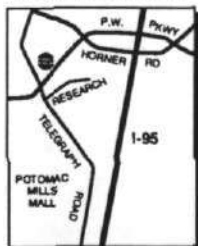
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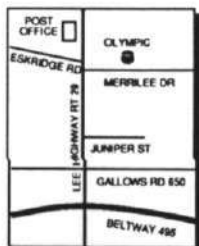
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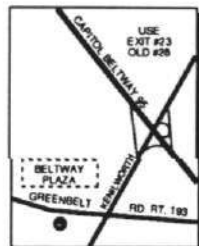
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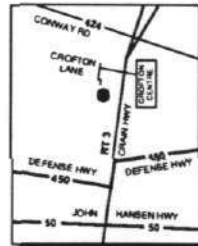
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by the side of the road watched us all go by incredulously, two dead skunks (one with its legs straight up in the air in classic dead skunk fashion). And there was Rich who insisted on protecting a wooly caterpillar from the onslaught of BMWs. The route took us through Waterford, a beautifully preserved small 18th Century town. We noticed the downspouts from the houses were designed so that the water dropped down into the street gutter, better watch where you park when you have the top down! We reached the Sweet Shop at about 1 p.m. — more caffeine and lots of goodies despite admonitions not to spoil one's appetite for beer and schnitzle.

After Shepherdstown, we continued on our way sedately. We noted the Bavarian Inn "site of annual Oktoberfest beloved of Club members" as we crossed the Potomac, look longingly at the Ziem Winery but remembered to hold out for the Hacker Pschorr, and arrived at Hagerstown, home of the Schmankerl Stube at around 3 p.m. We sat outside in the garden—we had to share it with the yellow jackets, but they didn't bother

us if we didn't bother them. The rest of the afternoon was spent in convivial conversation eating (Wiener schnitzle, Schmankerl Topf) and drinking (moderate amounts of Hacker Pschorr). It was a great tour, our thanks to Bonnie and Woody for the organization, and we look forward to the next one. ☺



*Club members enjoy a brew and some authentic German food at Schmankerl Stube. Photo by John Kenworthy.*

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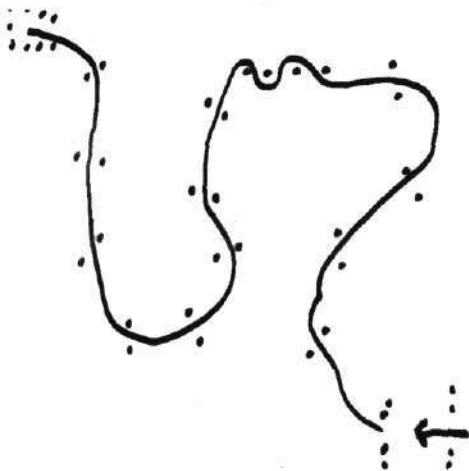
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## Past Events November Autocross

Woody Hair



### NOVEMBER AUTOCROSS

**N**ineteen drivers showed up at Landover Mall on November 7 for the chapter's last autocross of 1993. Scanning the results you will see that there were no 2002s or 320s

at this event. No Seven series either. Where were you? The event organizers were David Lassalle and Gary Toyama. They laid out a rather tight course on the lower back lot that we have been using for about nine or ten years now.

Seven of the cars fit what we call the "SuperStock" class. These have no engine or suspension modifications but are allowed to run the sticky "R" compound tires on stock-size wheels. Cars in this class

would include the 2002tii, 325s, 16-valve 318s, 535s and M-cars. David Lassalle, running an '89 325is with BFG T/A R-1 tires, beat Gary Toyama's '88 325is that had regular street tires—Yokohama A509s. The difference was over one second. Sixteen year-old Robin LaQui finished third and beat his mom and dad in the process.

There were no entries in the regular Stock class. If you had brought your 528e with automatic transmission you would have been a shoe-in for class winner.

The Modified BMW class was easily won by Dwight Derr with his extremely large 633CSi. Dwight's time nipped Lassalle for the Fastest-Time-of-Day title also. The remaining four cars in the class had a pretty good battle for second place.

The seven car "X" class saw Charlie Boring's yellow Lotus Europa beat the yellow Fiat X1/9 of Richard Yaskiewicz. They certainly showed that a car doesn't need to be new to be competitive. Check the results to see how close the times were in this group.

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## Past Events

continued

After everyone had taken one practice run and the four official runs, everyone got to take unlimited fun runs in an effort to improve their time or try someone else's car. A good time was had by all!

### AutoCross Results (Best Run)

#### SUPERSTOCK BMW

David Lassalle	325is	41.96
Gary Toyama	325is	43.25
Robin LaQui	325is	44.11
Hoang LaQui	325is	45.16
Charlotte LaQui	M3	46.80
Michael Gayle	318is	47.20
Mario Rodriguez	325is	47.97

#### MODIFIED BMW

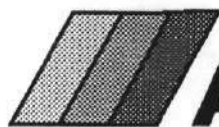
Dwight Derr	633CSi	41.80FTD
Jim Ruos	535i	43.23
Woody Hair	325is	43.98 (1)

Bob Haussman	533i	44.30
Jenny Nazarko	325is	44.41

#### X CARS

Charlie Boring	Lotus Europa	44.25
Richard Jaskiewicz	Fiat X1/9	45.92
Adolph Rose	Toyota Starlet	46.22
Wayne Bowser	Nissan	
	Sentra SE-R	46.29
Gary Lin	Honda	
	Accord	46.37
Steve Young	Nissan	
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Virgil Acosta	VW	
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## The Quest

Mark Woolley

**O**n a warm spring day in 1985, it began. My big brother Rob was in Houston, a stopover while returning from a business trip. We went to find a replacement for my aging 1979 Prelude. We stopped at a Toyota dealership to see the new "sports" car they were advertising, the MR2. We were both impressed, probably not Rob as much as I, he already had his "sports" car, a 1972 BMW 2002 Tii (looks pretty boxy to me, but whatthehey, he IS older . . .). Three years and a couple of jobs went by before I moved back to the east coast where we were within driving distance of each other. In September of '88 he called to invite me to attend a National Capital Chapter Driver's school to "see what that little car of yours will do". "While you're at it, join the Club, it'll pay for itself after the second school, and we'll make a bim lover outta you yet!" Being the average male, I couldn't pass up the opportunity to drive my "sports" car on an honest-to-gosh race track. Who cares if I hadn't done anything remotely close to this, it would be fun, Rob assured me. I was nervous about taking my only source of transportation to a race track

but I was already registered. Did I say I was nervous? No, I was terrified. To make matters worse, Rob's car wasn't in working order, gremlins with the "new" 320 five speed he had installed, so he wouldn't be able to show me how this was done. Rob had started doing driver's schools years before, (he IS older . . .) and they were the topic of passing conversation during phone calls and family get togethers, but I will admit to having no idea what I was getting into. Upon arriving at Rob's house in Rockville that first Friday night he started to pull out all of his literature and maps pertaining to high speed driving. We stayed up a little later than we should, but it didn't matter, there wasn't much sleep in store for me that night.

We left for Summit Point the next morning at about 6:30 a.m., Rob driving while I rested. We stopped at a Shell station on route 340 on the way to the track to top off with gas. Conversation to this point wasn't focused on anything in particular, but upon reentering the freeway, Rob turned it to preparedness of the car. Yes, it had been teched and I had the form; yes, the P600's were much stickier than the stock Dunlops; Yes, I had

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continued

replaced the worn stock brake pads with Ferodos and bled the system as he had suggested. Were they bedded-in?? I suppose so, I drove all the way from Pennsylvania with them and, whataya mean "can't be too sure"? as he checked the mirrors and slammed on the brakes, ensuring that I was well and truly awake!

Upon arrival at the track, Rob helped me remove EVERYTHING from my car, something about projectiles on the track. Then Rob went to volunteer to work the corners and instructed me to "have fun" . . . sure, what next? A driver's meeting in the classroom where people were talking about apexes and turning in. What were these people all about after all? There was a tall guy with a flannel shirt and a pipe named Bob Gammache. He was the "Chief Instructor" and in charge, talking about expelling people for misbehaving, what had I gotten myself into anyway?

Track sessions started after the meeting and things looked pretty well under control, there was a little tire squeal, but they didn't look like they

were going THAT fast, and these were the advanced drivers. Finally it was the novice group's turn, and an instructor (can't remember who that poor soul was) got into the car and drive a couple of laps to show me the track, didn't seem like a problem, then I took the wheel. Brake here, no harder, turn here, be smooth, watch your mirrors, let them pass, you don't have to be on the right side of the track—it isn't the street, you can carry more speed through here. I was overwhelmed with all that I had to do and remember and I was intimidated by the faster cars and the more experienced drivers even though it was the novice group. I just kept hoping that I could get through the day still being able to drive my car home. There were a bunch of nice people at the thing, and we tipped a few cold ones back before returning to Rockville, telling stories and joking the whole while. When it came time to leave, Rob said, "Can I drive PLEASE?!" My pleasure. I'd had enough of this high speed driving and was relieved to let him drive the hour home. (Yes, Rockville's only an hour from Summit Point when Rob's driving!)

continued

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## The Quest

continued

The school had been held in November, and I had all winter to recover. Then Spring came around and Rob was on the phone talking about another driver's school. "One more time," I thought, little did I know that this school would take me through my first four wheel drift (what a kick!), as well as giving me a lot more confidence. I was hooked!

I've now done 38 track event days, and I'm not done yet! A recent company reorganization allowed me the opportunity to move to Phoenix, Arizona to seek employment and personal happiness. I took it, having to back out of the Pocono Driver's school to do so. There was also a school on Columbus day at Summit Point, one I wouldn't have attended anyway, but one my brother did attend. He raved about the improvements to the track, and how good the weather was, and how well his car ran. I was jealous. Then he began to tell me of the people who had been asking for me. The disappointment that I wouldn't be attending any more of their schools, as well as the hurt that I hadn't told anyone. Rob told me how deeply touched he was by the display.

In hindsight, the driver's schools have been a lot more than a fun and challenging activity. They've been a terrific source of great friends. People I originally thought would reject me because I couldn't afford to drive a bimmer turned out to be people who enjoy being around other car buffs, no matter what their budget allows them to drive. Space and good judgement prohibit me from trying to list them all. They know who they are. They're the National Capital Chapter of the BMW CCA along with a vast number of other chapter members from the New York, New Jersey, Delaware Valley, Pocono Mountain, Allegheny, Patroon, Northern Ohio, Genesee and others I'm sure I've left out. I'll miss all of you. If I'm ever in the area for an event, I'll certainly try to stop by and say hello, I'll even bring my helmet and try to burn a ride!

As I said to one Chris Leeper a couple years ago, I hope to get active with the local Arizona chapter and see if I can't take some of the things I've learned about driver's schools and help organize events at Firebird and maybe PIR. I'll certainly be attending any schools that are geographically

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and financially available to me. I wish all of you the best! Keep the shiny side up.

P.S. If Jennifer Nazarko ever does decide to send me my year's subscription to *der Byerische*, or if any of you want to contact me, I can be reached at the following address:

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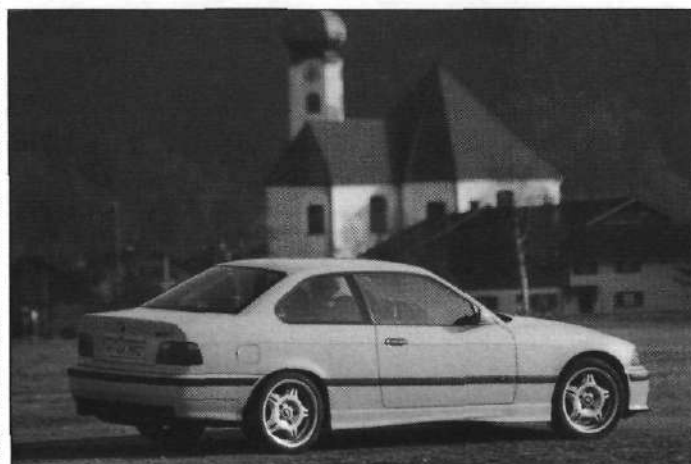
## U. S. SPEC M3 DUE SOON

**B**MW of North America has listened to enthusiasts. Munich will send a new M3 to the United States. Look for it is early spring. Amazingly, the base price will be very close to the old body '91 M3, which was \$35,900. That's only about 10-percent more than the stock '94 325is coupe. If you want 325is luxuries like leather and on-board computer, expect the M3 to cost more.

The U.S. spec car will be a genuine M3, with a

3.0 liter power plant. Though it's the same basic engine as the Euro spec car, the U.S. car will have a different cylinder head and induction system (less expensive). Much of the Euro M3's 281 (SAE) horsepower comes from its sophisticated top end. Without those parts, the U.S. car will have less horsepower, about 235 (SAE). But because it has the same 3-liter displacement, all

*continued*



*Reprinted from The Roundel, May 1993*

## U. S. Spec M3 Due Soon

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## U. S. Spec M3 Due Soon

those cubic inches (which make torque) will make meaningful acceleration much like the Euro-spec car. The 0-100 times of the U.S. and Euro-M3s are expected to be nearly equal. Look for the stock interior to include unique sport seats in Motorsport-style cloth. The side bolsters adjust with the headrest.

BMW officials in New Jersey and Bavaria read the Roundel and seriously considered the wishes of BMW Club enthusiasts. But at this price, BMW apparently hopes the new M3 will appeal to more than a couple hundred enthusiasts. It appears BMW kept the price down with the intention of selling lots of M3s. This may be another way BMW is fighting the Japanese competition.

Speaking of the Japanese . . . their prices have been soaring as the expensive yen squeezes profits. Those higher prices apparently made room for BMW to raise prices, too. Munich had held the line on prices fairly well the past few years and that probably helped increase sales. But 1994 prices are up across the board—

base, options, even destination and handling charges. For example, the 325is coupe, which was introduced in 1992 at \$29,100 is now \$32,200. With metallic paint, computer, limited slip and the sport package, the 6-cylinder coupe lists for about \$35,000. The least expensive '94 BMW, the 318i 4-door, is about \$25,000. Dual airbags became standard on cars with September '93 production.

For '94, you can get All-Season Traction control (formerly ASC+T) on any 6-cylinder BMW, including the 3-series (\$995). However, sporting enthusiasts might want to stick with the more familiar Limited Slip Differential (\$530). The ultimate power in BMW's 1994 line up comes from the 850CSi: 402 pound-feet of torque, 372 horsepower, 5.6 liter V-12. The price? If you have to ask . . . cross this car off your shopping list. ☛

By John Hartge

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If some of you are skeptical about the benefits of attending a Drivers School, that it's just a venue for car crazies to vent their adrenalin, then read on. Below is a reprint of a letter from Ed's sister, who sent this last summer, several months after we sent her to a drivers school...

**Thank You,**

again, for the Driving School. Today it saved me from a head-on crash into the side of a truck. The hands were where they needed to be, the stand-on-it braking took the speed down enough to avoid the initial hit, the downshift was rapid and the acceleration to come out of the skid gave the car enough control so I could swerve left then right while looking at where the truck had been, then where I wanted to go - never never at the truck. All of it worked. The whole thing over in just a few seconds, and I never lost control of the car. I remembered, I remembered.

I was cruising at 58 when a truck in the opposing lane turned left right in front of me...probably never looked or saw me. The driver on the cross-road to my right, who was about to enter the intersection, just stopped. And the driver following the truck who turned left was just barely far enough back so I missed him/her on the swerve. It seemed, at the time, that I'd have enough room if I could keep enough speed. I think back on it now and say that I couldn't have had enough time to think that one through. Not much air between any of the cars. I think the drivers of the other three cars that were nearly involved probably had bowel/bladder retention problems. When I looked in the rearview mirror, all three vehicles were stopped. I just drove on.

So, chalk up another success story from the driving school. If I never get any better at high performance driving - what I learned so far was enough to save me today. ♡

Thanks. Jeanne Dee

(Submitted by Ed Nazarko)

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## Heater Fix

### THE NO SLOW BLOW HEATER FIX

**O**n E-24 models (6ers) the heater/AC blower speed is adjusted by a continuously variable control rather than a multi-position switch. If you lose the low speed capability yet still retain the high (max) blower speed (a different circuit kicks in for it) then the fault most likely rests in the blower speed control itself. But don't despair, it's fixable.

First, remove the control from the dash (a formidable if not nasty job in itself) taking care not to lose the two small screws into the void behind the dash. Upon inspection, note that the control case consists of three pieces which are snapped together. Carefully remove the cover on the four pin side of the control. Inside you'll find a small circuit board which is easily removed.

Most likely, the power transistor has gone kaput and needs replacement. (it's the small black thing with three wires and riveted to the board). It's a Texas Instruments #BD 543A(8413) NPN silicon transistor and cross-references to an ECG331 or NTE331. It's readily available at any electronics

store and figure it'll set you back about a pre-NAFTA monthly salary in Mexico—roughly \$3.50. (Or a Perotian post-NAFTA U.S. wage.)

The transistor's heat sink is riveted to the circuit board and must be drilled out carefully. Using a small pencil soldering iron, carefully unsolder the transistor. Bend the leads on the replacement to match the holes in the board (the orientation is the same as the original) and quickly solder it in (use a heat sink and rosin-core solder). Trim the leads and check the board for solder bridges. At this time you might want to replace the small diode (1N4003) which is diametrically opposite the transistor on the board. It costs about a dime. Note its polarity (the silver band) and use a heat sink here, too.

Again check for solder bridges. Reinstall the board in the housing noting engagement of the shaft with the rheostat. Snap the case back together and plug it in. If it works, reinstall it in the dash. If it doesn't buy a new control (P/Ns 61 31 1 377 737, 61 31 1 377 138, or 61 31 1 381 317. About \$70.) **Dwight Derr**

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## THE BOMB

**A**lmost all newer BMWs have power brakes, but the bigger ones have an additional brake accumulator which sits under the master brake cylinder. This is sometimes called the Bomb, because it looks like a little one. Actually, it's filled with a gas like nitrogen, and provides a buffer between the power steering pump and the power brakes.


The car's brake system warning light would come on when brake pressure would be applied, but the level of fluid in the system was fine. Sometimes the brake pedal would be very hard and firm, because it was operating like a manual system. Sometimes it felt like the brakes were never going to catch, so it was time to do something.

Having read an advertisement for a replacement Bomb in the Imparts catalogue, it described the above symptoms exactly. Mark, our great young mechanic in Peoria, confirmed that it might well be the problem. Rather than mail order it, we

bought it there since they had it in stock.

By using a strap type filter wrench from our shop, we were able to get it replaced. Mark said to leave the car off, pump the brakes 20 times to empty the bomb, replace it and give it twenty more pumps once the engine had been run briefly. After that, top off the power steering fluid, and you should be on your way. It worked in this case, the brake warning light never came back on, and the brake pedal pressure is constant.

There are a lot of lines running around there now that ABS is on many cars, but we only needed to move one bracket. Having that particular style of filter wrench really made the difference, as there is very little room to get on the Bomb.

Almost no power steering fluid was spilled because you empty the Bomb by pumping the brakes. It took only a cup of power steering fluid to top off the reservoir, and you will not use any brake fluid with this method. 

Walter Eschelbach - Illini Chapter



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continued

### ABS BLEEDING

Regarding brake bleeding on late model, ABS (antilock braking system) equipped Bimmers, BMW NA emphasizes that it is necessary to stroke the brake pedal at least twelve (12) times for each bleeder screw. This is to insure that any air and/or old brake fluid is expelled from the ABS hydraulic unit. More importantly, before opening any bleeder screws on an ABS-equipped BMW, be sure to pump the brake pedal at least thirty (30) times (ignition off) to exhaust any residual pressure in the system. This is to greatly reduce the chance of injecting brake fluid into your body through your skin!!

*From the Bavarian Beamer; Sacramento Valley Chapter.*

### ERRATIC 533I WIPERS

Are your wipers erratic, draggy in delay mode of your 533i? In the 533i, there is a small black plastic relay case (approximately 1" x 1" x 3") located in the fuse box. The case is difficult to remove, as it has four prongs that plug in lengthwise and four prongs that plug in crosswise. Lift or pull up on the side closest to the engine. After removal, pop the top of the case off using a thin blade screwdriver, etc., to expose the contents. After a liberal dose of contact cleaner or emery cloth, reverse the procedure and the problem should be solved.

*From Die Zundkerze*

### WIPER TRICK

Have you ever noticed that bad things always happen when you are late for work? I came out one morning and of course the windshield was frosted. When I tried to use the wipers to clear it off, they didn't move. After scraping and getting the rest of that stuff melted, I once again tried the wipers and discovered that the passenger side wiper wouldn't work!

After thinking that I'd broken my new car, my husband showed me this trick. At the base of the windshield wiper is a spring loaded cap. Pop it open and re-tighten the nut that you will see. The bolt is designed to loosen itself in this situation to prevent unnecessary loads on the wiper motor.

*By Carol Brenner - The Illini Chapter*

### DEAD BATTERY AGAIN?

All right, your battery is dead again. You've already checked the charging system, belt, battery fluid level, and connections to the battery. Check the driver's door lock heater (if the car is so equipped). This one's easy. Put your hand by the lock. If it's really hot, the control unit has failed. This is located inside the door. Also check the glove box and trunk lights to see if they might be staying on.

Another thing to remember on newer BMWs (E32, E34, E36) is not to leave the key in the ignition. The sunroof and windows will still be powered, if you do. Also check the unloader relays. (These are the relays that kick out the wipers, blower motor, rear defogger, and such during engine cranking.) They have been known to stick on and drain the battery. It is each to check these. Turn off the key and remove it. If one of them is sticking, the blower, wiper, or whatever will still function. So, you will have to replace the faulty relay.

*Harvey Rogers, Northern Ohio Chapter*

### A MAJOR PITFALL WHEN ADJUSTING VALVES

When adjusting valves it is necessary to tighten and loosen the rocker arm eccentric bolt several times. This is a special bolt with very fine threads. In every article written about this procedure there is a warning about over-tightening this bolt, because of its propensity to strip. Never start a valve adjustment late Saturday or on Sunday without at least one spare bolt. Fortunately, because I heeded this warning and got a couple of extra bolts, I was spared the embarrassment of having a perfectly fine engine shut down unnecessarily. Another helpful hint regarding this bolt, passed along to me sometime ago: When making your final tightening, grasp the standard 10mm box end wrench at its mid-point when applying pressure. This may prevent you from experiencing this "pitfall."

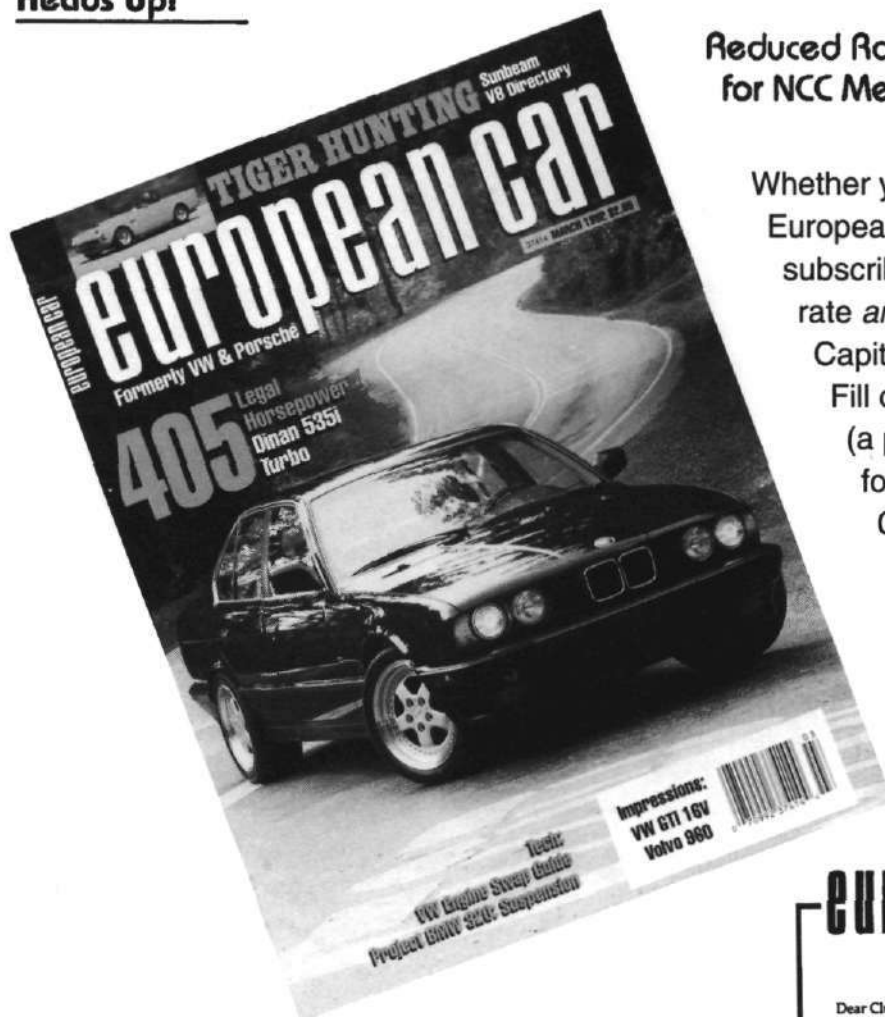
*Bill Ruffin, Bayou Chapter*

### DOOR PANEL WARNING

There is a fairly common problem with E-36 BMWs 1992-on 3 series cars, both 318 and 325. It occurs on both coupes and 4-door models.

*continued on page 30*

## Heads Up!



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## Tech Tips

continued

The pebble finish door panel cover is lifting from the particle board backing panel at the point where your elbow would be with your arm on the armrest, in the deepest recess of the compound curve. The result is at first a small bubble on the cover material, gradually becoming several inches in size.

BMW dealers are replacing any affected panels under warranty. ☺

Harmon Fischer, Bayou Chapter

... Congratulations are also in order for several of our chapter members that have been active in the MSCSCC rally series. Mike Leeper and David Roach won the recent Catoctin Monte Carlo Rally with 12 points error through 15 checkpoints. That is a total of 12/100ths of a minute! They were running in Mike's venerable 2002tii. In the final standings for the season, Jim Miner (2002tii also) was first equipped class driver and Mike Leeper was second. The Washington Rally Club's "Tulips in July" rally was voted best of the year. Our Mike Leeper was the rallymaster. Finally, Greg Johnson and Jody Glancy won the Novice class in a couple of the rallies with Greg's M3 rather than Jody's spanking new 325is

Woody Hair



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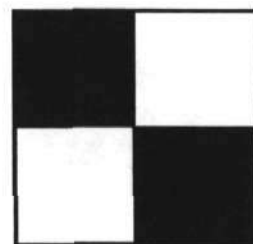
**B**y now you have probably read or heard all about the U.S. version of the M3 that should be available at your local BMW emporium in March. It sounds like it has the makings to be a great driver school car and BMW NA is counting on the enthusiasts (read BMW CCA members) to put their money where their mouth is. To date, BMW NA has not announced any plans to support the car in any race series.

In the last issue, this column mentioned that the Ed Arnold race team out of Pennsylvania planned on racing the new M3 along with their '93 M5s. In the last IMSA Supercar race of '93 at Sebring in October, David Donohue gave the M5 its best finish, a 2nd place to Hans Stuck's Porsche 911 Turbo. Longtime BMW racer Dieter Quester was brought in to drive one of the other Arnold M5s and said it was a faster car than the E36 M3s that have been competing in Europe. Thus, as of this writing, Ed Arnold had dropped plans to run M3s and is sticking with the ever-faster M5s. Why not join the National Capital Chapter's tour to the Ed Arnold Racing shop on January 22 to learn the latest scoop and see these beautifully

prepared cars?

Worldwide, "touring car" racing has taken a different twist and should be extremely competitive. Group A cars that comprised the German Touring Car Championship the last few years are now known as Class 1. As in 1993, the four wheel drive Alfa Romeo 1.55 TJs will compete and Mercedes' new C series sedan will have 420 hp 2.5-liter V6 engine, ABS, traction control and quasi-active suspension. Weren't these cars supposed to be mere production cars with some modifications? Some privateers may give it a try in M3s also. The real interest and factory efforts will go toward the more limited Class 2. Rules will be similar to the '93 British Touring Car Championship and about ten manufacturers, including BMW, will be fielding cars in series all over Europe and Asia. Engines are limited to 2-liter displacement and will produce about 300 hp. Turbo and superchargers are not allowed and electronic limiters will keep maximum rpm's to 8,500. Gearbox design is free as long as there are no more than six forward speeds. Many cars will use the Xtrac sequential six-speeds. ABS and

continued on page 32



## Woody's Competition Corner

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BMW now utilizes mass flow sensors on all of its new engines because of the superior power and response they provide. Now you can convert your M3 to the benefit of mass air metering in less than three hours. Our package is a direct bolt-on, and comes complete with everything needed for installation. Nothing must be permanently modified during installation, and the kit is backed by our "no risk" guarantee:

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## Woody's Competition Corner

continued

traction control are banned. Rear-wheel drive cars must carry a 220 lb. weight handicap. BMW's effort will be with the 4-door "320i." The 2-door coupe is said to be torsionally less stiff.

The inaugural FIA International Class 2 Touring Car race was held at Monza, Italy in October. Two Schnitzer team BMWs were eliminated in accidents and a front-drive Ford V6 Mondeo won.

**SPEEDSHIFTS:** Few BMW club members were among the top finishers in the Metropolitan Washington Council of Sports Club's championship autocross series. Unofficially, David Lassale won C-Stock with his 325is, David Missert (Miata) won A-Stock and Pete Cage (Datsun 2000) D-Street Prepared. Dwight Derr (633CSi) and Bob Hausmann (533i) were 2nd in E and F-Street Prepared respectively. Your chapter was third in the team standings . . . The Eastern Motorsports Racing Association (EMRA) held its annual 4-hour nighttime endurance race at Summit Point on a cold November 7. The street-legal M3 that ran in the 24-hours of Nelson Ledges (see the November Roundel) was driven by owner Gary Bossert and Roger Wiley and fished second. Third was Ed York and Steve Graalman in Ed's ITB BMW 2002

and fourth was Al Bell and Pete Cage in Al's ITC Datsun 510. Ed, Steve, Al and Pete all instruct at our driver schools. Oh yeah, the winner was a VW Scirocco . . . Another prototype of the BMW V12-powered McLaren F1 supercar was wrecked on a race track. Just before demo rides were to commence for potential buyers in Japan, McLaren owner Ron Dennis did the nasty deed. His passenger at the time was Formula One driver Gerhard Berger. The demo rides were delayed for several weeks while the car was sent back to England for repairs . . . Apparently the SCCA did not realize there was no significant difference between the '91 BMW 2-door 318is and 4-door 318i. They are classed for autocrossing purposed in E-Stock and H-Stock respectively. At the SCCA's Solo II Nationals in Salina, Kansas, the cars took first, second, and fifth in E-Stock ladies. Russ Wiles and his M3 stayed home this year because A-Stock is so thoroughly dominated by the twin-turbo Mazda RX7s . . . Charlottesville BMW dealer Oliver Kuttner is trying to mount an effort in IMSA's new World Sportscar Challenge series. His hope is to use a BMW V12 engine but needs lots of dollars. **CRUNCH.** ☘



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# B.M.W.C.C.A. - N.C.C. DRIVERS SCHOOL APPLICATION

**ANNUAL HIGHWAY SAFETY SCHOOL - MARCH 19**

**FROSTBITE DRIVER'S SCHOOL - MARCH 20**

**MAIFEST DRIVER'S SCHOOL - MAY 7 & 8**

- First priority given to BMW CCA members
- Licensed drivers only. If under 18, must obtain parental permission.
- All cars must be tech inspected by a qualified service facility prior to the event. It is your responsibility to ensure that your car is safe and insured.
- One driver per car is recommended.
- Snell-rated helmet is required. (Snell '85 or later)
- NO CONVERTIBLES WITHOUT ADEQUATE ROLLBARS MAY ENTER.
- Each applicant must complete a separate application. (Photocopy if necessary.)

## DRIVERS SCHOOL ENTRY FEES

**MEMBERS:** \$100 if application received BEFORE February 25 (\$115 if received after February 25.)  
**NON-MEMBERS:** \$130 if application received BEFORE February 25 (\$145 if received after February 25.)  
**NOTE:** A \$25.00 administrative fee will be assessed for cancellations more than two weeks before the event.

**Please make checks payable to:**

NATIONAL CAPITAL CHAPTER, BMW CCA  
Mail this application and check with a self-addressed business size envelope with 52 cents postage to:

**Rob Woolley**  
**15100 Westbury Rd.**  
**Rockville, MD 20853**

QUESTIONS? Call Rob Woolley at (301) 929-3112 evens, before 10 p.m.

(Specify which date. Entry fees are for each day)

- ☐ Highway Safety School - March 19  
☐ Frostbite Driver's School - March 20  
☐ Maifest Driver's School -  
☐ May 7 ☐ May 8

**TOTAL AMT. \$** \_\_\_\_\_

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

Street: \_\_\_\_\_ ( ) Check here if new address

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Chapter: \_\_\_\_\_

PHONE #s: Work ( ) \_\_\_\_\_ Home ( ) \_\_\_\_\_

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

List previous driver schools attended: \_\_\_\_\_

( ) I have a helmet ( ) I have a spare helmet ( ) I may need a helmet

Workers and crew are welcome . . . however students MAY NOT give rides. If you are bringing someone that can help as a corner worker, please list them. \_\_\_\_\_

## New Members

NEW MEMBER	YEAR/MODEL	SPONSOR
Abayomi, Olubunmi .....	'89 535i	
Banker, David.....	'85 325e,	
	'92 525i	
Barrett, David.....	'92 525i	
Bealmear, James		
Besch, George .....	'93 325is	
Boland, Michael .....	'94 325i Cabriolet	
Bonta, William .....	'88 735i	
Braxton, Michael.....	'91 525i	
Brown, David .....	'93 325is	Ed Aitkenhead
Brummitt, Marc		
Cambata, Sam .....	'85 745i	
Carter, Alan .....	'84 533i	
Ceasar, A. Casey .....	'86 325e	
Chick, Raymond .....	'77 320i	
Clotzman, Michael.....	325i Cabriolet	
Cochran, Howard.....	'83 320i	
Colucci, Mark.....	'80 320i Callaway turbo	
Costello, R.K. ....	'85 325e	
Davies, Bill .....	'83 528e	Excluservice
DelVillar, Flora.....	'83 320is	Hoffman
Dobbins, Aaron .....	'84 318i,	
	'86 L7	
Draheim, Debra .....	'88 325i Cabriolet	
Durham, Terrie .....	'93 325i	
and Edward	Cabriolet	John Fisher
Earley, Larry.....	'92 325is	
Engerman, Joseph .....	'89 525i	
Fieser, John.....		Dick Chichester
Ford, James .....	'73 2002 Tii	
Galitsis, Michael .....	'93 325is	
Gilmore, Josh		
and Thomas .....	'76 2002	Ed York
Greimel, Donald		
Hammoud, Emad.....	L6	
Herceg, Jose.....	'89 M3	
Hess, Douglas .....	'87 325is	
Higgins, Edwin George ....	'84 533i	
Hildebrandt, William .....	'88 528e	VOB BMW
Humm, Marilyn.....	'83 528e	Leah Epling
Hunter, Jason		
Hussain, Farooq.....	'71 2002	Ron Buchalski
Isbell, Nicholas		
Johnson, David.....	'71 2000 - 4dr	
Kalyan, Beth .....	Porsche 944	Bob Mulligan
Kamerer, Brian		

NEW MEMBER	YEAR/MODEL	SPONSOR
Kinzer, Lloyd.....	'93 325i	
Kohlhase, Mark		
Lamitte, Frederick.....	'85 735i	
Lawson, LeRoy .....	'88 535i	
Linder Opticians .....	'73 2002 Tii,	
	'86 325e	Ken Pria
Lybrand, John.....	'93 325i	
Mazza, Dr. Judith.....	'82 528e	VOB BMW
Mann, David.....	'93 318is	
Miles, Frank.....	'93 318i	Mike Mills
Miller, James.....	'93 325i	
Murray, Dara		
Nazarian, Mark.....	320i, 325e	
Parker, Al		
Payne, Murphy		
Perez, Angel.....	'88 325i Cabriolet	
Phelps, Bill and Cathleen .....	'93 325is	
Reimann, Oskar .....	'85 325e	Paul Frey
Reiss, Steve .....	'88 735i	
Reynolds, Doug.....		
Rosenthal, Eric.....	'92 325is	
Samson, Deidre		
and Bruce Witty		
Shifflett, Gary.....	'91 318is	
Skeen, Peter .....	'88 325i Cabriolet	
Sosinsky, David.....	'94 540i	Mike Mills
Tager, Richard .....	'79 320i,	
	'93 318i	
Taylor, Michael.....	'93 318i	Russ Parise
Tirtosupono, Idham .....	'86 528e	
Tone, Franchot.....	'76 2002	
Trombley, Kevin .....	'85 635 Csi	BMW of Fairfax
Welday, Alan .....	'79 528i	



## Cars for Sale

**1981 528i**, 5 spd, air, sun roof, alloy wheels, new tires, KYB shocks; blue/blue, 180K miles, \$3,500 OBO. Rick Jr. (410) 574-3404.

**1987 BMW 325i** convertible classic, mint condition, bronzit beige, beige top, always garaged, never driven over 70 mph or on long trips, fully-loaded, 46,000 mi, maintained by BMW specialists. \$15,500, wife's car—driven with care, call Louis (202) 208-4309 (day), (703) 754-9017 (eve.)

## Wanted

**Performance components** for 4 cyl. 2 liter motor: alum. flywheel, set of Carillo rods, 4 or 5 speed close ratio transmission (any condition). Also, fiber glass trunk lid for 2002. Will consider other high perf. parts. Steve Geraci (516) 758-6123.

## For Sale

**4 TRX 220x55x390 Michelins** on '84 733 alloys, gray centers with polished rims, great autocross, Driver's school set, \$175 (fits 5, 6, 7 series)

Dick Turner autocross video, \$15  
Pyrotech racing harness, new, \$35  
Radiator, '79 5 series, \$40  
3 litre short block (Bavaria) ran fine, \$50  
Trunk tool set, 5 series green handles, \$20  
3.25 differential, '83-'88 5, 6, 7 series, maximum traction, locked rear, whines slightly at highway speeds, not for the timid, \$25. Call Bob (410) 679-0015.

**4 cyl. 2002 stage 2 motor (160+HP)**. Built by Eric Kerman, complete with 9.5 pistons, ported head, 300 degree Cam, 45 mm Webers, mech. advance dist., tubing exhaust header. Zero miles on motor. Complete, needs nothing! \$2,500. Call Steve Geraci, (516) 758-6123 or Eric Kerman, (516) 767-1157.

*continued on page 36*

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**Late 4 cyl. valve covers** with BMW roundel casting. Glass beaded and black wrinkle painted. \$75 (all black) or \$100 (black w/polished roundel) subtract \$25 if you supply cover. Makes great gift. Steve Geraci (516) 758-6123.

## Parts for Sale

**1978 530i**, complete engine for rebuild, \$100; four spd transmission, \$150; differential, \$50; windshield, \$75; rear doors, \$25 each; rear bumper, \$25; K-frame with steering box, \$50; Rick Jr. (410) 574-3404.

**IT or ST prepared 2002**. Project car or completed car. Call with description. Steve Geraci. (516) 758-6123.

**2002 Carbs** Dual Sidedraft 40 mm DCOE Webbers with intake manifolds, linkage, throttle cable, air cleaners, and water bypass pipe. Excellent condition. \$425. Dave (301) 829-2640 (evenings).

**Four (4) Compomotive Basketweave Wheels**, 7"x16" one-piece. 21mm offset, 5 x 120 bolt circle. Silver center/polished lip/clear-coated. Straight. Fits 5ers, 6ers, 7ers and possibly M3s. \$350/set

E12 (530i, 528i) shift console side panels. New, \$50.

Early E30 (325es/325is) Front AirDam (Factory). Excellent cond.

2.8 liter Shortblock. 100K, no head. Call Dwight (410) 889-9578.

**325/318 parts** Upgrade your 325/318(E30) with springs and/or Anti-sway bars, 19mm front/15mm rear, from an '87 325is. Four

springs \$50. Both bars and front end links \$40. Woody 703-243-5796.

**325/318/2002 Wheels** Gold BBS-RZ wheels and center caps, 14 x 6.5. A perfect fit and great upgrade for the 2002. I would like to trade for 14" or 15" five, six, etc. spoke wheels with 4 bolt mounting. Call Woody 703-243-5796.

**Ski boots** Munari MT-11 racing boot. Neon yellow w/black buckles. Size 10, many adjustments, good condition. \$150 negotiable. Woody 703-243-5796.

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