

May/June 1996

der Bayerische

National Capital Chapter BMW Car Club of America





Calendar of Events

1996

JANUARY

- 13 Officer Elections/ Holiday Party

FEBRUARY

- 3 Suspension Seminar at AutoThorty
10 Drivers' School Open Planning Meeting
25 Tour to Restoration Tech Session, Cedar Creek Coachworks

MARCH

- 2 Driver's School Car Inspection/ Do-It-Yourself Tech Session
23-24 Spring Driver's School

APRIL

- 13-14 Delaware Valley Chapter Drivers' School (Jefferson Circuit)
27 Concours Workshop (Note new date)

MAY

- 5 Deutsche Marque Concours
11 Highway Safety School
12 Drivers' School

- 19 BMW CCA/PCA Autocross
19 Jefferson 500/Corral – Summit Point Raceway

JUNE

- 9 Spring Tour – Cobble Mountain Tour & Bavarian Dinner
16 Father's Day Autocross
28-29 Maifest Drivers' School

JULY

- 13 "July Jubilee" – Club Picnic, Family Day and General Membership Meeting
7 BMW CCA/MWCSCC Championship Autocross

AUGUST

- 11-16 National Capital Chapter hosts *Oktoberfest!*
14 BMW CCA Club Race – Summit Point – An O'Fest Event

SEPTEMBER

Events forthcoming

OCTOBER

- 14 Columbus Day Drivers' School

NOVEMBER & DECEMBER

Events forthcoming

Call The



HOTLINE: (301) 681-8BMW

*For the Latest Info, Call the Club Hotline: (301) 230-9BMW
On The Web: <http://www.patriot.net/users/m3/>*

der Bayerische

National Capital Chapter BMW Car Club of America

May/June 1996



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BY DWIGHT DERR



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O'Fest 96 Update

BY JENNY NAZARKO



Cover: Dwight Derr autocrossing in Frederick,
Maryland

Photo: Tom Baruch

P R E S I D E N T ' S C O R N E R

Wanna win \$100?? Here's the catch. Sign up as many members as you can!! Yes, that's right. In conjunction with the National membership drive, we are beginning our membership push also. You will see an ad in dB with all the details so get a move on. Our chapter membership is just over 2400 people. Remember our goal for the next year is to bring in another 300 into the fold. I know I am preaching to the choir when talk of the treasure chest of benefits that membership in the club brings — a slick 100 page monthly national publication that centers on the marque, a bi-monthly 30 to 40 page local magazine, discounts, discounts, discounts and most important — BMW people!! But, you don't have to own a BMW, just be enthusiastic about cars, any car!!

The countdown continues as Oktoberfest nears. Don't forget, as well as the standard fare of O'fest events we will be hosting a BMW Club Race at Summit Point on 14 August. If you have never witnessed the spectacle of high performance automobile racing this would be an excellent time to start. We need volunteers also, so please come on out and see what the National Capital Chapter is all about.

As O'fest approaches we haven't forgotten the multitudes of you out there that want to just gather at some place nearby to admire one another's fine automobiles and talk BMW stuff. The Deutsche Marque Concours is fast approaching and in preparation for that annual event Paul Vessels is putting plans together for an informative tech session on April 27 at Passport BMW. See you there!!!

It's time to begin getting the car ready for another season of spirited driving. Won't you join us in our love for these beautiful cars? Until next issue . . .

Mike Gayle



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Continued from page 2

impression that he thought that this drivers' school thing was a piece of cake. "Alright", I said, "it's now time for the Instructors to take to the track. Grab your helmet and I'll give you a ride..."

Actually, my worst fears were not fulfilled, and by the end of the day I was pleasantly surprised. Sure, Tom initially exhibited all of the typical first-timer's terrors and his first two track sessions were the archetypical sort that cause premature graying of instructors' hair, but by the afternoon he was driving pretty well and pretty fast, better than my intermediate student, as a matter of fact, and having a ball, too. He was so excited that he rushed home and broadcast his day's experience over the Internet. Here's some of what he had to say:

"Just completed day one of the NY Chapter's Bridgehampton school. Wow. This was my first track event ever, and the experience was amazing. After taking a few slow laps around the 2.8-mile 13-turn circuit in my car, my instructor took me out for a hot lap in his 635CSi. Never in my life have I experienced such terror and excitement at the same time. I mean this guy was a master, it seemed as if the car never slowed down and always exited turns like it was shot out of a cannon. And the speed he carried approaching imminent hairpin turns was mind boggling! Anyway, after a terrible first run group where I seemed to do everything wrong, I finally began to find the line that he was trying to describe over the helmet-mounted earphone. He then asked me to narrate my own lap over the microphone, pointing out all the little turn-in points, marks in the road to remember, distant focus points, etc... By the third run group I was exiting turns at full-throttle and having a ball! The high point was when I was given the point-by (permission to pass) by a Porsche 928 on the turn just before the main straight... I passed him at 4500rpm in third and took it to red-line...and hit 4th....and shot past the main pits and gallery on the main straight at 125mph (he saw 125; the needle was pointing a little under that.,ed.). Quick look in the rear view...yep...all the heads were following me...what a feeling...the weather was 58 degrees with not a cloud in the sky...perfect. I hope tomorrow is as fun as today."

You have at least two more opportunities to be amazed and terrified by this or any other master: 20-21 July, and 10-11 August, with the New York and New Jersey Chapters, respectively. Be there and be scared. Or not.

derr

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- Even before the Martinis are gone, ads from would-be Z3-speculators are oozing from the classifieds. A scan of *The Washington Post* lists four, ranging from \$35K to "best offer over \$38K". *The New York Times* on Sunday, 31 March lists ten of the 'lil 007 sleds available, either immediately or soon. Prices range from a low \$34K up to \$37.5K. Act now! Be the first in the Hamptons to be seen in one! The public is most likely *stirred*, not shaken, knowing that, in a year, these same classifieds will list the same number of Roadsters, most likely in the \$25K range. *Anyone wanna buy a Miata?*

- According to *The Washington Post*, Washington-area residents drive four times more BMWs than the national average and drink more straight whiskey than any other metropolitan area (hopefully, not simultaneously) while ranking near the bottom in purchases of large appliances and last in the purchase of lottery tickets.

ShortStrokes...

- Formula One racing will not be coming to Virginia, at least not to Culpeper. James Lazor, president of Benton Ventures, the track's developer, failed to come up with the remaining \$1.6 million still owed on the 425 acre site, thus allowing the land's re-acquisition by Lee Sammis at a Culpeper foreclosure auction. Sammis had planned to sell the land to the Association for the Preservation of Civil War Sites, but that deal may fall thru due to internal strife within that organization as well as the fact that the group doesn't have the necessary funds to purchase the land.
- *Higher speed limits mean more smog.* That's the contention of the Environmental Protection Agency in a memo circulated in February. If every state adopted a 65mph speed limit, nitrogen oxide emissions, a main component of smog, would rise at least 5 percent, warns the EPA. To offset this increase, states would find it necessary to reduce pollution from other sources.
- It's apparent that the State of Maryland won't be clearing the air very soon. In March, the Maryland General Assembly decided to delay implementation of the controversial "treadmill" emissions tests for another year, citing both software problems and motorists' fears of test station employees operating their vehicles.

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See the Roundel for the Registration Form or phone 301-681-UBMW.



AUGUST 11-16

DEUTSCHE MARQUE CONCOURS

Sunday, 5 May 1996
 Evans Farm Inn
 McLean, VA
 Time: 9:00AM

It's that time again, folks! Get out the rags, polish, and toothbrushes as the 13th Annual Deutsche Marque Concours is upon us, once again at the picturesque Evans Farm Inn in McLean. This will be a "Top Only" concours and will include a "Display Only" class in which cars will not be judged but will be subject to a People's Choice vote. This event should be an invaluable tune up for the upcoming Oktoberfest Concours in August. The P-club boys are bragging that they really outnumbered us the past few years; let's show them this year! For you first timers, don't be shy! It's easy and lots of fun and the "old hands" in the Club will give you some pointers to make your car really shine for the judges. And you drivers' school types, you're invited, too! Questions? Contact the Concours Chairman, Paul Vessels, at (202) 726-7971 for more info.

Directions: Evans Farm Inn is located at 1696 Chain Bridge Rd in McLean, VA. Take I495 to Exit 11A (Chain Bridge Rd East/ McLean). Turn right onto Great Falls Street (Rte. 694) then left back onto Chain Bridge Rd. From DC, take I66 West to the Dulles Access Road West and exit at Rte. 123 East (Chain Bridge Rd). Turn right onto Great Falls Street and then left onto Chain Bridge Road.

HIGHWAY SAFETY SCHOOL

Saturday, 11 May 1996
 Jefferson Circuit
 Summit Point Raceway
 7:30 am

Join us at the new Jefferson circuit at Summit Point Raceway nearby in West Virginia for our annual Highway Safety School. This car control clinic is offered only once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers' school or an autocross for the first time, this is an excellent way to start off – it's low speed and you'll receive top-notch personal instruction covering all facets of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And, it's a load of fun, too! Speaking of fun, why not register for the Not-really-Maifest Drivers' School on Sunday, 12 May, and immediately put to practice your newly-acquired skills (as well as get another dose of thrill and excitement!). So fill out the application form and send it in quick!! Questions? Contact the Registrar, Rob Woolley, at (301) 929-3BMW, evenings before 9:59, please. *Flash!* Plans are underway for a dinner after the Highway Safety School. Please check the Hotline for the latest info. And, don't forget Radial Tire Company's raffle for the set of tires to be

held at that time, too. See the entry form in the March-April *dB* or visit Radial Tire Company in Silver Spring. For directions to Summit Point see below...

NOT-REALLY-MAIFEST DRIVERS' SCHOOL

Sunday, 12 May 1996
 Jefferson Circuit
 Summit Point Raceway
 7:30 am

Once again it's May, and what better time is there to partake in our traditional Maifest Drivers' School? Actually, the official Maifest school is the last weekend in June, but we're holding our unofficial Maifest school on 12 May on Summit Point's new 1.1-mile Jefferson Circuit, where everybody had such a great time last November (it's not the size that counts, but the excitement you get from it!). This one will fill up fast, so fill out and return that application quick! Questions? Call the Registrar, Rob Woolley, at (301) 929-3BMW, evenings til 9:59 please.

Directions to Summit Point Raceway: From No. Virginia, take Rte. 7 West towards Winchester. Continue past Berryville, VA. Just past Berryville turn right onto Rte. 632. Follow to end. Turn right at "T" onto Rte. 761. Continue to next "T" and turn right. Summit Point Raceway will come up shortly on your right. Follow signs to the Jefferson Paddock. From Baltimore, take I70 West to U.S. 340 West into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the

three-way stop onto Summit Point Rd. Summit Point Raceway is about 8 miles on your left. Follow signs to the Jefferson Paddock.

BMW CCA/PCA AUTOCROSS

Sunday, 19 May 1996
 Time: 8:00AM Registration and Tech
 Prince Georges Community College

On Sunday, 19 May, the National Capital Chapter and the Potomac Region PCA will sponsor a joint autocross at Prince Georges Community College. There will be a morning practice heat and an afternoon "official" heat. Registration and tech start promptly at 8:00AM. The morning runs will be your official runs if you decide not to make your afternoon runs. This is a great low-key event for beginners who'd like to improve their driving skills and also learn more about their car's handling characteristics. Experienced autocrossers will be on hand to provide guidance and insight to beginners. To request an instructor or to learn more about the event, contact David Lassalle at (301) 317-1461 evenings. The price for the event is \$13. *Directions: Take the Capital Beltway (I495) to Exit 17 East towards Upper Marlboro (MD Rte. 202 East). Go about 4 miles and turn left into PG Community College.*

**JEFFERSON 500 -
CORRAL AND RACES**

Sunday, May 19, 1996
Summit Point, WV
Time: 9:00 am

At the peak of Spring's activities, Summit Point Raceway will host the Fifth Annual Brian Redman's Jefferson 500. The activities start on Friday, May 17 and on Sunday, BMW of Fairfax will once again sponsor the National Capital Chapter's annual corral. As usual, we'll have a prime spot outside of Turn 7 where we'll have another fantastic barbeque! Yes, all Club members are welcome to join us at lunch for Mr. Barbecue's special treats. Throughout the day, many of our club members will have their fine BMWs on display.

The Jefferson 500 continues to gain momentum as one of America's premier vintage events, this year honoring cars that drove the great long-distance races like LeMans and Sebring.

There's more! The single-seaters are back, featuring thundering Formula 5000s, Formula Twos, Formula Atlantics and a few Indy Cars from yesteryear.

Other car clubs will also have their corrals including the Ferrari, Porsche, Lotus, Morgan, and Alfa Romeo clubs. Therefore, in order for the BMW CCA to have the largest turnout, we

invite you to attend along with your "mechanical wears".

Summit Point is in beautiful bloom in May. Don't forget! Your BMW CCA membership card gets you a \$5.00 discount at the gate. On Sunday, May 19th, the gates open at 7:30 am. Warm-ups begin at 8:00 am and the first race starts at 10:00 am. Give Ed Bernard (event coordinator) a call at (301) 421-0877 if more information is needed. General information is always available on the Club Hotline.

See you there!

**COBBLE MOUNTAIN
TOUR & BAVARIAN
DINNER**

Sunday, 9 June 1996
Tour starts from: Cantina del Rio Parking Lot
Route 123 North & I 66
Time: 1:30PM

Mark your calendar, we will tour the eastern slope roads of the Shenandoah Mountains this afternoon. Our stopping point, for draft German beer and early supper (if you care to join us), is one of the finest German restaurants in Virginia. We have our own dining room — an upstairs rathskeller. While we have an open menu, the *Boehmische Rindsroulade* (top round steak rolled around ground veal and bacon in a paprika wine sauce), and the *Huhnerbrustchen Baden-Baden* (boneless chicken

beast over apple stuffing, glazed with orange sauce) are outstanding! To make the tour of our BMW roads more interesting, an element of competition is made optional for each car. Your tourmeisters will give you directions and a map along with a set of questions that may be answered from information that may be gathered from your BMW along the journey. The top three cars will be recognized. Reservations are suggested for dinner. Call Bill Caldwell and Mary Hill, your tourmeisters, at (703) 534-3528 to reserve a place now!

Directions: Cantina del Rio is located at 10449 White Granite Drive. From the Beltway (495) in Virginia go west on I 66 to the interchange of Route 123 (Chain Bridge Rd), take the exit for Route 123 North. Stay in the right lane, and at the first stop light, turn right onto White Granite Drive. Turn right next opportunity at 10449 — Cantina del Rio — and come up the short driveway into the parking lot. The tour will begin at 1:30 p.m. sharp, with the directions, map and questions handed out shortly before that time. For those members further west, please call and we will give you a location where you may join us and still compete, as we have a short transit leg to our eastern slope roads.

**FATHER'S DAY
AUTOCROSS**

Sunday, 16 June 1996
No. Virginia Community College, Manassas Campus
Time: 9:00AM Tech and Registration

Finally, a lot for ourselves! It's been a long time since our Club has had an NCC-only autocross. This is an opportunity to see and run on the site of the upcoming Oktoberfest 96 autocross. We'll have two heats, morning and afternoon, and you can register for either one or both. There'll be one practice run and four timed runs with fun runs after each heat if time permits. We'll be using our own classifications rather than the SCCA's. The cost is only \$15 for Club members. For those of you new to the sport, we'll have instructors on hand to give you their secrets for winning, contact David Lassalle if you'd like an instructor. If you'd like to help out, we could sure use your assistance for this event, give David a call. Since it's been a while that we'd had our own event, and since the location is great, we expect a big turnout. So, come on out and share the fun! *Directions: From DC take I66 West and exit onto Rte 123 North. Look for the sign to the campus. The entrance to the campus is about " mile on the right on Rte. 123.*

Continued on page 10

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

C O M I N G E V E N T S

MAIFEST DRIVERS' SCHOOL

Saturday-Sunday
29-30 June 1996
Time 7:00AM
Summit Point Raceway, WV

Lemme see, it's June, darn near July, and we're having a Maifest Drivers' School?? Confused? Don't be. If you need an explanation, it's because of this being a leap year (yeah, that's it!) Anyway, we've decided to move the whole Maifest celebration back to this weekend; there'll be a two-day school on the big track(!) as well as the big Saturday-night dinner, just like the old days! So don't miss out. Fill out the application extra quick — we're expecting a huge demand because lots of people want to get familiar with the track before Oktoberfest! Don't want to drive but want to attend the dinner? You can do that, too, but we'll have to know in advance.

Questions? Call Rob Woolley at (301) 929-3269 evenings before 9:00PM, please.

JULY JUBILEE - CLUB PICNIC, FAMILY DAY & GENERAL MEMBERSHIP MEETING

Saturday, 13 July 1996
Carderock Park, MD
Time: 9:00 am

In lieu of January's snowed out Holiday Party, we're having the July Jubilee which will be a rain-or-shine, all-day event in the large open pavilion at picturesque Carderock Park in Great Falls, Maryland.

We will have food, volleyball, softball, music, children's activities, lemonade, ice cream, and more food. Hopefully, we will have BMW's 1997 models on display, and, for you serious members, maybe even test drives. Our park permit allows you to consume your own *refreshments* (beer or wine). Please feel free to bring your own beverages and/or your favorite board games.

To satisfy our competitive nature, perhaps a volleyball game — the "6 Cylinders" versus the "4 Cylinders". Or better yet, "The Big 6s" versus "Everyone Else".

Before lunch is served, we'll have a brief General

Membership Meeting, your opportunity to meet the 1996 NCC Board and the event chairpersons who've been working diligently to bring you these fine activities. We'll have a question-and-answer period along with a long-overdue awards ceremony to show our appreciation to those who've put in a lot of effort on behalf of the Club.

Carderock Park Pavilion is located on the Maryland side of the Potomac River and only a short walk from the C&O Canal and its scenic views.

Volunteers are needed! Give Ed Bernard a call at (301) 421-0877 to volunteer or for general information.

Don't miss this one!!!

Directions to Carderock Park. From Virginia: Take I495 to Exit 41, Clara Barton Pkwy, towards Carderock/ Great Falls, MD. Go 1/4 mile to the 1st exit. Turn left at the "Carderock Park" sign and cross the bridge. Go right until you reach the stop sign. Turn left into the parking lot. There will also be "BMW" signs along Parkway pointing you in the right direction. From MD: Take I495 to Exit 41. Continue as above.

BMW CCA/MWCSCC CHAMPIONSHIP AUTOCROSS

Sunday, 7 July 1996
NSA Lot, Ft. Meade, MD
Registration & Tech opens 8:00AM

Come one, come all to the annual MWCSCC Championship Autocross hosted by the National Capital Chapter. The site is the large NSA lot at Ft. Meade, MD. It's a lot of fun and this event will be a great tune-up for the O'fest autocross. Historically, this one fills up really fast, so pre-register with David Lassalle at (301) 317-1461 eves. The cost is \$12 for Club members, \$16 for non-members. Entrants may be asked to help out for one heat. If you don't want to drive but would like to watch, why not help out? We could use your help, too. Call David at the above number to sign up.
Directions from Baltimore: Take the Balto.-Wash. Parkway (Rte. 295) south to the NSA employees' entrance. Turn right at the first light. Parking will be on the left. From DC: Take the Balto.-Wash. Parkway (Rte. 295) North to MD Rte. 32 East. Bear left at the first light. Parking is on the right.



BMW CCA - NCC

Drivers' School Application

- First priority given to BMWCCA members, on a first-received basis.
- Licensed drivers only. A photocopy of the applicant's valid driver's license is required with this application. If under age 18, must submit a *notarized* parental permission form (supplied).
- Applications will be accepted in writing *only* on this form. One applicant per form. Photocopy as needed. Mail early! No entries accepted within one week before the event!
- One driver per car is recommended. Student familiarity with car is *very strongly recommended*. Proof of insurance liability coverage for the applicant's vehicle is required with this application. Please enclose a photocopy of your current policy ID card.
- All cars must be tech-inspected by a qualified service facility prior to the event. A properly completed tech inspection form (supplied) is required for entry. It is your responsibility to ensure that your car is safe and roadworthy.
- All cars must be quiet and street-legal and must have a passenger seat. Functional, securely- attached lap and shoulder belts are required for *both* front seats. Both front seats must have equal restraint systems, i.e., if the driver's seat has a five-point harness the passenger seat *must* be likewise equipped.
- No rental cars allowed.
- No motorcycles, trucks, vans, SUV's, and convertibles allowed only in Highway Safety School. Only convertibles with an SCCA-Approved roll bar are allowed entry.
- A Snell M85-rated (or later) helmet is required. SA-rated helmets are *strongly* recommended. The Snell sticker will be found inside helmet. Please bring your own helmet.
- The Chapter reserves the right to decline entry to any individual or vehicle deemed unsafe or unsuitable for track use.

Revised 2.96

Indicate school(s) below:

- ☐ March 23 & 24 (Members: \$240 Both Days / \$135 Per Day)
- ☐ May 11 (Highway Safety School) (Members: \$75)
- ☐ May 12 (Members: \$115)
- ☐ June 29 & 30 (Members \$240 Both Days / \$135 Per Day)
- ☐ October 14 (Columbus' Day School) (Members: \$135)

- Non-members add \$35 per day
- Add \$25 if registration is received within 3 weeks of event
- No entries accepted within 1 week of event
- A \$25 Administration 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 \$1.00 postage to:

ROB WOOLLEY

BMWCCA-NCC Driver's School

15100 Westbury Rd. • Rockville, MD 20853

Questions? Call Rob Woolley at 301-929-3269 eves. before 10 p.m.

Name: _____ Membership No.: _____

Street: _____ [] Check here if new address

City: _____ State: _____ Zip: _____ Chapter: _____

Phone #s: Work () _____ Home () _____

Car Make: _____ Yr: _____ Model: _____ Color: _____

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!

Experience - List any and all previous Drivers' Schools you've attended as a student. Indicate previous Summit Point experience.

PLEASE PHOTOCOPY FROM MAGAZINE.

Auto Sportsystems Group "Do-it-Yourself" and Driver's School Tech Session

As Spring begins to bloom the morning dusting of snow nearly spoiled our session. But, the snow didn't stop us as many car enthusiasts are beginning to exhume their cherished Autobahn burners for another season of fun and frolic...

On March 2, the Auto Sportsystems Group service facility was opened to those members and prospective members of the National Capital Chapter for a "Do-it-yourself" and Driving School Tech Session. Cars began rolling in at 9:00 o'clock sharp. The efforts and extreme patience of the Auto Sportsystems Group Technicians that volunteered their time on that Saturday did not go unnoticed. The fantastic facilities and friendly staff consisting of Geoff Schwarz, Ray Polacki, and Taylor were great! Geoff, the owner of Auto Sportsystems Group, is truly an enthusiast himself to

allow 15-20 BMW "fanatics" onto his hallowed ground, multi-million dollar service facility with all of its great equipment. Thanks.

The type of work performed was as diverse as the myriad of beautiful Bimmers that were brought in for a once-over – a 2002, in for brake caliper work, an E-21 320, E-30 and E-36 3-series, and an E28 5-series. Basic of automobile maintenance tasks, i.e., engine oil, differential fluid and transmission fluid changes, were accomplished. Due to the number of participants, we were limited to

available lift time, but everyone got an opportunity to finish the jobs that really needed to be done. Everyone pitched in to make this a great "Spring is near" event.

A special thanks to Dwight Derr, who teched a number of cars in preparation for the "Frostbite" Driver's School in March. Without him we would not have been able to make this event a success for the participants and Auto Sportsystems Group.

Mike Gayle



NEWS FLASH!!!

The National Capital Chapter goes on-line!

We now have an Internet presence with schedules and contacts. Try our URL for your Internet cruising pleasure.

From this base we hope to expand and provide lots of information for the BMW driver or enthusiast. You can click on the Chapter logo at the top of the page and send mail to the

Club. You may also click on the board member names to email to a specific person.

Anyone who knows of an interesting happening in our area that may be of interest to other Club members may drop us a note to post on the board. It can also function as a suggestion box, especially for the upcoming

Oktoberfest. Classified ads for dB may also be submitted painlessly. When planning your weekends, check the web site for ideas.

Mike Donahue
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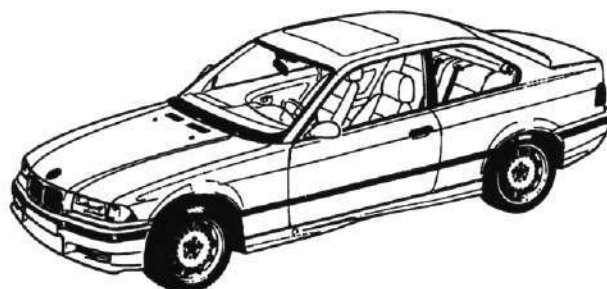
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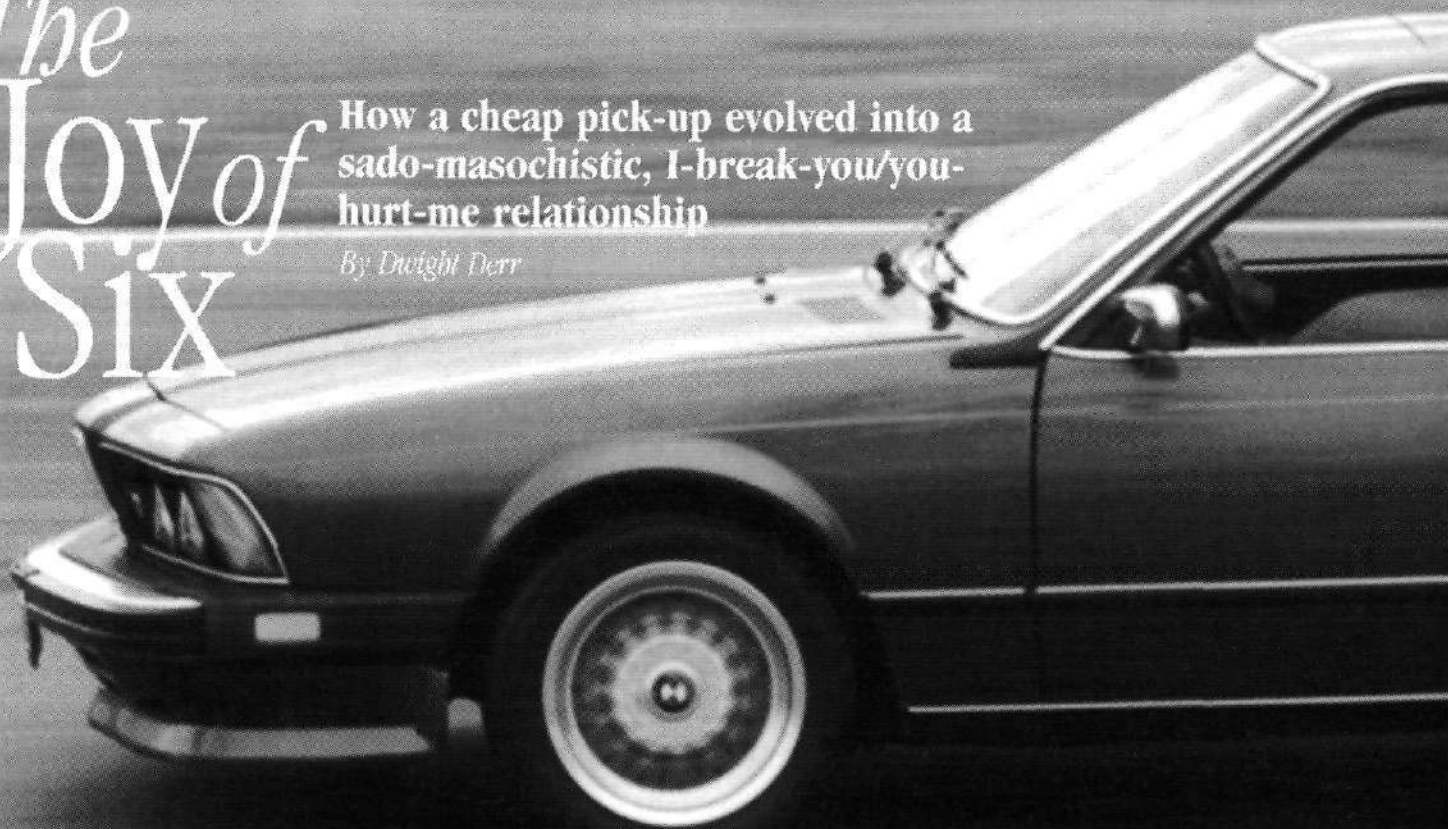
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The Joy of Six

How a cheap pick-up evolved into a sado-masochistic, I-break-you/you-hurt-me relationship

By Dwight Derr



At speed at NHIS.. Note the required "halfway up" driver's window.

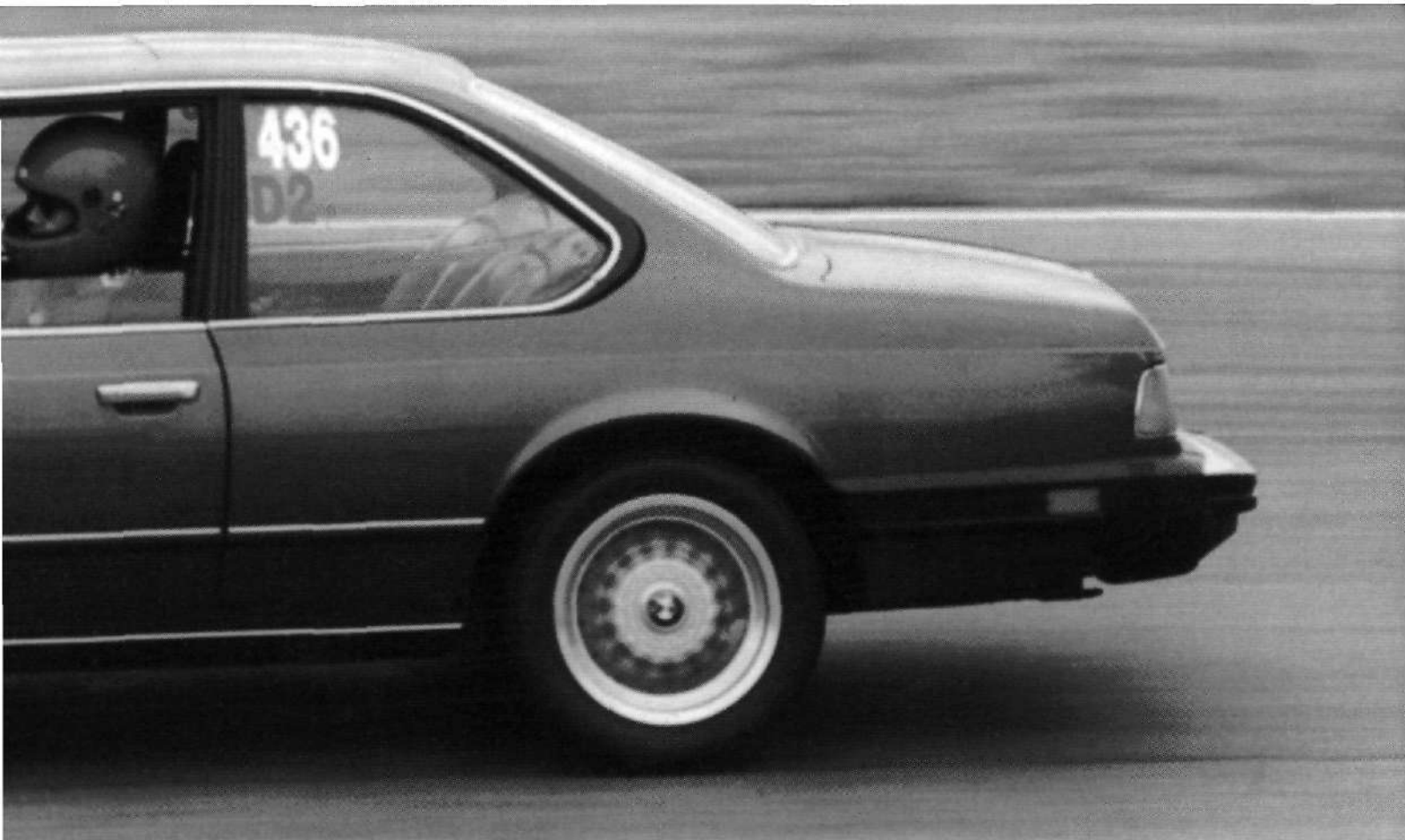
Must sell. Cheap. The ad carried a tinge of desperation. The previous week those words were absent and the wording was like the typical classified offering: 1984 633 CSi A/C, sunroof, leather interior, 5 speed. \$13,000. Now there was this new wrinkle...

It was the Spring of 1992, and at that point in time, had no success finding a good 535i, my first choice. Although the price was more than I wanted to lay out, I called and made arrangements to look at the car. And so, off to Potomac I went. The car sat on the front lawn, rather than in the driveway, and a Day-glo hardware store "For Sale" sign was stuck in the rear skylight. I was skeptical of the owner's sales strategy; it seemed rather odd that the car was there and I wondered if more than ten people passed it each day as it was buried deep in the bowels of middle-class Potomac, far removed from any traffic.

I rang the doorbell, it went unanswered. This gave me the opportunity to scrutinize the car further. It was straight but not really clean. There was no evidence of collision damage — all of the panels were unrippled and appeared original — although the car was repainted above the beltline, and not a very good paint job, either. There was no rust, the rockers and wheelwell lips were all excellent. Underneath, everything was dry and clean. The 16" alloys were dirty and in need of polishing and the Pirelli P7s were dry-rotted, they would need replacement. The interior was in good shape; the leather seats were dirty but there were no wear scuffs or

cracks and it didn't appear that the stuffing was falling out. After the owner arrived, I looked over the car a little further and took it for a test drive; the motor was strong and didn't blow any smoke but the suspension was weak and there was some slop in the steering, not too bad for eight years and nearly 100k miles of driving. There wasn't really anything woefully awry. The owner, just out of school, explained that he was selling the car because he was told by a repair shop (one working exclusively on BMWs) that he'd need over four figures to bring the car up to snuff and he didn't want to put the money into it (he bought it because it looked neat). Finally, I asked what he wanted. "Twelve-five", he said, adding that two others were ahead of me. I countered with eight bills, literally spreading eight one-thousand dollar bills on the table. He didn't take the bait and I left, wishing him luck.

About ten days later I received a call, asking if I was still interested in the car. I said I was, but not for his price, citing the amount of work it needed. He said he'd take ten-five. I said I could only give him "eight-five, cash money". After a long pause I heard a faint "Okay". *Cash money* always seems to strike the right nerve ending in young Republicans. "I'll pick up the car on Thursday." Driving home that Thursday I made a mental list of what to do with the car. First would be the basic: new plugs, filters, fluids, belts, hoses, adjust the valves, dash lights, exterior lamps, etc., etc., etc. — just get the thing streetable. Over the next couple of months an attack plan was formed based on what I thought



the car needed and what I needed the car to do. The underpinnings needed immediate attention: new rotors and pads, new control arms with beefed up bushings, new steering linkage, and on and on. New tires were called for and although it was a "no brainer" it was a toss-up between the AVS Intermediates and the A008Gs, which were readily available at the time. I went with the 008s, the only justification being they were better suited for the track and for parking lot cone-avoidance exercises, two screwball afflictions I have. These afflictions also obviated the riddance of the pillowy, *Charmin* ride the 6ers came to acquire. From *a priori* knowledge, I knew what not to do: because there isn't much difference between a mushy ride and a mushy ride an inch lower to the ground I immediately ruled out the *eye yuck!* and the other progressive-rate springs, they're for the pretenders who want that *so low* look. Suspension Techniques was my choice for the springs and for the sway bars (I wish I could've gotten some of the *Heim*-jointed slider-adjustment bars, though, but they were NLA). For dampeners again there was no question — Koni Gas-adjustable *Sports*. Period. (The Bilstein Sports are okay if all you were to drive was Road Atlanta with its smooth asphalt.) The Konis, I knew, availed me the opportunity to finely balance the car's attitude for each and every track and autocross application. And they could be dialed *waaay* back for New York Avenue, too. Try that poor excuse for a road with the Bilsteins and you'll drive right *past* Marion's car without seeing it!

By now the Six felt noticeably more roadworthy, and,

coincidentally, more fun. The driveshaft was beginning to *ping* so it was rebuilt using greasable *and* replaceable u-joints for less than a new shaft. A new guibo and reinforced shift mounts were thrown in as well as a Blonde Motorsports short-shift kit (a good kit with all new linkage, and new couplings with bronze bushings, too.) Definite improvements, all. *Oktoberfest '92* rolled around so the trek to Florida was made. The driver's school at Sebring was fun, although the real thrill was being on track with all of the BMW Motorsports cars on instructor practice day. Nothing beats the roar of a GTP car passing you on Sebring's pit straight, except maybe dogging them, albeit momentarily, in the slower turns. We all passed a few of the race cars, too (they ran like crap early on, having not been run for years). It was a thrill, nonetheless. *O'fest '92* was the six-boat's maiden autocross, too. Save for a fuel starvation due to a weak auxiliary fuel pump, it managed a third place in the 6-Cylinder Prepared Class behind fellow Chapter member Don Whitaker's M5 and a tricked-out 325is. And this on non-sticky rubber, too.

1993 found the Six (and me) at both autocrosses and track events with greater frequency. The car felt comfortable at both venues; autocross finishes were usually no worse than third in class, again on street tires, and the car held its own on the track. Most were surprised that such a big car moved around so well. "The course isn't that difficult at all.", I'd reply. A new lower ratio limited-slip differential was a big improvement, helping the nearly two-ton pig move a little

Continued on page 16

quicker from rest and a set of 8.5"-wide wheels with appropriately wide track tires was acquired to prevent the waste of valuable momentum in turns. By now the increased track and autocross usage was reflected in the service regimen. Brake pads were replaced more often, as were the oil and lubricants. Front sway bar links seemed to go with regularity, both sides needing replacement twice that year. Eventually, all of the swaybar mounts needed repair and reinforcement (honestly, BMWs were never designed to be shod with race rubber and flung around a racetrack without some sort of beefing up.) The pesky auxiliary fuel pump was also replaced, and with it went the sporadic, yet always inopportune fuel starvation malady. Other items replaced were the fan clutch, water pump, CV joints, and the service interval board nicads, solving a couple of instrument cluster glitches. Front brake rotors were replaced after nearly 30K miles of hard (insane?) usage. A mild rear ender dictated the replacement of the cat and exhaust system, unfortunate since both were in great shape after all of this time, a testament to OEM quality.

1994 saw a sharp increase in track and autocross participation, and with it an increased pace in the service regimen. Service fell into two categories: maintenance or to replace items seeing increased stress. Falling into the latter category were another guibo replacement, another set of support arms, hub replacements, a new diff mount, and more front stabilizer links. The rod bearings and oil pump were replaced and after a suitable break-in interval a switch to Mobil 1 was made. This allowed the oil pressure to come up a little more quickly and gave me a little more piece of mind at the track. Also, to reduce stress on me, a Sparco Supersport seat and real seat harnesses were installed. No more would I have to peer over my left shoulder to see where I was going when rounding the Carousel at Summit Point. Maintenance included brake caliper rebuilds, lots of brake pads, lots of motor oil, and more brake fluid flushes than would seem rational. The tally at year's end showed no major breaks but two autocross class championships, an O'fest autocross class win, and nearly thirty track days for the 10 year-old blue pig.

In 1995 the pace became even greater, although driver's schools greatly outnumbered autocrosses, and the increased activity less than subtly took its toll on the 11-year old car. Sway bar links were still replaced like clockwork, but now bigger things were beginning to go, too. The steering box attachment on the front subframe broke and needed welding and reinforcement. The clutch was finally replaced, after 175K miles (!), not due to wear but due to contamination by gear lube from a leaky input seal in the transmission. The brake accumulator (bomb) went, the symptom being an

urgent need for lots of brake pedal pressure, and the urgency necessitated by the fact that the symptom appeared at the end of Mid-Ohio's main straight. And then came the weekend from Hell, down at Road Atlanta, where, first the front nose gets rearranged in the parking lot, my student loses it, a strut tube fractures, luckily on a cool-down lap, demanding a replacement be scrounged and installed in the Paddock on Sunday evening (I drew a nice crowd of spectators, too), and a valve burns, forcing me to drive Audi-style through the night, and with no heat due to a stuck heater valve, up to Winchester, and arriving an hour or so before our Columbus Day school. Not even a cold beer was of any relief (not that morning, that evening!)

Well, after weeks of scrounging for all of the necessary parts, the motor was replaced with a big-valve 3.5 liter, the job being finished an hour before leaving for Bridgehampton! The weekend was, surprisingly uneventful, although I did



Apexing Road Atlanta's Turn 4.

notice that, while on the track, my left hand stayed on the steering wheel more often rather than gesturing out of the driver's window. All was well, or so I thought. Later that week, after unloading the car, I noticed a bit more negative camber in the rear. Upon closer inspection, I was aghast to find the rear subframe fractured just inboard of the right trailing arm. It let go completely just a few yards

from the repair shop. It was eventually replaced, just in time for the Winter from Hell.

Now it's 1996, and so far I've had to re-weld and reinforce a front sway bar mount, the right strut tube began to crack and needed replacement and reinforcement, an engine mounting arm needed replacement, and the CV joints needed re-greasing. This in addition to the regular oil and lube changes. 750iL front brakes were installed, a vast improvement over stock, and a revamping of the rear brakes is under consideration, as well as a refurbishing of the limited slip. And then maybe there's the exhaust system work, since the cat innards are somewhere in the rear muffler, unless they fell out of the cracks. And maybe I'll get a chip, and then....

I guess it'll never end, unless I take up knitting as a hobby instead.

Postscript. Many, many thanks to Don Miller at Blue Ridge Sports Cars, Ltd., who never ceases to be amazed at what I need repaired, and usually at the last moment, to Tommy of Tommy's Specialties, who's always had the part I've needed, and all of you Chapter members who I've preyed upon for aid and comfort throughout. You'll probably be hearing from me soon...

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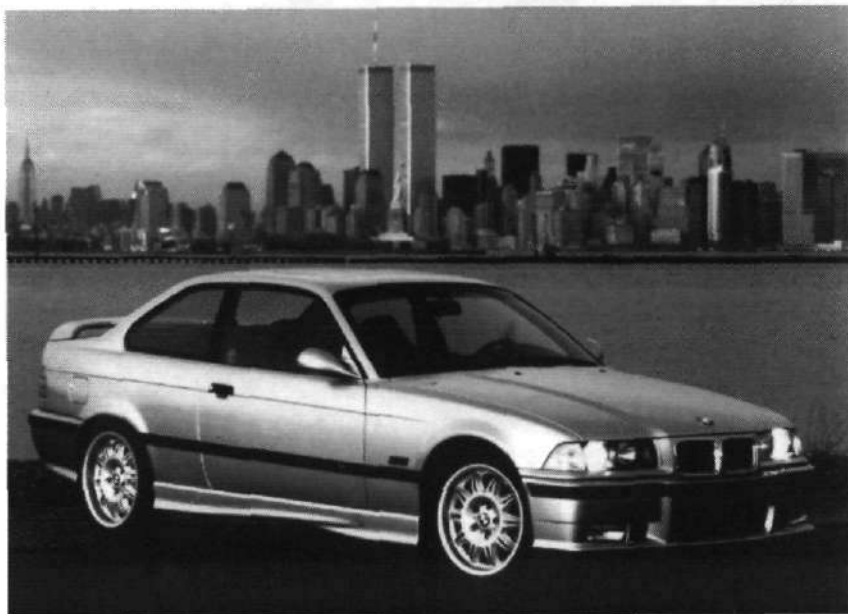


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918 Bayberry Drive

Arnold, MD 21012



Dear BMW CCA members,

On behalf of the National Capital Chapter, I'd like to invite you to Oktoberfest '96. It's been 20 years since Oktoberfest has been held in the National Capital area, and a lot of things have changed around here (Jimmy Carter has gone home to Georgia, for example). We'd like to show you what's new. As BMW CCA's second-largest chapter, we'll try harder to guarantee an exciting, event-filled week.

The Washington, D.C., area is unique: the White House, Congress, monuments, history, art galleries, museums, shopping, and a wide variety of driving terrain, from the Appalachian mountains in the west to the Chesapeake Bay in the east.

In addition to Washington's attractions, we've got a full O'fest schedule planned. We'll have the drivers' school at the famous Summit Point circuit, a safety school that includes a "slide car," and even a club race! The rally will pass through the beautiful Virginia horse country, and the concours will be held at the scenic Evans Farm Inn. You'll have plenty of opportunities to socialize with old and new friends in BMW CCA. There's so much to do and see, you may want to extend your visit.

Come join us, and participate in a Washington Happening. We urge you to register early, particularly if you plan to participate in the drivers' school, as we have only 160 slots available. We look forward to seeing you in the Nation's Capital!

Yours in Speed,
Jennifer Nazarko, Oktoberfest Chair

SCHEDULE

Sunday, August 11

Registration
Tech Inspection
Welcome Reception

Monday, August 12

Drivers' School
Autocross
Motorsports Reception

Tuesday, August 13

Drivers' School
Autocross
Dessert Reception

Wednesday, August 14

Gymkhana
Safety School
Trashsports
Radio-Controlled Cars
Club Race
Monumental Evening

Thursday, August 15

Safety School
TSD Rally
Pool Party

Friday, August 16

Concours d'Elegance
Swap Meet
Awards Banquet

Ongoing Events

Registration
Vendor Exhibits
Tech Sessions
Tours & Sightseeing
Trivia Contest
Scavenger Hunt
Fun Rally
BMW NA Test Drives

Headquarters

The headquarters hotel is the Sheraton Premiere, located at 8661 Leesburg Pike in Vienna (Tyson's Corner), Virginia. The Sheraton Premiere is only 20 minutes from downtown Washington and offers shuttle service to and from Dulles International Airport every hour on the hour. It features two pools (indoor and outdoor), two bars, and two restaurants, as well as shuttle service to the Washington subway and the Tyson's Corner shopping center. We've obtained rates of \$85 per night for Oktoberfest '96, a discount of 40 percent from the normal room rate. To make your reservations, call the Sheraton at (800)572-ROOM and mention BMW CCA for this special rate.

Events

The **Drivers' School** will be held at Summit Point Raceway in West Virginia, a little over an hour from the Sheraton. The fee for the drivers' school is \$100 (\$125 after July 1), and we can accommodate 160 students, so be sure to register early. Each student will have one instructor for the day, and the curriculum will include classroom and skidpad sessions. For information on instructing, call the Oktoberfest hotline at (301)681-UBMW.

The **Safety School** will be put on by Car Guys, Inc. Each session is half a day long and features classroom sessions, lane-change and braking exercises, and time in the "slide car." The safety school is a great opportunity to learn about handling skids, stopping quickly and in control, and reacting to obstacles. The fee for the safety school is \$40 (\$50 after July 1); we can accommodate 48 students per day, so sign up early.

The **Autocross** will use the standard Oktoberfest car classification system. When you register, we'll send you a car classification form, which you must bring with you to when you register with us at the Sheraton. Cars are divided into groups based on model and then into preparation level based on how much they've been modified. Non-BMWs are welcome but are not eligible for trophies. Your confirmation packet will tell you which day you're scheduled for the autocross.

The **TSD Rally** is a simple, trap-free event run through the Virginia horse country west of Washington. The first half of the rally will use closed controls (where you just drive past the control without stopping), and the second half will use a Monte Carlo format, where you're given the mileage and time to each control and the challenge is to pass the control (again without stopping) at exactly the right time.

The **Concours d'Elegance** will be held at the Evans Farm Inn, approximately 3 miles from the Sheraton. Standard Oktoberfest classes (Clean, Super Clean, and Concours) will be used. If you would like to judge the concours, call Paul Vessels at (202)726-7971.

The **Gymkhana**, as well as the **Trashsports Carnival** and **Remote-Controlled Car** event, will be held on a parking lot at the Tyson's II shopping center, a few blocks from the Sheraton. These should be a lot of fun for everyone. To participate, just sign up at these events.

The **Photo Contest**, **Model Car Concours**, **Tech Sessions**, and **Vendor Exhibits** will be held in the Sheraton's Junior Ballroom throughout the week. To enter the photo contest or the model car concours, sign up and submit your entries at registration. The deadline for entries is noon on Tuesday, August 13. For information on vendor exhibits and tech sessions, call Mike Gayle at (703)451-9192.

The **Fun Rally**, **Trivia Contest**, and **Scavenger Hunt** can be run any time during the week. Instructions will be included in your registration packet; to enter, just follow the instructions and submit your entries by 5:00 p.m. on Thursday, August 15. Sign up for **BMW NA Test Drives** at the desk in the hotel lobby.

Please indicate which of the **Social Events** you'll be attending when you register. We'll have receptions on Sunday, Monday, and Tuesday evenings and meals on Wednesday and Friday nights. The cost of these events is included in the registration fee. Thursday night, we'll gather by the Sheraton's indoor pool to swap stories (you're on your own for food and drink).

Regalia (Merchandise)

Please order merchandise when you register. Supplies are limited: if you don't order in advance, we may run out of some items during the event. All of the following bits of memorabilia sport the Oktoberfest '96 logo, and prices include sales tax:

Item	Colors	Sizes	Price
T-shirt	steel blue coral mist	S - XXL S - XXL	\$ 12.95 \$ 12.95
Polo shirt	white	S - XXL	\$ 32.95
Zippered helmet bag	royal		\$ 25.95
Folding track chair	black		\$ 59.95
Hat	khaki		\$ 12.95
Mug	white		\$ 12.95

Check us out on the Internet

The Oktoberfest '96 page on the World Wide Web can be found at

<http://www.access.digex.net:80/~m3/oktoberfest.html>



Instructions: Please fill out both sides of this form and send it, along with your payment (credit card, check, or money order; *do not send cash*) to

Oktoberfest 1996
P.O. Box 1010
Falls Church, VA 22041

Cancellations will be accepted prior to July 15, but will be assessed a \$25 service charge. No refunds after July 15. If you have questions, call the Oktoberfest hotline at (301)681-UBMW.

REGISTRATION FORM

Registrant (please print clearly)

Name _____

Address _____

City _____ State _____ ZIP _____

Home Phone (____) _____

Membership # _____ Chapter _____

Vehicle you're bringing to Oktoberfest '96:

Make _____ Model _____ Color _____ Year _____

Events - please check the events in which you plan to participate. Entries limited for * events.

- | | |
|--|--|
| <input type="checkbox"/> Drivers' School* | <input type="checkbox"/> Welcome Reception |
| <input type="checkbox"/> Autocross | <input type="checkbox"/> Motorsports Reception |
| <input type="checkbox"/> Safety School* | <input type="checkbox"/> Dessert Reception |
| <input type="checkbox"/> TSD Rally | <input type="checkbox"/> Monumental Evening |
| <input type="checkbox"/> Concours d'Elegance | <input type="checkbox"/> Awards Banquet |

Co-registrant (please print clearly)

Name _____

Address _____

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Vehicle you're bringing to Oktoberfest '96:

Make _____ Model _____ Color _____ Year _____

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| <input type="checkbox"/> Drivers' School* | <input type="checkbox"/> Welcome Reception |
| <input type="checkbox"/> Autocross | <input type="checkbox"/> Motorsports Reception |
| <input type="checkbox"/> Safety School* | <input type="checkbox"/> Dessert Reception |
| <input type="checkbox"/> TSD Rally | <input type="checkbox"/> Monumental Evening |
| <input type="checkbox"/> Concours d'Elegance | <input type="checkbox"/> Awards Banquet |

Children - names and ages of any younger BMW fans you're bringing with you: _____

Merchandise - see the descriptions on the preceding page

Item Description	Color	Size	Qty	Price Each	Total

Registration Fees	Qty	Price before July 1	Price after July 1	Total
Regular		\$ 125	\$ 150	
Children		\$ 90	\$ 100	
Drivers' School		\$ 100	\$ 125	
Safety School		\$ 40	\$ 50	

TOTAL AMOUNT ENCLOSED \$

Form of Payment ☐ MasterCard/VISA ☐ Check/M.O. (make payable to **BMW CCA Oktoberfest '96**)

Cardholder name (printed): _____ Exp. date: _____

Credit card number: - - -

Signature: _____

May/June _____ der Bayerische

Please complete other side

TSD Rally

Driver: _____ Navigator: _____

Car you'll be using: ☐ Driver's ☐ Navigator's ☐ Other/TBD

Class:

- ☐ **A** (experienced), for all teams running any nonstock form of navigational equipment (including onboard computers) and for anyone who has finished first through third in class A or B on an Oktoberfest rally or first through third in any class on any national-level TSD rally.
- ☐ **B** (intermediate), for experienced teams using only the car's odometer, a watch, and a calculator or rally tables. This is your class if you are not using a rally computer or laptop and have ever trophied on a TSD rally (except as noted in class A above).
- ☐ **C** (novice), for inexperienced teams. This is your class if you have never trophied on a TSD rally.

Autocross

We will follow the standard Oktoberfest classification rules. Your registration packet will include an autocross classification form. Please fill it out and bring it with you when you register at the event.

Concours d'Elegance

Please circle the judging class you intend to enter. Entries are limited to one in each class for each registrant.

Judging Classes

CL	Clean	Interior and exterior
SC	Super Clean	Interior, exterior, trunk, and engine compartment
CN	Concours	Interior, exterior, trunk, engine compartment, and undercarriage

Class	Models	Registrant		Co-registrant	
Micro cars	250, 300, 600, 700	SC		SC	
Vintage/pre-war	All 1929-1962	SC		SC	
Post-war V-8s	501, 502, 503, 507, 3200	SC		SC	
1962-1976	1600, 1800, 2000, 2002, 2500, 2800, Bavaria, 3.0S	CL	SC	CL	SC
1975-1990	3, 5, 7 series, M-3, M-5	CL	SC	CL	SC
1990-1996	All except coupes	CL	SC	CL	SC
Coupes	2000CS, 2800CS, 3.0CS, 630, 633, 635, M6, 850	CL	SC	CL	SC
M1s	M1s	CL	SC	CL	SC
Concours	Any post-1967 BMW	CN		CN	
Motorcycles	All	CN		CN	

Drivers' School

The event chairman will make final run-group decisions. Sorry, no convertibles, trucks, or motorcycles.

Registrant

Number of drivers' schools _____

Number of schools at Summit Point _____

Other driving experience _____

Run group requested:

☐ Advanced ☐ Intermediate ☐ Novice

Sharing a car? _____ With whom? _____

Co-registrant

Number of drivers' schools _____

Number of schools at Summit Point _____

Other driving experience _____

Run group requested:

☐ Advanced ☐ Intermediate ☐ Novice

Sharing a car? _____ With whom? _____

Woody's Competition

C O R N E R

BY WOODY HAIR

Our Chapter's event in the Metropolitan Washington Council of Sports Car Clubs (MWCSCC) championship autocross series will be coming up on July 7. It will be held on the large National Security Agency parking lot at Fort Meade. That's midway between Baltimore and Washington. Over 100 entries will be competing and you should be there too. More information will be in the coming events section of this newsletter.

I hope you are aware of the on-going battle/dispute/conflict between CART and the newly formed Indy Racing League. Each organization's 500 mile race that are both scheduled for May 26 should make the whole world aware. Without getting into details of how this came about, or why CART's IndyCars are far and away the best of the two series, let me mention that the IRL will be using stock-based 4-liter engines in 1997. Both Oldsmobile (Aurora) and Nissan (Infiniti) have stock engines that have been adapted to racing in IMSA's WSC and GTS series and they plan to provide engines for the IRL. BMW also has a 4-liter V8 that was rumored to be developed for the IRL, but they have said no' for 97. I wonder why there was a BMW V8 block sitting on a stand in the engine room at Tom Milner's Prototype Technology Group shop in Winchester this past January? Incidentally, sometime-Milner BMW team driver John Paul Jr. and Davis Racing BMW 325i driver Robbie Buhl (IMSA Showroom Stock

series) are both competing in the IRL series. And to end the BMW-Indy car connection, Andre Ribeiro, winner of the first-ever IndyCar race in Brazil, used to drive BMWs in touring car races.

BMWCCA's Club Racing program continues to grow. As of this writing in April, fifteen club races are scheduled for 1996, each being hosted by a different chapter. Most are part of a driver school weekend, but one (Windy City at Road America) is part of a Midwest Council race weekend, and one (Badger Bimmers at Road America) will fill the weekend with lapping sessions for experienced driver school participants. The race being put on by your National Capital Chapter is on the third day of Oktoberfest, but totally separate from the two days of driver school. The expenditure of big dollars is starting to show up in this program. The first

race of the year at Sebring was won by an M6 that was reported to have been given to Steve Dinan with a blank check and the instructions to make it a winner. You can expect to see an M3 Lightweight appearing in nearby events soon. This will not be your ordinary 240 hp Lightweight, either. Under the hood will be a 320 hp Euro M3 engine fitted by Prototype Technology.

AutoWeek reports that Nelson Piquet will come out of retirement to drive a BMW-powered McLaren F1-GTR at LeMans next month. Piquet, who won the Formula One World Championship in 1983 with a Brabham-BMW, was nearly killed in a crash at Indianapolis several years ago. Other McLaren drivers at LeMans are to include ex-Formula One driver Jacques Laffite and ex-F1 and Indy Car driver Danny Sullivan.



Concentrating or mentally undressing a spectator?

COMPETITION CORNER CALENDAR

MAY

- 5 SCCA MARRS Races, Summit Point, WV
- 11-12 BMW CCA Driver School, Jefferson Circuit, WV
- 19 Jefferson 500 Vintage Races, Summit Point, WV
- 19 BMW CCA/PCA Autocross, location unknown (tentative)
- 25&27 IMSA WSC/GTS&SCCA Trans-Am/WC/Barber Dodge
North American Touring Cars, Lime Rock, CT
- 28-29 BMW CCA Club Race, Lime Rock, CT

JUNE

- 2 SCCA Champ Autocross, Frederick, MD
- 2 NASCAR Winston Cup, Dover, DE
- 9 SCCA MARRS Races, Summit Point, WV
- 9 SESA Champ Autocross, Ft. Meade, MD
- 9 IMSA WSC/GTS, Watkins Glen, NY
- 16 BMW CCA NCC Autocross, No.VA. Comm. College, Manassas
- 16 Branded Club Rally, DC Area
- 16 Formula One, Montreal
- 16 NASCAR Winston Cup, Pocono, PA
- 29-30 BMWCCA Driver School, Summit Point, WV
- 29-30 IndyCars/SCCA Trans-Am, Cleveland, OH

JULY

- 7 BMWCCA Champ Autocross, Ft. Meade, MD
- 14 SCCA MARRS Races, Summit Point, WV
- 21 NASCAR Winston Cup, Pocono, PA
- 28 VW Club Champ Autocross, Ft. Meade, MD

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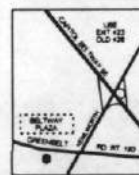
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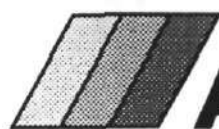
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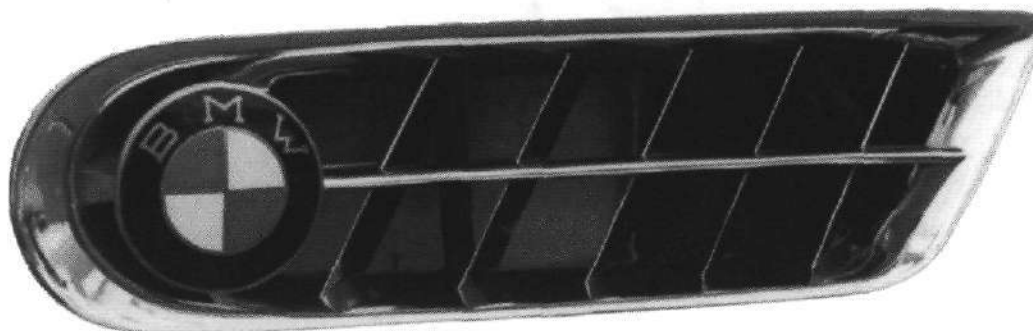
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Welcome New Members!

Name	Car#1	Car#2	Referred By	Name	Car#1	Car#2	Referred By
RALPH ADAM	1991 325i			BENJAMIN GINSBERG	1995 740i		
NORA AFTEL	1992 325i			RAY GOINS	1986 M6		
ROBERT AFTEL	1992 325i			PHILIP GORMAN	1980 528i		
JOSE ALICEA	1994 325is		Tom Hix	GARSON GREEN	1990 535i		
MARBELLA ALVAREZ	1994 318i			TERRY HAINES	1995 318ic		
GEORGE ANDERSON	1996 325	1996 328	Patrick Donahue	BEN HARRIS	1993 325i		Auto Advantage
PAVEL APRELEV	1995 M3			BETH HAZUDA	1987 325i		Martin Homac
KENNETH B ARMOR	1986 528e			DANA HEARN	1987 325ic		
ANDY ARNOLD	1995 M3			ERIC HIRSCHHORN	1996 318is		Paul Vessels
DAVID ARTHUR				SCOTT HOLDEN	1973 2002tii		
ALBERT G AUSTIN				SHARON HOPSON	1995 525i		
DORIS BABCOCK			Paul Vessels	RICHARD P HORA	1995 M3		Edward Aitkenhead
JOHN C BABCOCK	1995 318ti		Paul Vessels	JOHN HOWLAND	1995 M3		
A THOMAS BECKMAN	1995 M3		James McCloskey	IVAN INGRAHAM	1987 325i		Charles Whitechurch
T SCOTT BECKMAN	1995 M3		James McCloskey	MARTIN JARON	1993 325i		Charles Johnson
H D BERHARDI				CLAUDE L JOHNSON	1995 325is		Paul Vessels
SUSAN BROOKS	1989 325ic		Anthony Brooks	LARRY E JORDAN	1995 M3		James McCloskey
PHIL BRUBAKER	1979 635CSi			ALEX KARLIN	1991 325i		
SHAWN STEVEN BULLARD	1988 325is		Heishman BMW	CLIFFORD KAVANAUGH	1994 535i	1991 325i	
DAVID BURKE	1983 533i			SUZANNE KAVANAUGH			
JAY CASALE	1995 325is		Ron Buchalski	MIHANNAD KHATIB	1972 2002tii		
ANTHONY CHAPPELL	1993 325is			WILLIAM KIM	1991 318is		
BERNIE CHLOP	1985 M635			NANNIE PEARL KING	1985 318i		
LEONARD COHEN				WILLIAM KOWALYSHYN	1995 M3		
M COLLETT	1995 318 Ti		Michael Taylor	BONNIE C & JOHN LEFFEN	1995 525i	1995 318i	Bill Moss
MARCIA COLLETT	1995 318Ti		Michael Taylor	JON R LEWIS			
DAVID CURRAN	1986 735i			SARA LILYGREN	1995 M3		George May
BETTY CYR	1990 535i			DAVID LIVINGSTONE	1985 635CSi		Edwin Macvaugh
RONALD T CYR	1990 535i			JOHN DITTOS LOCKWOOD	1989 325i	1989 325	
ANTON R DAMMER			Lawrence Schuette	ANDREW LOTT	1972 2002		
ROBERT DELAUNEY	1994 540i			JOHN R LYNN JR			David Lynn
PHILIPPE C DEMOL	1995 325is		David Coleman	TED MAHER	1987 735i		
GAYLE DORSEY	1992 325i		Joel Ratliff	RALPH MARKS JR	1987 Porsche		Paul Vessels
ROGER C DOWER	1973 2002		Jonathan Dower	JAMES MCCABE	1995 318Ti		Larry Cauble
JAMES DRESHER III	1989 M3			MICHAEL MCCRAY	1993 740i		
DARREN DUNCAN	1972 2002			JANE ELLEN MEAD	1994 530i		Edward Aitkenhead
DENISE DUNCAN	1995 318i		Edward Aitkenhead	SCOTT MONAGHAN	1990 325ic		
MIKE DUNCAN	1995 318i		Edward Aitkenhead	JOSEPH MONTEIL			
MARIAN DURAND				EUGENE MORIARTY	1982 320i		J&F MOTORS LTD.
WALTER EARL EVANS	1985 318i		Patrick Donahue	KEITH MORRIS	1990 750		
TERRELL W FEARS	1986 325			DEWAYNE MOSLEY	1989 325i		Kenneth Keitt
WAYNE FERGUSON	1993 525i			DIEGOA MOSQUERA	1986 325i		
JAMES FLEISCHMAN	1995 318ti			DAVID MUFFLEY	1995 318Ti		
KEVIN FOSTER				ROBERT MURPHY	1991 318is		
DAVID C FRANKLIN				TERRY A NAGI	1996 740i	1996 525i	Heishman BMW
WILLIAM A GAFFNEY				STEVE NASH	1990 325i		
DOUGLAS E GARDINER	1993 750iL		Eaton	JEFFREY NOEL	1995 M3		Jerry Skene
MARK GIBSON			Ed Nazarko	O YOSEF OSHER			
CHARLES GILLIS	1990 325i			DAVID P PARKER			

continued on page 32

Name	Car#1	Car#2	Referred By	Name	Car#1	Car#2	Referred By
MARTIN PECHTER	1996 540i			ERIC STACKMAN	1983 320i		
JULIE PETERS	1994 318i		Leroy Dock	JOHN STRANIGAN	1993 325i		Dan Zeitlin
BARRY PORTNOY	1995 318ti		Ed Nazarko	NICKALOS STRUIKMAN			
BRIAN PRESS	1992 525i		Vic Jacobson	CARL SUMMERFIELD II	1985 318i		
MORTON PRESS	1993 525i		Marshall Wilson	PATRICIA TANTUM	1971 1600		
GREGERY PURSIFULL	1991 318is			BRUCE TARSIA	1995 318ti		
MICHAEL PYLES	1993 740iL			RAY THOMAS	1994 325i		
THOMAS RABE				DENNIS TOPPER	1994 325is		Davis LaSalle
TONY RAMOS				PETER ULLMAN			
TOM REILLY	1995 M3			STATE OF THE UNION INC	1995 325is		David Coleman
RICHARD RENO	1995 318i			TATJANA VICHNEVSKY	1991 318i		
MICHAEL ROGERS	1972 2002			SCOTT D WALKER			
GEORGE RUDINS	1991 850i		Keith Parker	CHRISTOPHER WASHBURN	1995 M3		
J R SAMPSON	1990 735			CAROLYN A WATSON	1993 525i		
CARLOS SANDOVAL	1995 318ti		Alberto Zamorano	BILL WELCH			
JOSE SANEDOVAL	1995 318ti		Alberto Zamorano	GREG WELLS			
BARBARA SCHLUDERMAN			Alan Marsh	MICHAEL WENTHOLD	1987 325is		
GEORGE J SCHLUDERMAN			Alan Marsh	IRMA WHEELER-TOPPER			
TERRY SCHOFIELD	1995 325i		Terry Schofield	NOVEY WILEY	1989 325i		
ROBERT E SCHUMAKER	1988 Mazda RX7		James Stauffer	JOHN SCOTT WILLIAMS	1996 328i		BMW of Fairfax
FRAN SENESE	1989 325is			COLONEL WADE WILLIFORD	1993 740i		Mike Mills
CAREY SENNETT				HEIDI WILLKOMM			
ALEXANDER C SHEPARD	1973 2002Tii		J&F Motors Ltd.	GORDON WILSON			
DON SHIVE	1978 630CSi		Keith Regan	GEORGE C WISNIEWSKI	1993 325i		
STEVEN SHOULBERG	1987 325			J DANE WORK	1995 318i		Michael Gayle
ROBERT SILKER	1976 2002			ALLEN C WRENN	1984 733i		John Heine
PATRICK J. SIMPSON	1971 1600			CHRISTOPHER DAV XENOS	1991 318i		
RANDY SINGLETON				JAMES YINGLING			
GARLAND D SMITH	1987 325		Paul Nutter	PHILIP ZELLNER			
ALAN SOLOMON							
STEVEN SPURLOCK	1986 528e						





Update

BY JENNIFER NAZARKO

AS I write this, there are only sixteen more weeks until Oktoberfest. Sixteen weeks. Or four months. Or well over a quarter of a calendar year. So why does it feel like such a short time?? But the good news is that, by the time you read this, the menus will be fixed, the t-shirts ordered, reservations will be pouring in, and I'll be having a nervous breakdown!!! No wait – that isn't scheduled for July 20 or so...

Oktoberfest is doing well, with around a hundred registrants in only the first few weeks in which registration has been officially open. I've sent mine in as well...Obviously, you still have time to register, but I suggest you do it now and avoid the late fees. I also highly encourage you to stay at the Sheraton, the official O'fest headquarters, so that you don't miss any of the fun and excitement, i.e., the parties and festivities. The rate is extremely reasonable for the quality of the

accommodations, food, and service. A note to our volunteers: We haven't forgotten you! Thank you if you've sent in a form or have called. You should receive a confirmation notice regarding your status, and indicating the event(s) for which we're asking your assistance. Please be sure to R.S.V.P. as requested so that we can complete our planning. Again, Thank you so much!

One last note: On page 27 of this issue of dB you will notice an advertisement for the official Oktoberfest chair. These are truly one of the most comfortable folding chairs I've ever had the good fortune of sitting in! They have a high back to lean your head against, and adjustable straps for armrests! They're not so low that you can't get out of them, and they come with their own carrying bag. In fact, we like them so much we're offering them to you early so that you can enjoy more summer days in them! Just copy the order form and send it in. You'll get the chair in plenty of time to break it in for O'fest!

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| <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 |
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| <input type="checkbox"/> Drivers' School | <input type="checkbox"/> Door Prizes |
| <input type="checkbox"/> Safety School | <input type="checkbox"/> Trophies & Regalia |
| <input type="checkbox"/> Autocross | <input type="checkbox"/> Awards 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 |
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Comments (continue on back): _____

Thanks for your help!

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The Nazarkos at Summit Point:



Ed in his M3...

...and Jenny in her 325is.



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CLASSIFIED REQUIREMENTS

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 the club for a rate sheet, specs, or to place your ad. (301) 544-1123

CARS FOR SALE

- 1974 2002** VIN 4223938. Dk. Grey metallic, tti motor (40K on rebuild), brakes, exhaust, suspension, Behr AC, Recaros, new Dunlops on 14" alloys, AM/FM cassette. Mobil 1 and Mahle filters every 3K miles. Red Line in the trans & diff. Meticulous maintenance by Kraftwagen. No Rust! (All-Calif. car until 4/95). VA inspection. Tight, quick, classic. Too many BMWs in the driveway. \$4250.
Kent (703) 356-5469 eves til 9PM (VA)
(301) 669-4873 days
- 1975 2002** VIN 2366478. Non-OEM Dk blue-green/blue interior. 160K miles. Head recently redone, 4-speed, 320i radiator. A/C but out of car. Seats restuffed but needs covers, new brakes, guibo, Ansa, carpet replaced 4 yrs ago. Southern car, no structural rust, no accidents, body just starting to rust. Car is starting to show its age and needs a new and caring owner. \$1500 or trade for new M3. Can deliver to Balt.-Wash area.
Tom (302) 892-9408 (DE)
- 1986 325a** VIN WBAAE640XGL703612. Blue/tan cloth, 4-door, new brakes, exhaust in good cond. 97K miles. \$4900.
Rick (703) 802-6666 (VA)
- 1987 M6** VIN WBAAE1409H2560104. Royalblau/lotus leather 89K miles. Complete records, garaged and Zymoiled, 750iL bushings, ABS, alarm, phone, BBS wheels, \$2500 audio (Alpine Cassette w/ 6-CD changer, Alpine amp, Boston subwoofer w/ Impact amp. Well-maintained by Excluservice. Bought an 850i, can't keep both. \$18,250.
Paul (703) 448-1153 (VA)
Practorgrd@aol.com. (e-mail)
- 1987 325is** VIN WBAAA1302H2326219. Bronzit/Black leather, 5sp, Sports pkg, cellular phone, AutoThorty chip, Flowtech, short shift kit, Hellas. Yakima roof rack w/ basket case and net also available. 77K miles, oil/filter changed every 3K, all service records and maintenance history available, original, non-smoking owner. Excellent condition, must make room for 328is. \$10,950 obo.
Mike (703) 734-0469 (VA)
- 1987 M6** VIN WBAAE1407H2560070. Royal blue/lotus leather. Completely stock, pristine cond. 79K miles. \$20,000
Alan (703) 768-9528 (VA)
- 1991 318i Touring** Left front damage. Believed to be only one in US. \$3,900.
David (817) 589-2811 days
(817) 329-5429 eves
- 1993 325i** VIN WBACB3313PFE13972. Laguna Green/Ivory leather, 4DR, 5 SP, cruise, alarm, on-board computer, all power accessories, chrome exh. tips, heated frt. seats & mirrors, folding rear seats, sunroof, ltd.slip diff., driver's air bag, five (5) OZ Forza 16" wheels w/ four Dunlop D40M2 UPH tires w/ 7K miles in addition to std wheels w/ all-season tires w/ 20K miles. Perfect condition, MD inspection, all maintenance records, Insp II complete, garage kept, never smoked in. \$22,900 w/ std wheels. Please leave message w/ phone number if no answer.
Will (410) 716-3991 (MD)

PARTS FOR SALE

Misc. parts

Engine/Brake/Misc. Parts. Front calipers (2 sets) fits 84-on 633CSi, 535i, upgrade for 533i/528e, newer set 1yr old, \$175/\$100 per pair w/carriers. Fr. rotors, same applications, ~2K miles, \$60pr. Repco Metal Masters matched to fr. rotors, \$25. 1984 3.3L Motronic motor (head OK but w/ burnt valve), 180K, complete w/ intake, A/F meter, Motronic brain, and wiring harness, \$650. New OEM plugwire set, fits 85-88 Motronic 3.5L, \$75. Bosch Silver plugs (WR9LS), unused, \$3 each. 4 cyl. Oil filters, Mahle, \$2 ea. E30 M3 clutch disk & press. plate, used but in excellent cond., \$40. Headlight buckets, 320i, excellent cond., \$20/pr. E12 (530i/528i) OEM console sides, new, \$50. 2002 clutch slave, 70-on (PN 21 52 1 104 269) new in box, \$20. Rear KYB Gas-a-just shocks for E28/late E24, less than 1K miles, \$100pr. Authentic "Hartge" leather steering wheel, by Momo, w/BMW horn button (supply own hub adapter), new, \$75.

Helmet

Bell Vortex full-face, size 71/2, Snell 90. Barely used but must sell. First \$250 takes it. (new would be \$550)

Paul (703) 448-1153 (VA)
Practorgrd@aol.com (email)

Alpina wheels

Two 7"x16 w/ 225/50-16 and two 8"x16 w/ 245/45-16 Yokohama WS Intermediates. Fits 5, 6, and 7ers. \$1800 for all.

Herb (202) 829-0158 (DC)

Misc. parts

Parting 87 325is, 85 524td, 325, 323, 80 Euro 633CSi, several 02s and 320is.
Al (919) 437-1167 eves (NC)

Wheels & tires

Four 17" Antera 101 5 spoke wheels w/ 245/45x17 Michelin XGTs. Good Condition, \$900. Four stock E30 325is BBS wheels w/ minimal tread tires, \$500 OBO.

Rick (703) 802-6666 (VA)

Misc. parts

3.5 liter Euro-spec big 6 motor (218hp) 83K miles. Complete from oil pan to fuel injection. Very strong non-smoker Alpina wheels. 5-bolt 7"x16 & 8"x16 w/ locking center caps. 1-yr old, excellent cond. W/ Dunlop D40 225 & 245/50 tires. \$1600/ \$1200 wheels only. Dinan trans chip for 750/850 automatics, PN D-902-015, new, \$125. AutoThorty Chip for 325/525/M3 (PN 1.380.200) never installed. Make offer. E23 733/735 parts. Doors w/ glass, pearl beige interior w/ blue piping on seats, most dash parts, rear glass, Euro headlight set-up w/ grills, trunk lid, hood, BMP underhood insulation kit. Wheels. Three 1994 740iL 15" alloys, two 850i forged spoke-style wheels, four BBS-style 7.5"x16 w/ locking center caps and tires, one set "old-style" (76-80) big-six alloys, one set 82-86 big six alloys. All will fit 3.0CS/Bavaria thru current 7ers and 5ers. One set Ferrari Mondial TRX alloys w/ tires. 7"x15 and 8"x15 Porsche forged alloys. 318ti Alloys. 1995 318ti wheels and tires, \$850/OBO.

Paul (202) 726-7971 (DC)

Nose panel

2002 '74 and on nose panel, but for European bumpers. New, with grilles. \$500.
David Roach (301)593-3285 (or 72530.1470@compuserve.com).

Sheepskins

88-94, 7 Series sheepskins, silver gray, excellent condition, \$450 retail. Make offer.
Mark Days (703)518-6577 Eves: (703)280-2941

WANTED

Tires

Autocross/Race tires. 185/60-14 or 195/60-14. New, used, cheap.
Al (919) 437-1167 eves (NC)

FOUND

BMW lug wrench, new-style, found at March Drivers' school.
Sue (410)825-6932 eves.



MEMBERSHIP APPLICATION

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BMW MODEL/YEAR _____

RECOMMENDED BY CLUB MEMBER _____

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Membership is for twelve months. Associate membership is available for a family member living at your address who will receive all benefits other than the *Roundel* magazine. (\$5.00 add'l.)

Check box ☐ for Associate Membership, Add \$5.00 to total

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