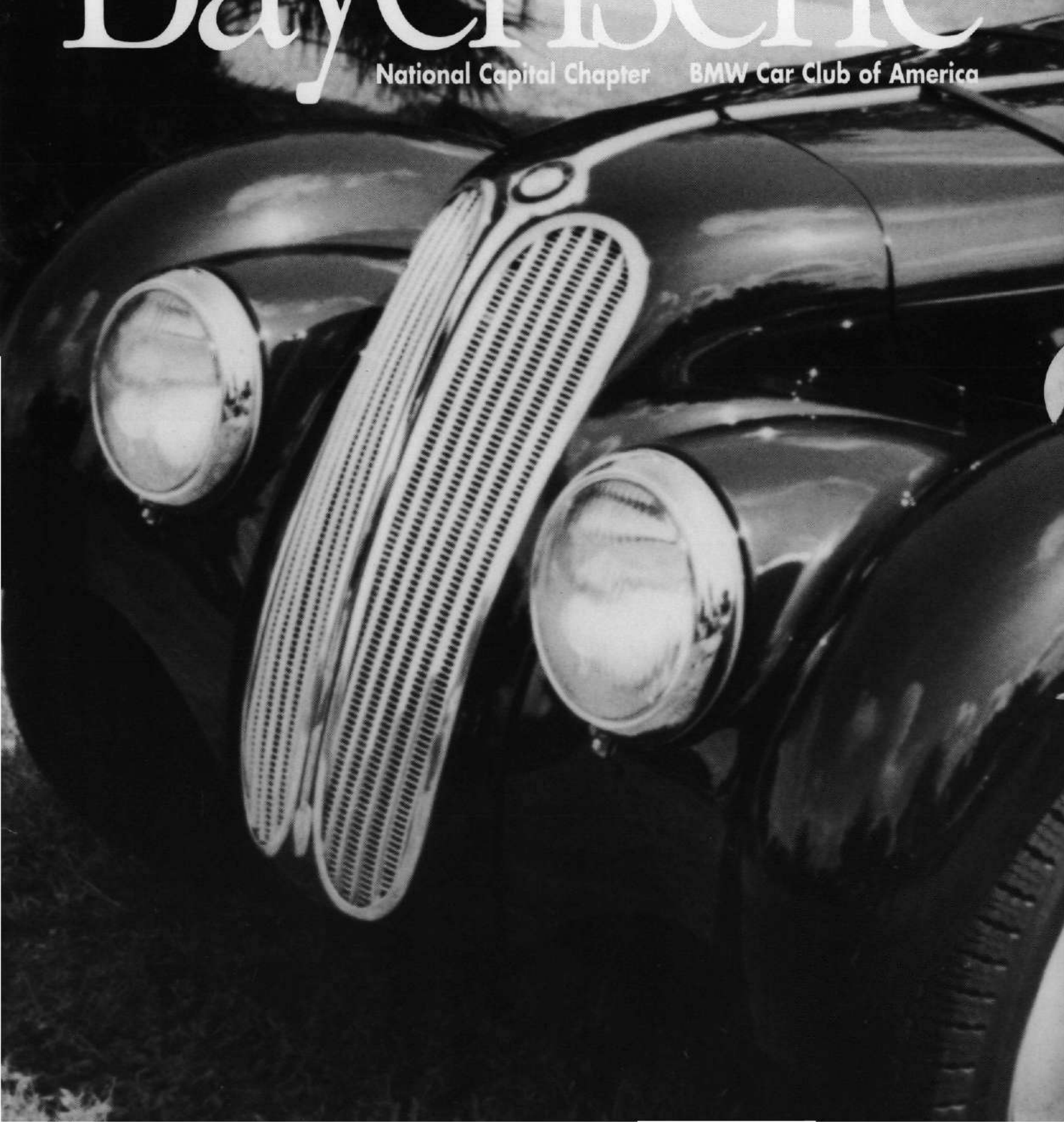
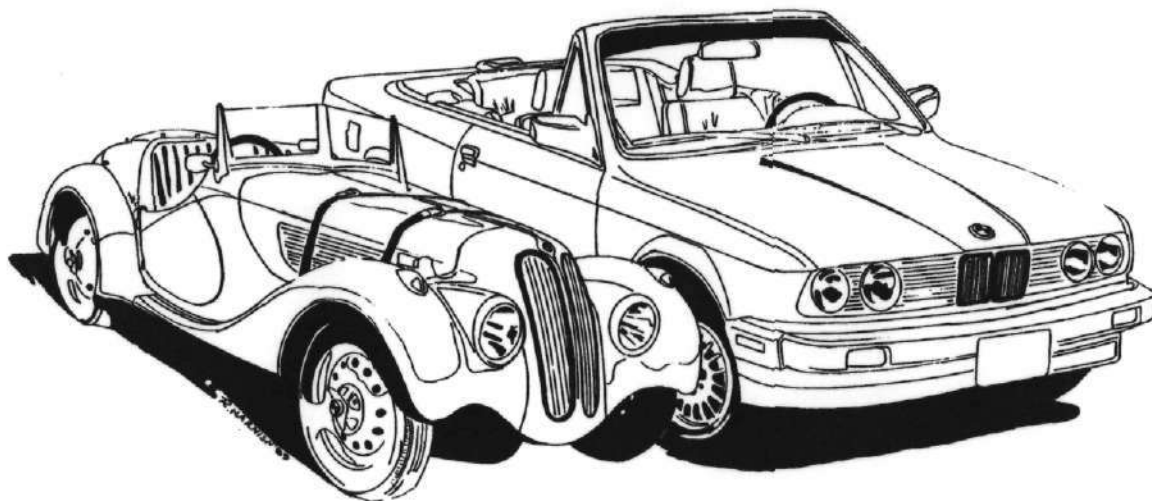


May/June 1995

der Bayerische

National Capital Chapter BMW Car Club of America





Calendar of Events

1995

JANUARY

- 14 Holiday Party
- 21 AutoThorty Performance Chips

FEBRUARY

- 19 NTW Tire and Alignment Tech

MARCH

- 4 Passport BMW Tech Session
- 18 Highway Safety School
- 19 Frostbite Drivers' School

APRIL

- 1 Excluservice Tech Session
- 8 Concours Workshop
- 9 Spring Tour
- 30 Springfest Drivers' School

MAY

- 7 Deutsche Marque Concours
- 20 Jefferson 500 Vintage Races
- 20 Eastern U.S. Concours d'Elegance, Reading, PA
- 21 Tour to the BMW CCA Corral at the Jefferson 500
- 29 Maifest Drivers' School

JUNE

- 4 BMW CCA/PCA Gimmick Rally
- 9-11 Canadian Grand Prix Trip
- 10 Ultimate Tour to BMW NA Open House
- 11 BMW NA Open House
- 16 One Lap of America Time Trials
- 18 BMW CCA Swap Meet at Electrodyne
- 24 Newcomers' Party (Open to ALL!)

JULY

- 4 Firecracker Drivers' School
- 17-21 BMW CCA National *Oktoberfest* at Breckenridge, CO
- 30 BMW CCA/MWCSCC Championship Autocross

AUGUST

- 6 Family Day Picnic at the Flying Circus Aerodrome
- 20 BMW CCA/MWCSCC TSD Rally

SEPTEMBER

- 17 Tour to the Bavarian Inn *Oktoberfest*
- 23 Tour to the Historic Warrenton Fall Fest and Car Show
- 30 Vintage Races at Summit Point Raceway (*tentative*)

OCTOBER

- 1 BMW CCA Corral at Vintage races (*tentative*)
- 9 Columbus Day Drivers' School
- 22 Fall Tour

NOVEMBER

- 11-12 Fall Drivers' School (at Summit Point's New Track!!!)
- 18 Winterizing Tech Session at AutoThorty

DECEMBER

(Events forthcoming!)

For the Latest Info, Call the Club Hotline: (301) 230-9BMW

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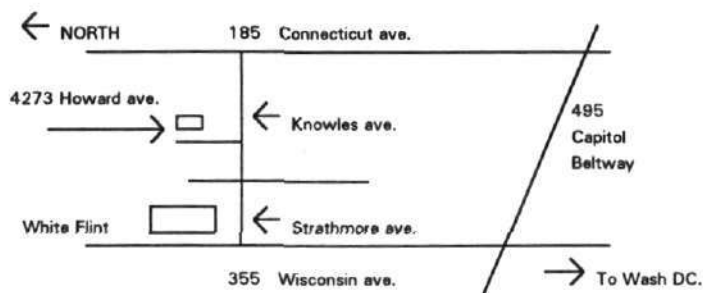
BMW's and PORSCHE's Only, formerly TUV Engineering has moved. To serve you better, we have expanded our operation to Kensington, MD, minutes from the beltway and Metro.

Just to catch you up with what we have been doing lately, we have recently developed a new engine head which is 50 % lighter and smaller than a 4 or 5 valve per cylinder head. It has no valves, camshafts, springs, has only one moving part per cylinder, produces less exhaust pollutants, and gets better fuel mileage. It produces more horsepower than a BMW M3 or even a five valve per cylinder Ferrari, at the same engine displacement. Due to this evolutionary engine head, the Society of Automobile Engineers (SAE) has recognized our efforts and awarded us membership. One patent on the engine head has been approved, another is pending.

None of this could not have been done without your past business and support.
THANK YOU .!

To celebrate our new location, we are offering to National Capital Chapter Members a **\$ 15.00 oil and filter change and 10% discount on parts and labor in May and June.**

Please bring this flyer. And yes, we still welcome customers onto the shop floor to better answer your questions.



We are looking forward to seeing you,

Isken, Robert and Julian

der Bayerische

National Capital Chapter BMW Car Club of America

May/June 1995



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*Four tan interiors, Plus 3 Wheel
Set-up for Isettas!*



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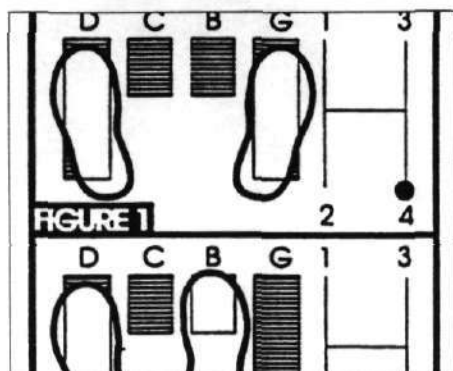
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CORY LAWS



Cover: Close Up of One of the World's
Earliest Exoticars - The 1938
BMW 328 Roadster.
Photo By Jennifer Nazarko

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

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der Bayerische

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EDITORIAL

Misfirings

The Inside Dope

Okay, the tabulations are in and the question Board members are asked most frequently is "Where the **@! is my **@%#! newsletter?" This one was asked by just over 2,300 of you. The second most asked question is "What goes on at the Board meetings?" This was asked by about three of you, all, curiously, actual members of the Board. For the 2.67 of you who actually read this column (the 0.67 results from the third fellow tending to fall asleep about two-thirds of the way through) and for the benefit of the three Board members, here's the dirty lowdown on what takes place.

As some of you already know, this Chapter, and I guess I can speak for the other Chapters, is run by a Board of Directors made up from a bunch of "volunteers", four of whom are billed as "elected officers". Why did these people volunteer, you ask? Most likely, the reason is that these guys (and now, *gals*) don't have the luxury of having a real *life* and need something with which to occupy themselves. Anyway, every month a Board meeting is scheduled. It is always open to the general membership, although the actual location is never disclosed until you get a phone call that morning telling you where to go. Usually, it's held at a Board member's house, more often than not by the one living hundreds of miles from everyone else. Occasionally, the venue is a public place like a restaurant but that results in nothing getting accomplished, except maybe running up a humongous food tab.

Anyway, Board meetings are generally scheduled for the first or second or third Wednesday or maybe Thursday or sometimes Tuesday of the month, usually causing us to miss some important TV event, such as *Home Improvement* or *Melrose Place*, in order that we may serve, the Club member. So, at half-past seven on the appointed evening, a dozen or so converge on the designated location to get down. And get down we do. The first order of business is to evaluate the efficacy of the night's selection of beer, a not insurmountable task. Acquaintances are renewed, even though you saw each other a day earlier. *Yakity, yakity, yabbada, yabbada, slurp, slurp!* Soon we're forced to make a real decision. Arguments ensue, tempers flare but a consensus is reached: *Two large with everything-no-dead-fish, two large all meatsa-meatsa.* Most are appeased. *What? Pizza Hut or Domino's? Oy!* We get down to real Board things and stuff — past minutespasteventsupcomingeventswho's-doingitwho'ssupposedto... (at this point, splinter groups begin to form in the kitchen, where the beer is, and where the real management decisions occur). The pizza, having arrived an hour ago, is nicely congealed to the inside of the box and all of the toppings are nicely to one side, thanks to the prodigious cornering power of the delivery boy's

clapped-out Corolla. Everyone's mind is on the pizza in the next room. We decide to break to feed. *Yakity, slurp, yakity, burp, slurp, yabbada, slurp, burp, yabbada, burp, BURP!* New splinter groups form. More business is accomplished. Invariably, someone pops in a race or drivers' school video. Or *Rendezvous*. I've seen *Rendezvous* hundreds of times, all at Board meetings. I know how many red lights are violated. *Say, doesn't anybody have a copy that's actually store-bought?* Meanwhile, far off in the distance, a dog is heard barking, and the President realizes there's no one left in the meeting room, that no one is listening to him, and that he's missing out on the pizza!

But soon the meeting is called back to order. More discussions. More confusion. More important decisions made at the refrigerator. Five hours later, a motion to adjourn is made by the official motion-to-adjourner. Everyone seconds it. Twice. Everyone pours out. The view is desolate. Scores of empty beer bottles litter the house. Everyone has paid for the beer. At a dollar a bottle, a total of \$8.57 is collected.

And now, as we all head home, replete with *meatsa-meatsa*, the same question gnaws at the core of our being, "*What happens at Board meetings?*"

derr

dB Wants You! der Bayerische

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Capital chapter members. Any articles and/or photos
related to or of interest to the general membership
are most welcome!

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ShortStrokes...

- In April, the Maryland General Assembly approved legislation legalizing a 65mph speed limit for some of the state's rural highways. As of this writing, it is expected to be signed into law by **Gov. Parris Glendening**. The new limits should be in effect by early July. As part of the bill, the penalty for excessive speeding will be raised. Those caught driving 85mph in a 65mph zone can expect a hefty five point penalty, two more than is currently assessed for a 20mph-over violation. A plan to link a radar detector ban to the bill was dropped as was a provision to raise fines for speeding in a 65mph zone.

- Also passed in April was a "per se" blood alcohol law in which a blood alcohol test result of 0.10 would be accepted as absolute proof of drunken driving. Opponents of the bill argue that this would result in a "trial by Breathalyzer" and that a faulty test could find the innocent guilty. After its passage, Mr. Glendening had not stated whether he would sign the bill.

- The House also approved legislation intended to reform the automobile insurance industry within the state. The bill requires the major insurance companies to file annual reports which show that auto insurance is made available and marketed equally throughout the state. The goal is to reduce the high rates charged to residents of Baltimore City and put them more in line with those found elsewhere in the state. City residents generally pay premiums up to three times higher than suburban policy holders. Administration officials insist that suburban rates will not rise as a result of the bill. The insurance industry, however, maintains that the bill will not result in lower premiums because it does not address the cause of the high rates—the greater number of claims paid to city policy holders. The bill also allows the insurance companies to implement a "competitive rating" system which permits them to set rates without prior approval from the insurance commissioner.

- The proposed **Maryland Motorsports Park** in Havre de Grace has run into serious trouble in the form of opposition from both **County Executive Eileen Rehrmann** and **Mayor Gunther Hirsch**. Mrs. Rehrmann would rather see a more productive use of the land, such as housing units. Dr. Hirsch is opposed because the County Executive is opposed. Both intend to do all that is possible to stop the facility although neither has the power to veto the plan—that's up to the city and county councils. Stay tuned...

- Attention all of you High-Power Go-Getters out there (just about all of this Chapter, of course)—if you're just too harried, er, *focused*, to worry about a yellow traffic light, *beware*, as Northern Virginia is about to install surveillance cameras intended to catch red light runners at selected intersections, thanks to passage of legislation sponsored by **Del. William C. Mims** (R-Leesburg). Taking effect on 1 July, the bill allows all Northern Virginia localities, except Prince William County, and the cities of Manassas and Manassas Park to install cameras at up to 25 intersections, such as the intersection of Sully Road and Lee Highway in Fairfax. These high-resolution cameras will be triggered by pavement sensors which detect cars that enter the intersection a little too late. Two photos will be taken showing movement through the intersection—one of the photos clearly showing the license tag—and will be presented to you along with a civil fine of up to \$50. It will not be a moving violation. One way out without going to court is for the owner to submit a sworn, notarized statement asserting that someone else was at the wheel at that time. Police, city and county officials are looking at how to implement the program, especially in light (*pun intended*) of the fact that the legislation does not allocate funds for the program. **Sen. Charles J. Colgan** (D-Manassas) managed to exclude his home areas from the bill, citing the government's Big Brother mentality. "This is guilt by machine, and I think that's the wrong way. You ought to always have the chance to talk your way out of a ticket," he said.

- The settlement of the Major league baseball strike, as of this writing, may have derailed Autocrossers, Inc.'s plans to hold their autocross series at Baltimore's Camden Yards this summer. Up-to-the-minute details can be found in **The Stopwatch**. Also, keep an eye on upcoming installments of *Woody's Competition Corner* here in *dB*.



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698-8500

Arlington

5200 Lee Highway

536-4335

CRAVEN TIRE

WHERE
PERFORMANCE
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DEUTSCHE MARQUE CONCOURS

Sunday, 7 May 1995
Evans Farm Inn
McLean, VA

Sunday, 7 May 1995 is the date of the prestigious 12th Annual Deutsche Marque Concours. As in past years the event will be hosted at the lovely Evans Farm Inn in McLean, VA. Once again this will be a "top only" concours, and will include a Display Class in which cars are not judged but will be subject to a People's Choice vote to determine the winner in each category. Remember, you need not have ever done this before to participate. Each year there are new faces and different cars who succeed in bringing home a trophy.

As always this event is an excellent opportunity to enjoy brunch at the Inn or a picnic basket on the lawn while taking in the sights of the area's best and most beautiful German automobiles. We can expect, as usual, both the Porsche and Mercedes clubs to show in force; your participation, therefore, is much needed. There is no need to be shy as this is an easy and fun filled event...and it's also a "tune-up" for next year, because, as you know, National Capital Chapter will host Oktoberfest!

We have new cars...old cars...odd cars...and even race cars, as long as they are clean! There is no admission charge to view the event or vote for the



Old and New BMWs at the Corral. Photo by Raine Mantysalo

display classes. However, as in the past there is a \$30.00 registration fee for the concours entrants. This fee includes one reception ticket to the Wine and Cheese Awards reception. Additional tickets will remain at \$10 each. We encourage your support by staying for the reception to congratulate the deserving winners.

Lastly, BMW Motorcycle owners are welcome to display their Beemers at the Deutsche Marque.

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

right onto Great Falls Street and then left onto Chain Bridge Road.

EASTERN UNITED STATES CONCOURS D'ELEGANCE

Saturday, 20 May 1995
Penn State Campus
Reading, PA

Though not a BMW CCA event you just might be interested in experiencing a full-blown, mega-watt Concours d'Elegance. It's a Top-flight event and some bill it as being Bigger and Better than the Famous One at Pebble Beach! And it's almost in your back yard! (Reading is only about 90 minutes from Baltimore). Proceeds benefit the Burn Prevention Foundation. For information call (215) 481-9810.

BMW OF FAIRFAX CORRAL AT THE JEFFERSON 500 VINTAGE RACES SUMMIT POINT RACEWAY

Sunday, 21 May 1995

ULTIMATE TOUR TO THE JEFFERSON 500 RACES AND CORRAL

Sunday, 21 May 1995
Charley's Place / Roy Rogers Lot
McLean, VA
8:30 AM

Free pig barbeque! Fun! Excitement!

Come out to the Vintage Races at Summit Point Raceway: tour with Ed Bernard, National Capital Chapter's Tourmeister, on the scenic route, or make your own way. Remember to identify yourself as a

BMW CCA member (have your membership card) at the raceway admission gate to get the club discount. We will start serving the barbecue about 12:30 p.m. There is a tent for you and special parking at the corral for your BMW. Directions to the BMW of Fairfax Corral go straight at the admission gate, past the bleachers, look to the left and you are there.

If you plan to attend both days of the Jefferson 500, the BMW of Fairfax Corral will be set up on Saturday also. Sorry, no barbecue on Saturday, but bring a picnic lunch or the snack bar is about 500 feet away.

Any questions? Call Bill Caldwell at (703) 534-3528 (eves). For tour information call Ed Bernard at (301) 871-2892 (eves).

Directions to Charley's Place/Roy Roger's — Take Beltway Exit 11a (Route 123/McLean) and go north for approximately two (2) miles, turn right on Old Dominion Drive. Charley's Place and Roy Roger's are located at that intersection. Remember, be at the start at or before 9:00AM.

Directions to Summit Point Raceway. (From N. Virginia: Take Rt. 7 West toward Winchester. Continue past Berryville, VA. Just past Berryville turn right onto Rt. 632. Follow to the end. Turn right at "T" onto Rt 761. Continue to next "T" and turn right. Summit Point Raceway will come up shortly on your right. (From Baltimore: Take 170 West past Frederick, MD. To Rt 340 W. Continue on Rt 340W into Charles Town, WV.

Continue straight onto Rt. 51 West in Charles Town. Bear left (go straightest) at three-way Stop onto Summit Point Rd (Rt. 13). Go eight miles. Summit Point Raceway is on the left.

MAIFEST DRIVERS' SCHOOL

Monday, 29 May 1995
7:00 am
Summit Point Raceway

Of course you all know May would be incomplete without a Drivers' School, especially the *Maifest* Drivers'school! And you know we'd never let you down, either. So, here you are, the *Maifest School*, in all its glory! And just in the nick of time—right on the next-to-the-next-to-the- last day of the month, which happens to be a Monday, but, heck, what a fabulous way to blow off a Monday (even though you don't have to work, anyway), and what better way to finish off a long weekend? Can you think of any other club that treats you so well? Well, maybe Club Med... Anyway, this school fills up real quick, so find the application located just a few pages away, fill it out, and mail it in! Life is good, vroom, vroom? You betcha! Questions? Call Rob Woolley at (301) 929-3112 evenings before 9:59 pm, please

BMW/PORSCHE CLUB GIMMICK RALLY

Sunday, 4 June 1995
Start: 12:30 pm
Montgomery Mall, Bethesda, MD

You don't have to know anything about rallying to do this event. This is a rally for folks who have never rallied before. All you need is a car and someone in the right seat to read the rally instructions. The emphasis is on having fun and an enjoyable drive in the country.

The rally will start (check-in starts at 12:30 p.m., first car-off at 1:00 p.m.) at the Montgomery Mall Shopping Center close to the Beltway in Maryland, and end with dinner at the Fiddler's Green restaurant in The Plains, Virginia.

There will be an entry fee of \$10 per car to cover prizes. Dinner at the Fiddler's Green restaurant is "Dutch Treat". Call DICK BERGEN for details and to register (tele: 703-938-4680, eves.). We would like to get a head count by May 26th in order to reserve enough space at the restaurant. This will be a joint event with the local chapter of the Porsche Club — so come on out and show your *Blau mit Weiss* colors!

Directions: From the Capital Beltway (I495) take I270 North to Democracy Blvd. Montgomery Mall is located at the junction of I270 and Democracy.

CANADIAN GRAND PRIX TRIP

June 9-11, 1995

No — there aren't any BMWs racing in Formula 1 (yet), but they do have the next best thing — twelve

cylinder Ferraris and the like. The Canadian Grand Prix in Montreal is a great experience and an opportunity to see the Formula 1 "Circus" first-hand. If you like the sound of racing engines, this will be Nirvana. And Montreal ain't too bad either. It's a beautiful city, has a great nightlife, is easy to get to whether you fly or drive, and has many terrific restaurants. Getting around in the city is a cinch thanks to an efficient subway system. The Grand Prix is held in a city park that was originally built for the Montreal Olympics some years ago. Access to the track is very easy via the subway — last year, after the end of the race, I was back in my hotel 20 minutes after leaving the track!

Practice and the battle for pole position starts on Friday, 9 June, at 9:30 a.m. Tickets for the race can be charged with a credit card by calling 514-392-0000. Prices for all three days range from \$275 Canadian (about \$ 210 U.S.) for a grandstand seat opposite the pits, to \$125 Canadian (about \$95 U.S.) for a lesser grandstand location. Or you can do what many of the locals do: get a three day general admission pass for \$60 Canadian (about \$45 U.S.), take a blanket or folding chair, and stake out a spot under a cool shade tree. If you order your tickets before May 20th, you get about a 10% discount. Good hotel rooms close to a subway stop run about \$70 Canadian (about \$53 U.S.) a

night. There's always a bunch of BMW CCA members in attendance from our chapter and others. Join us! Call DICK BERGEN if you have questions (703-938-4680, eves).

ULTIMATE TOUR TO THE BMW NA OPEN HOUSE

Saturday, 10 June 1995
College Park Best Western
College Park, MD
4:00 PM

Join your fellow NCC members for a rare and special opportunity to attend an exclusive Open House at BMW of North America's corporate headquarters at Woodcliff Lake, NJ!

Join the NCC's Paul Vessels on a good old-fashioned road trip to the gala. The Tour will depart from College Park, MD at 4:00 PM on Saturday, 10 June, and will arrive in New Jersey for check-in time at the luxurious Hilton Hotel! BMW NA has arranged a special discounted rate for Club members of \$85 per night (normally \$135!). Please make your own reservations for the night of 10 June by calling Vicki, Sales Manager, at (201) 391-3600. The Hilton is minutes from BMW NA and has all the amenities you desire. For more info, check the Club Hotline or contact either Paul Vessels (202) 726-7971 (eves til 9:59 PM) or Tourmeister Ed Bernard (301) 871-2892 (eves til 9:59 PM).

Directions to the Tour start: The Best Western is located on Rt. 1 (Baltimore Av.) in College Park,

THE SCHEDULE FOR THE BMW NA OPEN HOUSE:

8:00 - 10:30 AM	Registration & Vehicle Prep
11:00 - 1:30 PM	Judging
11:30 AM	Scoring Commences
11:00 - 2:30 PM	Videos
	Lunch
	Test Drives
	Special Purchases
3:00 PM	Awards Ceremonies

MD, just north of the Capital Beltway. Take 1495/195 to Exit 25B (Beltsville/College Park) and go north towards Beltsville. The Best Western Hotel is just 1/4 mile on your left.

BMW NA OPEN HOUSE

Sunday, 11 June 1995
8 am - 3 pm
Woodcliff Lake, NJ

BMW of North America is hosting an open house at their U.S. headquarters in Woodcliff Lakes, NJ. It is just off the northern end of the Garden State Parkway, about 5 hours from DC. Activities will include a Concours d'Elegance, Gymkhana, Videos, test drives, and free lunch.

Events are scheduled throughout the day for Sunday, 11 June. The highlight will be a Concours d'Elegance. If you would like to volunteer to help with the Concours d'Elegance, contact Bill Kane at (518) 377 - 1722.

All models of BMWs will be on display and available for test drives. The 6-speed 850CSI should be a blast! So come on out! Join your fellow NCC members and meet members from

other CCA Chapters. Don't miss out!

ONE LAP OF AMERICA: TIME TRIALS

Friday, 16 June 1995
6 am
Summit Point Raceway

Two BMW M3 Lightweights will be competing in this year's One Lap Of America. The drivers are former national autocross champion Russ Wiles from South Dakota and former national rally champion John Buffum from Vermont. For one week, sixty some cars are driving around the eastern half of the U.S. competing in a series of time trials at various race tracks. On June 16, the tour is scheduled to compete at Summit Point Raceway starting at 6 am. The trials will last only a few hours, and then the competitors leave for a 300 mile drive to Watkins Glen, NY where, later that day, more time trials will occur. Last year the Wiles M3 beat one factory Porsche and came within a whisker of winning the whole event. Porsche is going all out this

year with new 4-wheel drive 911 Turbos. A cheering section would be most appreciated by the BMW drivers and might be mentioned in some national publications. If you need directions or want to confirm the date and time, call Woody Hair at (703) 243 - 5796 (eves).

BMW CCA SWAP MEET AT ELECTRODYNE

Sunday, 18 June 1995
9:00 AM - 4:00 PM
Electrodyne
4750 Eisenhower Av
Alexandria, VA

Mark your calendar now for the 4th Annual BMW CCA Swap Meet at Electrodyne in Alexandria, VA. Each year this event has been a huge success with an ever increasing number of both private and commercial vendors. So it will soon be time for you to clean out that garage full of parts or maybe sell that '02 in order to save up for that new M3! Tech sessions will be held throughout the day by major suppliers. The cost for both private and commercial vendors is only \$10. We request advance registration in order to plan spaces accordingly; there might be some "walk-on" spots available but, due to the big turnout, there's no guarantee, and they will be assigned on a first-come-first-served basis. Attendance for the general public, however, is FREE!!!! For vendor information, contact Mike Dulisse at (410) 268-5269 (eves til 9:59PM). For general event

For the Latest Info, Call the Club Hotline: (301) 230-9BMW

info call Mike Gayle at (703) 451-9192 (eves til 9:59PM). See you there!

Directions: Electrodyn is located in Alexandria, VA at 4750 Eisenbower Av. From the Capital Beltway (1495) take the Van Dorn St exit (Exit 3). Turn left at the light onto Van Dorn. Turn right at the next light onto Eisenbower Av. Electrodyn is about 1 mile down on the right.

NEWCOMERS WELCOME! RECEPTION

Saturday, 24 June 1995
6 pm til 9 pm
BMW of Fairfax
8427 Lee Hwy (at Prosperity Av)

Mark your calendar for Saturday, 24 June 1995. That's when the NCC will be staging its Newcomers' Reception.

All Chapter members are invited, but especially those who joined after January of 1994 (if you joined the Chapter before that date, but haven't attended more than two events consider yourself a Newcomer, there are benefits — keep reading.

BMW of Fairfax will be our host. Hors d'oeuvres and a light buffet, with refreshments, will be provided on the patio. Select door prizes will be provided by both BMW of Fairfax and BMW NA. This event is **free** for Newcomers; \$5 for a seasoned chapter member, and \$8 for a couple.

There is a well placed rumor that a number of Newcomers and established members will take free

goodies as bounty for just attending this gathering. Bring your membership or associate card for the drawings.

Here's your chance to learn what National Capital Chapter is all about as well as meet active members and other Newcomers in a social setting. Reservations are necessary. Please call Bill Caldwell, your eventmaster, at (703) 534-3528 to reserve a place now!

Directions: Take the Capital Beltway to Rt 50 W (Lee Hwy). Approx. 1 mile turn right onto Prosperity Av. Turn left into BMW of Fairfax at approx. 0.5 mile.

FIRECRACKER DRIVERS' SCHOOL

Tuesday, 4 July 1995
Summit Point Raceway
Time: 7:00 AM

It's the Fourth of July! Whatcha gonna do? Sit around and watch the same 'ol parade with the same 'ol fat politician sittin' in the back of a big 'ol Lincoln? Of course not? You're gonna have some *fun*! It's the *American* way! Come out to Summit Point and have a sparkling, big bang of a time at the Firecracker School! So make like a rocket to the application found right around the corner and fill it out! We'll show you some parade laps!



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- No convertibles without approved rollbars may enter. (e.g.: SCCA approved, etc.)
- Each applicant must complete a separate application.
- All cars should be insured, registered, and have passenger seats.

Note: Please photocopy this form and pass it along as necessary.

SCHOOL DAY & DATE YOU ARE REGISTERING FOR: _____

(Please specify. Such as: Highway Safety - March 19, etc.)

REGISTRATION FEES (FOR EACH DAY):

MEMBERS: \$120 if application received up to 3 weeks prior to event. (\$145 thereafter).

NON-MEMBERS: \$155 if application received up to 3 weeks prior to event. (\$180 thereafter).

Note: A \$25.00 administrative fee will be assessed for cancellations.

Please make checks payable to: **NATIONAL CAPITAL CHAPTER, BMW CCA**

Mail this application & check with a self-addressed business size envelope with 78 cents postage to:

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BMWCCA-NCC Driver's School

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Questions? Call Rob Woolley at 301-929-3112 eves. before 10 p.m.

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Phone #s: Work () _____ Home () _____
Car Make: _____ Yr: _____ Model: _____ Color: _____

List previous driver schools attended:

☐ I have a helmet ☐ I have a spare helmet I can lend (see above specs.)

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

T-shirt size: (Long sleeve only!) LARGE ☐ X-LARGE ☐ (check one please)

Experience - list below any previous schools you've attended. Include the track, the sponsoring organization, and the approximate date (e.g., 3/93).

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PLEASE MAIL YOUR ENTRIES EARLY!! NO ENTRIES ACCEPTED 1 WEEK PRIOR TO THE EVENT!

Tire Tech Talk Tale

TALKING TIRES AT NTW

by Ed Nazarko

About 20 club members gathered at the NTW shop in Greenbelt to hear three very informative and entertaining experts talk about the ins and outs of maintaining — perhaps even improving — that BMW handling that we all love so well. If you missed it, you missed an installment of some of the best tech sessions this writer has attended, BMW Club or otherwise.

Jack DiMaio from Pirelli opened the afternoon by explaining how tire manufacturers design tires around three

variables — grip, tread life, and ride comfort. "Compromise is the essence of tire design," Jack said, because achieving maximum levels of all three in a single tire is virtually impossible, at least at a price that any normal human might be willing to pay. So tire engineers trade off between the three variables, designing tires to have prodigious grip (like the P-Zero) but giving up some tire life (soft rubber gives great grip) and ride comfort (stiff tire carcasses hold that grip to the road.) He had several cutaway tire carcasses to show how the engineers mix and match radial, bias, and 0-degree caps (you had to be there...) to

construct tires for different kinds of cars and drivers. From P-190 to P700 and P-Zero, you need to choose the right tire for what you want. It's a matter of personal taste and driving style.

Do you know how to tell when your tire was made? How to apply the "plus concept" to choose a different tire/wheel combination? Why, after a point, putting bigger wheels and tires or wider tires may in fact make your car SLOWER and worse handling? Why there's almost always nylon in your tire design? Why the roads feel slick in winter even if they're dry —

continued on page 12

The Road to O'fest '96

THE OKTOBERFEST PLANNING MEETING

by Jennifer Nazarko

Okay. *No more excuses!* It's time to get serious about this thing we're trying to organize for 1996. That's August 11-16, 1996 for those of you new to the **dB**, the Chapter, the Club. The National Capital Chapter plans to put on the Oktoberfest that will define the term "spectacular events" for years to come in the history of BMWspaceCCA!

On April 1 we held an introductory meeting for all event chairs, the volunteer officials (Jenny, David and Woody) and J.R. Schneider, BMW CCA National Oktoberfest Coordinator. We passed out lists of names and addresses to event chairs of people who had volunteered for the various events, so don't be surprised if someone calls you to take you up on your kind offer. J.R. was good enough to lend us his expertise on the experience and tradition of O'Fest for the committee chairs, and is our guiding light to help us from stepping in the p.p.

This was J.R.'s first visit to the D.C. area in several years, and he stayed at the Sheraton Premiere, the site of O'Fest

'96. We took a tour of the rooms, and *Oh My, Toto, we're not in Kansas anymore!!!* (Insiders joke - J.R. is from Kansas!). The rooms go for a minimum of \$130 a night now, but our special contracted rate is \$85, and wait until you see the T.V. armoires, the telephone, hair dryer, coffee machine, and yes, even television in the vanity area...This is going to be some special event away from home at home. They're talking another star to be added to their rating when the renovations are completed this fall, and folks that's up to five stars....

Lastly, we judged the entries for the Oktoberfest Logo Contest. One entry was unavoidably late, and so we selected the final two, and will hold a run-off for the final choice. The finalists were Raine Mantysalo and David Roach, in even voting. We will have the Logo ready in time for O'Fest '95 in Colorado so we can start the official advertising then. The Committee wants to thank everyone who sent in an entry, as the thought and effort behind the designs was very creative and we appreciate your support. Until next time, don't forget to call us with your ideas and send us your vitals to put you in the database of volunteers!

unless you have all-season or snow tires on the car? If you were there, you know all of these things and more.

Jack's big point: Buying tires is like buying sneakers. Don't buy running shoes to play tennis, don't buy boat shoes to run a marathon. You should buy tires that are designed to perform the way you want them to perform, given the way you drive. An expensive, super-high-performance tire is a lousy grandma-and-grocery-hauler choice, just as snow tires are a poor choice for Summit Point in August. Don't just buy tires. Talk with your tire shop rep about what you do with your car, and about what you liked and didn't like about your last set of tires. Your tire rep will help you make the trade-off choices that will keep your Bimmer from being a bummer.

Next up was Pat DeSarno and Rob Brooks from Marcor International, wheel dealers *extraordinaire*. Do you know the difference between cast and forged wheels, besides the fact that the forged wheels cost a forg-une? Attendees learned that forged wheels, formed using mega-tons of pressure, are the strongest, hardest, and lightest wheels. If you're racing, that's worth the money. The differences between counter-pressure and gravity casting, why BBS 3-piece wheels can be repaired and "built to spec" for special applications, and why original equipment BMW wheels are likely to be better quality than a lot of "highly affordable" aftermarket wheels — all were covered.

Also covered, again, was why going to extremes with larger wheels and tires, while DEFINITELY looking better than much of what comes stock, could make your car slower and miserable to drive — higher rolling resistance, more weight, less forward-grip, less compliant sidewall. Now this is one straight-

forward wheel guy! Again, the key message: a wheel ain't a wheel ain't a wheel. Forged wheels, *de rigueur* on Indy cars, probably aren't necessary on your 525 Touring, but buying a cheap wheel could be the most expensive decision you make. Work with your wheel-guy (guy being an officially PC-non-sexist label for "friendly, knowledgeable person") to find a look that you love, with specs that you can afford. It is possible to do. Just ask the guys at Marcor.

Finally, Gary Reed, regional manager for Hunter Engineering (they make super-high-tech, state-of-the-art, computerized, I'm-out-of-superlatives alignment equipment — the world's largest manufacturer of alignment gear, in fact) talked about how all of our highly engineered, superb handling cars can handle like so many clapped-out Yugos if we ignore the need for proper wheel and chassis alignment adjustments. Dragging us into NTW's immaculate shop area, he showed us how alignments are done using some of Hunter's finest equipment. He showed why all that fancy 4-wheel alignment gear is necessary for a proper job on aligning a BMW, even though the rear suspension isn't adjustable. (It's an issue of thrust angle, and you really had to be there, mostly because it would take most of this issue of *dB* to explain, even for a guy talking as energetically as Gary did.)

He explained how bad toe adjustment can cost you a set of tires almost instantly. (Personal experience with this one; had an alignment done once — at someplace other than NTW, my usual alignment shop, that was so bad that 980 miles of driving took two brand new tires down to the steel belts... I only go to NTW for alignments, now.) We rapped caster, camber, toe and thrust; why a tape-measure alignment worked for a '62

Galaxy 500 but not a '92 M5; and how to sort the good alignment shops out from the pretenders. This guy Reed was good — he definitely missed his calling as a theatrical performer, but that's good for our car's alignment health.

At the end of the day — a very long tech session, but we only noticed how long it ran after it was over, which is probably the best indicator of how good it all was — NTW's Business Development Manager, Bill Rolleston, handed out goodies. Caps, cups, and more things to read that covered the material the three sessions had covered. The session continued in the parking lot, as attendees ogled each others' cars and used the knowledge acquired that day to discuss their cars' handling quirks. (I think NTW will host one of these sessions again: a bunch of the attendees decided to bring their cars in for the full-blown Hunter alignment. At least half of the rest had already gotten the NTW habit.)

Unless you were one of the lucky 20, you missed a fantastic session: useful technical information presented energetically, clearly, and in a non-technoid fashion. The tech sessions are for the normal among us, not the Roy-Boy-Racer or Pocket-Protector-Pat crowd. Mike Gayle, who has been organizing the chapter's tech sessions, pulled together a great day of painless, fun learning. If you haven't been to one of the tech sessions he's organized, you're really missing one of the best benefits of club membership — you'll learn things that save you money, allow you to make your car more fun to own and drive, and be able to astonish friends and neighbors alike with your new-found wisdom. Come on out and learn about what makes your BMW so unique, and how to keep it up as the Ultimate Driving Machine.

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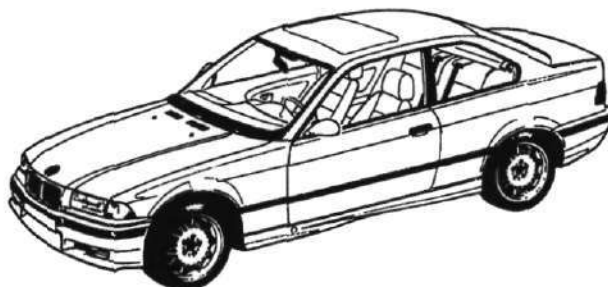
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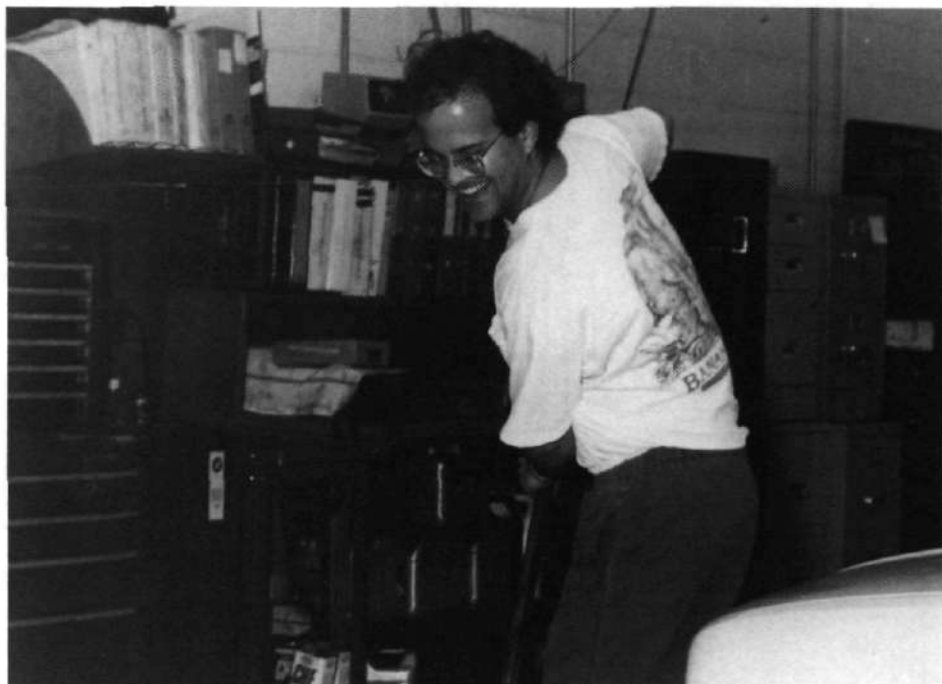


Passport DIY and Drivers' School Tech Session

by Mike Gayle

As Spring begins to bloom, many car enthusiasts find themselves beginning to exhume their cherished *Autobahn* burners for another season of fun and frolic. On 4 March, Passport BMW opened their service facility to members and prospective members of the NCC for both a "do-it-yourself" tech session and a drivers' school car inspection session. Cars were rolling in, literally, by 9 am. The tremendous effort as well as the

Mike Dulisse (left) checking out Mike Gayle's brake line bandy work. Photo by Dwight Derr



Ed Strawderman gleefully swabbing the deck at the Passport DIY. Photo by Dwight Derr



extreme patience of the Passport Technicians who volunteered their time on that Saturday did not go unnoticed. The fantastic facilities and friendly Passport staff including Paul Vessels (also NCC's Concours Chairman), Gary Davis (BMW Technician), Ethan Ware (BMW Technician), and the Parts Department gang were great! Mr. Everett Hellmuth, the owner of Passport BMW, is truly an enthusiast himself for allowing 40 BMW "fanatics" onto the hallowed ground that is the service area of a multi-million dollar facility. Thanks!

A myriad of beautiful Bimmers were brought in by their owners for a once over. There was a 2002 Turbo, 3ers of all flavors (E21s, E30s, and E36s), 5ers, a couple of 6ers, even a big 'ol

7-car. The variety of work performed was equally diverse, running the gamut from oil changes to the installation of Kevlar brake lines! Seemed like wherever you looked you saw Super Blue, too! Because of the number of participants, lift time was tight, although everyone had the opportunity to finish the jobs that really needed to be done. Everyone pitched in to make this a great "Spring is here" event!

A special thanks to both Dwight Derr and Mike Dulisse, without whom we would not have been able to make this event a success for both the participants and Passport BMW.

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Passport welcomes Concours
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Wheels, Pedals, and Sticks: Shifting

BY JCF MEVAY

REPRINTED FROM DIE ZEITUNG, CONNECTICUT VALLEY CHAPTER, BMW CCA

Gear changing is one of the most important skills to acquire in becoming a high performance driver. If not mastered, the ability to drive well and quickly will be handicapped accordingly. Achieving the skill level required will call for a lot of practice, but fortunately, this is another activity that can be practiced in everyday driving.

The reason we need to change gear is to keep the engine in the power range that is needed to generate maximum acceleration from any given road speed. Shifting up through the gears is pretty straightforward-feed in gas as we ease out the clutch has been fully engaged.

When the revs have built to our predetermined shift point, we simultaneously disengage the clutch and come off the throttle. This needs to be done cleanly-too early off the gas and the nose of the car pitches down under engine braking; too early off the clutch and the revs soar with excessive clutch wear and possible engine damage. With the clutch in, we move the shift lever to the next higher gear with a slight pause in neutral to let the gearbox internals slow to the proper speed for the next gear. The wider the ratio, the more important this is in a road car, so that when shifting, we don't rush the synchros. For example, this is more important in the first/second shift and usually no big deal in the fourth/fifth shift.

The ideal in shifting up is to be as crisp as possible while inducing as little pitch-unwanted weight transfer to the front and back to the rear again-as possible.

Now we come to the end of a fifth gear straight and need to slow to, say, 35 mph to make the corner. Clearly we can't accelerate out of the corner at the maximum possible speed if we stay in fifth gear-so we need to downshift to second gear to put the motor in the proper power band. The easy way to do it would be to brake down to the entry speed, depress the clutch, yank the lever into second, turn into the corner, and get on the gas to exit the corner.

This works...but two things are wrong: 1) we've given up straightaway speed, since we had to brake sooner to coast to the corner at the end of the braking zone while shift-

ing down, and 2) we've risked a spin by dumping the clutch on an idling motor-and possibly locking the rear wheels.

There must be a better way.

Enter the heel-to-toe double-clutch downshift. This method will let you carry maximum straightaway speed, maximum braking, put you in the right gear for the corner to carry maximum speed out, avoid risking wheel lockup, and put a lot less wear and tear on your gearbox. This technique actually consists of three sub-products all performed at approximately the same time.

The first is braking (the "toe" part). The second is matching the road speed to the engine speed in the lower gear with a blip of the gas (the "heel" part), while the third is synchronizing the gear speeds in the box (the "double-clutch" part).

To look at another example-assume the car needs to drop from fourth to third gear to take a particular corner. At the end of the braking zone, the engine revs in fourth gear are 4,000. At that same road speed in the lower third gear ratio, the revs would be 5,700. If we were to put the gear lever in third and let up the clutch, the rear wheels would have the sudden drag of having to spin the engine revs up to 5,700, which, in the worst case, would lock the rear wheels (rear-drive car assumed here) and possibly spin the car. In order to make a smooth downshift, we need to raise the engine revs to 5,700. We

LOST: A helmet was lent out at the last Drivers' School and is missing.

It is a **Bell Mag-4** open face helmet with visor and has a Snell 85 rating. The visor is missing one attachment screw. The helmet belongs to Rob Woolley and his name can be found under the padding by the Snell sticker. If you find it please call Rob at (301) 929-3112

do this by blipping the gas pedal (a quick stab and release) so the engine revs match the road speed when we let out the clutch.

So far so good. Mastering just this one part of the equation will offer the novice a giant improvement in driving skill as well as safety. However, there is a further subtlety to this part of the technique which is double-clutching.

If we simply de-clutch our road car and try to engage the next lower gear, there will usually be a significant resistance in getting into the gear. This is because the synchronizer is trying to get the lower gear up to the same speed as the output shaft so the gears will mesh without grinding. To the performance driver, waiting for the synchros to spool up slows down his shift, to say nothing of the wear on the synchros themselves. When the box is in neutral and the clutch engaged, all the internals are rotating at the same relative speeds (this is what the synchros accomplish.) So, going back to that part of the downshift where we blip the throttle, if we do it in neutral with the clutch engaged we can kill two birds with one stone: match engine revs to road speed and match internal gear speeds thereby allowing a quicker shift. If done exactly right, the clutch is not required at all, since the gears will mesh smoothly when turning the same speeds.

With this skill in place, we can drive quite smoothly with no clutch at all, which can come in handy as we shall see later. In addition, double-clutch downshifting is a virtual necessity in the unsynchronized crash box found in race cars.

Now to the last part of the technique, which is to brake and shift down at the same time. A driver who has to take his foot off the brake to blip the gas will have to brake sooner (and be

slower) than the driver who can do both at the same time.

Let's see how we put this all together:

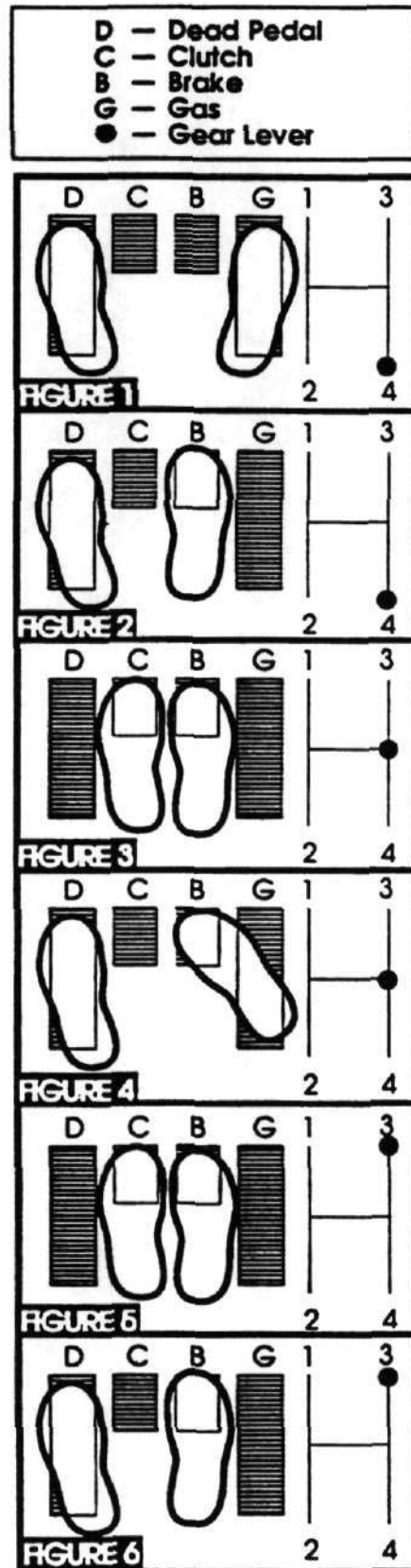


Figure 1 shows the car in forth gear going down the straight, right foot buried in the gas with the left on the dead pedal (or wheel arch, floor, or whatever is available to brace your left foot.)

In Figure 2, we come off the gas and begin to brake.

Next, Figure 3, we declutch and move the gear lever to neutral while still maintaining braking.

In Figure 4, we have engaged the clutch and, with our heel or right side of our right foot, we give the gas a shot to bring the revs up to match engine speed with road speed and synchronize gear speeds in the box. Note that in doing the blip, we will increase the revs beyond what is needed to match revs and complete the shift as the revs fall to the needed speed. For example, if we are at 4,000 in forth, we will blip the throttle to bring the revs up to, say, 6,000 to give us enough time to complete the shift on the downside as the revs fall to 5,700.

In Figure 5, we de-clutch again (the second, or "double" clutch) and move the gear lever to third.

In Figure 6, we release the clutch, completing the downshift, all the while braking with our right foot.

To the first timer, the above instructions will seem as easy as a "Popular Mechanics" article on building a space shuttle in your spare time. Believe me-mastering this technique is essential to becoming an accomplished high performance driver. Okay, how do you practice?

Easy. Remember, there are three parts to the equation. Start with the blip. Drive down the road and brake to a reasonable speed for the next lower gear; de-clutch and put the lever in the next lower gear, letting the synchronizers match the gear speeds; blip the gas and let up on the clutch. Keep practicing until you get the speeds pretty well matched without

bucking or jerking the car. Note that in the lower gears whose ratios are farther apart, you will need more of a blip than in the higher gears, like fifth to fourth, whose ratios are closer together. Do this until you've learned the right "blip" for each downshift combination of your car.

Next, let's learn how to double-clutch. Do the same exercise as above, but instead of stuffing the gear lever in the next lower gear, try this: declutch, gear lever to neutral, clutch out, blip, clutch in, lever to the next lower gear, and clutch out. A little harder—but not a tremendous difference from the first exercise.

Now that you're a whiz at double-clutch downshifting, it's time to overlay the next level—braking and down shifting at the same time. Depending upon your car, you need to find how to position your foot on the brake pedal in such a way that allows you to blip the gas at the same time. The Bimmers I've owned—a 320i and an M3—are no problem as I can brake with the ball of my right foot and rotate the right side of the foot to blip the gas.

Just like being a smooth driver overall, this technique can be practiced any time you drive without running afoul of the law. Furthermore it's cheap homework before the next drivers school. If you've got it all hooked up at this point, you're ready for graduate school—that's right, shifting up and down without the clutch. When feeling frisky, I've matched my skill against the M3's gearbox to no ill effect. Other practice, though, was obtained on a business trip to L.A. where an associate of mine and I rented a stick shift Honda Accord and played the "Shiftless" game. Five penalty points were awarded for using the clutch at any time except for a stop sign or red light, one penalty point for grinding gears, and two penalty points for a second try to make the shift—low score wins. A potential ego crusher in rush hour traffic!

SOME PRACTICAL CONSIDERATIONS

One rule to follow is only remove your hands from the steering wheel to shift when absolutely necessary. Don't drive around with your hand on the gear lever if it's not needed. Steering is more important.

Although many drivers have realized you won't necessarily fly off the face of the earth by braking and turning at the same time (trailbraking), there is still a tendency to want to complete all downshifting in a straight line before turning in to a corner. If you're confronted with trailbraking corner, you can also downshift well into the corner. Other wise, you will overslow the car to get it in the lowest gear you need without over-reving the motor in a straight line. Entering Big Bend in a Formula Ford, I am braking in a straight line between the "2" and the "1" makers, downshifting to third, and continuing to brake and turn in at the "1"; back to some gas to the top of the corner, then braking, turning, and downshifting to second all at the same time at the top of Big Bend.

"They say if you can double-clutch downshift, you can drive the car without using the clutch. Big deal, how many times am I going to blow a clutch?"

You never know, but it sure is handy, and it's also useful in other situations. Look at the last example. In making the downshift to second at the top of Big Bend, I am braking and cornering at maximum G's while trying to shift and turn in at the same time. Taking my foot off the dead pedal to double clutch under the G forces makes it hard not to upset steering with one hand while shifting. It's much more comfortable to leave the left foot firmly braced on the dead pedal, and do a clutchless heel-and-toe downshift.

Many divers shift down through all the gears sequentially on

the entry to a corner, e.g. from fourth to third to second. Other skip-shift directly from fourth to second with a big blip at the last moment. I think the choice is yours. The advantage of skip-shifting is that it allows you to concentrate totally on maintaining maximum braking and modulating the pedal if necessary. No matter how good you are rolling the foot to blip for a downshift has got to cause a variation in pressure on the brake pedal, no matter how minor, detracting from maximum effectiveness. An exception to this would be when driving a car with a difficult shift pattern, so that it's necessary to know which gear you're in each step of the way. With the spring loaded fifth gear gate on the M3, I feel more comfortable coming through fourth on the way to third rather than fifth to third, although fourth to second or even first is no problem. Another exception might be when driving a turbo and you need to keep the motor on the boost to get crisp throttle response and a quick, clean blip of each downshift.

Although proper downshifting can be a daunting challenge, the novice should break the process down into the three sub-products and sequentially learn each one:

1. Blip: practice matching engine speeds to road speeds for each gear combination of your car.
2. Double-clutch: add double-clutching to the blip exercise.
3. Heel and Toe: overlay braking to downshifting.



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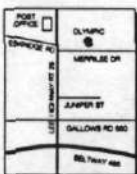
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Wie Sagt Man "Thanks" auf Deutsch?

BY DAVID ROACH AND CHRIS LEEPER

Back there in the summer of aught-'89, as drivers' school students, we had the pleasure of being taught by Bob Gammache, the National Capital Chapter's chief instructor. We were very impressed with Bob's knowledge of driving, his consummate skill behind the wheel, and his smoothness and grace on the Summit Point track. Equally impressive were his communication skills and enthusiasm as an instructor. We dubbed him "the professor," as he approached the study of high-performance driving as an academic discipline (admittedly,

the greying pate and ubiquitous, well-worn briar pipe contributed to the image).

To make a long story short, we were so impressed with Bob's unique attitude and manner that, when we learned Mark Yaworski was looking for someone to take his place as coordinator, we called then-President Dwight Derr and volunteered to take over. For the next three years, the three of us ran the NCC Drivers' School program. We three became fast friends, as we did with the many other people we "volunteered" to take over specific duties. We endeavor-

ed to communicate our enthusiasm for driving and our general camaraderie to the students and instructors as well.

We "retired" from drivers'-school coordination in 1993, turning the job over to Al Zavala. And now, in 1995, Bob has decided to retire as well, hoping to devote his energies to getting his purpose built 2002 ready for a full season of SCCA racing in the GT-3 class. Dave Bryan has kindly volunteered to take over as Chief Instructor.

The SCCA's gain is our loss. Bob always seemed to us to have the perfect combination of skill, authority, and empathy for the drivers' school students. He's done a wonderful job shaping and building our drivers' school program; today, thanks in large part to Bob's efforts, it's one of the most respected programs in the country. We'll certainly miss Bob's calm, assured presence as Chief Instructor, and we hope he'll come back and instruct for us as his schedule permits. In fact, the first time he does, we'd like to reserve him as our instructor.

Bob, we've got one more task for you: we're sick and tired of that "other German marque" constantly winning the SCCA MARRS championship in GT-3. So your mission, whether or not you choose to accept it, is to fix this problem. The National Capital Chapter wishes you good luck, much success, and, above all, we *Thank You*.

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A Day at the Races

BMW's at the Rolex 24 Hours at Daytona

BY ED BERNARD



Pegasus BMW's Oliver Kuttner in a pre-race interview. Photo by Ed Bernard

Well, I have good news and bad news. The good news was that BMW made a grand entry into the prestigious Rolex 24-Hour race this past February. The bad news is that only one BMW-powered race car limped across the finish line. Tom Milner of Winchester, VA had two M3s entered in the IMSA GTS-2 Class. The competition were 14 Porsche 911s, a 968 Turbo, 2 Nissan 240SXs, 2 Mazda MX6s, and 2 RX7s. On Friday, the two E36 M3s qualified in the GTS-2 Class in positions 1 and 3. Now that was a first! Pole sitter No. 12 also broke the GTS-2 track record with a 1:59.561. That averages out to 107.10 mph for the 3.56 mile road

course. Second place went to a Porsche 911 at 1:59.653. The other M3 was third at 1:59.782. The race began at about 3:01 pm on Saturday. For the first few laps the Porsche was leading with the M3s in hot pursuit. After 5 laps, the 911 found itself sandwiched between two BMWs, M3 number 12 having taken the lead. I predicted that fuel would be a factor, since the M3s have 3 liter motors compared to the 911s' 3.6 liters. The 911 pitted for fuel after lap 40 (WSC lap number- the scoreboard showed the lead car lap number), the first M3 didn't come in until WSC lap 60. I thought it was for fuel, but later I found out that a mechanical problem was the culprit. It went out again for a few laps but finally quit after completing 60 of its own laps. The second M3 continued

to lead into the night. I fell asleep around 1 am. When I awoke at 5 am I heard that it, too, was also out of the race after having completed 221 laps for 786.76 miles. Both cars were withdrawn for the same reason- "fluctuating oil pressure caused by other problems", although they were still running at the time of withdrawal.

I think this was a good first attempt for a 24 hour endurance race. I'm sure the problem will be corrected for future races. You've got to hand it to those Porsches, though. The Porsche factory definitely supports racing and it showed with the cars' durability. (Well, they had 20 years to work out the kinks...). A little technical data about the BMWs. The M3s were running Yokohama slicks, 245 X 18 in

front and 275 X 18 in the rear. The engines have factory blocks and heads and generate an estimated 380 hp. I calculated that the cars were reaching about 170 mph on Daytona's front straight. (We'll have to ask Tom Milner for the exact numbers.)

The other BMW was driven by Oliver Kuttner of Pegasus Motorcar in Charlottesville, VA. It was in the World Sports Car (WSC) class with a BMW V12 motor (from an 850, not a McLaren F1). The engine is estimated to put out over 550 hp. This was the world's first racing BMW V12! Unfortunately, BMW would rather concentrate their racing efforts on their V8s. But Oliver thinks he has a winner (The car ran the last 18 months with the same engine!) The Pegasus BMW qualified with a 1:53.012. This was a far cry from the "other WSC car", the Momo Ferrari WSC car, which had a 1:43.326. Several factors caused this: Two of Oliver's drivers never sat in

the car before race day, and Oliver was a little rusty behind the wheel, being owner, builder, and driver, as well as being the owner of a BMW/Porsche/Audi dealership. The car ran strongly all day, moving from 18th to 7th place within the first two hours. Around midnight, after 9 hours of racing, a PA announcement said that the Pegasus BMW needed transmission parts, the first of many troubles. The team scrounged the Paddock obtaining donor parts from everywhere. With a little ingenuity, and a great machinist on hand, they rebuilt the transmission from oddball parts in less than 3 hours. Later, a valve seal broke, dropping a cylinder. Fuel for that cylinder was cut off and the car ran the rest of the race on 11 cylinders. Even on only 11 cylinders, the car passed two other WSC cars and was running only 1 second slower than normal! Try doing that with your Ferrari! The damage continued with "low oil pressure and fuel problems".

With only 30 minutes left in the race, the decision was made to just finish the race and not risk another failure. The car sat on pit road until the last lap. Oliver then cranked up the car and finished the race like a true winner!

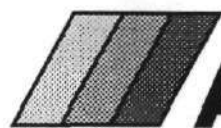


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A Day at the Races, Part II:

The Twelve Hours of Sebring

BY CORY LAWS

There were a few things that I will take away from my trip to Sebring. First, it's much better in person. Watching races on television is like driving by remote control. It might be exciting, but there's a visceral element, a first-person connection missing. Second, you can't relate to the speed of some of these cars unless you experience it live. Watching a WSC car close on a GTS car (that you thought it had no chance of catching), and blow past it on the front straight and into the first turn, was mind-boggling. It was like something out of Star Trek (Warp 9, Scotty, NOW!). Third, an accident that happens right in front of you is a sickening thing. The scraping of metal against concrete; the dull thud of metal against a retaining wall; the smoke/steam rising from the wreckage; the wait for the driver to get out/be removed. It's not exciting. It's gut wrenching.

I was fortunate to have had a business reason to be at Sebring this year. My company, Sequent Computer Systems, has had an interest in racing for three seasons now. The previous two years saw us compete in the Top Fuel category of Drag Racing. This year, we have two sponsorships going. Yes, we're still doing Top Fuel, but we also are a major sponsor to the Scandia Motorsports team and their pair of Ferrari 333SP World Sports Car entries.

I had purposefully scheduled a trip to visit one of my customers in Tampa to coincide with the 12 Hours of Sebring. Prior to race day, I had

frankly been a bit more excited about the Bridgestone Supercar race. My customers had planned to arrive about 10am, but I planned to be there for the Bridgestone Supercar race at 9:15am.

Sebring is not a particularly good spectator track. There is no grandstand, and due to the physical layout of the track, few places to see more than a glimpse of the cars screaming by. There are, by official count, some eight "viewing hills", but if you've been to Florida, their idea of a hill is

I'd forgotten the high-caliber spectator watching that a major race event offers.

As expected I was rooting for the Ed Arnold Racing M5s to triumph in the Supercar race. However, it was not to be. With a scant two laps remaining in the 30 minute race, the Greenwood Corvette of Sean Roe passed the Number 2 Ed Arnold M5, piloted by series rookie Randy Probst, to take the win. Roe had qualified fastest, but started 8th due to the inverted grid placement of the first 8 qualifiers. He



The Pole-sitting M3 at Daytona. Photo by Ed Bernard

more like a large mound anywhere else. And with the fencing, barriers and cars/trucks/motorhomes/boats, etc. (yes BOATS!) parked trackside, pictures are tough, unless you get lucky, or take most of your shots in the paddock. It IS a fun event though! I've never seen more creative "mobile bleachers" than I did at Sebring. And

fell as far back as 10th place, before charging to capture his first career victory by a 2-second margin. The Ed Arnold Number 4 M5 took fourth in the event.

The 12-Hour started with the Scandia #33 (Michele Alboreto, Mauro Baldi, Eric Van de Poele) on the pole. It

immediately fell back to be replaced in the lead by #3, piloted by owner/driver Andy Evans, Fermin Velez (who took the checker), and Eric Van de Poele. A heated battle ensued between the two Scandia Ferraris, the Number 30 Momo/Danka Ferrari, and the Number 9 Auto Toy Store Chevy Spice driven by Andy Wallace, Jan Lammers, Derek Bell and Morris Shirazi. The Momo/Danka Ferrari was pitted for over an hour due to gearbox problems and was knocked from contention. From hour 8 on, the Evans-led team was in the lead. However, some real drama took place with less than an hour remaining.

At 45 minutes to go, a crash on the front straight brought out the pace car and a full-course yellow. At the time, Ferrari #3 was ahead of Chevy/Spice #9 by just seconds. Velez beat the pace car's entrance to the track, and put a lap up on the Chevy/Spice, who pitted under the caution. The race finally went green with a scant 15 minutes remaining. Velez was unaware of the one lap advantage until there were only a few minutes remaining. Then, just after the white flag was displayed, the third place Mazda Kudzu lost control on the front straight, hit the left wall and crashed into the abutment supporting the spectator bridge. Fortunately the driver was not seriously injured, although he was later quoted as saying "that's it for the

year". The race ended under a yellow flag, and brought to an end Ferrari's 23 year absence from Sebring.

The pair of BMW M3's mentioned in last issue's Competition Corner by Woody Hair, did in fact make the trip to Sebring. While I unfortunately do not know the official results of their efforts, I can say that they seemed to have been running well, and were there at the end. Woody informs me that they both suffered mechanical problems, but still ended up about 8th and 9th in class, and roughly 20th and 27th overall.

In a later development, the second place finisher, the Auto Toy Store Chevy/Spice filed a protest of the results under the grounds that the laps were miscounted (I guess all three electronic AND the manual counter made the same mistake), the Ferrari carried too much gas (although it was found to be within range by IMSA after the race), and the end driver, Velez, spent too much time behind the wheel (although IMSA said the time sent in the car while under the red flag doesn't count). In other words, get over it.

Cory Laws is a Past President of the NCC, a Past Editor of dB, as well as an E/SP Autocross Champ in an E12 5er.

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Woody's Competition C O R N E R

BY WOODY HAIR

After running at the top of the GTS-2 class in the Daytona 24-Hour race, the BMW M3 GTS developed engine problems that knocked both cars out of the race. Their early speed left Tom Milner's Prototype Technology Team optimistic for the next race, the Sebring 12-Hour. Early in the race they were running near the top of the class, but a failed fuel pump within the fuel cell of one car and a leaking cylinder head on the other car dropped them to 8th and 9th in class and 20th and 27th overall at the end of the twelve hours. Both cars are ready for the next race, a 3-Hour at Road Atlanta on April 30.

Oliver Kuttner's V12 Pegasus BMW was a non-contender in the World Sports Car class and finished 23rd overall at Sebring. *On Track* magazine reports that the Peter Sturtz-built, BMW V8-powered WSC car should appear in IMSA's series soon.

The BMW M5s continue to do well in the Bridgestone Supercar series. Apparently T.C. Kline, a longtime Club member from Akron, Ohio, is now running the team. In the season opener at Sebring, the M5s finished 2nd and 4th to a Corvette and Nissan 300ZX Turbo. The drivers were ex-autocrosser Randy Pobst and Shawn Hendricks.

BMW NA advised entrants of the M3 Lightweight not to start the 4-Hour IMSA Street Stock (formerly

"Firehawk") race at Sebring due to a potential problem with the oil pump shaft. Improved shafts have been received from Germany and the cars should be ready to compete in the Street Stock Grand Sports class at Road Atlanta on April 29. Two 325is finished 3rd and 4th in the Sports class at Sebring.

Meanwhile, two M3s have already chalked up wins in SCCA National races in January. Florida's Bob Henderson won in Showroom Stock A at both Moroso and Sebring, and Tom Brecht, son of a San Diego BMW dealer, took the SSA class at Phoenix.

These cars were not the "Lightweights" since the first of these special models were being shipped to Milner's Winchester, VA shop for race preparation in late February. *On Track* says that the Lightweights have been reduced to 2,450 lbs, but I wonder if they were talking about the GTS-2 cars. BMW's latest sales brochure lists the Lightweight at 2,950 lbs. Other Lightweight information gleaned from the brochure includes the following US-spec M3: engines selected at the upper end of design tolerance (balanced?), forged alloy wheels (8.5" wide in the rear), 3.23 rear end ratio, "ultra sport" suspension, strut tower brace, aluminum doors, M3 GT rear spoiler (wing), carbon fiber interior trim, and the deletion of both the radio and air conditioner. A race package option (installed by Milner?)

includes a ride height-adjustable suspension, cross-drilled brake rotors, and adjustable camber plates.

Look for Russ Wiles and John Buffum to run a pair of Lightweights in the *One Lap of America* next month. Let's hope Buffum has some shifting lessons this year. The One Lap stops at Summit Point Raceway in nearby West Virginia this year. Two-lap time trials are scheduled for Friday, June 16th at 6:00 AM. I know it's early, but they are running at Watkins Glen, NY later in the day. Turn to the Coming Events section for information about forming a cheering section.

SPEED SHIFTS

The Sports Car Club of America (SCCA) has announced a new category of competition to be known as Solo Trials. Since it is intended to be a level between Solo I and Solo II, perhaps it should be called Solo One and a Half. In case you don't know, Solo I is high speed time trials, usually on a race track or a hill climb such as Pikes Peak. Drivers must have a Solo I license and cars must carry the same safety equipment as an SCCA race car. Solo II is SCCA's term for autocrossing. These low speed time trials are usually held on a parking lot or air strip. Speeds are kept in the 20 to 70MPH range by rubber pylon gates. In the new Solo Trials, typical venues will be airports or road courses with pylon chicanes limiting top speeds in the 95 MPH area. In the Stock and Street Prepared classes, only convertibles and roadsters will

be required to have roll cages, etc. The SCCA looks upon this new form of competition as an extension of the type of high performance drivers schools put on by your BMW Club. The first ever event was held by an SCCA region in Texas. The DC Region of SCCA has no plans to put on a Solo Trials event in 1995.....BMW's factory team in the British Touring Car Championship will no longer be Steve Soper and Jo Winkelhock in Schnitzer-prepared 318is. This year the team is entered by Warthofer and two ex-Formula One drivers,

David Brabham and Johnny Cecotto, will pilot the cars.....The developer of Brandy Station Motorsports Park near Culpeper, VA has published a slick brochure that includes several conceptual drawings of the 3.1 mile road course. The track can also be split into two totally separate courses of 2.1 and 1.5 miles. They say they should hold several races there this year, but make no mention of which sanctioning bodies will be involved. Maybe the Woodbridge Kart Club? CRUNCH.

COMPETITION CORNER CALENDAR

May 7	VW Club/SESCA Championship Autocross, Ft. Meade, MD	June 16	One Lap of America Time Trials, Summit Point, WV
May 20-21	Jefferson 500 Vintage Races, Summit Point, WV	June 18	SCCA Nationals, Summit Point, WV Camden Yards Autocross, Baltimore, MD (tentative)
May 21	SCCA Autocross, Frederick, MD	June 24-25	IMSA WSC/GTS/Street Stock, NASCAR Busch Grand Nat., Watkins Glen, NY
May 27-29	IMSA WSC/GTS/Supercars, SCCA Trans Am/World Challenge, Barber Dodge, Lime Rock, CT	June 25	WRC Rallies (Two!), Centerville, VA
June 4	SCCA MARRS Races, Summit Point, WV Branded Club Rally, DC Area NASCAR Winston Cup, Dover, DE	July 2	SAAB Club Championship Autocross, Ft. Meade, MD
June 11	NASCAR Winston Cup, Pocono, PA Autocrossers, LTD, Championship Autocross, Ft. Meade, MD Canadian Formula One Grand Prix, Montreal	July 9	SCCA MARRS Races, Summit Point, WV
		July 16	NASCAR Winston Cup, Pocono, PA
		July 30	BMW CCA Championship Autocross, Ft. Meade, MD

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FROM WHISPERING BOMB, LA REGION BMW ACA
BY PHIL STREET

Have you checked your viscous fan coupling lately? It's surprising how often this item fails and goes unnoticed. Mounted on the front of the water pump and within the plastic hub of the radiator cooling fan, this coupling was designed to provide a disconnect for the power-consuming, belt-driven cooling fan. When the engine is cold, the viscous coupling allows the fan to "coast" or free-run. The fan can even be stopped while the engine and water pump continue to run (don't try this at home, kids). As the engine warms up, the viscous medium thickens. This causes a semi-rigid link between the fan and the water pump. A viscous fan that is working properly will engage and disengage as the coolant temperature varies. Normal engagement occurs at around 167°F, and disengagement at around 149°F.

To check the function of the viscous coupling, wiggle the fan with the engine not running. Look for oil leaking from the coupling or wetness in the fan hub. Check to see if the fan turns freely when the engine is cool and not running. Spinning the fan by hand should yield a one-half to full turn of light resistance. A fan that is locked-up when the engine is cool (ambient temperature above freezing) requires replacement. Also look for looseness or wobble while the engine is idling.

A properly working viscous fan will pick up heat from the water pump hub and fully engage. If you listen carefully, you can hear the fan start to roar even with no change in engine speed. Holding the throttle at 2000 rpm for a few seconds causes sufficient flow through the water pump to cool down the viscous coupling, causing the fan to go back to "coasting."

A long, 32 mm open-end wrench (BMW tool 115030) is needed to change the viscous coupling. Use this to loosen the left-hand-threaded hub nut. A sharp blow to the wrench with a hammer (in a clockwise direction, as viewed from the front of the engine) will usually loosen the hub nut. Continue rotating the nut until the fan coupling assembly drops off the water pump hub. The fan shroud usually has to be removed to get the disconnected assembly out of the car. Four 6 mm nuts hold the viscous coupling to the fan.

After cleaning up the fan and shroud, bolt the new coupling right in. Installation is the reverse of removal. Positioning the fan to get the hub nut started can sometimes be made easier by placing a newspaper or towel between the fan blades and the radiator. As Bart says, Keep it cool, man!"

M3 OWNERS:

WE'VE GOT OUR WIRES CROSSED

RANDY EVERSON, ILLINOIS

I know of four of us that have a problem with our spark plug wires. Check your car. If you share the problem, let me know and let me know the mileage on the odo.

THE PROBLEM

The insulation on the number 3 and number 4 wires are abrading each other where they cross inside the rectangular runner on top of the valve cover. To check—remove the two acorn nuts holding the runner to the cover; pull the protective boots surrounding each spark plug wire entry into the valve cover and pull the insulated spark plug connectors loose from each plug; you now have enough slack to turn the runner over and remove the three cross tip screws that hold the two halves together (it's real important to not drop anything down the four open holes in the valve cover); separate the #3 and #4 wires and check for any grooving in the wire insulation. If you have abrasion, wrap some electrical tape around the worn spot, reverse the overlap (put the bottom wire on the top) and re-assemble your ignition system. If you know of a good looking wire loom we can use to support the wires in lieu of the enclosed runner let me know. This wire set is very expensive.

I found this problem at 60,000 miles. I know of this problem on an

M3 with 30,000 miles. BMW will cover replacement with less than 50,000 miles. I hope to convince them to help those of us with >50k on the clock. This is not normal wear and tear on spark plug wires. The insulation is not deteriorating with age—due to a design flaw, it is abrading within the tight confines of the runner.

Call me at home (708-359-1814) before 8:30 pm, or call my work number (708-330-5304) after 6:00 pm and leave your name, phone number, vehicle mileage, and confirmation that you have the problem on my voice mail. I will tabulate the results and pursue this issue with BMW NA. The phone lines are now open—operators are standing by.

Assorted Tips

M5 WHEELS

Owners of E34 M5's with 8Jx17AH or AH2 wheels should make

sure their tire dealers know about the special tire mounting and dismounting procedures. The tire bead must be broken at the stem area of the wheel. Dismounting along any other area around the circumference of the wheel may cause damage, or prove very difficult at best. Inside the wheel is an asymmetric hump which is raised except in the area of the stem.

BRAKE VIBRATIONS

Owners of 3-, 5-, and 6-Series cars (chassis E30, E28, and E24 respectively) may notice steering or brake vibration when the brakes are hot when decelerating from freeway speeds. The brake rotors, when checked for lateral runout and thickness vibration, are usually within specifications. The source of the vibration is excessively hardened front brake pads of the Jurid 506 designation. Later brake pads were corrected with less hardening and are designated Jurid 506*. The back of the corrected pad has a * symbol.

ROUGH IDLE

1987 and 1988 735i and 735iA models may exhibit rough idle due to improper idle control valves. The production code can easily be checked on the outside of the valve end. If the valve is numbered with 641 through 751 it should be replaced. The valve is part number 13 41 1286 065.

NOISY HYDRAULIC VALVES

BMW's with hydraulic valve tappets may have an occasional valve train rattling noise. The noise may last three to five seconds. If the noise lasts more than five seconds it is a cause for concern. The tappets adjust themselves when run for about 20 minutes under 2000 RPM. If they do not readjust, the engine should be serviced.

*Darryl Cheung, Golden Gate Chapter
Die Flusterndbombe*

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NAME	YEAR/MODEL	SPONSOR	NAME	YEAR/MODEL	SPONSOR
Walter Agcaoili			Kenneth Loren	1989 735i	ExcluService
Serge Ambrose			Greg Lotze	1992 325i	
Peder A. Andersen	1995 318i		Richard Markham		
Kent Arnold	1994 325iS		Bernard E. McDaniel	1995 530i	
Thomas Baltimore	1994 530i		Deborah McEver		
Alexander Barked	1985 528e		Anderson McNiell	1992 325iS	
R. Stewart Bartley	1987 L6	Dwight Derr	R. Bradley Mellor		
James Bernstein			Barry Meuse	1991 735i	
Lesley Berry, Sr.	1995 318iS		Morty Modaressi	1988 M5	D. H. Weissman
Jayne Birken			Phantom Morganti		
Shane Blankenship	1990 325i		Jon Nelson		
Celeste F. Bove	1992 325i	Dick Bergen	James Nesbit		
Bea Boyd	1995 M3	Mike Gayle	Michael Novak		
Dr. Pier Broadnax	1992 525i	Albert Davis	Mario Ocampo	1992 325i	
Michael Brooker			Anthony Paddock		
Anthony Brooks	1987 325iC		Frank Peters	1994 325iS	
Mark Burroughs	1988 528e		Christine Prucker	1991 318i	Kathleen Kirwan
John Callahan	1988 535i	Paul Vessels	Michael Prucker		
Mark Caudill			Ashok Rajpal	1988 735i	
Mazi Choubineh	1995 M3		William Rayfield III	1995 M3	
David Cohen			Edward Reynolds	1980 635CSi	Chris Ambrosini
Larry Cohen			Joe Rice		
Michael Cope			Brian Safigan		
Bob Cotton			Ruth A. Sanders		
Derek Crosby			Gary Shaffer		
Tom Cummins	1980 320iS		Frank Shap		
L. Hazel			Michael Shott		
Michael Czlonka			Adele Skolnick		
Trevor D'souza	1987 535iS		Bob G. Smith	1993 318i	
Bill Deoudes	1984 528e	David Landow	Jeremy Snow	1995 325iS	
Patricia Dolan	1990 325iS		Nick Stanco, Jr.	1994 325i	
James Dudley	1991 318iS		James Stem		Alan Marsh
Alfred Dunlap			Nadine Stosek	1994 325iS	
Henry Edelman	1995 740i		F. Meloan		
Grad Eden			Benjamin Tahyar		
Eric Evenson, MD	1995 540i	Robt. Westall	Kevin Talley	1988 325iC	
Clay Ewell		BMW of Fairfax	Robert Tannenbaum		
George Exarhacos			Jonathan Tepper	1995 318iC	
Tony Felix	1984 323i		Alan Tolchinsky		
Micah Gallagher	1990 VW Corrado		Jeffrey Trevaskis		
Robert Gochenaur			David Trimble		
Hector Gonzalez	1988 M3		Holder Trumbo		Wayne Berkemeyer
Edward Goodnight			Brenda Turner	1993 525i	Paul Vessels
Andrew Gralla			Dennis Turner	2002	
Joe Gustin			Timothy Tyrrell	1995 M3	Bill Tyrrell
George Habicht			James Urchasko	1984 533i	
James Harvey	1989 535i	Dave Lowen	John R. Valliant	1980 528i	
Charles Herbert	1984 533i		Luiz Vieira	1995 318i	
John Hough, Jr	1988 M3	John Wright	Donald Wallach	1982 528e	
Andres Jaime	1985 318i		Richard Warden	1995 525i	
John Kang			Tom Wellington	1983 323i	
Davor Kapelina			Jan Widome		
Greg Kavadias	1994 325iS		Frank Willard	1987 325	
Alice Kondis			C. Thomas Williams	1994 325i	
Mark Ksiazewski	1995 318i		Bob Wolfinger	1992 325iC	
Mark Lether			David Yue		
Gabriel Levy	1986 735i				



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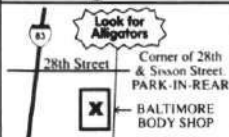
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Ads are free to current Club members. Membership numbers **must** be included. Car ads must be typed and in the following format: Year, model, serial #, color, and general information. Include your name and telephone number with area code.

Send them to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218.

Non-members and Commercial Classifieds. Contact **der Bayerische** Advertising Manager Kevin Cowley at (202) 544-1123 days for a rate sheet, specs, or to place your ad.

CARS FOR SALE

- 1970** VIN 1676194 Sahara Beige / tan interior, S/R,
2002 Front fender rust / rear collision damage. Good interior w/ 320i seats. Weber, header, Bilsteins, many extra parts. Restoration project or parts car. Michael (410) 544-1520 eves. (MD)
- 1974** VIN, 3281804. Metallic blue / tan interior,
BAVARIA Automatic, A/C, S/R, alloys, new carpeting and mats, tool kit, Webers, Bilsteins, Prima Flow exhaust, electronic ignition, Korman motor. Always garaged or covered, not driven in winter. Meticulously maintained. \$3450 / OBO. Jerry (304) 988 - 0658 eves.
(304) 558 - 3708 days (WV)
- 1974** Blue/Tan, 4 spd., 325i rims, no sunroof 179K,
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Call Dean (410) 849-2044 eves.
- 1976** Green/Tan, 4 spd., 325i rims, A/C, 125K Rebuilt
2002 head, Repainted and car has no rust (California Car) Excellent cond. \$3,500/BO
Call Kevin (202) 544-1123 eves.
- 1976** VIN 2375502. Fully restored with many
2002 upgrades. Dark brown with tan interior (Acura Integra front seats, reupholstered rear seat), Behr A/C with oversized radiator, 6 disc Alpine cd player with 300 watt amp and subwoofer, Dinan suspension, 15" BBS wheels, new 195/50 D60/M2 tires, limited-slip diff, huge Volvo front disc brakes, Korman built 4 speed, strong (150-160 hp) professionally built/balanced and ported engine with approx 20k miles, 38/38 Weber,

Stahl header, Schrick cam, electric fuel pump, Allison ignition. Very solid and in excellent condition. \$6500.

Dave (301) 829-2640 before 9:30 (EST). (MD)

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325iC

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Call Jeff (301) 253-0030 eves.
(202) 647-0249 days

1990
735i

VIN WBAGB4312LDB64383. Bronzit / tan interior, 67K miles, loaded w/ all options. All records. Immaculate, must see.
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PARTS

Complete parts car for sale, 2002tii, lots of new parts to modify your 2002: 5 spd. conversion, close ratio steering box, limited slip, new engine, vented brakes, Recaros, 325is wheels (195/60/14 Yoko 008R) New bilstein sport shocks/springs, Max. stick swaybar
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2002
PARTS

One pair front seats from a '72 tii. Need padding and covers. Free. These had the chrome steel trim at base, hinge, and sides, not plastic that broke off. Springs / sway bars from '72 tii. Free. 4 OEM / factory option '72 - '73 mag wheels with tires in good condition. \$200/set.
Bill (410) 668 - 6763 (MD)

633
/ 635
PARTS

1 pair KYB rear Gas-a-just shocks for '82-on 6ers. Less than 1000 miles. Fits E28 5ers (528e/533i / 535i). \$100 / pr. 4 Cyl (early) oil filters (Mahle) \$3 / ea. 2002 heater box, Free. E12 (530 / 528i) Console side panels, for A/C cars, new OEM, \$50. Headlight buckets, 320i, excellent cond. \$25 / pr. 2.8 L short block, missing one con rod, good crank and harmonic balancer, w/ OEM exh. manifold, 120K, \$100. 528i Catalyst test / track pipe \$25.
Dwight (410) 889 - 9578 eves (MD)

Continued on page 36

There's only 490 days left....for you to volunteer for Oktoberfest '96! We're continuing to plan for this major event, and need YOUR help in making it be the best O'Fest ever. We now have Event Chairs for each committee (see article elsewhere in this issue), but we still need lots of people to indicate their interest so as we get closer and closer to The Event, we can call upon your individual expertise, or cooperative skills, to help out. We could especially use some good mechanics for tech inspection, good organizers for the banquet and receptions, and more help for the drivers school and TSD rally. These are events that take lots of people "at the event", but not a lot of meeting time the months before.

For those 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.



O'fest 1996



Washington, D.C.
August 11-16, 1996

O'fest 1996

Sponsored by BMW CCA

Hosted by the National Capital Chapter

Volunteer Signup Sheet

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Home Phone: _____ Work Phone: _____

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).

- | | |
|---|---|
| <input type="checkbox"/> Registration | <input type="checkbox"/> Photo Contest |
| <input type="checkbox"/> Tech Inspection | <input type="checkbox"/> Trivia Contest |
| <input type="checkbox"/> Vendor Liaison and Setup | <input type="checkbox"/> Monumental Evening on the Mall |
| <input type="checkbox"/> Tech Session Coordination | <input type="checkbox"/> Concours |
| <input type="checkbox"/> Gymkhana | <input type="checkbox"/> Swap Meet |
| <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!

Please Photocopy and Distribute



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BMW MODEL/YEAR _____

RECOMMENDED BY CLUB MEMBER _____

Member number _____

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E30 SPARE TIRE

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