

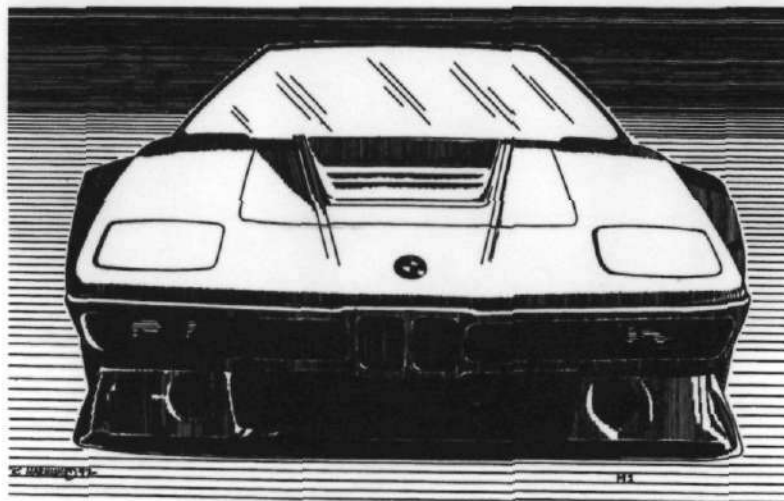
November/December 1995

der Bayerische

National Capital Chapter

BMW Car Club of America





Calendar of Events

1995

JANUARY

- 14 Holiday Party
- 21 AutoThory 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
- 8 PCA/BMWCCA Autocross
- 17-21 BMW CCA National *Oktoberfest* at Breckenridge, CO
- 30 BMW CCA/MWCSCC Championship Autocross

AUGUST

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

SEPTEMBER

- 17 Tour to Bavarian Inn *Oktoberfest*
- 30 Vintage Races at Summit Point Raceway (*tentative*)

OCTOBER

- 1 BMW CCA Corral at Vintage races
- 9 Columbus Day Drivers' School
- 15 Deutsche Marque Autocross
- 21 Fall Tour

NOVEMBER

- 5 Tech Session BMW's and Porsches Only
- 11-12 Fall Drivers' School (at Summit Point's New Track!!!)
- 18 Winterizing Tech Session at AutoThory

DECEMBER

(Events forthcoming!)

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

der Bayerische

National Capital Chapter BMW Car Club of America

November/December 1995



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Cover: Rennie Bassett discovers weight transfer in her beautiful '76 2002.

Photo by Chris Leeper

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

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Bill Caldwell 703/534.3528

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der Bayerische

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EDITORIAL

Misfirings

HOLIDAY WRAP-UPS

It's nearing the end of the calendar year (at least as this is written; it might be Spring by the time you read this) and everything's winding down (can anyone explain that cliché to a kid in the age of digital watches?), even me—I can't even come up with anything flippant to say. Or not much, at least...

Although the calendar is event-quiet, some very important Club business is at hand—*your* hand for that matter. Foremost, it's Election time—time to select, from amongst ourselves, those individuals who'll be responsible for what *you* will do, Club-wise, for the next year. Between the two 10pt, c1s covers can be found declarations of candidacy from those running for the four elected positions, as well as the actual ballot. Note that the ballot provides for write-ins; any Club member in good standing can be nominated for any of the positions, with consent, of course. If you, or someone you know wants to have a go at it, here's the opportunity. Why, almost anybody can do it!

Also for you, the electorate, to decide is a proposed amendment to the Chapter By-laws in which the formula by which a quorum for Board meetings is established is brought up to date. Up to this point, frivolous Board decisions were not really legal according to the old quorum formula; passage of this amendment guarantees that future frivolous decisions will be both official and legal!

It's been less than a year since I've assumed the Editor's cap. It's been a blast; it's been, at times, somewhat a chore. It's been an eye opener, sometimes well past the wee hours. But most of all it's been fun, and I'm glad I undertook the challenge. But it is a collective effort, and we should applaud the efforts of all who've contributed: Woody Hair, who not only sees most of the country's apexes from behind the wheel, but photographs and writes about them for our benefit. And he manages to compile his *Competition Corner*, too, and deliver all of it, sometimes annoyingly to me because it forces me to get to work, like clockwork; Jenny and Ed Nazarko, Mike Gayle, Bill Caldwell, David Roach, Jim Edmiston, who've all contributed a multitude of articles and snapshots, Chris Leeper for the tons (literally, I think) of photos, and all of the rest of you (the names of whom I can't conjure from my feeble mind) who've written and/or photographed for *dB*. As everyone can see, your efforts have really paid off! Thanks!

derr

In Response

After reading of Al Zavala's Drivers' School befuddlement (Jul/Aug dB), member Tom Verba offers up this hypothesis:

Dear Al,

Here are some comments on why we're not filling Drivers' Schools. In the Past we've had five schools per year; each school had 60 DUs (Driver Units) and perhaps 20 DEs (Driver Extras or Standbys). $60 \times 5 = 300$ plus $20 \times 5 = 100$ totalling 400 DUDEs for drivers' schools. Now, some of the DEs that didn't fill slots vacated by no-shows became COWs (Corner Workers). And, of course, some of the DUDEs brought FOOLs (Friends, Others, Or Lovers) who were recruited to be COWs. If we take the 400 DUDEs and divide by 8 (the # of schools this year), we have 50 DUHs (Driver Units Here) with no DETs (Driver Extras There) to be COWs.

...It's Mathematical.

Speaking of FOOLs; suppose a DUDE brings a FOOL who lands up being a COW. The FOOL, thinking "Oh, BMW Club... I'll wear my high-fashion jacket, silk shirt, and espadrilles." So here's this dang FOOL COW in the oppressive heat, freezing cold, blazing sun, rain, snow, dust, ice, track dirt (Choose one or several) for eight hours interrupted only by a lunch of a hoagie, chips, and a *Yoo-Hoo*... We give the COW a T-shirt.

...Dat's Da Name O' Dat Tune!

Somewhat seriously, some schools are scheduled in March and November when the weather in the West Virginia panhandle can be frightful; often holiday weekend Mondays (and Tuesday, 4 July, this year). Perhaps, plain weekend Saturdays and Sundays are better dates.

Also, there has been some talk of doing away with ther Highway Safety School. Why not replace it with DRISC 101— Introduction to Drivers' School? At every school, up to twenty students could do: 2hrs classroom— introducing first timers to the jargon they'll be hearing (i.e., threshold braking, apex, understeer, oversteer, "Oh shit!"); 2hrs corner working with regulars; lunch— DUDEs, FOOLs, and COWs need to be trained to eat that stuff (Paulette, I'm just kidding here). After lunch, 2-3 hrs of skid pad, and a cone course set up in the Paddock or elsewhere. Conclude the day with a two-lap ride around Summit Point in Instructor's cars (brown trousers optional). This would show Newcomers all aspects of our Drivers' Schools and hopefully result in a new gang of DUDEs and a herd of COWs, not to mention (but I will) more FOOLs.

I'm joking, of course, calling volunteers FOOLs. But, a primer for corner workers (sent with school info) would be helpful—telling the vagaries of the weather at Summit Point, the need for rain gear, gloves, water, chairs, sunscreen; "Don't wear red or yellow"; clever two-way radio repartee; etc.

For me, holidays are work days. And, in March we heed the immortal words of Horace Greely "Go South, young man, go South"... or was that Jimmy Buffet? Finally, Jane says, "As long as our baby Bimmer belongs to BMW Financial, R'Dinky ain't doin' no roundy-round at da Point!"

B'dump bump'

Tom Verba

P.S. My nephew leased a Bubba Bimmer in North Carolina. It came with a tin of *Skoal* in the glove box.

Tom, Jane, and post-smoothtied R'Dinky can often be seen at the track, though not on it.

Wanted

Drivers' School Coordinator

We Need Your Help!

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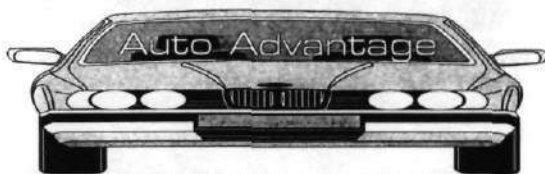
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ShortStrokes...

- From the National Office: As a special *Thank You* to BMW CCA Members, BMW NA has added the M3 to their rebate program. Members in good Club standing for one year prior to the date of purchase, and purchasing an M3 between 1 October 1995 and 31 December 1995, will receive a \$1,000 rebate. And this is in addition to the 5.9% BMW NA financing program. The *caveats*: delivery must be taken before 31 January 1996 and is **not** retroactive to purchases before October '95.
- Maryland motorists will no longer be forced to use oxygenated gasoline during the winter months. In September, the Maryland General Assembly voted to repeal legislation requiring its use, which was to have started on 1 November.
- *Maryland Motorsports Park, The Final Chapter?* The Blenheim Farm in Havre de Grace, MD, once touted as the site of a proposed motorsports complex, looks to become the venue for a different kind of *putt, putt, putt, putt*. A Pennsylvania businessman, E.B. Abel, has an option to buy the property and wants to build a couple of championship golf courses designed by noted architect Pete Dye. Abel hopes to open one of the courses by 1997. The proposal has the backing of both County Executive Eileen Rehmann, who sees the chance to draw tourists, and Havre de Grace Mayor Gunther Hirsch. Both were opposed to the racetrack plan.
- In September, the Republican-led U.S. House voted to abolish federally-imposed speed limits, handing that power back to the states. It was a provision of what is commonly called the highway bill which passed on a 419 to 7 vote. A move to cap speed limits at a uniform 65mph was defeated 291 to 133. Other provisions of the bill designate 160,745 miles of U.S. highways as the "National Highway System", eliminate sanctions against states who fail to enact motorcycle helmet laws, impose a "zero tolerance" alcohol limit on teenage drivers, eliminate enforcement of federal safety laws on small (10,000 to 26,000lb) single-unit trucks, i.e., beverage delivery trucks, U-haul rentals, etc., and allow billboards along scenic highways in commercial and industrial areas.
- Among the cases that the U.S. Supreme Court is scheduled to hear in the 1995-96 term is *BMW of North America vs. Gore* which will test whether an Alabama jury's award of \$4 million in punitive damages is unconstitutionally excessive. In 1990, Dr. Ira Gore Jr. brought his new 535i to a detail shop and was informed that the car had been partially repainted before being sold to Gore. The repaint was to correct acid-rain damage incurred en route to the distribution center. Gore sued and was awarded \$4,000 in compensatory damages and \$4 million in punitive damages. The jury found BMW NA guilty of fraud for failing to inform Gore of the paint job and based the punitive damages on BMW NA's sale of an estimated 1,000 touched-up cars nationwide. The Alabama Supreme Court later lowered the punitive damages to \$2 million. BMW NA contends its due process guarantee was violated in two areas: that an Alabama jury punished BMW NA for transactions outside the state and that the fine was "grossly excessive". Gore contends the case is about a corporate policy whereby BMW NA intentionally decided not to disclose to anyone the fact that repaints or repairs were done to supposedly new cars. BMW NA's policy, one of the most stringent in the industry, had been to not reveal repairs worth 3% or less of a car's retail price. That policy has been changed. A Court ruling is expected next spring. Incidentally, both the House and Senate have passed legislation placing a cap on punitive damages in civil cases.
- In September, Lee C. Sammis, the owner of the tract of land which Bethesda developer James Lazor hopes to turn into a Formula One race course, foreclosed on Lazor's holdings after Lazor failed to complete payments for the property. Lazor had until 17 October to come up with the remaining \$1.6 million. If Lazor could not do this, Sammis had agreed to sell that tract as well as the adjoining acreage to the Association for the Preservation of Civil War Sites which would turn the site into a park commemorating the Brandy Station engagement between Union and Confederate cavalry forces. However, since his financial cavalry failed to arrive on the 17th, Lazor instead decided to file for protection under Chapter 11 of the U.S. bankruptcy laws, thereby halting any foreclosure proceedings, as well as the sale to the preservationists, and suspended the various lawsuits he faced with regards to the project. The filing also gave Lazor 90 days to come up with a financial recovery plan.



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TECH SESSION AT BMWs AND PORSCHEs ONLY

Sunday, 5 November 1995
12 Noon to 3:00PM
4273 Howard Ave
Kensington, MD

It's time to get back to the business of looking at how to improve the performance of the already high performance BMW automobile. Isken and the crew at BMWs and Porsches Only (formerly TUV) will host a tech session at their facility in Kensington, MD. Topics of discussion will include pros and cons of wheel/tire upgrades, free-flow exhausts, suspension mods, and engine mods. Isken also has an M1 which he is currently restoring for us to drool over. So, if you'd like to learn about some of that BMW technological magic, come on out and share an afternoon with your fellow BMW car crazies at BMWs and Porsches Only! Questions? Call Mike Gayle at (703) 451-9192 eves.

Directions: Take I495 to MD 185 North (Connecticut Ave). Turn left at Knowles Ave. Turn right onto Howard Ave. BMWs And Porsches Only is the second building on the left.

FALL DRIVERS' SCHOOL

Saturday & Sunday, 11 & 12 November 1995
Jefferson Circuit
Summit Point Raceway
Summit Point WV
Time: 7:00AM

We're movin' on up to the big-time... This is the moment we've been waiting for: Ed McMahon and Dick Clark, er, no wait... a *New Track* to drive! Be the first on your block to drive on the new Jefferson Circuit at Summit Point Raceway, a 7-turn, 1.1-mile road course. Actually, since it's been designed to be run in either direction, it's more like two new road courses! And, we've got the whole weekend for a special price of only \$200 for both days! So, go find that application and complete it, pronto! Return it real fast and get a photo of *George 'n Weezy!* Be slow and lazy in signing-up and get two photos! Be quick, this one will fill up real fast! So come on out to either drive or flag. (Remember the free schools!). Questions? Call Rob Woolley at (301) 929-3BMW evenings 'til 9:59 PM.

WINTERIZING TECH SESSION AT AUTOTHORITY

Saturday, 18 November 1995
10AM to 1PM
3769-B Pickett Road
Fairfax, VA

Al Collins and the AutoThorty staff welcome you to another interesting tech session which will discuss how to prepare our Bimmers for the ravages of Winter. Those of us who are forced to operate our cherished vehicles in the winter can't afford to miss this session. The final track event will by then be history and it will

be time to think about the approaching winter months. Come out and spend the morning with Al, the AutoThorty staff, and your fellow Club members! Questions? Call Mike Gayle at (703) 451-9192 eves.

Directions: From the intersection of I395, I95, and I495 take I495 West/North to the Little River Tnpk West. Turn right onto Pickett Rd. AutoThorty is on the right, across the street from the Oil Tank Farm.

HOLIDAY PARTY

Saturday, 13 January 1996
7:00 PM 'til ...
Location: Passport BMW
5050 Auth Way
Marlow Heights, MD
(301) 423-8400

Yes, 1996! It's that time already. Mark your calendar and be sure to make an appearance at what has become something of a tradition in the club — our annual Holiday Party at Passport BMW. And there's good reason that we always seem to have a great turnout for this event: a terrific catered buffet (BYOB), very special discounts at the Parts Department (kept open just for us), and plenty of door prizes donated by our der Bayerische advertisers, including some special ones provided by BMW of North America. You'll also have the opportunity to cast your vote for the 1996 slate of chapter officers (see the ballot elsewhere in this issue) — and we'll be collecting donations

for our favorite charity, the Children's Inn at NIH. Don't miss one of the best club events of the year. For information call Dick Bergen at (703) 938-4680.

Directions: Passport BMW is located off Branch Ave., Capital Beltway Exit 7B. From VA: Cross the Wilson Bridge and continue to Exit 7B. Go north on Branch Ave two lights and turn right onto Auth Way. Passport BMW is on the left about 1/4 mile. From MD: take the Capital Beltway towards Andrews AFB to Exit 7B (Branch Ave). Go straight at the stop sign at end of ramp. Turn left at the next stop (about 3/4 mile) onto Auth Way.



Statements of Candidacy

I. FOR PRESIDENT

I, **Michael D. Gayle**, am running for the Office of President of the National Capital Chapter, BMW CCA. I believe that I possess the leadership, personal initiative, excellent communication skills, and the broad real-life experience to do a great job as your President. If elected, I will contribute to the continued evolution of the Club. I have been a member of the BMW CCA for nine years with a one-year break. I am currently serving as the Tech Chairman of the Chapter. My vision for the Club is that it should be a service, social, and educational organization that benefits the community-at-large, as well as the general membership.

II. FOR VICE PRESIDENT

Hi! My name is **Edgar J. Bernard**. I am running for the position of Vice President. I've been a member of the BMW CCA, National Capital Chapter, since 1992. Presently, I hold the position of Tourmeister. This was an enjoyable position as it gave me exposure to many Club members and businesses in our region. I finally came to the conclusion that Club events are my Number One hobbies. Computers, photography, and bicycling are fighting for second place. I would like to contribute more of my diverse skills in the administration and shaping of the National Capital Chapter in 1996. 1996 will be a very exciting year as our Chapter hosts the national Oktoberfest celebration. My campaign motto is communication. I would like to spearhead projects so that our Club can provide the membership access to speedy, low-cost information concerning Club activities, technical bulletins, membership roster, car care, etc. If you believe in growth along with maintaining quality, vote for me.

III. FOR TREASURER

David Lassalle I bought my first BMW in 1986 and I am amazed by its quality and workmanship. Then I found out there was a BMW club and once I joined it I was amazed by its quality and workmanship. I have been Autocross Chairman for the past several years and I would like to continue assisting our club. Therefore, I would like to run for Treasurer. Thanks you for your support.

IV. FOR SECRETARY

Charlotte LaQui (no statement submitted)

PROPOSED AMENDMENT TO NCC BYLAWS:

To Define a Quorum for Monthly Meeting of NCC Board of Directors

Article VI, Section 5 is amended to read as follows (changes are in boldface):

SECTION 5 - QUORUM

- (A) At any open meeting of the general membership of the chapter, five percent of the active members in good standing shall constitute a quorum.
- (B) At any meeting of the Board of Directors of the chapter, the voting members of the Board shall consist of the following 15 members:
- | | | |
|------------------------|------------------|-------------------------|
| PRESIDENT | DRIVER SCHOOL | RALLY CHAIR |
| VICE PRESIDENT | COORDINATOR | TOURMEISTER |
| SECRETARY | CHIEF INSTRUCTOR | MEMBERSHIP CHAIR |
| TREASURER | AUTOCROSS CHAIR | TECHNICAL CHAIR |
| EXECUTIVE COMMITTEE | CLUB COUNCIL | NEWSLETTER CHAIR/EDITOR |
| CHAIR (PAST PRESIDENT) | REPRESENTATIVE | CONCOURS CHAIR |
- (C) When an individual holds more than one position on the Board, he or she shall have only one vote.
- (D) A quorum for meetings and voting shall consist of eight members, at least two of which must be elected officers, one of the elected officers being the President or Vice President.
- (E) A motion or vote will carry by a simple majority of the Board members present.

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ELECTIONS

This is the official ballot for the Chapter officer elections to be held at the Holiday Party on Saturday, 13 January 1996. Please photocopy and bring the completed ballot that evening or mail to: BMW CCA NCC Elections, P.O. Box 685, Arlington, VA, 22216. Please allow ample time if mailing as it must be received by Friday, January 12!

For each office, please select one (write-in candidates must give consent and sign where indicated)

PRESIDENT

☐

MICHAEL D GAYLE

☐

Write-in _____ **signature** _____

VICE PRESIDENT

☐

EDGAR BERNARD

☐

Write-in _____ **signature** _____

TREASURER

☐

DAVE LASSALLE

☐

Write-in _____ **signature** _____

SECRETARY

☐

CHARLOTTE LAQUI

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Summit Point Raceway's New Jefferson Circuit !

Text and photos by Woody Hair

You have heard about the new mid-Atlantic area road-racing tracks that were to be carrying the world's great sports and formula cars during 1995. Well, both Brandy Station Motorsports Park near Culpeper and Maryland Motorsports Park at Havre deGrace look like they will never break ground. However, we do have a brand new track for our chapter driver schools and it exists now!

The Jefferson Circuit is adjacent to Summit Point Raceway. It is a 1.1-mile long road course with seven numbered turns. It is designed so it can be run in either direction. There are no plans to hold any races on this



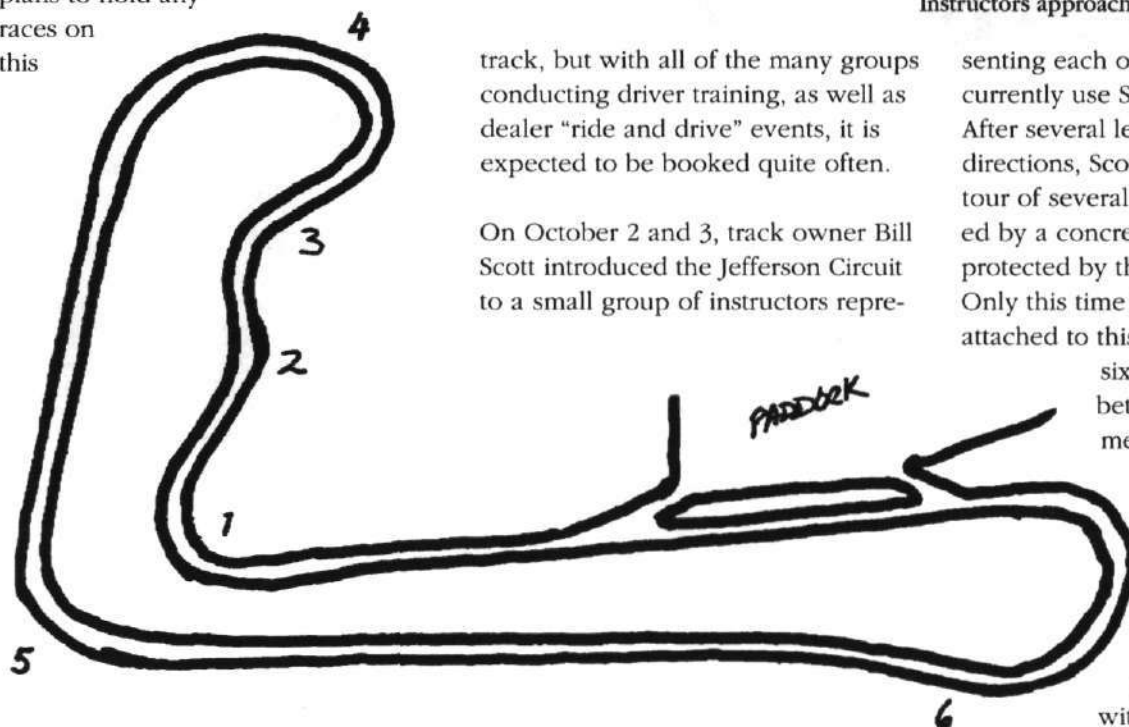
Instructors approaching Turn 1 from pit straight.

track, but with all of the many groups conducting driver training, as well as dealer "ride and drive" events, it is expected to be booked quite often.

On October 2 and 3, track owner Bill Scott introduced the Jefferson Circuit to a small group of instructors repre-

senting each of the marque clubs that currently use Summit Point Raceway. After several lead-follow laps in both directions, Scott conducted a walking tour of several turns. Turn 7 is bounded by a concrete barrier that will be protected by the usual used tires. Only this time the tires will be firmly attached to this barrier. There is a

sixty-foot shoulder between the track pavement and the wall. The old skid-pad can be accessed via a new road from the new circuit and one section of this thirty-foot wide road will be 100% level with two difference types of paving and the ability to cover it



with water at various depths. Just think of the various braking/ABS exercises this will facilitate. The large classroom building has nice restrooms, vending machines, a small meeting room, large lunch deck, and a large classroom. This classroom features a single-post lift so technical sessions on the mechanical aspects of a car can be taught with a live subject. Air and gas pumps are planned for next year.

After the tour, the instructors were turned loose to try to learn the line, braking points, etc. Unfortunately, a number of construction crews were completing various projects and at times the instructors had to contend with a steamroller being parked at the end of the braking zone on the longest straight and gazebos being transported around the track for placement at the corner worker stations.

Running clockwise, Turn 4 presents the problem of trying to slow while



Exciting Turn 1 (Counter Clockwise)

for the 90-degree Turn 1.

In the counter-clockwise direction, Turn 4 becomes a foot-to-the-floor increasing radius turn with a single, and very early, apex. Turn 7 is the

Except for the straight between Turns 5 and 6, the Jefferson Circuit will find most BMWs staying in third gear. Top speed in a stock E30 M3 is about 95 mph and informal timing indicated that lap times are almost equal in



Exciting Turn 1 (Counter Clockwise)

negotiating a decreasing radius turn. One technique is to make it a double apex like Big Bend at Lime Rock. This is followed immediately with the "esses" and then, as the road drops downhill, the car is only straight momentarily as the driver must brake

trickiest in this direction. Its decreasing radius is entered at high speed, it starts out uphill, and when you think it's time to apply power, you find that the apex is still way around the turn and the pavement has become off-camber.



The "esses"- apex of Turn 2.

either direction. Race track-type curbs line the inside of all turns but do not extend far enough at Turns 7 and 4 when running clockwise. That will probably be corrected. Like Summit Point Raceway, run-off room is ample in most areas. The exceptions are



Turn 1 when running counter-clockwise and Turn 7 in either direction.

About the time you read this, our chapter will be holding its first Drivers' School at the Jefferson Circuit. Hopefully, you've signed up. If not, but you receive this in time, come on out and take a look.



Entering Turn 5 (Counter Clockwise)

Top left: The "esses" approaching entry to 4 (Counter Clockwise)

Bottom left: Back straight. (Counter Clockwise)

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European Wanderings: King Ludwig's Castles

Text and photos by Jim Edmiston

He created one of the most celebrated castles in the world. He's also been called the "Fairy Tale King," and it's easy to understand why after touring any of his three Bavarian castles, especially Neuschwanstein.

But as is often the case with labels, it would be a mistake to view King Ludwig II as superficial. The king was a shy, sensitive man who was ill-prepared to rule when the crown first passed to him at the age of 18. The older he got, the more he grew to despise the domineering Bavarian government officials who eventually plotted his overthrow, and maybe, his death.

During his 22 year rule, from 1864 to 1886, Ludwig II tried to raise the educational level of the Bavarian people and supported the arts and crafts. He founded the Academy of Fine Art and the Institute of Technology in Munich. But, it's Ludwig's trio of castles in Southern Bavaria that most people remember when they think of the king. Linderhof, the smallest of the three, is the castle where Ludwig spent most of his time as king. Herrenchiemsee is modeled after the

palace of Versailles near Paris, and Neuschwanstein designed in the style of a knight's castle of the Middle Ages (in America, it's the castle made famous at the beginning of Walt Disney shows with Tinkerbell!)



Neuschwanstein

If imitation is the truest form of flattery, then the castle at Herrenchiemsee is King Ludwig's ultimate tribute to the

whims and ways of the French Bourbons. The admiration that Ludwig had for French nobility - and in particular Louis XIV, the so-called Sun King - is no more evident than at Herrenchiemsee, an island on Lake

Chiemsee. It is there that Ludwig built a castle designed to look like the 17th century palace at Versailles, which he had visited in 1867 and again in 1874.

Built from 1878-1885, the castle is the third and most expensive of the three "homes" Ludwig constructed in Bavaria. Interior work on the castle ceased following Ludwig's death in 1886, leaving just 20 of the 70 rooms finished and decorated. The most obvious similarity to Versailles is Herrenchiemsee's exterior, which could easily pass for the real thing if a novice was looking at postcards of the two. Even the castle's garden and fountains are similar to the French model.

Perhaps the most impressive room at Herrenchiemsee is the Great Gallery of Mirrors, a near replica of Versailles' gallery that creates an illusion of an endless succession of rooms. It even includes exact copies of the Hall of War and the Hall of Peace, which are adjoining rooms. The paintings in the

rooms' vaults illustrate scenes of war and peace between France and the Netherlands, Spain and Germany. The room includes 33 crystal chandeliers and 52 candelabras. It takes 25 people half an hour to light the 2,000 candles in the Gallery. Throughout the castle are about 6,000 candles.

In addition to this gallery, a Small Gallery of Mirrors adjoins the oval-shaped dining room. The gallery was constructed after a similar one in Versailles, which no longer exists. Vault paintings are of Mercury and Pegasus, Apollo and Minerva, and the Triumph of Religion. Among the main features in the dining room is a 96 piece Meissen porcelain chandelier that hangs above the dining table. A porcelain flower basket rests on the table. The table was designed so servants could raise and lower it through the floor to the kitchens. This allowed Ludwig to eat in solitude.

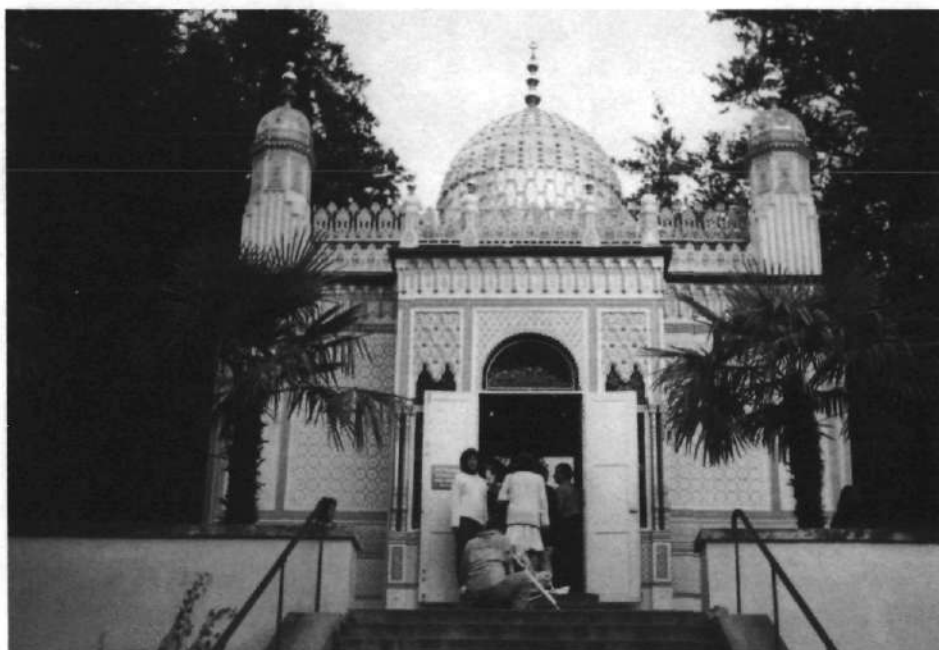
Ludwig II lived in the castle for only 10 days, from September 7-16, 1885. Given his fondness for Louis XIV and the French Bourbons, he likely would have spent more time at Herrenchiemsee had he lived to see it completed.

Of the three castles Ludwig built, the one he favored most was his palace at Linderhof. Linderhof is where Ludwig hung his crown for most of the last nine years of his life. More modest than his Herrenchiemsee or Neuschwanstein castles, the "Royal Villa" of Linderhof, as it was called, evolved from a wooden annex to a hunting lodge owned by his father, Maximilian II.

In 1869, Ludwig acquired the land around Linderhof. Expansion and remodeling work ended in 1878. The park includes the Villa, gardens, foun-

tains, statues, an elaborate grotto and a small Moorish kiosk. The grotto pays tribute to Tannhauser, an opera by German composer Richard Wagner, whom Ludwig greatly admired. The cave includes a painting that depicts the opera's first act and a shell-shaped

excessively populated with paintings—especially of the French court—gilt wood carvings and numerous fixtures. His handymen and decorators used an assortment of materials, including gold, bronze, Indian ivory, black and white marble, Meissen porcelain, vel-



The Moorish "kiosk" at Linderhof which was used for religious ceremonies. Just a short walk away from the main Villa and the original wooden hunting lodge used by Ludwig's father, King Maximilian II.

boat equipped with a throne. Ludwig enjoyed having himself rowed around the small man-made pond, which featured waves generated by a machine. The grotto is alternately bathed in red and blue lights, a special effect the king deemed necessary to recreate Wagner's opera.

Ludwig's infatuation with Louis XIV is evident in all of his castles, and Linderhof is no exception. In the vestibule, tourists are greeted by a bronze equestrian statue of the French king. This statue is identical to one which was destroyed during the French Revolution. On the ceiling is the royal sun symbol of the Sun King. The castle's ceilings and walls are

vet, silk, pink peacock feathers, and rosewood.

In the audience chamber, for example, there are carved panelings and ceiling stucco work in gold and white complemented by French court art. The green baldachin surrounding the king's chair and table is supposedly lined with the coronation cape of his uncle, King Otto of Greece. A baldachin is a canopy of rich brocade that is placed over an altar or throne. Linderhof is different from the other two castles, in that all the interior rooms are "finished." It was also his favorite castle. Walt Disney was so enchanted by Neuschwanstein that he made a replica of the medieval castle the cen-

European Wanderings

terpiece of his own empire. Anyone who has seen the castle can understand why Disney was so awe-struck by Neuschwanstein, the most popular of Ludwig's three castles. During the summer, the number of daily visitors averages 10,000, with annual attendance is about 2 million people.

Preliminary work on the castle began in 1868, the earliest starting date of the three castles. The first foundation stone was laid in September, 1869. Work on the 80-room castle ceased following Ludwig's death in 1886, with only 15 of the rooms completed and furnished. In the two years that Neuschwanstein was habitable, Ludwig spent about a quarter of his time there. In all, the king lived in the castle for 172 days.

The castle tour starts in the vestibule and continues on to a splendid hall where the king had planned to place a throne of gold and ivory. The room includes paintings of the 12 Apostles, six canonized kings and St. George fighting a dragon. This painting features a representation of Ludwig's fourth castle, Falkenstein, which was never built. In addition, the room has a mosaic floor of more than 2 million stones that depict animals and plants from around the world. Ludwig's bedroom, features elaborate oakwood carvings, which kept 14 sculptors laboring for 4 1/2 years. Curtains and seat coverings are in light Bavarian blue, the king's favorite color.

Paintings throughout the castle seem more elaborate than at the Herrenchiemsee and Linderhof castles. Many of the paintings are so vivid that one almost expects motion on the canvas. As in the other castles, there are several paintings of scenes from Wagner's operas. Biblical events and characters are also dominant.



The Linderhof Villa with a view of the fountain. In the background, on the hill behind the villa, is the entrance to the Grotto.

There are two other rooms of note, the singer's hall and the kitchen. The singer's hall was never actually used by Ludwig. The room is one of the largest in the castle, features many exquisite paintings and has almost perfect acoustics. While used periodically for concerts from 1933 to 1969, every September since then features two weeks of concerts open to the public.

The kitchen was very modern for the 1860's. Upon entering the kitchen, one has the impression of a cooking area that must have been the envy of Ludwig's contemporaries. The kitchen includes hot and cold running water, a grill, fully-automatic rotating spits for

meats, and a water tank that contained fresh fish. Heat from the stove was used to warm the dishes prior to being served. Such amenities were in keeping with Ludwig's desire to live luxuriously like the European kings of centuries past.

Shy by nature, the boy who ascended the throne was entranced with his dream castles, while turning his back on his sniping government officials. Ludwig preferred his seclusion of the Bavarian "hide-a-ways," to the court life in Munich and this probably contributed to his untimely death, which still is a mystery to this day.

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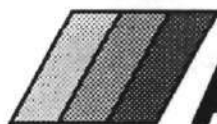
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Home Sweet *Bavarian* Home

Text and Photos by C.J. Whitechurch

As a dedicated BMW CCA and National Capital Chapter member, my first question when assigned to Oberammergau was, "But what do we do with the cars?". All right, it wasn't the first question, but it was close. After much soul-searching, the "semi-classic" 320i was dispatched to college with our son, but our 735i crossed the pond with us. Ever wonder if your American-spec BMW could really go home again? Our experience suggests that the answer is Yes!

Home for the past 33 months has been the foothills of the Alps, just 60 miles south of Munich; a locale literally made for BMWs! Between Munich and Oberammergau, the big 7er cruises effortlessly on Autobahn 95 at speeds double the legal speed limit of the Capital Beltway. With Sport selected on the automatic transmission, the



These Antique BMW's were shot as my wife and I strolled down the main street in Bad Kohlgrub on our way to the 17th Annual Alpenhorn Fest.

winding mountain road from Oberau to Kloster Ettau is pure fun. And, according to the ever-watchful MPG2, the car has averaged over 19mpg since our arrival in Germany over 55K miles ago.

735i is just too big for European roadways and parking spaces, especially in Italy. No trips to the ditch yet, but all it will take is one more surprise encounter with a tour bus on that valley road between the Autostrada and Selve Gardina!

We stumbled upon a 2002 Club show one day in a small village near the Tegernsee.



Not everything is perfect, of course. I miss the quieter, higher gearing the Euro-spec BMWs enjoy at autobahn speeds. And, the Autobahn inspires envy for the new 740is, as our 3.5 liter six sneaks up on cruising speed while those new eights just fly on by. Down two-lane roads and in the villages, the

The biggest driving problems have occurred in winter, a cold white season which, in this region, extends from November into April! Even with snow tires on all four corners (a German requirement in Alpine regions), every ski trip has been a potential mis-adventure. Brakes? Forget it! Best technique: Buy chains (no studs allowed here), go Manual on the transmission, keep the revs above 2,000 to ensure engine braking, and plan way ahead to avoid quick stops! All this is just good winter driving theory, I know, but actual practice can be

Bavarian Home, cont.

challenging in cut-throat European traffic.

Enjoying that great BMW feeling also carries a higher price tag in Europe. Super-Unleaded is well over \$4 a gallon. Environmental protection laws— it's illegal to wash your car with soap in your own driveway and oil changes at home are Verboten— discourage do-it-yourself maintenance. And, like many other goods and services in Germany, car parts and repairs carry a 15% value-added tax. On the other hand, all the dealership mechanics are superb craftsmen and I've never had to wait more than two days for a part (although the local dealer has learned to include my car's VIN on every order to account for the inevitable and often inexplicable differences between U.S. export models and domestic production).

All in all, I'm glad I brought the 735i along. I think the big car's happy to be home, too— at startup one very cold morning last May, the digital readout on the instrument panel reminded me to Bitte Angurten.



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Woody's Competition C O R N E R

BY WOODY HAIR

318ti IN COMPETITION

As this is being written, I have not seen any reports of the new BMW 318ti being used as a competition vehicle, either in the U.S. or elsewhere. Actually, I have yet to see one entered in an autocross or driver school. Since the SCCA does not recognize any differences between the '91 E30 318is (2602 lbs.) and the much heavier E36 318is (2933 lbs.), I assume the ti at 2734 lbs. will be kept in the same classes for both Solo II (autocross) and Showroom Stock racing.

T.C. Kline of Akron, Ohio has made a business out of preparing and entering BMWs and Hondas in various showroom stock racing series and autocross competitions. His red E36 M3 finished third overall in this year's One Lap of America, and earlier this year he was managing the Ed Arnold Racing M5s in the IMSA Supercar Series.

Now he and BMWCCA Club Racing honcho Scott Hughes are co-developing a racing package for the 318ti. The intended purpose is for BMW Club Racing, but the car appears it would be a great street vehicle. TC brought model "001" out to the September Buckeye Chapter Driver School at Mid-Ohio. The all-white car had an M3 front air dam and the side skirts and rear apron were painted body color.

With the 17-inch Racing Dynamics wheels and low profile tires, in any thing less than side or rear view, the car looked just like an M3. A roll cage, Recaro seats, improved suspension and brakes are all part of the package. This particular car had the air bag equipped steering wheel replaced by a bagless

small diameter unit. It is hoped that BMW NA will sell this Club Racing package through the regular dealer network. I suspect the air bag would have to stay for legal reasons.

On August 13, the last of the '95 Harrisburg autocross series took place. As an added attraction, Mechanicsburg, Pa. BMW dealer Cumberland Valley Motors provided a 318ti for a "shootout" competition between the two fastest (on PAX index) drivers in each of the four heats. The car had been fitted with Goodrich T/A R1s and the toe adjusted slightly out, but was otherwise completely stock. It is possible that none of the eight qualifying drivers had ever driven a BMW before, but they were able to get it to within 0.7 seconds of the day's fastest D-stock class Neon. Tim Aro normally autocrosses a Toyota MR2 in C-stock.

... through the faster
sections of the course the
318ti was extremely
stable and confidence
inspiring."

He wrote his impressions in the Nittany Bimmers Chapter newsletter last month "...through the faster sections of the course the 318ti was extremely stable. . .". "... the 318ti suffered from a bad case of understeer, particularly in the slower corners. . .

was slightly sluggish in transitions which made slaloming the car a real challenge. . . throttle lift oversteer was almost non-existent. . . power delivery was smooth and predictable although certainly not mind-blowing. . . through the faster sections of the course the 318ti was extremely stable and confidence inspiring."

It's too bad that none of our local dealers use our driver schools or autocrosses for marketing. Back in 1984, Tischer of Laurel was part of a special autocross that was quite a hit. They provided a new BMW 318i, VW GTI, and Honda Prelude. Each of the sixty-some entrants got to take one run in each of the cars. In addition to the overall run time, various segments of the course such as the initial acceleration, skid-pads, and slalom sections were separately timed and shown in the results. The cars were surprisingly well matched and a number of drivers were faster in the BMW than the vaunted GTI. I don't know if anyone bought a 318i (or GTI or Prelude) based on this event, but it couldn't have hurt. Global Imports, an Atlanta BMW dealer, always shows up at Peachtree Chapter schools with a couple of cars for potential buyers and customers to sample.

One last item on the 318ti - in addition to the base, Active, and Sport packages now available, a Club Sport version (not to be confused with the previously mentioned TC Kline Club Racer) is supposed to be available shortly after you read this. In addition to various cosmetic items, 16-inch

wheels will be standard. It will come in any color you desire, as long as it is black or red. Club member Dave Baker has one on order and is hoping for a November delivery.

CLUB RACING

Only two club races have taken place as this is written. The October 9 event at Pocono was canceled for "reasons beyond the control" of the Delaware Valley Chapter. Windy City Chapter's race on the new Gingerman, Michigan track was canceled due to the track not being completed. Peachtree Chapter's race at Road Atlanta October 8 is still on and 30 drivers have expressed interest. Another West Coast event will likely be held in Las Vegas before Christmas, and the Sunshine Bimmers Chapter from Orlando plan the second Club Race in Florida, this one at Sebring on the last weekend in January. What would you think of our chapter hosting a Club Race on the Saturday concluding Oktoberfest next August?

SPEED SHIFTS:

In the SCCA MARRS race at Summit Point on August 13, Ed York's BMW 2002 was first in IT-B followed by Al Bell (2002), a Suzuki, Leah Epting (2002) and SCCA Region Executive Chuck Allard (2002). The Double MARRS Labor Day weekend had Mike Richards' Quality Car Service 2002 beating Ed York and Al Bell in the York Automotive 2002s on Sunday. Thirty cars started this single class race. Richards elected not to drive on Monday. Ed York started out with a small lead but dropped out half way through the race with falling oil pressure. Al Bell then took over the lead until the finish. A full course yellow slowed the field until one lap remained. The re-start saw Chuck Allard's silver 2002 overtake Leah Epting's lime green version and that is



T.C. Kline's 318ti "Club Race Special" Photo by Woody Hair

the way they finished. York took the season title, followed by Bell and Steve Hammonds (2002 naturally). There was a brief report in *Autoweek* that BMW will be the engine supplier to the Indy Lights series starting in 1997. This series is considered the final stepping-stone to Indy Cars and has identical chassis/engines. Buick V6s have provided the go-power for many years. With many holes in the IMSA GT-S schedule, BMW M3 driver David Donohue has competed in a few Indy Lights races in the second half of this year. The much-ballyhooed North American Touring Car Championship that is planned as preliminaries to Indy Car races is in an iffy situation. Rules are to follow the highly-popular British series and would also be for sedans with much modified 2-liter engines. Supposedly Chrysler has contracted with the British formula car manufacturer Reynard to develop a Dodge Stratus, but wants competition from GM and Ford. The Big Two, as well as

BMW, Mercedes, Volvo and Nissan have said "no thanks" for 1996. Both Honda and Toyota will be heavily involved in Indy Car engine programs. Audi is a possibility. The seven announced venues for 1996 are Charlotte (with the Winston Select race), Lime Rock (with IMSA), Detroit, Toronto, Trois-Rivieres (with SCCA), Mid-Ohio, and Laguna Seca. Only Toronto will say they are committed.

. In SCCA World Challenge competition, Kermit Upton (Euro M3) finished 3rd at Trois-Rivieres and 4th at Road Atlanta in the Touring Car class. Steve Dinan (540i) was 4th in Sports and Colorado's Co Van Derwaarden (E30 M3) was 4th in Super Production at Road Atlanta. At the SCCA Solo II (autocross) National Championships in Kansas, Bob Tunnell, driving an E30 BMW 318is, won D Stock over a hoard (36) of the favored Dodge/Plymouth Neons. National Capital Chapter member Vince Bly was 21st out of 61 C Stock entries in his Toyota MR2. Next year we will see Bly in the class winner - a Miata R. T.C. Kline was 9th out of 17 driving a '95 BMW M3 in A Stock. Ed Arnold Racing has severed its ties with T C Kline racing but the M5s are still doing well in the IMSA Supercar series. Shawn Hendricks was an easy winner

SCCA CHAMPIONSHIP AUTOCROSS (SEPT 10)

David Lassalle	89 325is	1st C Stock	41.589sec
Woody Hair	90 325is	3rd C Street Prepared	41.977
Bob Hausmann	83 533i	4th ESP	42.311
Tom Baruch	87 535is	5th ESP	42.685
Jenny Nazarko	90 325is	3rd Ladies	44.547
Jim Norton	81 320i	6th DSP	45.784
Andres Jaime	85 318i	5th HS	47.708

at Sears Point, California in July. The Mid-Ohio round in August saw Hendricks and Randy Pobst drive the M5s to 2nd and 3rd behind Shane Lewis in a Corvette LT1. Hendricks' M5 then won at Laguna Seca (California again) over a Porsche 911 Turbo and Toyota Supra Turbo. Tom Milner's Prototype Technology Group must be anxious for '95 to end so they can start fresh next year. The latest disaster occurred in September at Texas World Speedway. Autoweek reports that the BMW M3 team, along with some other GTS crews, received 93 octane gas that was intended for the Street Stock entries. The GTS engines are tuned to run on 103 octane. After a several engine failures during practice, the mixup was discovered, but it was too late. The M3s were withdrawn from the race. CRUNCH



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V I D E O R E V I E W S

By Woody Hair

Video Reviews is a new feature of *der Bayersische* and it is hoped that any of you will contribute reviews of any videos or books that you think will be of interest to our readers.

BMW 3 SERIES PERFORMANCE VIDEO

by David Barrett for Razza Productions.

This one hour video starts out with a brief history of the marque. The historic review is sufficiently comprehensive for its purpose and is only flawed by the showing of a 503 Coupe when describing a 507. Then there is a review of the E36 models and their differences. The shots of the 325i engine show it being spanned by a Racing Dynamics strut brace, but no comment is made on this. Only a photo accompanies the description of the European E36 M3, however when this video was produced in 1992, the U.S. version of the M3 had not even been announced. Instead we get scenes of Ray Korman's E30 M3s racing during the 1987 season when Davy Jones and John Andretti were in the second car. These shots have been converted to black and white. (I wonder if Ted Turner knows about this technique?) Then there is a fairly long description of the E30 M3, which of course was no longer in production.

A maintenance checklist is provided, but it could have been taken straight from the owner's manual for most cars. This is followed by a checklist for purchasers of used E30 M3s. The common problems of leaking intake manifolds and shorted ignition wires are not mentioned. Use of a gasoline additive is recommended by Mr. Barrett, as is the use of official BMW dealer service departments. Miss Manners would be pleased to see that a Thank

You note to the service department is considered a wise act after your first visit.

This video then deteriorates into an infomercial with a segment on washing and waxing the car using Zymol products. It even feels necessary to show us how Zymol is made. This is followed by what amounts to a Yokohama tire ad. A proud new owner of a E36 BMW will now feel his OEM tires should be thrown in the trash. Tire speed-ratings are explained using totally wrong MPH limits. The Yokohama A008R tire is shown and described as the ultimate in performance without ever mentioning that its treadwear and reduced wet weather traction would render it inappropriate for normal street use. Mr. Barrett then gives the viewer some tire maintenance tips including such wisdoms as "Inspect tires after every hard braking incident" (wouldn't that be inconvenient during a driver school) and "Never spin tires above 35 MPH". In a discussion of aftermarket wheels, no mention is made of the "plus one or plus two" concept.

We then get a segment on performance and cosmetic up-grades. A white E36 325i is given Racing Dynamics springs and strut brace. The strut brace is presented as very important, but the possible addition of bigger aftermarket anti-sway bars is never mentioned. The fitting of an aftermarket front air dam, side skirts, and rear wing is shown in detail. They promise to show in a later segment how the rear wing affects performance, but we never see it. There is a fair description of the pros and cons of after-

market computer chips, pointing out that warranties may be voided.

Finally the video discusses performance driving and we are shown how heel-and-toe shifting help a driver negotiate a winding suburban L.A. street that is lined with parked cars. There follows a long and comprehensive coverage of a Skip Barber/BMW school at Sears Point. Mr. Barrett says the school is "almost mandatory" for the new E36 owner. There is an enlightening comparison using a stock Skip Barber 325i and the Racing Dynamics equipped 325i on the autocross course. It is said that after many tries in each car, the Skip Barber instructor was 2 seconds faster in the RD car. However, they do not mention the possible advantage the Yokohama AVS tires may have had over the school car with worn out Goodyear Eagles. At this point the SCCA and BMW CCA are recommended as organizations hosting autocrosses. Barrett says to check "the Roundel" without mentioning what the hell the Roundel is. A recommendation to join the BMW CCA would have been nice. The video concludes with more in-car videos from Korman's 1987-season Firehawk M3.

I think this video would be good for the first-time BMW purchaser so he can show his friends why he didn't buy a Volvo, Lexus, etc. The long-time BMW enthusiast will not learn anything new, either about the car, maintenance, or driving. At last check, BMW 3 Series Performance Video was available from Korman Autoworks for \$24.95. Call 910-275-1494.

FASZINATION ON THE NURBURGRING

by RUF Automobile GmbH

This 22 minute video was created as a marketing tool by the Ruf, the "tuner" of Porsche 911s located in Pfaffenhausen, Germany. After a couple of minutes of research and development scenes, we are circulating the 14-mile, 176-turn North Circuit of the famous Nurburgring in a bright yellow Ruf CTR (modified 911 Turbo). Most of the tape is from the backseat looking over the right shoulder of a helmetless, loafer-wearing driver. Through very adroit editing, the point of view changes

occasionally to a hood-mounted camera, and during the second lap there are helicopter shots and some from trackside.

If you have ever been subjected to the boredom of an in-car driver school tape you may think this will be more of same. Not So! The excessive steering corrections are non-stop. It makes one wonder if this guy is really getting around the track as fast as possible, or merely scrubbing off a lot of speed. Whatever the case, it makes for fascinating viewing. The video was shot during one of the public sessions, and you can see VW Golfs and motorcyclists who

had paid their 7 Deutschemarks being passed like they were sitting still. Any doubts that this is a special car are eliminated when the helicopter and trackside shots show the car negotiating fast sweeping turns with the tail hung out and the rear tires smoking.

For the serious driver who is planning laps on the 'Ring during their next trip to Germany, this tape would be a godsend. For anyone else, the in-car view of the grünen hölle (green hell) may be as close as we get. The tape is probably available through Ruf's US agents.

OKTOBERFEST 1996

COUNTDOWN: 284 DAYS



A big THANK YOU to all of you who have registered with us to help with Oktoberfest 1996. David has dutifully put all of you into the (black hole) computer system, and we have lists of your names, addresses, and telephone numbers. Please don't worry if you've not heard from us - we don't want to bother you quite yet because we're gonna be asking for a lot of your time when we really need it, like during the week of August 11-16, 1996.

We've about nailed down the schedule of events, and we know that we will be offering the Drivers' School at Summit Point on Monday and Tuesday. The Autocross will be on the same days. We will also have a Drivers Safety School on Wednesday and Thursday, along with the Gymkhana and TSD Rally. We'll

have Receptions almost every night, vendors galore, and Trashsports all week long will help to while away the hours in a fun-filled way, so make plans to join us at the Sheraton Premiere that week (at only \$85 per room, per night, for a four star hotel, it's a steal!).

We have two requests to make of our membership: First, if you have a company, or are part of a company, that may wish to sponsor part of Oktoberfest and get some free advertising in the event program, please contact David Roach (301-593-1875). If your company wishes to donate in-kind goods, that would be terrific. Useful items would be video services, film processing, bus services, large tents, old BMW parts (tires, rims, miniature cones, for a contest), and beverages/food services for off-site events.

Second, we would love to exchange

program advertising space or other negotiated items for cellular telephone services that week (ideally handsets and air time). This being the modern nineties, and all of us having an urgent need to be in constant voice contact with the hotel, the track, the autocross site, the safety school, the gymkhana, the concours, and so on, such services would mean a seamless operation for all volunteers and participants, not to mention the organizers' undying gratitude.

Again, if you've already volunteered to help, Thank You. If you haven't, there's still time - see the volunteer form elsewhere in this issue. It's going to be a great Oktoberfest - don't miss it!

Jenny Nazarko
Chairman
Oktoberfest '96



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AUGUST 11-16, 1996

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).

- | | |
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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 |
| <input type="checkbox"/> Tech Session Coordination | <input type="checkbox"/> Concours |
| <input type="checkbox"/> Gymkhana | <input type="checkbox"/> Swap Meet |
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Comments (continue on back): _____

Thanks for your help!

Mail this form to: David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901

Things that go Boom in the Trunk

Editor Note: This article is a follow-up to Howard Fletcher's query on exploding batteries (Jul/Aug dB)

By James Williams

Racer and BMW Technician

From Torque of the Town, newsletter of the Houston Chapter BMW CCA

Being a technician at a major dealership is somewhat like being a nurse or doctor assigned to the ER. You get to see good, bad, and ugly, like it or not. Worse-case scenarios are drugs in the front door on a near-daily basis. Bent suspension and holes in the oil pans are also frequent horrible sights. Most can be fixed without drama, but some require more cure than usual.

Ever seen an exploded battery? Not what you might expect; it really doesn't look that bad at first, but proper response, like first aid, makes all the difference in the world. An E30 came into my care one day with the repair order stating "Customer tried to start car, heard loud bang in trunk, all lights went off." Quite a mess awaited me. The top of the battery was blown away exposing all six cells. The cover over the battery that holds the lug wrench and other goodies was shrapnel as well. The long tie bolt and clamp that holds the rearmost foot of the battery in place was blasted out of the battery tray. The worst part was all this debris was blown all over this poor customer's belongings: golf shoes, bag and clubs, umbrella, jumper cables, kid's toys, whatever happened to be at the wrong place at the wrong time. What a mess!

It had happened that very morning, so I made a bucket of water with baking soda stirred in. The more soda to water ratio, the better to neutralize the acid. I put on latex gloves and tried to be very conscious of where I touched the car and the car touched me. I removed all the personal effects

and placed them in garbage bags. All carpets, trim panels, spare, jack, and tool kit were removed. Small parts and pieces were thrown into the bucket to soak while the cloth-based trim parts were scrubbed with the water and baking soda. More water with the soda was poured in the trunk to drain out. I also wiped the entire inside of the painted surfaces with a cloth soaked with the neutralizer, then wiped the entire trunk out with a cloth and clean water. This prevents leaving a white crust after the baking soda dries. After the trim pieces were washed and rinsed, I hung them on the fence in the sun to dry. Do not lean them against the wall to dry or they will dry in a curve and will not fit properly anymore. A new battery and tray were installed with new tie downs and all electrical systems were checked. Voltage spikes can kill control units, fuses, and in some cases, the instrument cluster. Today, however, all systems were good and this 325i lived to tell its tale of woe to other BMWs in parking lots for some time to come.

So, the question remains: How did this happen to begin with? Well friends, the answer is simple. Lack of maintenance. Many conditions must exist at the same time for this to occur. Low fluid level is the biggest culprit. Each battery is filled leaving a small air space at the top, about 15% of the volume of the battery case. Without proper maintenance, meaning adding distilled water to the proper level, the ratio of fluid to air space becomes inverted. This means the battery case is filled with a highly explosive gas, with acid filling the

remaining volume,

Then one day, you get into your car and hit the key, just like any other day. The engine might start to crank over slowly, an indication of low amperage. This causes a buildup of resistance and heat within the battery itself. If there is a crack in one of the contact bars connecting one cell to the next or the battery plates are warped from heat and age, a spark occurs. The rest, they say, is history.

Keeping the battery filled with distilled water to its proper level should keep this from happening. Also make sure battery cables are clean at both the cable ends for the battery and the body ground connections and the hot lead connections. Fear not when you turn the key and go forth!



BMW NA Customer Relations Office

If you have a problem with your BMW that your dealer seems unable to solve, BMW of North America, Inc. has people who may help. Call or write:

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Westwood, NJ 07675-1227
800-831-1117**

Power Seats in *Decline*?

By Harvey Rogers

From *Bimmer Pilot*, newsletter of the Northern Ohio Chapter, BMW CCA

Fence in one of the following: headrests inoperative, seat backs that recline only on one side, twisting of the seat backrest, loss of function to raise and lower the seat, etc., etc., yet you can still hear the motors running!

If you look under the seat, all you can see is a maze of cables and wiring...Don't panic! More than likely an inner cable has experienced what could be termed "a tendency to shrink" or shorten and no longer engage in the cable drives. Some of the cables are repairable without removing the seat—for

instance, the headrest drive. To access this one, you only need to remove the backrest cover on the rear of the seat. Other cable drives are not as convenient. I recommend removing the seat to make repairs on seat-bottom cable drives.

Once you've located the offending cable, disconnect one end of the cable housing and slide the drive cable out of the housing. Pick a spot on the housing that is relatively straight (stay away from tight bends) and cut the housing in half. Remove a section approximately 10-12mm in length from either half of the housing. Rejoin the two halves of the

housing utilizing a short (~3") section of 8mm hose, and clamp both ends of the hose on the housing splice with a pair of mini hose clamps. Insert the cable back into the housing, then reconnect the drive making sure that the cable fits securely back into the motor/drive assembly.

If your problem was initially a twisted backrest, before reconnecting the repaired cable, operate the seat with just the one side connected, wait until the seatback straightens, and then connect the repaired cable to the motor/drive assembly. Good luck!

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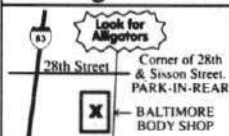
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Peter (703) 758-4041 voice
(703) 437-0231 home (VA)

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VIN 4225926. Green/tan interior, Weber w/ elec. choke, new: water pump, fuel pump, 71-degree thermostat, alternator, Ansa exhaust, Behr A/C, 320i alloys w/ 205/60R13s. Mechanically strong, fast & reliable, good interior, normal rust. 149K miles. \$2,700 OBO.
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(301) 670-4007 work (MD)

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(202) 363-3844 fax (DC)

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VIN WBSBF9322SEH01066. Mugello red/gray leather. S/R, cruise, 5 speed. 8K miles, absolutely like new. \$34,950.
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