

November/December 1994

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA

January Holiday Party - See Inside!



**Steve Pieper's
Heishman
BMW
Streamliner
At Bonneville
Salt Flats**



Washington, D.C.

August 1-16, 1996

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Hosted by the National Capital Chapter

Volunteer Signup Sheet

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How late may we bug you at home? _____ p.m. May we bug you at work? ☐ Yes ☐ No

Do you have any special skills (such as photography, accounting, or graphic arts) or connections?

What events are you willing to work? Please circle any events for which you are willing to take a *major* role (planning and coordination).

- | | |
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| <input type="checkbox"/> Registration | <input type="checkbox"/> Photo Contest |
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| <input type="checkbox"/> Vendor Liaison and Setup | <input type="checkbox"/> Monumental Evening on the Mall |
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| <input type="checkbox"/> Drivers' School | <input type="checkbox"/> Door Prizes |
| <input type="checkbox"/> Safety School | <input type="checkbox"/> Trophies & Regalia |
| <input type="checkbox"/> Autocross | <input type="checkbox"/> Award Banquet |
| <input type="checkbox"/> Receptions | <input type="checkbox"/> Transportation (Buses) |
| <input type="checkbox"/> TSD Rally | <input type="checkbox"/> Tours and Sightseeing |
| <input type="checkbox"/> Fun Rally | <input type="checkbox"/> Kids Activities |
| <input type="checkbox"/> Mini-Car Concours | <input type="checkbox"/> Scavenger Hunt |
| <input type="checkbox"/> Radio-Controlled Car Event | <input type="checkbox"/> Gofers (general help) |

Comments (continue on back): _____

Thanks for your help!

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 24 No. 6



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Steve Pieper's Heishman BMW Streamliner At Bonneville Salt Flats



Photo by John Hellmuth

Cover

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President's Message

It's been a busy time for me the past two months.

I've moved from Springfield to Sterling in Loudoun County, Virginia. I detest the whole process of moving, but the trials and tribulations are now behind me, and I'm settling into my new digs quite comfortably. It's nice to be living farther out in "the country," although I do feel somewhat removed from all my dear friends who are cloistered inside or very near the Capital Beltway. Oh well, guano happens.

The Flying Circus & Air Show was a lot of fun. We had a decent turn-out of members (including a family all the way from Illinois!), and everyone appeared to have a good time. I'd like to thank Charlotte LaQui for all of her help and support in the preparations for this event. We will probably include this event in our 1995 calendar, and we hope to see even more folks in attendance.

The Bavarian Inn Tour on September 11 was quite interesting, to say the least. Again, we had quite a good turn-out for this...um...er...event, most-ly firsttimers which thrilled and delighted us.

Upwards of twenty beautiful Bimmers (that's cars; Beemers are BMW motorcycles) did the scenic tour to the Bavarian Inn in Shepherdstown, West Virginia. The only tiny glitch we encountered was the fact that we were precisely one week early! Whoops. The Bavarian Inn's Oktoberfest celebration is always always always the third weekend in September (quoit the Bavarian Inn raven upon our arrival)! Why was our event scheduled for the second weekend? I have no idea. We normally do a much better job of coordinating and scheduling. But, anyway, those who did show up did a marvelous job of turning lemons into lemonade, using the opportunity to make new friends and engage in BMW fellowship. Thanks to Bonnie Butler for laying out the scenic tour and to Jennifer Nazarko and Dwight Derr for leading the tour itself.

The Chapter's corral at the SVRA Vintage Races at Summit Point Raceway was well attended and a big success, considering the weather that morning obviously kept many people from coming out. It turned out to be a glorious Autumn day, the vintage race cars were fascinating, the

NATIONAL CAPITAL CHAPTER ELECTIONS

CANDIDATE FOR VICE-PRESIDENT

BILL CALDWELL

An active participant in two different marque clubs, driving schools, autocrosses, concours, rallies, tech sessions, and social meetings, Bill brings grass-roots experience to National Capital Chapter. He joined BMW CCA in 1988, as a member of North Star Chapter (Minnesota). In Minnesota with the second marque club, Bill was event master and planner for club events, a regional officer, and a member of the board of directors. Since moving to Northern Virginia, he and Mary (the other enthusiast in the household) have been active with the National Capital Chapter. This year they attended the National BMW CCA 25th Anniversary O'fest in Boston, competing in their '91 318is. Bill states his BMW interests are people at a BMW CCA event, a tuned, scrubbed Bimmer to run at the event, and a clean road or track. With the support of the Board, Bill hopes to offer National Capital Chapter members some new direction in additional events to complement the existing schedule in the winter, early spring, and late fall months. Dinner meetings at interesting roadhouses, technical sessions on a car care and roadhouse, and hot lines to answer your questions about your series of BMW are some of the programs he would like to help implement this year for you and other members of the Chapter.

CANDIDATE FOR PRESIDENT

DICK BERGEN

Dick has been a member of BMW CCA since 1986...currently drives a '95 M3...and has served as a Membership Chairman of the National Capital Chapter for the past three years. He also serves as a national BMW CCA Ombudsman. Dick works at U.S. Coast Guard Headquarters in Washington D.C. as Chief of Consumer Affairs in the Recreational Boating Safety program.

CANDIDATE FOR TREASURER

JENNIFER NAZARKO

So why, you may ask, am I running once again for Treasurer? Because I'm qualified? Because I've been doing it for four years already? Because no one else is running? All of the above, and then because I enjoy it. My qualifications include years of management experience and a MBA. I also have been the chapter treasurer for the past four years, and quitting after five sounds like a nice round number. (Not to mention by then I'll be wiggling out on O'fest '96). It is also a relatively "rote" job at this point because some bills never change, and the computer software takes the pain out of reconciling the books. I'm ready, willing and able to do it for one more year. And during that year, you'll have a chance to decide that yes, you'd like to do something to help out the chapter in a meaningful way, make some new friend, and get a free meal at least once a month!

racing was surprisingly competitive and the pig roast was delicious! Once again, a whole bunch of new faces showed up at this event. This is a very gratifying phenomenon which appears to be occurring with more and more frequency. The trend is definitely up in this regard, and I hope it will continue. I'd like to thank Jane Verba for "maning" the merchandise sales table all day, Tom Verba and "Mister Bill" Pinney for helping me in the paddock with the ticket sales for the Charity Rides during lunch, and Raine Mantysalo for taking over leadership of the corral activities while I was doing duty in the paddock. And a very special thanks to BMW of Fairfax for their generous sponsorship of this event and to Dick Chichester, who brought out a new white M3 for us to drool over and free BMW of Fairfax hats and some rather nice door prizes!

We have several more events in October, including the Columbus Day Drivers' School at Summit Point, the Fall Fest in Warrenton, and the Fall Tour to St. Mary's County and Solomon's Island, all of which were discussed at length and in detail in a Special Supplement to the **dB** that was mailed out at the end of September. By the time you read

this, October and those events will be history. I do hope that many of you will have attended and enjoyed all of them! Thanks to Bob Gammache, Al Zavala, David Roach, Rob Woolley, Paulette Leeper, and John and Beth Burkhard for all their hard work in planning, organizing and executing the Columbus Day Drivers' School! Heartfelt gratitude goes out to Paul Vessels (Concours Chairman), David Lassalle (Autocross Chairman) and Woody Hair for their tedious and frustrating, not to mention very hard, work in organizing and conducting the Concours and Autocross at the Fall Fest in Warrenton; this project turned out to have a lot more moving parts than any of us anticipated, principally because of our decision to encourage so many other marques to participate with us and the dearth of time to plan and prepare for the event. And, finally, thanks to Bonnie Butler, our imaginative and capable (and did I mention foxy?) Tourmeistress, for putting on the Fall Tour.

The Special Supplement to the **dB** received many positive reactions from members attending the Vintage Corral (including the host of "new faces" about whom I'm so obsessed). It's expensive and time consuming to produce and distribute special

continued on page 4

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Presidents Message

continued

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dB supplements such as that, believe it or not. But the Board has agreed that whenever we have sufficient "late breaking" news of events which have the promise of significantly enhancing attendance, we will get the word out to you in a timely manner with Special Supplements.

The Holiday party is scheduled for Saturday evening, January 14th. It will again be held at Passport BMW in Marlow Heights, Maryland. Mark your calendars now! This is our biggest event of the year, so come on out and partake of the festivities. Lots of new faces, please!

Now for what is probably the most important issue in my President's Message for this edition of **dB**. It's annual elections time again. I have decided not to run for President because I plan to be on an extended road trip for much of 1995, and a President in Absentia is not exactly what the Chapter deserves. The Chapter can't function, especially at the quality level to which you've become accustomed, without dedicated people in all the existing positions. "Ask not what your Chapter can do for you. Ask what you can do for your Chapter!" Seriously, folks. This Chapter has gained incredible momentum in recent years,

offering a wider variety and a greater number of events and activities for an ever-growing and more demanding membership. With more than 2,080 members, we're the second largest chapter in the Country; certainly there are plenty of talented and capable folks in the Chapter to fill the slate of officers and chairpersons, ensuring that the momentum will not be lost but will continue,



Highway Safety School is coming to a track near you—March 1995. Photo Chris Leeper

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accelerate and expand. There are certain benefits in holding an officer or chairperson position, but of course they are primarily very subjective and visceral in nature. Not surprisingly, you get out of serving about what you put into it. The opportunities are there to get quite a lot out of serving frankly. I can certainly assure you that those who do serve can count on the sincerest appreciation from Chapter members, especially from those with whom you are serving. Anyone interested in serving in any of the officer and/or chairperson positions listed is encouraged to let the Board know by contacting either Dick Bergen or myself. An updated ballot will be voted on at the Holiday party. Please! volunteer Today!

Well, that's it for this month. Luv ya!

Giddyup 🐎

HOLIDAY PARTY

Saturday January 14th, 1995

7:00 PM Till...

Location: Passport BMW

Now that the New Years cheer is gone and the slow months of winter are upon us it is time for our always wonderful Holiday party. Everett has been kind to allow us to use the beautiful showroom of the dealership to celebrate another year of fun and hard work. The parts department will be open for special discounts as well as the complete line of BMW's on display for your viewing pleasure. If you didn't make it last year you missed the wonderful food and camaraderie. So mark your calendars now and head out.

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Coming Events

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Passport welcomes Concours
Chairman Paul Vessels to its sales staff.

Board Meeting Minutes

BMW Car Club of America National Capital Chapter Board Meeting Minutes Wednesday, September 7, 1994

PRESENT: Chris Leeper, President; Jenny Nazarko, Treasurer; Al Zavala, Drivers School Coordinator; Charlotte Laqui, Secretary; Woody Hair, Club Council Representative; David Lassalle, Autocross Chairperson; David Roach, Drivers School Registrar; Dwight Derr, Assistant **dB** editor; Kevin Cowley, Advertising Manager; Paul Vessels, Concours Chairperson.

TOPICS OF DISCUSSION:

The minutes of the last meeting were reviewed and approved.

The Flying Circus picnic at Bealeton was successful; thanks to Chris for organizing. Andy Perahia took photos and will write an article for **dB**.

Chris will contact Autoy about their Oktoberfest.

O'FEST: A kick-off meeting for O'Fest planning has been set for September 28th at the Sheraton as noted in **dB**.

DRIVERS SCHOOLS: Part of the November board meeting will be allotted to discussion of Drivers Schools for 1995. Bob Gammache and David and Sue Bryan will attend.

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Only 650 days left...to volunteer for Oktoberfest '96! The chapter held our initial O'fest '96 kickoff meeting at the Sheraton Premiere in Tyson's Corner on September 28. The event was well-attended, with over 40 people volunteering their skills to help make O'fest '96 the best Oktoberfest on record. The Sheraton provided a meeting room and a buffet dinner for us; if this first meeting is a sample of the organization and support we can expect from the Sheraton for Oktoberfest itself, we'll have as great an event. Many thanks to Chris Lynn and his staff at the Sheraton for rolling out the red carpet.

For those of you who've never been to a BMW CCA Oktoberfest, you're in for a fun-packed week of BMW-related activities. Oktoberfest is the annual national gathering of BMW CCA-members from all over the United States (if not the world). Events include a gymkhana, driver's school, an autocross, a time-speed-distance rally, a fun rally, a concours d'elegance, a trivia contest, vendor displays, tech sessions, and lots of parties and receptions, culminating in an awards banquet on Friday night. We expect about 600 attendees. Oktoberfest '96 will take place the week of August 11-16, 1996

Obviously, to make this all happen and happen smoothly, we'll need a lot more volunteers. If you'd like to avoid the rush and volunteer now, just copy the Volunteer Signup Sheet in the front of dB and send it to David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901-1911. We want to include all of you in our planning. ⚡

Washington, D.C.
August 1-16, 1996



O'fest 1996

By Woody Hair

OKTOBERFEST

1994

There were at least twenty-one members of the National Capital Chapter, among over 500, attending the 25th Annual BMW CCA Oktoberfest in Andover, Massachusetts August 15 through 19. The high performance driver school started things off at New Hampshire International Speedwagon Monday and Tuesday. It utilized a 1.7 mile course that included over half of the one-mile NASCAR/Indy oval. The modest banking

allowed most BMW's to experience the constant radius Turn 1 and 2 in the 80 to 90 mph range, while the "Road course" featured several elevation changes and third gear speeds. Non-participants in the high performance drivers school were able to do a free 1/2 day car control clinic or \$20 Whale Watch cruise in the Atlantic. The whales put on quite a show while the car control clinic featured skid-pad and threshold braking exercises.

Tuesday was also autocross days and three members of our chapter came home with trophies: Dwight Derr (633CSi), first place in the Touring Sports Car Class (beating all the M6s and second fastest time overall, behind Russ Wiles), Bill Caldwell (318is), first place in the 3-series/4 cylinder class, and John Hartge (M5), 2nd in the Touring Sedans class.

Over sixty cars started the seventy mile Time-Speed-Distance-Rally on Wednesday and the National Chapter came home with the top prize again as Jim and Linda Miner (2002tii) won the Expert/Navigation Class with a total

error of 10 points (10-hundredths of a minute) through five checkpoints. Greg Johnson and Jody Clancy (M3-80 points) received an honorable mention award for their 6th place in this advance class. Wednesday night was a banquet at a yacht club that was supposed to celebrate the 25th anniversary of the club. David E Davis, Jr., Editor of Automobile Magazine, gave a great talk but it had nothing to do with the club. Most agreed that the rest of the pro-

gram was a waste of time. And when we say time, we are talking eight hours for the drive, banquet and return!

Everyone awoke Thursday morning to a passing tropical storm and it was a good time to sleep in. Of the forty some 3-series/6 cylinder cars that were to autocross this morning,

about half showed up. The organizers had positioned the start and finish lines beneath an overpass so the timing equipment didn't get



Mike Gayle Auto-Xing his 318is. Photo by Dwight Derr



Jenny Nazarko's 325is at turn 3 of NHIS. Photo by John Owen Studio



Ed Nazarko's M3 at the New Hampshire International Speedway. Photo by John Owen Studio

drowned. The course workers nearly did drown. From your chapter Woody Hair (325is) was 3rd and Jenny Nazarko (325is) turned in a great run, but was ruled to have brushed a pylon and therefore penalized two seconds. They use strange rules in Massachusetts. She still brought home an honorable mention trophy for the ladies class. The rain stopped in the afternoon when a huge field of M3's (28) and 2002s had their runs. At the end of the day Russ Wiles drove the One Lap of American car (on worn out Michelins) to the top of the M3 class.

The National Capital Chapter had one representative in Friday's Concours d'Elegance - Bill Caldwell and Mary Hill with their black 318is. A '67 2000 CS won the Peoples Choice award and the usual rain held off until the judging was completed. In the afternoon a large flea market was held in the parking lot, and Greg Johnson won a first place trophy (Novice Adult Class) in the radio controlled car time trials. If you know Greg you will agree that a novice adult is a good description. In the week-long series of tech sessions, representatives of five different tire companies conducted a two-hour question and answer seminar. BMW of North America had provided test drives of new models all week. (only the M3's have manual transmissions). Everyone has good things to say about the 540i.

At the awards banquet that evening several other trophies were garnered by chapter members: Greg Johnson, first place for the kit-built model car class, Jody Glancy, third place for her model car diorama, and

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Bill Caldwell Scrubs His Bimmer.
Photo by Dwight Derr



Harry & Vicki Weaver Waiting to Auto-X. Photo by Dwight Derr

OKTOBERFEST 1994

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Woody Hair at Oktoberfest Drivers School.
Photo by John Owens Studio

Woody Hair took a first place award for the photo contest, BMWs at speed class. In addition to the raffle drawings for 10 new M3s, a number of door prizes were awarded. Chapter member Reggie Bodner won a computer chip that should go well in husband Mike's 635CSi.

Next year O'fest will be in Breckinridge, Colorado. We suggest you go.



Greg Johnson waxing off.
Photo by Dwight Derr



Mike Bodner Waiting to Auto-X. Photo by Dwight Derr



Jim
Hartge
at
NHIS



Jim Miner in his Tii at O'fest '94 Drivers School, NHIS
(notice the required window halfway-down).
Photo by Linda Miner



Mary Hill does windows. Photo by Dwight Derr

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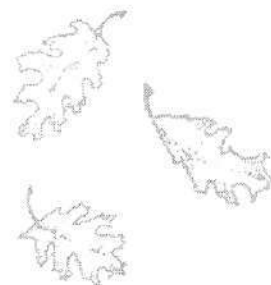
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OKTOBERFEST

1994



Dwight Derr at NHIS.
Photo by John Owen Studio



J. Nazarko makes a
small splash.
Photo by Dwight Derr



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- ☐ **President – Dick Bergen**
- ☐ **Vice-President – Bill Caldwell**
- ☐ **Treasurer – Jennifer Nazarko**
- ☐ **Secretary – Charlotte LaQui**
- ☐ **Write-In For Any Position _____**

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LOGO CONTEST!!!

HEY! All you CREATIVE types!!! Now is your **BIG** chance to **SHOW YOUR STUFF**. The Oktoberfest Committee is proud to announce a **LOGO CONTEST** for the official T-shirts and regalia for O'fest 1996. We really need/want your designs well in advance of the event so we can start publicizing it at next year's O'fest in Colorado. It's never to early to start! The rules are as follows:

- The Logo designs are **DUE** to either David Roach or Jennifer Nazarko **NO LATER THAN MARCH 1, 1995.**
- The design must incorporate the name of the event, i.e. Oktoberfest 1996.
- It must say "Sponsored by BMW (space) CCA".
- It must say "Hosted by National Capitol Chapter" and /or have the chapter logo.
- It should be indicative of our region, i.e. perhaps the Capitol or the Bay, etc.
- You may use up to three (3) colors not including the background color of the shirt. Motorsports colors get added points. The background color will be determined by the design.
- It should be easily/reasonably reproducible for T-shirts, bags, mugs, dash plaques, etc.
- It should have the dates of the event on it, i.e. August 11-16, 1996.

The winning Logo will be imaginative and colorful, and represent the spirit of the club, this chapter in particular. The design may be both front and back, preferably with plain sleeves. If it is front and back the Logo should be able to stand by itself for regalia other than T-shirts.

The winner gets either one (1) free registration to the event or the cash equivalent (price has yet to be determined so don't ask!). Any member in good standing from any chapter is eligible to submit a design by March 1 due date. Be sure to include any explanatory remarks or comments, your return address and telephone number, and your membership number. Any questions should be addressed to either David (301-593-3285) or Jenny (301-681-6213). Send to: 100 Snowy Owl Drive, Silver Spring, MD 20901 (Jenny) or 10425 Edgewood Drive, Silver Spring, MD 20901 (David).

We're excited to see just how creative you are!

Vintage Race Day At Summit Point

Mike Donahue

October second started off rather cold and overcast. I grumbled to myself, what am I doing out at 6:30 AM on a Sunday morning? My oldest son Stephen climbed in after having tumbled out of bed just fifteen minutes earlier. At fourteen, he thinks the sun rises and sets with my new M3 and would suffer nearly anything to be in it for a whole day. An hour into the trip we stopped at my brother Pat's house to join up with him for the last two hours of the trip to Summit Point. We enjoyed a spirited trip to the track, with him in the MGB, trying in vain to lose the yellow trunk emblem (me following him). The last ten miles before the track were rainy and slick. The MG slipped through the turns but the M3 just tracked like it was dry, without ever slipping. Rainy and cold though it was, we all arrived smiling.

It was nice to see that the BMW corral was between the Carousel and turn #9, just the spot I would have picked. This is where the action is! I was appreciative of BMW of Fairfax for supplying the large canopy, dry seats, and later, the food. We parked and hiked around to the pits to have a look at the cars and to talk to some of the drivers. Everyone was friendly and willing to talk in detail about their cars. These were fellow, enthusiasts not racing snobs. Most of the vintage racers had quite interesting stories to tell about their cars and lessons learned at the track. Some of these things are best learned the easy way.

The rain stopped shortly after we got there and the track was getting dry from the cars circling it, so we headed for the corral. The action started shortly after, and on the first lap of the race disaster struck as Greg Oram slipped off the track exiting the carousel and flipped right in front of my video camera! Luckily no one was hurt, but sadly the Bugeye was going to need some dollars before it ran again. There were some nice Jaguar's and some wild driving Mini-Coopers. The Boss Mustang's and Z-28 Camaros went at each other.

Then at lunch time the racer's offered rides around the track for \$5.00 as a fund raiser for

charity. This is a must do for everyone! My son ran to the healthy looking '63 'Vette yelling with excitement. I jumped into the Jag and simply said "scare me". (This tactic was suggested by my brother who had done this before!) The Jag driver did his best, drifting through the turns and passing the other cars like pylons. When we approached the starting line, I just could not quit, so I yelled over the engine to go around again. We did. When I got back, my son was still wide eyed and jumping with excitement. Even though he burned his leg on the Vette's sidepipes getting out, he said the ride was well worth it.

**I jumped
into the
Jag and
simply said
"scare me."**

Many of the car clubs were allowed to take five cars each around the track for a parade lap. The Club chose my yellow M3 as the one they wanted in front. Having never been on a track before, I was a little nervous and full of questions such as how fast I was allowed to go. A group of Alfa Romeos started out ahead of us and our group of BMW's were waved to the entrance of the track. With my brother in the front seat beside me with the video camera and my son whooping in the back we waited for the signal to start. They mentioned keeping to around 65 or so just to keep things safe, but I had been warned that this was not

exactly what happened out there. Also this was my first time on a track where there was no speed limit to restrain me. (I don't know how they expected me to resist with 240 horses begging under the hood.) My guess is that 65 came up somewhere in the first turn (#9) and was forgotten by the end of the straight where I looked in the rear view mirror and didn't find anyone (oops!). By the time I started around turn #1, I saw Chris come over the crest in the straight in his gray E30 M3, followed by Vince Brown in the black M5 the Mike Platt in his black 850. Bringing up the rear was Mike Early in his Blue 325is. We zipped along through #2 and #3 grinning like Cheshire cats. Then as we approached the Chute at turn #4, we caught up to the Alfas and had to lumber along through the Carousel. Days this fun don't come along every week. And for me, a car like the M3, comes along once in a lifetime. 🍀

Past Events

Voni Skinner

A recap of a hot summer event to soothe your cool autumn months. Vroom, Vroom, Vroom...groom, groom, groom, sound familiar? Shades of red, yellow, and blue, shades of every kind of BMW! 2002s, 3.0CSs, M3s, old & new, what a view! Despite the early morning rain the Deutsche Marque Concours was truly a success, thanking all of those who came out for the event and played long and strong, constantly wiping and polishing and pampering your showy bimmers to a point where I wished everyone could have received 1st place. Mercedes and Porsche both had a pretty strong turn out as well with some good looking motorcars and display, but as we all know...there's nothing like the ultimate driving machine, and what better time and place to come out and show it off than at the Deutsche Marque Concours. This being my 1st official

BMW Car Club event, I must say that I was thoroughly impressed with the organization, quality & quantity of the different cars displayed, and the friendliness & comraderie of both the spectators and the participants. I look forward to next years Concours as well as other events in between and would like to thank the Concours chairman Paul Vessels for inviting me to this wonderful gathering of the faithful. 🍀



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BMW Fairfax Vintage Corral. The hungry mob lines up for chow.

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Scenic Tour and Flying Circus

Andy Perahia

I ponder, "Whats better than winding my fine-tuned, beloved Bimmer (1975 2002) over smoothly paved country roads at nearly Autobahn speeds? Simple...performing the high rev, hard-breaking, apex-clipping exercise with 17 other shining, road eating, Roundeloting, Bavarian wonders—of course! That's how the scenic tour began on the road to Stearman biplane City, wing walking, near to the sun stalls at Bealeton, VA.

The turnout for our second annual Flying Circus & Air Show was even better than the first, including a couple from Aurora, Ohio. No wonder, the proper hype was installed in the dB and El Presidente, Chris Leeper, ordered up a "10"

weather-wise. The tour began with a congregation of Bavarian beauties and eager faces which lit up the Shoney's parking lot in Manassas on a sunny Sunday morning. "It doesn't get any better than this" was all I could think.

After the normal chit chatting and mutual drooling over each others' rides but before we could be cited for loitering, the caravan of 18 or so beautiful examples of fine German engineering began a well-planned, pure fun 50 minute drive through Virginia's countryside (Thanks Chris and Co.)

I had hardly driven my newly purchased 2002. It's a beautifully restored white on blue '75 with a fresh tune-up and fat A509's. I was ready to test its limits for the first time. I chose to run at the back of the pack so I could watch the fine display of Bimmers...but that didn't last!. As soon as we were out of suburban traffic and into the gently rolling hills, the pace picked up. The car per-

formed impeccably as I wailed through turns, doing my best to keep up with the likes of the high powered M3's and Sixers on the straights. This group was ready to run. As I was navigator-less, I had to push the four-banger for all it was worth or lose the pack entirely. A few minutes out, everyone but Chris, who was running just ahead of me, missed a right turn. As I approached (well over the speed limit whatever it may have been), Chris was parked at the inside right corner frantically waving me right. I used as little brakes as possible and followed his order with glee, nipping the outside shoulder and taking the "lead" as it were. We waited only a minute before the errant Bimmers reapp-

peared. He then pulled ahead of me and we were off again with all but his M3 in my rear view mirror. What a sight! On my tail was a new dealer touring wagon. Now I had to keep up with the M3 and not stifle the intimidating crowd



behind me (I apologize for not quite rocketlike acceleration coming out of turns). On a number of occasions, we slowed down to pass meandering bicyclists who were given a graphic illustration of the term "Bimmerheads". If you haven't done something like this before and it sounds like fun, it was! Let's face it...isn't this why we drive BMWs? The rest of the tour was maintained at a safe, fairly high-speed pace. I smiled and silently admired the enduring quality of this 19-year-old bimmer, VA license plate WKND RYD.

As promised, it was a truly scenic tour of the countryside, free of unfriendly dirt and gravel roads, the only glitch being a rougher than expected railroad crossing. All too soon the sky

Scenic Tour and Flying Circus

Andy Perahia
continued

was filled with colorful single prop, Stearman bi-planes warming up for the day's events and I know this joy ride was coming to close. Days like these are why I'll never be between BMWs for long. For as I write this, now approaching Halloween, I have since sold the 2002 at a can-you-believe-it?, healthy profit (so much for bonding) and purchased an '82 733i five speed. This exhilarating drive left me with a smile on my face and everyone seemed to share my satisfaction. We strung up the BMW banner and put down stakes at a shaded picnic area, a wise decision by our thoughtful organizers as the sun proved to be unrelenting. For the next 90 minutes before showtime we talked and gawked some more. There was a motorcycle show/contest: old pristine Harleys, BSAs, BMWs and Hondas. Another dozen or so BMWs trickled in before showtime. Amongst the line up something old — my '75 2002, something new — a glistening white hotoff-the-press M3, something borrowed — a salesman-driven dealer wagon and something blue — Dwight Derr's '84 633CSi. The biggest attention getters were the metallic burgundy M6 and a lovely 3.0CS but the recently introduced M3 was the hands down star.

I was glad to see so many members I had never met before. We celebrated Jenny Nazarko's birthday with a cake. Dave Roach won a \$100 dollar bill which no doubt went right in to the rejuvenation of his 2002. It was another great air show filled with wing walkers, re-enactments of old style postal drops, exploding shacks, balloon popping propeller attacks, parachuting and rides for hire. For anyone who wants to combine a great day outdoors with fine entertainment and

an enthusiastic caravan drive in the country, this is the perfect event. (No doubt it will be held again next year). Two thumbs up for a great tour. Please schedule more of these on Sunday — I WORK SATURDAYS! UGH!!!

P.S. Kudos to the polite and professional staff of the Flying Circus and Air Show, especially those courageous pilots and wing-walkers. 🍀



Dear Chris,

Thanks go out to you and any other club member who helped plan the "Flying Circus and Airshow/BMWCCA Family Day Picnic." We really had a wonderful time! We were welcomed with open arms at Shoney's while waiting for the scenic tour to start. The tour was great! Although some of the sites were rather blurred. Did we by chance pick up the pace a bit? Chris, you really didn't see deer, did you? Thanks also go out to Woody for helping us with our hotel accommodations and his hospitality. For those of you who couldn't take part, you really did miss a great event. Come out the next time and support these guys, you are very lucky to have them.

The Rusnak's
Barbara, Ted, Matthew, Nicole
Aurora, Ohio

What To Do If You Are Stopped And Cited

Reprinted from
Radar Reporter
April/May 1994

Do you know what you should say and do when you are stopped by a police officer for speeding? Do you know what to do after you are issued an undeserved citation? And what about the factors you should weigh in deciding whether to fight that ticket?

In this new Radar Reporter series we will do our best to answer those three questions over the coming months. Because of the mistakes made by radar and laser speed enforcement, and because the speed traps are alive and well in America, chances are good you will eventually be the victim of a ticket you didn't deserve. Consequently, these are subjects you should understand before you are stopped and ticketed.

If you are interested in more in-depth information on traffic stops and fighting bad tickets, we would suggest the following books: *The Bare Facts About Bear Traps*, *The Safe Motorist's Guide To Speed Traps* and *Beating The Radar Rap*. All are available from RADAR.

Flashing light in the mirror

There's nothing that raises the pulse and gets one's antiperspirant working like seeing a set of flashing red and blue lights in the rear view mirror. But if there is any time to remain cool, calm and calculating, this is it.

Your behavior during a traffic stop can mean the difference between a warning and a ticket, or between winning and losing if you decide to challenge a ticket you don't believe you deserved. So here is what the experts say about those few all-important minutes between the time you see the lights in your mirror and when the trooper reminds you to have a nice day before he climbs back into his car to go look for another unsuspecting driver.

The first order of business is not to get rattled by the lights and siren. Get your vehicle off to the side of the road as soon as you safely can. Pull

far enough off the roadway to give the officer room to safely stand by the driver's door. Turn on your four-way flashers.

A traffic stop is one of the most dangerous duties for a cop, so you must make a conscious effort not to make any sudden or suspicious movements, to instead put the officer at ease.

It may take a few minutes to run a check on your license plate before he gets out of his car to talk to you. Just stay in your vehicle. When he approaches, make sure you have your hands in plain view—resting on the steering wheel

is best—and that you still have your seatbelt on

(there's no need

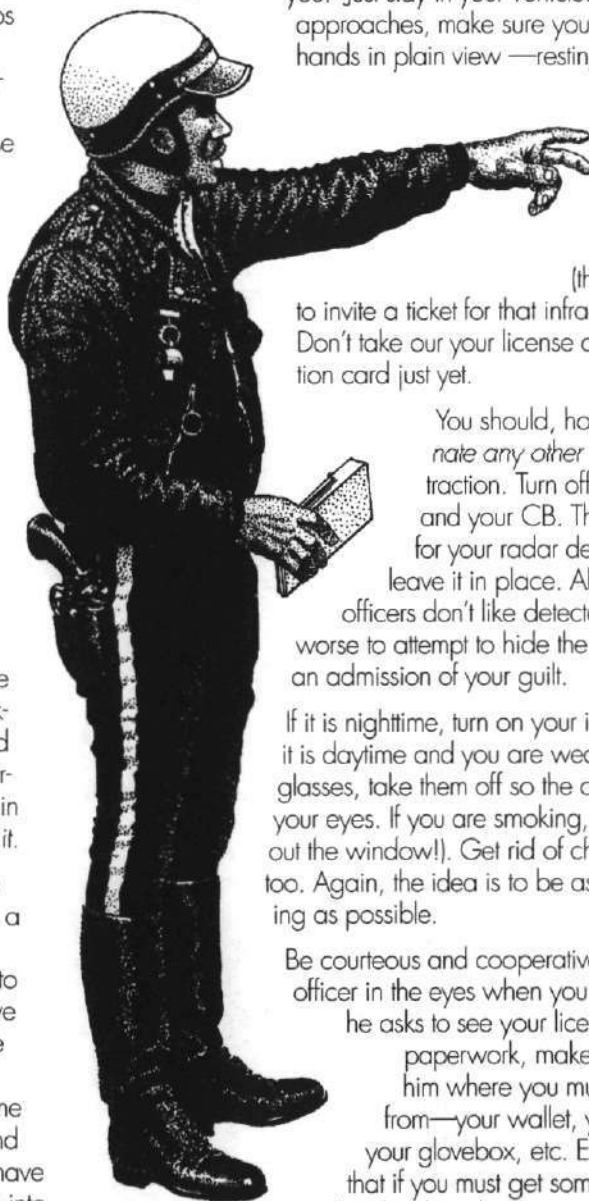
to invite a ticket for that infraction too).

Don't take out your license and registration card just yet.

You should, however, eliminate any other sources of distraction. Turn off your stereo and your CB. The same goes for your radar detector, but leave it in place. Although many officers don't like detectors, it may be worse to attempt to hide the unit—almost an admission of your guilt.

If it is nighttime, turn on your interior light. If it is daytime and you are wearing your sunglasses, take them off so the officer can see your eyes. If you are smoking, put it out (not out the window!). Get rid of chewing gum too. Again, the idea is to be as non-threatening as possible.

Be courteous and cooperative. Look the officer in the eyes when you talk. When he asks to see your license and other paperwork, make sure you tell him where you must retrieve it from—your wallet, your purse, your glovebox, etc. Experts advise that if you must get something out of the glovebox, leave it open as a signal you have nothing to hide. On the other hand, they recommend you close the console between the seats after getting out any papers that are stored there. Most likely, the officer cannot see into a console compartment, and he may be con-



cerned about you reaching back in there.

What you tell the officer is very important and can work for or against you. Answer his questions truthfully, but do not volunteer more information than necessary or ramble. Don't come up with excuses; chances are he has heard your from many other drivers. As the Miranda warning makes clear, what you say can and will be used against you—particularly if the officer is recording your conversation with a tape recorder in his pocket or video camera mounted on his cruiser. Never admit you were speeding, unless you have no intention of fighting your ticket.

A few more don'ts:

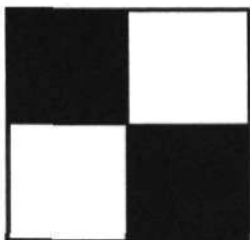
Don't make jokes, get too friendly or try to influence the cop. And don't expect your Fraternal Order of Police sticker to buy any favors.

Don't argue with the officer, swear at him or act angry in any way.

Don't allow your passengers to speak, unless the officer asks them a question. As we will see in the next installment, your passengers can be helpful when it comes to reconstructing why you were ticketed underservedly. But for now, the best thing they can do is keep quiet and keep your hands in plain view.

That pretty much sums up how you should behave during a traffic stop. If you are lucky, you will get off with a warning. But as soon as you see the flashing lights in your mirror, you should assume otherwise.

And that means there are mental notes you should begin making even before you pull to the side of the road. Next time, we will tell you what observations you should make during and immediately after a traffic stop. Your defense depends on it. 4



Woody's Competition Corner

Erik Wensberg, M. Products Manager for BMW North America made several interesting announcements at the Oktoberfest Friday night banquet. As mentioned in the last issue of **dB**, there will be a stripped and lightened version of the M3 known as the M3 CSL. It is expected that the car will be a natural for IMSA's Firehawk Series for "showroom stock" cars. Wensberg also mentioned the possibility of a single model professional series for the car a la the Ferrari 348 Challenge. (The Zundfolge, newsletter of the Puget Sound Region of the BMW Automobile Club of America, is reporting that the single make race series will be for the new roadster to be built in South Carolina.) Other tid-bits thrown out by Wensberg include the expected debut of the Peter Sturtz IMSA WSC BMW V8 racer at Phoenix on October 2, acknowledgment of Heishman BMW's Steve Peiper and his planned assault on the Top Speed record at the Bonneville Salt Flats, and the news that One Lap star Russ Wiles will be given a ride in a Firehawk M3 next season.

Perhaps the biggest news to come out at the banquet is that the club, in conjunction with BMW

NA, is looking into establishing a club racing program similar to the Porsche Club's. Scott Hughes, our National Driving Events Coordinator, attended the recent PCA event at Road America and is working on some preliminary plans and rules. The PCA program, started in 1992, has twenty some classes and draws up to 300 entrants at some venues. It is obvious that our driver schools do not satisfy the competitive urges of some participants, but the expenses of even a regional SCCA race season are beyond the means of many of us. A 320i with roll bar, 6-point harness, window net, and remote ignition cutoff could be fielded for well less than \$5,000. Things certainly are looking up for the BMW motorsports enthusiast.

As a further indication of BMW NA's new-found love affair with the club, at the Oktoberfest Driver School they were providing three lap rides in an ex-Pro Car M1 driven by David Donohue and the One Lap M3 driven by Russ Wiles.

Donohue and the Ed Arnold Team M5 are second in the points standings with two events left in the IMSA Bridgestone SuperCar Series. At

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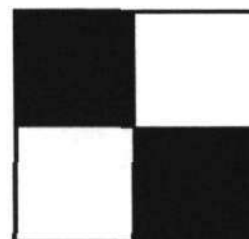
Laguna Seca in July, the Donohue M5 finished second to a Corvette by 1/2 second.

In the local SCCA MARRS series, round VI was at Watkins Glen. The ITB race saw the top three places taken by two Volvos and an Alfa Romeo. John Weaver was 4th, Leah Epting 5th, and Alan Green 7th in 2002s. MARRS VII returned to Summit Point on August 14 and the BMWs were back in their element. Ed York followed Steve Hammond for three laps before taking the lead for the remaining 12 laps. Hammond was 2nd and Leah Epting 3rd. MARRS VIII and IX were at Summit Point Labor Day weekend. In Sunday's race, York was running second to Hammond when the suddenly did two 360 degree loops. He was able to keep going but Epting had gotten by and was able to hold him off to the finish. In the Saturday qualifying for Monday's race, Hammond's bright yellow 2002 had an ignition rotor break so he had to start at the end of the field. A new rotor broke on the first lap. The top three on Monday were York, Epting and Mike Richards who drove a brilliant race from the back of the field in his "new"

2002 racer. The final standings in ITB for the season were Ed York, Steve Hammond and Leah Epting. Leah says, "Watch out!" She has taken up Tae Kwon Do in an effort to improve her mental and physical condition for '95.

Speed Shifts: Autoweek magazine reports that a new road race track is to be built at Havre de Grace, about 40 miles north of downtown Baltimore. Real Estate developer Dick Rothman plans a 2.5 road course that should be ready for its first event late next year! Brian Redman is helping with the design.....Steve Dinan in his BMW 540i finished third in the SCCA World Challenge Race at Road America. Price Cobb and Mauro Baldi were first and second in Porsche 911 Turbos. According to the TV reporter, the 540 is turbocharged and sports a big rear wing. Apparently the SCCA's rules for this pro series are quite liberal. In the lesser B class, now referred to as the North American Touring (Car Championship), Eagle Talons with 360 hp engines have been beating Camaros and Kermit Upton's Euro M3...Many rumors about the Greer, South Carolina built roadster

continued on page 22



Woody's Competition Corner

continued

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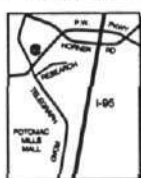
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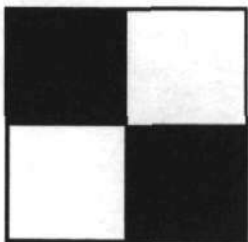


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Woody's Competition Corner

continued

continued from page 21

are making the rounds. Some concern the name. For a while it was being called the R1, and more recently, the Z3. Factory personnel are referring the Miata beater as the "Slant 7" after the official chassis designation: E36/7. Initially the car is expected to have a 2.0 liter version of the 318is engine with 156 horses. Word is that the 2.8 liter version of the 325i six cylinder engine will be available after one year in order to compete with the Porsche Boxster and Mercedes SLK roadsters. The BMW-owned, Rover-built MGD with V8 power is another logical competitor. And the most recent item is that an M version will be coming. What will all of these rumors do for initial sales to the true enthusiast? Let's hope there is a simple roll bar installation for the driver school group.....The final DC Championship autocross of the year will be November 6 at Fort Meade, put on by the Saab Club. Call DeWitt Boyd at 703-536-5358 for info. The fourth and last of the Baltimore area Fall series is November 13 at Camden Yards. Call Dennis Howard at 410-781-6145 to pre-register.....When Erik Wensberg announced at the Oktoberfest banquet that the M3 would be

available with an automatic transmission next year it drew quite a few boos from the hardcore audience. Crunch. ☘



Charlotte LaQui's M3. Photo by Woody Hair

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Woody Hair 325is 3rd C Street Prepared 43.323
Dwight Derr 633CSi 3rd E SP 43.344
Bob Hausmann 533i 5th E SP 44.100
Jenny Nazarko 325is 3rd Ladies 44.270
Tom Baruch 535is 2nd G S 44.484
Robin LaQui M3 6th A S 44.519
Ashton Menefee 2002 7th E SP 45.689
Charlotte LaQui M3 5th Ladies 47.150

August 28 SCCA:

David Lassalle 325is 2nd C S 45.762
Woody Hair 325is 3rd C SP 45.897
Bob Hausmann 533i 5th E SP 49.003(1)
Kenny Bhan 530ia 8th E SP 54.622



David Lassalle's 325is. Photo by Woody Hair

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Maryland Motorsports Park

Sandra McKee

Reprinted from the
Baltimore Sun,
23rd August, 1994

Car racing fans in Maryland have heard this pitch before. Someone wants to build a major race-track in the state, a track in Havre de Grace that could bring professional motor sports events within an hour's drive of downtown Baltimore.

This time, says developer Dick Rothman, the prospect is not just a pipe dream.

"I've been a land developer for the last 25 years," said Rothman, president of Suburban Homes in Baltimore. "This is not a field of dreams. We're businessmen, and we have a really good project that everyone can benefit from.

"Racing will take up only 17 days a year. The rest of the time it will be a park for people to enjoy."

Judging by the reactions of Havre de Grace Mayor Gunther Hirsch, the town council and planning commission

chairman Volney Ford, the Maryland Motorsports Park proposal is being taken seriously.

The proposed project is for a \$10 million, multi-purpose motor sports complex on 550 acres of U.S. Route 40, just beyond the city's limits and within 10 miles of three Interstate 95 exits.

It would include a 2.5-mile road course designed to specifications suited to everything from vintage cars to Indy, Stock and Formula One cars and an amphitheater/band shell for music festivals and picnicking areas.

The developers also have pledged \$75,000 to the Chesapeake Bay Clean Up Fund and \$5,000 annually to each of the five museums in Havre de Grace.

"We believe this is a serious project for three reasons," said Ford, the planning commission chairman. "They have gone into an option agreement on a very large piece of land. They've gone to the state of Maryland, and (the state Department of Economic and Employment Development) has



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Maryland Motorsports Park

produced a very detailed, site-specific report on the project.

"And they've spent an enormous amount of time in Havre de Grace indicating their seriousness."

Rothman, a 55-year-old boy races vintage cars as a hobby, is not new to planning racetracks.

He had a similar idea for a track in Elkton 25 years ago. That 1970 venture won approval of local authorities, but when it came time to break ground, the recession hit, the money dried up and the investment firm that was to back the development went under.

"They could find no one with venture capital available," said Ford, who has looked into the failed project. "I talked to Harley Williams, a successful real estate builder in Cecil County who was part of that deal, and he has nothing but positive things to say about the relationship."

"I find them unusual, because they lost a little money, and when that happens, someone is always looking for someone to blame. But Williams says the business association with Rothman was excellent."

Rothman said he has six partners in the proposed Maryland Motorsports Park. He and Jim Tevebaugh, a design engineer, are the front men. Rothman said he may seek several more investors, but money is not a problem.

The DEED report was completed last March and estimates the impact of seven proposed events in the 1998 season at \$34.5 million, a total of 781 fulltime equivalent jobs and a total income or payroll generated statewide at \$8.8 million.

"We're taking it step by step," said Ford. "Each time they take a step forward, we invest more time on their proposal."

Earlier this month, the town council called a special meeting to consider Rothman's request to have the development site annexed to the town. About 40 area residents voiced opinions.

After the discussion, Hirsch appointed a task force to study the concerns of the residents near the proposed park.

"The objective is to find out all there is to know," said Hirsch, who is running for reelection. "The task force has about four months to work on it, and my feeling is I'm going to wait for the result of the task force before I form an opinion."

The Chamber of Commerce is looking into the economic impact on historic downtown. One volunteer committee is looking into economic development and another into tourism.

The local police will contact police in other track towns.

Nothing is being left to chance or hearsay.

"Our attitude right now is that this is a project with enormous economic potential and appeal from the environmental land use aspect," said Ford. "But we have to consider everyone's concerns, and we're not going to make any rash decisions. We're going to all the facts before we do anything."

Noise, of course, is an issue, though noise here is nothing new.

For the past 20 years, until this year, Havre de Grace was the site of major powerboat races. Two major railroads and two major highways run through town.

The largest gunnery range on the East Coast is within earshot. The town is on the direct, final approach to the Aberdeen Proving Ground's major runway, which feels landing wheels of major cargo planes, C-5s and Boeing 707s, regularly.

Havre de Grace is also in a helicopter flyway, and the Arundel Corporation does blasting twice a week.

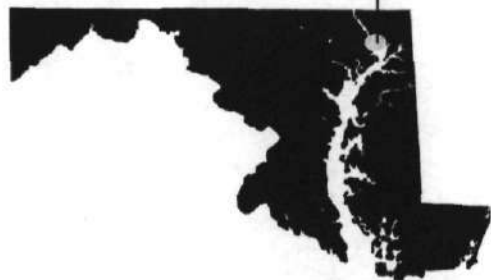
"We've got natural woodland buffers, and we're designing the track to mitigate the noise," said Tevebaugh, vice president of the project. "Right now, we've got environmental studies, wetland studies and sound impacts studies in the works."

Rothman and Tevebaugh, 54, say they are in "the third inning" of their project and are making steady progress.

They received the DEED report in March, approached local authorities in late April and put together a glossy brochure in late July. They are making the rounds of community organizations to explain their idea.

"Hopefully, we'll be breaking ground in late spring and running our first event next fall," said Rothman. ☛

Motorsports Park
at Havre de Grace



How Dentworks Works

R'Dinky Gets A
Smoothie
by Tom Verba

It was a dark and stormy night (it really was). Our '94 Black 325i was just two weeks in our possession (thanks to Paul Vessels, Passport BMW and BMW Financial's Leasing). But, Jane and I needed groceries, so it was off to the Georgetown Safeway.

After shopping, we put our three weeks worth of groceries into the car. It's amazing how much space there is in that little trunk. At home we off-loaded, and I put the car into its garage spot. I did my standard walk around, admiring our brand new car (my first in fifteen years). Yikes, Ouch, Oh-No, **!?!?! What is that crater in the right rear quarter panel? Please, just be a dirty spot, a

smudge, moonglow, sunspots—anything, but not adoor ding.

Of course, it was a door ding or there would be no story. (Hmm, I'll pretend I don't see it and maybe Jane won't notice it.) This strategy worked well for several weeks, until the spring tour to Fallingwater (Great Tour, Bonnie!). Several club

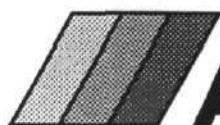
members were standing around, checking out the cars. (Hey, it's the BMW Car Club - we do things like this). Then, a jokester said "Great New Car Tom & Jane, but what about that dent?"



Before Dentworks. Photo by Tom Verba

"Safeway Door Ding," I blurted out. Jane heard me; the cat was out of the bag. Now it was time for me to take action.

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How Dentworks Works

R'Dinky Gets A
Smoothie
by Tom Verba

We faithful "dB" readers have seen the ads for Dentworks. And, we've speculated how a non-painting, no bondo dent repair could be done! Suction, electromagnet, smoke and mirrors, voodoo...? I decided there and then I'd go to Dentworks and find out.

That was then, this is now. After about four months of stewing and watching that ding grow (in my mind's eye), I finally called Dentworks in Alexandria for directions—you'll find it deep in the industrial park behind Marlo Furniture, Edsall Road East off I-395 just inside the Beltway. No appointment needed for an estimate. Monday, September nineteenth, Chris Hook of Dentworks examined "the crater". To Chris it was a minimal ding - estimate \$120.00. I played my "dB" coupon for \$50 off, net \$70. Chris explained that a small hole will be made, out of sight near the dent. A special tool will be used to slowly massage out the dent. The repair should take less than two hours. We scheduled an appointment for October first.

Let me digress a moment (to build your anticipation of the results) to

explain "R'Dinky" is the name I've given our new car. Having owned "Sixxy", our Safari Beige '80 633CSi for ten years ('84-'94), we've been without car payments for more than five years. So the new car represents a bit of red ink on the books — my accountant (Jane) worries about such things. Not me. When I was a little kid I had a great collection of Dinky toy cars (still do) that I loved to "drive". Now that I'm a big kid I've got bigger and better dinky cars — this one is called "R'Dinky".

Now back to our story. It's Saturday morning and I'm here at Dentworks for the repair. The Dentworks tech is Larry Billips. His workshop is nearly empty except for a few dinged doors (they're for practicing). A workbench, and several bags of "tools", like golf bags filled with a selection of clubs. Several of these tools would

make Freddy Krueger envious.

The Dentworks process is a trade secret (did someone mention voodoo?) But Larry gives me a demonstration on the practice door. A small hole will be made, somewhere out of sight, and several tools will be used to massage out the ding. In effect, the ding is removed in reverse slo-mo. The trick here is that the tech must find the center of the ding by feeling it with the tool. As Larry points out "you can't just go in there and push any place on the inside of the body panel." The process takes a combination of skill, hand-eye coordination, and patience. (Larry says that perhaps two of ten applicant/trainees will master the Dentworks technique). After erasing the ding from behind, the out body panel is hand-rubbed, and the entry hole is sealed.



After Dentworks. Photo by Tom Verba

I'm sent to the waiting room where there is a TV/VCR, phone, snacks, etc. There are Saturday morning cartoons to watch, but why not bring along the "Driving Summit Point" video to sharpen your skills for the next driving school. March '95 will be here before you know it.

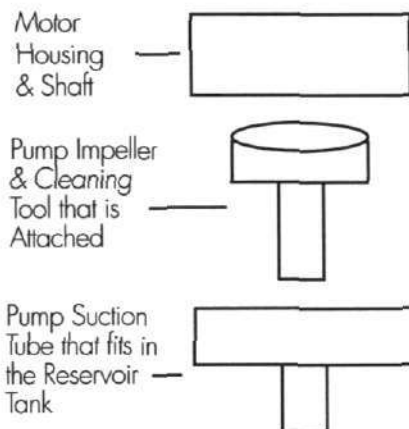
In less than two hours Larry wheels out R'Dinky into a glorious, sunny day. "Gasp, Wow, Zowie! It's superb!" Original paint intact, just like new.

R'Dinky has a Smoothie ☘



The older style windshield washer pump used in BMW cars, is a two piece housing that holds the pump parts and the motor that drives the pump. It looks something like this—

The pump suction tube fits on a recess on the bottom of the motor housing & shaft. If this fit is loosened for any reason, the pump will leak. New pumps cost about \$50. The old pump may be able to be repaired if you do the following:



1. Empty the reservoir.
2. Remove the wiring harness connector from the top of the pump.
3. Remove the pump by carefully pulling it out of the reservoir tank.
4. If the pump suction tube and motor housings are loose, twist off the suction tube gently.
5. The impeller may fall off the motor shaft - if it does, invert the motor housing and carefully replace the impeller back on the motor shaft. There is a flexible tail on the impeller that fits into the suction tube to keep it clear of debris. If this kinks it causes problems when you reassemble the pump. Try to keep it as straight as possible.
6. Clean the motor housing and suction tube mating surfaces with isopropyl alcohol or other suitable solvent and let dry.
7. Place an adhesive (I use a gel type superglue) on the motor housing.
8. Reassemble the pump parts, being careful that

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the tail on the impeller fits into the suction tube and is not kinked.

9. After the glue dries, reassemble the pump into the reservoir, attach the wiring harness and refill the tank.

If all went well, you should be able to use the washer without the reservoir leaking from the pump body.

Submitted by J. W. Paskey
Mountain State Bimmer News March 94

ALTERNATOR BUSHINGS

Having noticed that the alternator on my 633 CSI was slightly cocked, I decided to replace the mount bushings. I was shocked (watt pun?) to discover that the bushing had turned to a gooey tar within the case! Luckily, your (and my) favorite car company now makes hard polyurethane bushings which replace the old rubber ones. The part number is 12 31 1 268 447. They are of the "long" variety; I see no reason why they can't be converted into the "short" bushings. They're also bright

red to match your trick swaybar bushings, too!

Installation is slightly more involved due to their lack of compliance. I used a C-clamp and a socket (as a spacer) to press the buggers into the case. Make sure that the circlip is securely seated in the groove on the sleeve (I used the C-clamp/socket setup to press the circlip on).

Incidentally, it's as good a time as any to check and replace the belt, too. I did that and also discovered that the lower radiator hose was being cut by the water pump pulley! Boy was I glad to catch that! (I was off to Mid-Ohio the next day; I hate when hoses let go in Turn 1, at speed!

Submitted by Dwight Derr

continued on page 30

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SUPER BLUE BRAKE FLUID

One of the latest brake fluids du jour is Ate's Super Blue Racing fluid. According to Ate it's Dry Boiling Point is 536° F which is 122° F above DOT 4 specs. Wet BP is 392° F which is 113° F above DOT 4 specs. Does it work? Well, I've experienced no brake fade, even after twenty consecutive laps of slowing a fat 'ol 633CSi at the end of Mid-Ohio's back straight, or after fifteen laps of getting said pig into Turn One of Summit Point, which is a bit more strenuous.. IMA under those conditions would give me more than a moment's pause! Pedal feel is consistently solid, too. The improvement is akin to that when you change old brake lines with new stainless steel lines. IMA always seemed vaguely mushy, even off of the track.

Submitted by Dwight Derr

PAINT CHIPS

Have you ever tried to touch up stone chips in your car's paint, and when you finished you decided the Chips really didn't look that bad after all? Well, this tech tip may inspire you to attack those ugly little paint pits with renewed vigor.

All of this assumes a stone chip would be a noticeable blemish in your car's finish. If so, read on.

Actually, this technique was demonstrated to me by Steve Sloten of Car-Buff fame. It goes like this:

1. Find a suitable chip and clean it thoroughly with Zymol HD Cleanse.
2. Using a very fine paint brush, available from your local hobby store place a small drop of paint in the crater.
3. Allow the paint to set up for 2 to 5 minutes.
4. Using your all cotton rag with HD Cleanse and your fingertip, roll the paint to the edges of

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the chip. Begin to smooth the remainder of the drop by gently rubbing back and forth across the repair. Continue working the paint with a polishing action until the drop has been leveled. Your fingernail will remove any paint built up around the outside of the chip.

5. Repeat steps 2 through 4 as necessary to fill the void, allowing a couple of minutes between layers.

6. Wax!

If you exercise some patience and apply these techniques consistently, you will succeed in maintaining your car's protective layer and attractive finish. In addition, passers-by never will point in your direction and exclaim, "Look! It's a Bavarian Measle Wagon!"

Submitted by Glen Racine
St Louis Chapter

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Pieper's Speed Record Attempt

Woody Hair

Steve Pieper, President of Heishman BMW in Arlington, is no stranger to speed. As a kid it was karts. Then he successfully competed in SCCA road racing, top fuel dragsters, and oval track sprint cars. As you may remember from Roundel and **dB** articles, Steve and his father built a BMW-powered, pencil-shaped streamliner for the top speed trials at the Bonneville Salt Flats in Utah. The engine is a 3.5 liter from an M5 that was wrecked by a journalist while competing in the 1988 One Lap of America. A large turbocharger from a seventies vintage Indy car provides loads of boost. Among the many category of vehicles competing at the speed trials, the Heishman BMW car is in EBFS. This indicates Class E (3,000 to 4,200 cc displacement), Blown (turbo or supercharger), Fuel, Streamline (unlimited body work, enclosed wheels). The record stands at 307.977 miles per hour. At the 1992 speed trials, Steve was

accelerating past the 280 mph mark when the car swerved out of control and rolled several times. The car lost its body work but Steve was unhurt. In late September of the year the Piepers went back to Utah for another try.

Changes to the car were numerous. Most noticeable was the bodyskin. A large vertical fin was added to the rear, a new drooped nose (with 60 lbs of weight) on the front, and a ground effects tunnel between the rear wheels. The elder Pieper figured this would all aid stability just like the flight of a properly made arrow. A suspension system for the tireless front wheels replaced the solid mount previously used. Most importantly, larger diameter pressure hoses to the wastegate allowed for more control of the turbo boost. This is significant because wheel spin can be induced at most any speed with the small contact patch rear tires.

On day one of the trials, Steve tried a conservative run in the 190 mph range. The car still seemed squirrely. How was he going to go over 100 mph faster? Screwing up his courage the next day, Steve found that when he passed the 200 mph threshold, the car became quite stable and tracked straight as an arrow. He attributes this to his father's redesign.

The trials are conducted over a straight seven mile course. The first two miles are for initial acceleration and are not timed. Each of the next three miles are timed and then there is a two mile braking zone. To qualify for a record, a run in the opposite direction must be made later that

day to negate any effects of wind.

On day three Steve used no more than 7/8th throttle and was able to post a 328.491 mph average speed for the final measured mile. His speed through a trap at the end was over 339! That is one mile in

less than eleven seconds. The Heishman BMW, with its 210 cubic inch engine, had gone faster than any other car at the meet including one powered by four big-block Chevy V8s with a total of 2,200 cubic inches! Cleanup of an accident by another competitor later that day meant his return run had to be postponed to the next morning.

Day four: even though he used a self-imposed 7,000 rpm limit, each of the first two measured miles were 10 to 11 mph faster than the previous day. When the final timing light was in sight Steve figured it wouldn't matter if the engine blew and put his foot down all the way resulting in 500 additional rpm over the previous day's finish. (A radar gun indicated his finishing speed at 357.) He had no question that the record was broken by at least 20 mph. After brief self congratulations, Steve decided it was time to stop the car. Conventional brakes would have no



(Left to Right) Tim Thomas, Bill Hellmuth, Steve Pieper, Will Pieper.
Photo by John Hellmuth

effect other than locking the skinny wheels. Pulling a lever deployed a highspeed dragchute that slows the car to 200 mph. At that point the "lowspeed" chute lever was pulled. As in his worst nightmare, nothing happened! He steered slightly to the left in an attempt to hit some emergency catch fencing but couldn't find it. The entire salt basin used for the trials are surrounded

by a four foot earthen dike and Steve then tried to aim for a small gap but with the very limited steering the car provided he doubted it would make it. Suddenly the car came to an abrupt halt. It had hit a natural pond that tore the skin from the car and left Steve up to his chest in water. Scrambling from the wreckage before he sank over his head, he realized the car was

continued on page 34

Pieper's Speed Record Attempt

Woody Hair



End Of The Run. Photo by John Hellmuth

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Pieper's Speed Record Attempt

Woody Hair

continued from page 33

already on the bottom of the two-foot depth. His only injury was a gash on a leg that later required twenty stitches.

I will let Steve's own words finish his story: "O.K., so I bent the car - it was worth it - the record was ours, right? My heart sank lower than the wheels of the car when I learned that the clocks failed to register that last measured mile. My brain said, "Don't panic, they will surely average yesterday's 3 mile time and the second measured mile of today which still result in breaking the record by 5 mph. Not to be, however, as the USFRA has its rules and were understandably not going to let their integrity be tainted, no matter how logical the argument was. Some say the clocks were not turned on for the 3rd mile and some say the color of the car didn't lend itself to tripping the clocks, although all previous runs had been accurately timed. Whatever the reason, that's racing. I'm sure that many others before me have had similar frustrating things happen preventing their names from appearing in the record book. We know we did it, but that doesn't give the satisfaction the

Heishman BMW team wanted. Rebuilding the car will be the easy part - convincing my loving wife for another try might prove to be as difficult as getting that chute out." 🍀



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Old Car New Trick

Bill Buckwalter

The way I see it this was mandatory. We had to do it. Like the thing was happening this time in our home town! No trek to Summit Point, no cross beltway monitoring required.

So we participated.

Marty suggested we consider entering our 1989 325ix in the Warrenton Fall Festival Concours a fun way to spend Saturday, October 15th. The idea took about a week to settle, but when we discussed it again, and Marty VOLUNTEERED TO DO THE WHEELS (!), well, that was it. We were in. I returned from an out of town business trip that week midday Friday to find that indeed, Marty had removed, cleaned, waxed and reinstalled all four of those labor intensive basket weave wheels. We both set to work for a good five hours Friday night finishing what we had started the previous weekend...cleaning...waxing, etc...

Saturday morning our silver grey four door was number 2 to arrive in Warrenton after Dick's beautiful white new M3. As other cars arrived we set to further cleaning and waxing duties. It was a perfect day for car care maintenance and talking

with other performance car enthusiasts. The atmosphere was relaxed and friendly. Marty and I were so busy with our efforts we failed to notice our car was judged sometime in the late afternoon.

Winning first place in the BMW Concours was the icing on the cake. We were hoping to be in the winner's circle, but not really expecting first place out of six BMWs. I guess my wheel cleaning days are over, as we all know who is the award winning wheel cleaner in this house.

Marty is talking about entering the annual Concours at Evans farm next May (!) and having someone having chipped paint on the hood and other nicks and parking lot rash on our 97,000 mile car. What is happening here?

Hey, we had fun the car is clean. Thanks to Paul Vessels and his support staff for organizing this first annual Warrenton Fall Festival Concours. We are looking forward to the next one.



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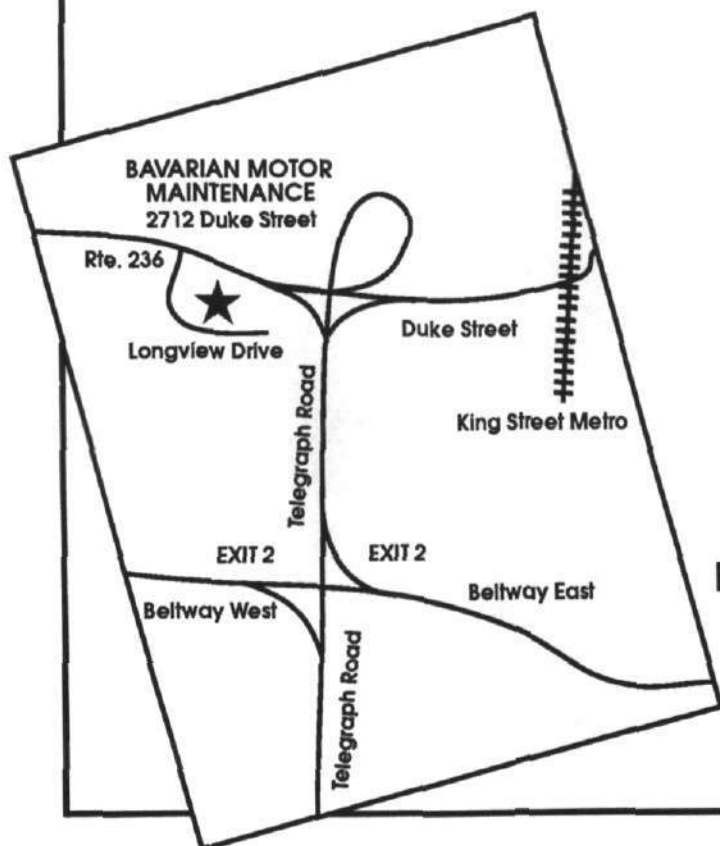
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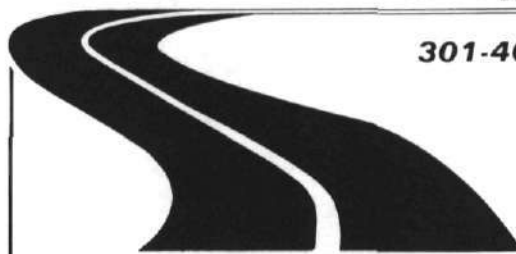
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