

July/August 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 AutoTherity
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

- 6 BMW CCA Autocross
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

July/August 1996



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Convertible*

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BY JIM MORAN



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O'Fest 96 Update

BY JENNY NAZARKO



Cover: The new BMW 328i Cabriolet

Photo: John Hartge

BMW CCA National Capital Chapter Officers

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

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David Lassalle301/317.1461

Secretary

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Mike Dulisse410/349.1833

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EDITORIAL

Misfirings

Ofestations

I'm sitting here before the computer, eyeing this tiny vertical line. It's blinking, blinking in the corner of the screen, the left corner of the screen, when, without warning, the phone rings; it is the Voice of Reason, and she's asking: "How are your O'fest arrangements going? Is there anything else that needs to be done?" "Fine." I fibbed, "everything's under control." I detect a hint of suspicion from the other end...

Like Brownian Motion, my stream of consciousness is bumped onto another tangent — strangely enough, now I'm waxing nostalgic about Oktoberfest... *Abh, Oktoberfest!*...that big, weeklong party of the true BMW aficionados. Think back to all of the best BMW events you've been to and then put them together into one continuous week and you get a rough idea of O'fest, except the number of fellow celebrants is in the hundreds.

My first O'fest was the Buckeye Chapter's 1990 gala in Columbus, Ohio. Like most first timers, I didn't know what to expect, but I was immediately wowed by all of the BMWs, and BMW stuff, and BMW talk, and more BMWs... The wow lasted the whole week. I recall feeling strange enjoying a driving event smack dab in the middle of the week. Tom Baruch and I even picked up a gymkhana trophy, too. The next year the O'fest was hosted by Connecticut Valley and again it occurred in the middle of summer. My most vivid recollection, besides the very eerie Otto trophies, is retiring from the TSD Rally midway through with my 528i on top of a rollback, the ring gear attempting to end its association with the differential case (*I still have yet to see any of the photos, guys*). Serious consideration was given to having the flatbed operator finish the rally, with the 528i riding piggyback, but by then, the thrill was gone. Also very strange was the seemingly thousands of pylons used to delineate the autocross course, set up on slightly grassy parking lot of an abandoned factory.

A flood of memories rush forth at the mere thought of O'fest '92, beginning with joining the NCC caravan to Florida in the newly acquired 633CSi (*have I told you about that car?*) and finishing up with the food stops on the return caravan. Packed in between are the sights and sounds of sharing Sebring International Raceway with the infamous M cars, autocrossing, and trophying, on Moroso Raceway's "short" course, roosting night after night in the hotel lobby like a flock of starlings, and one of the strangest rallies I've ever been in, seemingly set in the middle of Suburbia, where it seems we went through the same intersection four different ways as if trapped in some *Twilight Zone*

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PRESIDENT'S CORNER

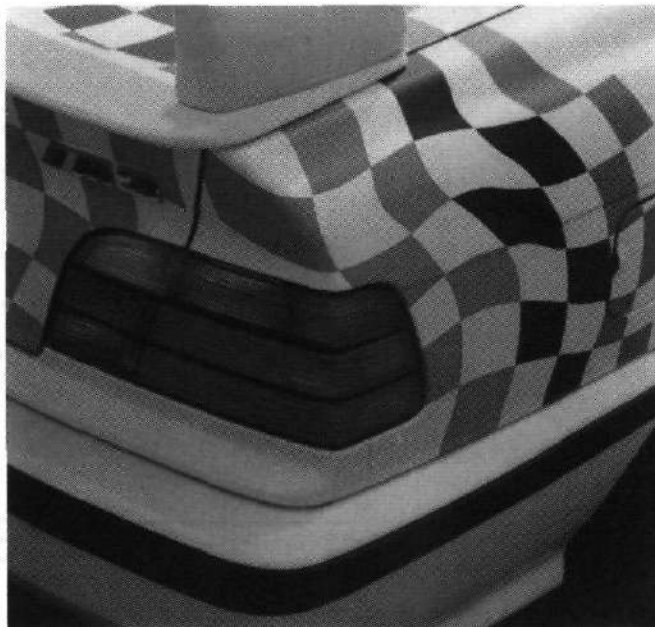
It has been five months since I took over as President of the Chapter and boy is it keeping me busy. We've had driving schools, tech sessions, a concours, and tours. Do you think we are done for the year? We have only just begun. Oktoberfest is nearly upon us. This will be truly an exciting summer for the National Capital Chapter. But, we still need more help. We expect somewhere between 700 to 900 participants. Coordinating the National Convention will be no easy job. Jenny Nazarko and David Roach have taken on this task with a vengeance. We need your help though!!

I want to let everyone know that I have finally relinquished my duties as Tech Chairman to a hard-working 6er owner — Jim Moran. He's been a member for three years and wants to get his hands dirty. Please give him the same support that you gave to me in the past year. There are still a great number of events to come. We are looking to do a few new and different events after O'fest. Look for a car audio tech session, insurance do's and don'ts, heart stopping racing films, autocrosses, and tours. If you have any more suggestions, please contact any board member.

There is still a lot of good weather left to enjoy, so please keep in touch with the club. Our major communication alternatives are the *dB*, the Hotline (301) 681-9BMW, and the World Wide Web Page located at <http://www.patriot.net/users/m3/>. Don't forget we have the July Jubilee fast approaching. That will be a blast. As always Ed Bernard (Vice President), puts on a great program. There will be games, food, and plenty of BMWs to drool over. Who knows, we may even have an impromptu concours (hint). Don't forget the membership drive, our rolls have continued to steadily increase, keep up the good work!

See ya!!

Mike Gayle

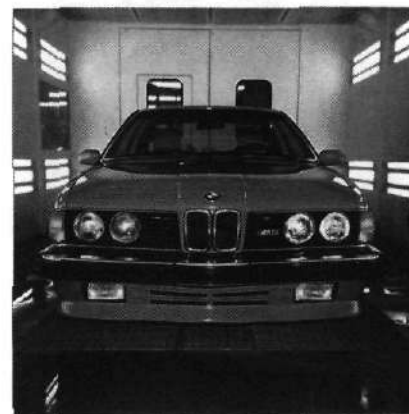


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Continued from page 2

episode. The only real disappointment was not coming across a real live alligator. That and not sneaking a drive in the Red Lobster M1. Boston's O'fest in '94 seems mild in comparison, and my memories are limited to trying to keep from staring at the wall while rounding NHIS's oval at speed and competing on what seemed at the time to be the world's smallest autocross lot, getting nipped for FTD by 0.3 sec by some guy named Russ Wiles...

Oktoberfest this year is right here in our own back yard — no need to make a long road trip far from home. You get to blow off a whole week of work for some real meaningful fun. And you get to find out if all of those silly little snapshots in the *Roundel* either do justice to the subject or are very flattering. Do find out. A flood of memories is in store for you, unless you don't join in...

There goes the phone again. Maybe I'll let the answering machine field it, in case it's the Voice again...

derr



MAY BOARD MEETING: SYNOPSIS

The minutes of the April meeting were read and accepted as submitted.... NCC membership was 2451 as of March 96.... The Cobble Mountain Tour and dinner is scheduled for 9 June and two other tours are planned for October and December.... *dB* will go out by 10 May. Raine Mantysalo will handle production instead of Network Publications. A quick turnaround time is expected.... Woody will generate labels for advertisers.... Jim Moran assumes Tech Chair effective immediately.... Treasurer Dave Lassalle has a list of advertisers for billing. Club expenses and income will be broken down. P&L for Jan-May 1996 was read and accepted as submitted. President Mike Gayle expects meetings to be run in an orderly fashion and he should be informed in advance of topics to be discussed so they may be placed on the agenda. He will summarize each topic.... All Upcoming Events should go to Webmeister Mike Donahue who will forward them to *dB* Editor.... Jefferson 500 Corral expenses covered (\$900 food, \$500 for tent). BMW Fairfax will pay for tent, four entry tickets will be forwarded to BMW of Fairfax. No formal tour planned. Motion approved to sponsor Club member Rick Bassett by paying half of his \$250 entry fee to ensure BMW participation in race.... Autocrosses will be held on 19 May at PG Community College, 16 June at No. Va. Community College in Manassas, 14 July at Ft. Meade (Championship Event), and 6 October at NoVaCC.... *dB* Editor D. Derr's e-mail address is dderr@baltimore.net.... May Highway Safety School will be all exercises, no open track. Lunch will be provided to Instructors and Volunteers on Saturday and Sunday.... The June school will have a dinner on Saturday night. A Point of Contact is needed. Radial Tire Company wishes to sponsor an event and will be contacted.... A DIY is planned for 15 June at Passport.... The Swap Meet is planned for June, Jim Moran will coordinate with Intersport in Vienna.... The July Jubilee will be held on 13 July at Carderock Park in Maryland. We have obtained the Pavillion.... The next meeting will be 5 June at Jenny Nazarko's.



AUGUST 11 - 16



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ShortStrokes...

- The official mountain bike of this year's summer Olympics, the folding one sporting the BMW logo, was invented in 1981 by Washington architect Harry Montague. The bikes are imported from Taiwan by the Montague Corporation of Cambridge, Mass., run by Montague's son, and sold either under the Montague name or are re-badged with the BMW logo. A thousand or so of the specially-painted red, white, and blue BMW/Montagues will be made available for use by the Olympic athletes. Incidentally, although mountain biking will be an Olympic event this year, the BMW bike won't be used.

- In May, the Supreme Court by a 5-4 decision rejected the \$2 million punitive-damages award an Alabama doctor received for a flawed paint job on his BMW. Dr. Ira Gore sued BMW of North America when he was told by a detailing shop that his nine-month-old 535i had been repainted before being sold to him in 1990. Gore's car was damaged by acid rain on the boat ride from Germany and partially repainted by BMW NA. BMW's policy at that time was to not reveal repairs less than three percent of the car's retail price. An Alabama jury originally awarded \$4 million which represented \$4,000 for each of the 1,000

refinished BMWs sold in the United States over a 10-year period. That award was later reduced to \$2 million by the Alabama Supreme Court which said it was wrong to consider BMW's conduct outside that state. In the majority opinion, Justice John Paul Stevens stated that grossly excessive monetary damage awards violated the Constitution's guarantee of due process of law. Three factors were cited in his decision: there was insufficient reprehensibility in BMW's conduct, the harm suffered by Gore was purely economic with no effect on the car's performance or safety, and that the \$2 million sanction was substantially greater than statutory fines for similar conduct in Alabama and elsewhere. Opinions for the dissent stated that not only was the Court "venturing into territory traditionally in the states' domain" but that its opinion offered "virtually no guidelines to (states') legislatures."

- The late Jacqueline Kennedy Onassis' green, 1992 325i fetched a whopping \$79,500 at her estate auction last April, considerably more than the \$18,000-\$22,000 Sotheby's estimate and certainly more than inflated \$20,000-\$25,000 that Club members attempt to get. Perhaps it was the low mileage (10,032) or maybe she left a hand-scribbled shopping list under the seat. "*...I know it sounds a bit bizzarre, but in Camelot...*"

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OKTOBERFEST 1996



OKTOBERFEST '76 — Largest In BMWCCA History

420 Attend National Capital Chapter's 4-day Weekend

by Dick Neville

Washington, D.C., October 20, 1976: The skies parted and the sun appeared for the first time in several days as the 420 registrants for BMWCCA's 1976 Oktoberfest began to pour in to the Sheraton Hotel in suburban Silver Spring, Md., this evening. Oktoberfest Chairman Chet Kingsbury had been worried about rainy weather for the two drivers' schools, but the events enjoyed perfect mid-Atlantic Fall weather until the last day.

Thursday morning saw the entrants for the advanced drivers' school up at dawn to convoy the hour and a half to Summit Point, W. Va., where Bill Scott Racing was to put on the BMW of North America Driver's School. Some 75 people showed up there on Thursday; all who passed the tech inspection got on the track! (One entrant faded tech, took his car to VOB BMW in Bethesda, and spent \$450 on a new suspension system so he could pass and get on the track Friday).

There was plenty of in-car track time with and without instructors, as well as black-box sessions. The

Friday night's event was the traditional beerfest, and believe me, they didn't run out of beer! Several participants (who shall remain unnamed) were observed leaving the room with (count 'em) fourteen pitchers of beer when the event finally broke up at 1 AM due to the Montgomery County (Md.) blue laws. Where it went and who drank it — we'll leave that for the next issue.

The covered garage at the Sheraton was a real boost for people who decided to enter the concours or clean car contest on Saturday morning.

Will History Repeat Itself in 1996?

Don't Let O'fest '96 Pass! Register Immediately!

Don't miss your chapter's O'fest! You can still get a registration form at our Web Site www.patriot.net/users/m3/ or phone 301-681-UBMW for a form by fax. And you can still reserve a room at the Sheraton Premiere, Tysons Corner, VA 1-800-572-ROOM.



AUGUST 11-16

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. We will host a wash and shine car show with peoples choice vote. Hopefully, we will also 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.

THE MASON/DIXON LINE TOUR

Sunday, 23 October 1996

Your tourmeisters, Bill and Mary, with the help of Jim and Cynthia Edmiston, will offer you the South Catoctin Mountains, the color of a Maryland fall on the Mason and Dixon Line, and then we will follow Lee and Pickett to Gettysburg, Pennsylvania. We will have lunch at an Inn appropriate for the most demanding of the BMW contingent.

For those who wish to tour the Gettysburg Battlefield, we will have a recognized historic writer and author personally guide us in our BMWs to various locations around Gettysburg.

Join us for breakfast earlier - tour start point and restaurant to be announced. Elements of competition will be introduced by an optional photo rally, and our compatriots driving that other German car - Porsche! Interested? Let us know. Call Bill Caldwell and Mary Hill at (703) 534-3528 to make your reservations now.



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- 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.

Deutsche Marque Concours

By Paul Vessels

The 13th annual Deutsche Marque Concours is now history, forgotten by most except for myself and the 17 Club members who placed and received beautiful laser-etched marble trophies for their wall or mantle.

The morning dawned with much dampness as Chuck Landenberger (Mercedes Club), Nick Peterson (PCA), and I wondered what the turnout would be from each marque. One by one, entrants began to pull into the parking lot then onto the grass — Mercedes, Porsche, Mercedes, Mercedes... hey, where are the BMWs? Ah, here come a couple. I must admit, boys and girls, that I'm a little dissa-

pointed by the number of BMWs that turned out, especially with Oktoberfest just down the street. The Porsche contingent showed up in force and the three pointed star was not far behind. If it weren't for the few newcomers and the old faithfuls who always manage to show we would have not shown well at all. On that note please remember that we need your support and participation at these events to make your Club function as well as the finely-tuned Bavarian machine you drive.

I'd like to thank all of this year's participants and extend a special "thanks" to the spur-of-the-moment support

staff which included Ron Marchman and Bill Riblett as judges and Beth Marchman who handled t-shirt sales (by the way, we still have t-shirts available in Medium, Large, and Extra Large. They have the BMW CCA logo on front and the BMW Z3, Porsche Boxster, and Mercedes SLK on back. Cost is only \$12.)

Thank you all for your participation, and until next time, keep the shiny side up!



Deutsche Marque Concours Results:

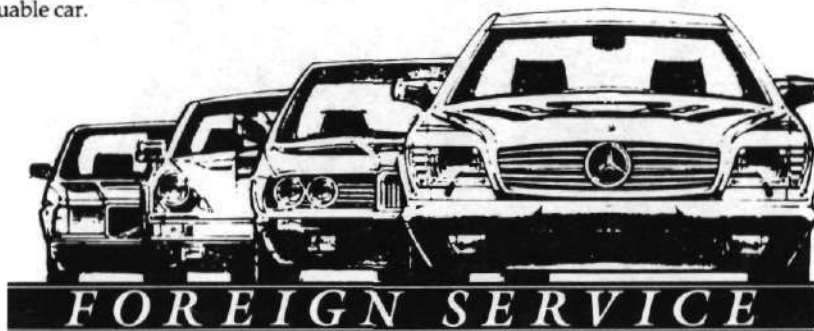
Best of Marque:	1970 2800CS; Ron Blaise, owner
Late Big 6 Class:	1st Place 1986 635CSi; Ron Blaise, owner 2nd Place 1993 740i; Pam and Mike Donahue, owners
Coupe Class:	1st Place 1970 2800CS; Ron Blaise, owner 2nd Place 1973 3.0CS; Bob Warren, owner 3rd Place 1971 2800CS; Doug Dowling, owner
Honorable Mention:	1972 3.0CS; John Bragale, owner
Three Series Class:	1st Place 1991 325is; Ted Staib, owner 2nd Place 1995 318ti Club Sport; Mark Croyton, owner 3rd Place 1995 M3; Greg Wager, owner
02 Class:	1st Place 1976 2002; John McWilliams, owner 2nd Place 1972 2002tii; Mike McCarthy, owner 3rd Place 1974 2002tii; Alan Schiffman, owner
Special Interest:	1st Place 1968 1600 Cabriolet; Bob Warren, owner 2nd Place 1972 2002 Baur Convertible; Lothar Schuettler, owner
Display Class:	1st Place 1985 318i Baur Convertible; Cheryl Simmen, owner 2nd Place 1992 325i; Scott Vincentz, owner 3rd Place 1996 Z3; Ron Marchman, owner

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BMW's *Other* Convertible

Text and photo by John Hartge

All the talk this year revolves around BMW's James Bond car, the sold out Z3. If you want torque, not talk, in your convertible, check out BMW's 4-seater 6-cylinder Cabrio. For 1996, this BMW model has changes like a new name, 328 not 325, and new body-color aerodynamic trim. These changes are subtle but they add up to a blatantly more aggressive car.

Painting the spoiler and new side skirts the body color makes the car look lowered and race-ready. It's more M3-looking. Stroking the smooth, free-revving engine gives it more punch at low and mid-range rpms. Zero to sixty happens in seven seconds or less. The 1996 328 is more M3-feeling.

BMW's E36 series is definitely a world class performer. The car inspires instant confidence. You know in the first few blocks of driving that this car will do whatever you want with impeccable manners. The new engine gives acceleration new muscle. Since it handles so easily and goes so willingly, a glance at the speedometer will usually make you scream, "Holy \$&*%, slow down you dummy!"

Lowering the 328i Cabrio top is simple. Push one button to lower all windows simultaneously, twist a windshield header handle and push it up a few inches, then push another button to lower the top and hide it under an attractive cover. You do not have to get out of the car. You do not have an excuse for driving this convertible with the top up. Well, maybe heavy precipitation.

A convertible has some performance negatives. With no

steel roof, the body flexes. The BMW is one of the stiffest I've driven, far sturdier than American convertibles, but on bumps you still see some movement in the windshield frame. Top up, you hear some muffled creaking and clicking. The test car also had an annoying instrument panel rattle. Another negative is weight. A 328 Cabrio weighs 242 pounds more than a coupe. And there is cost. The BMW 328i Cabrio with sport package with rollover protection is \$44,685 compared to \$36,185 for a similar coupe.

On the plus side, convertibles hold their value better than most cars. For the long term, the convertible model is always the collectible. And of course, there's the exhilaration, the sun, the wind, the freedom you feel when you drive topless.

This would be the O'fest '96 nighttime car of choice. Get a clapped-out re-welded 2002 for your days at the track, but put a classy breeze into Washington's hot August nights by cruising the National Capital after dark in a 328i Cabrio. After the panoramic view of the night sights, get out of town quickly, revving that newly stroked 6. Squeeze your right foot down as you sweep by the Jefferson Memorial. It's a bumpy right sweeper merging onto 14th street, but the BMW tracks precisely, a quick shift in the short straight, then left onto the bridge, still accelerating over the Potomac, then hard brakes heel'n'toe downshift for the tight right cloverleaf onto the Parkway South, more throttle through the turn, it sticks soooo well, then foot-to-the-floor onto the Parkway. Ride alongside the river to Mount Vernon just the way George Washington did it. But, watch out for those omnipresent park police, who never bothered old George.

From The Webmeister

Dear BMW Enthusiasts,

If you still aren't using the Internet, you are missing something. The 'Web' is absolutely loaded with news and information. Our club has been posting its calendar of events for a few months now. It is a good source of late-breaking news and event updates. It has an advantage over the hotline in that it can be printed and hung on your bulletin board. Event changes are posted the day they change in most cases.

Sometimes, events are scheduled too late to get into our club magazine or the Roundel. Check out the hotline or our web page regularly for the up-to-date scoop on club happenings so you can get in on the fun. A good example is the Grand Opening of the Zentrum visitors center at the Spartansburg plant on the Fourth of July weekend. Word came too late for the Roundel and the DB so the only resources for getting the word out are the hotline and the web.

We have found that not many people are calling the hotline to check for new events. The web page has been different. In the last couple of months, we have had over a thousand 'hits'! This makes it a very effective way to communicate and best of all it works both ways. You can click on the mailbox and send e-mail to the club or you can look up the >board members and e-mail them directly. You usually get a response within a day or two - much faster than regular mail.

Using your e-mail you can now send in articles to the derBayerische magazine editor directly. Dwight Derr is our editor and his e-mail address is dderr@baltimore.net. You can send him all the 'Dear Dwight' letters you want. He loves to read them! Better yet, write an article on your experiences with the BMW club or about your own car. You can even send in pictures, once you learn how.

Already, we have added application forms for you to print and fill out for joining the BMWCCA and for registering for Oktoberfest. Soon, we will have information and forms for the drivers' schools as well. There is a page with notes for detailing your BMW and pictures from some of the club events.

To access the web, you need a modem and a browser for your computer and subscribe to an Internet Service Provider (ISP). There are many sources for information on ISPs, so I won't get into that here. Once you are on-line you can access our National Capital Chapter web page by typing the following address or in Internet lingo, Universal Resource Locator (URL) :

<http://www.patriot.net/users/m3/>

If you follow our links to other BMW Clubs on the Internet, you will be surprised at how much is out there. Literally hundreds of BMW sites are already in existence.

One of the more notorious is the BMW Digest. This is where people all over the world 'chat' about their cars. Some seek advice; others give it. All share an enthusiasm for BMWs and want to talk about them. It is an e-mail based forum to which you subscribe (free). Every day you receive 4 or 5 e-mail messages from the BMW Digest server with about 20 >messages bundled in each of them from other people using the digest. Most of it is entertaining; some is a little dull; and sometimes people get their nose out of joint and send out messages referred to as 'flames' as rebuttals. All in all you learn a lot.

Many of the larger BMW aftermarket tuners and suppliers are on the web also. You can find lots of information about their products and even order them on-line if you desire. Some interesting ones are:

<http://www.tirerack.com/>
<http://www.zymol.com/>
<http://www.mobil.com/>
http://www.motorville.com/kn_home/kn.html
<http://www.cecwheels.com/>
<http://www.goodyear.com/cgi-bin/carsal3.pl>
<http://www.ca4anddriver.com/hfm/>
<http://www.clifford.com/>
<http://www.intelicast.com/weather/dca/>

Have fun and don't stay up too late surfing. Sleepy drivers are dangerous!

Mike Donabue

m3@patriot.net

(301) 843-1919

93//740i 95//M3

Webmeister NCC BMWCCA <http://www.patriot.net/users/m3/>



Springtime with Jefferson

By Jim Moran



Photos by Dave Coleman

The weather forecasts had been ominous all week and Saturday dawned with a threatening sky. The thought of participating in my first track event in the rain only increased my apprehension. On the other hand, I was taking the Highway Safety School for this very reason; to improve my driving skills in adverse conditions, whether they be weather, road, or traffic related. Anyone can drive well on an empty road on a bright, sunny day, it's when the roads get slick and busy that accidents happen. As I made my way to Summit Point's Jefferson Circuit in the beautiful West Virginia hills, my mood brightened in spite of the weather.

It turned out that my worrying was in vain. The rain held off for most of the day Saturday, until the last session when the students had acquired the skills to deal with it. Though the challenging exercises ensured that, even in the dry conditions, we were able to explore our, and our cars', limits.

The morning started with a classroom session that introduced us the skills that we would be practicing throughout the day – looking ahead, sensing weight transfer, brake modulating, and shuffle steering. We also reviewed the different obstacles that would be used to challenge us and develop these skills.

The exercises were laid out using cones at different sections around the track. The morning exercises consisted of a

straight, tight slalom, a slalom on an increasing radius turn, braking while turning, and threshold braking. The afternoon exercises included another threshold braking exercise, a slalom in a decreasing radius turn, obstacle avoidance, and an emergency lane change. In addition to these cone killing challenges (and I certainly bagged my quota), a skid pad was employed to demonstrate oversteer and understeer and to practice correction techniques. The skid pad's low-friction surface and sprinkling system allowed these dynamics to occur at safe, low speeds. The skid pad proved to be an excellent tool, and thrilling too. The rain that soaked us Saturday afternoon cleared overnight, leaving behind a sunny, cool Sunday. Perfect for a Driver's School. I now found myself lapping the Jefferson Circuit at far higher speeds than on Saturday, but was at ease,



employing the skills I had acquired the day before. The Jefferson Circuit, while relatively low-speed, is a technical track, with decreasing and increasing radius turns, esses, and a crowned surface that goes from off-camber at the turn-in point, to on-camber at the apex, then back to off-camber at track-out. The excellent instruction, both in the classroom and in the car, showed me how to deal with these characteristics in both theory and practice. I improved through the day, but became more aware how much room for improvement remains. Lots more practice will be needed to put together a good, fast lap, but I'll have fun getting there.

So how about getting out there? It doesn't take much. Getting your car tech'ed is a minimal expense (many shops

do it for free with another service), there are helmets to borrow (though one of your own isn't unreasonable), and the schools cost less than a decent radar detector. If you corner work three days, you get one free. Even if the high-speed Driver's School does not interest you, the Highway Safety School teaches you skills that are applicable in your daily driving. Skills that aren't taught in your typical high school driver education program. I now practice looking ahead, I am more attuned to how my car responds to my inputs, and my threshold braking has already been put to the test by a suicidal deer. In addition to improving my skills, I had a great time, enjoyed the fresh air of the West Virginia countryside, and made some new friends.



What goes around, comes around... this is how you do the Skidpad.



Update

Still Counting Down – 77 Days To Go...

BY JENNIFER NAZARKO

OKTOBERFEST '96 CHAIRWOMAN

As (cruel) people are so fond of reminding me, we're getting VEERRYY close to Oktoberfest, and are we completely ready yet? Well, no, is the honest answer, but we get closer every day. And by the way, as I write this we still have at least 10 weeks before THE day. So there.

Actually things are coming along well. If you haven't yet heard, we will be having our Monumental Evening at the Corcoran Gallery of Art. We have the whole museum to ourselves, and people will be able to wander the Mall if they like or go fully explore the museum. We will also be awarding the Autocross trophies that evening, as well as the Gymkhana and Trashsports awards.

We're now up to over two hundred registrants, and we're really hoping to hit the 650 mark. Please remember that even if you've volunteered to work an event at

Oktoberfest, you must still register and pay the fee. The fee covers all activities for the week (except the Drivers School and Safety School), which includes all the reception food, the room rentals, awards banquet, monumental evening, etc. All in all I figure it's not a bad deal for two meals, three receptions, and all the daily activities. I've paid my fee and got the big fat "0" as my registration number. Think they're trying to tell me something...?

Anyway, gotta run – more to do. But, all kidding aside, I just want to say Thank You to everyone so far. This "job" really isn't so bad. It's hectic, but I've got such a terrific crew working with me that it's a pleasure. Thank You from the bottom of my car's track sneakers.

Call The



HOTLINE:

(301) 681-8BMW

On The Web: <http://www.patriot.net/users/m3/>



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

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	S - XXL	\$ 12.95
	coral mist	S - XXL	\$ 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



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 _____
 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 |

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: _____

July/August

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

Through the beginning of early June, only three Metro Washington Council championship autocrosses had been held. David Lassalle continues his dominance of the C-Stock class as well as all BMWs. National Capital member and national Solo II competitor Vince Bly has switched from a Toyota MR2 to a Mazda Miata R this year but has fallen short of David so far. In an effort to stay ahead of the competition, the Lassalle '89 325is is running the new DOT approved Hoosier A3S02 autocross tires.

Only 5 BMW drivers were at the April 14 event in Frederick, but 11 turned out two weeks later at Fort Meade. Hopefully, by the BMW club's championship event on July 7, we will have two-dozen or more entrants in BMWs.

In local SCCA regional racing BMW continue to be the car to beat in Improved Touring - B class. Defending champion Ed York won the year's first MARRS race at Summit Point on May 5, followed by Pennsylvanians Steve Hammond and

John Weaver - all in 2002s. The June 9 event saw Leah Epting's 2002 hound race leader York for much of the race. As the leaders approached Turn 1 for the final lap, Ed was resigned to Leah making a clean pass. Just before braking, he glanced in the mirror and was surprised to see Leah brake even earlier. After the race Ed asked Leah why she didn't go for the pass. She replied, "Look at my front tire". She could tell it was so worn out that the maximum braking necessary for a passing maneuver would likely lock the wheel and the resulting spin might have knocked them both out of the race.

Both TV and the print media have been sketchy in their coverage of IMSA's various series. A six-hour race might show up two weeks later in a one hour condensed version on ESPN2, TNN, or even the new 24-hour SpeedVision Network (but who can get it?). Two BMW V8-powered entries appeared in the World Sports Car race at Lime Rock on May 27. One was the long rumored Sturtz from Germany driven by Mimmo

Schiattarella (*who?*) and the other was an Italian Osella driven by the equally famous Fabio Mancini. *Autoweek* magazine reports that Osella-USA (there are enough Osellas sold here to have their own distributor?) plans to move into the Indy Racing League with a Dallara chassis. Left unsaid was whether they would continue to use the BMW V8. Neither car fared well at Lime Rock being scored 18th and 20th after qualifying 7th and 9th in a field of 20. The Osella finished 21st in the Watkins Glen 6-Hour two weeks later.

Of course the big news at Lime Rock for BMW fans was the defection of David Donohue from the Tom Milner BMW M3 GTS-2 team to the Dodge Stratus factory effort in the newly hatched North American Touring Car Championship. The Dodge effort is run by PacWest, a team that has had some success in Indy Car racing. Donohue expressed the hope that BMW club members would not think bad of him, but it was a logical career move, especially since it is not known what BMW NA's plans are for the

Continued on page 24



Mark Croxton autocrossing his 318ti Club Sport.
Photos by Woody Hair



Kay Pearlstein on the circuit in a 325is.



Rafael Garces autocrossing his new 328i.

M3s in '97. To replace Donohue, Milner chose Bill Auberlen, last year's GTS2 champion (in a Porsche 911 and his own Mazda RX7). I never even got a call. The M3s finished 2nd (Halsmer) and 3rd (Auberlen) to an indecently fast Nissan 240SX. First Union Bank is now a prime sponsor of the Milner M3s. At the Watkins Glen 6-Hour (also sponsored by First Union), Pete Halsmer, Javier Quiros, and Boris Said finished 2nd in class and 10th overall with one of the BMWs.

Nine cars started the initial Touring Car race at Lime Rock. The format was two 30 minute races, one on Saturday and one on Monday. The Dodges, built by the British race car constructor Reynard, were obviously the cars to beat. The driver's seating position is almost in the center of the car. The other cars were all ex-European race cars and consisted of three Honda Accords (one driven by recent M3 driver Randy Pobst), one Toyota Carina (*is that a European Camry?*), one Mercedes C220, and three privately entered BMW 318s driven by Darren Law, Steve Petty (not of the NASCAR family), and Ed DeLong. The BMWs and Accords were surprisingly competitive, but the Donohue and Dominic Dobson split wins for Dodge. Two weeks later, as a preliminary to the Detroit IndyCar race, the Touring cars went at it again with the addition of a Ford Mondeo (Contour) driven by Jeff Andretti (Michael's brother). Darren

Law's BMW won the first heat and Dobson took the second heat after a close race with Pobst's Accord. Apparently the 2-liter (300 hp) cars lack the speed of the GTS2 cars, but have great handling and brakes.

BMW's are also doing well in two classes of the SCCA's World Challenge Series. Kermit Upton's Euro-type M3 won the Touring One class over several Mustangs and a factory Eagle Talon at Mosport in May. Charlie Downs and Terry Borschelder were 1st and 3rd in the Touring Two class. I have not been able to get the results from Lime Rock.

The One Lap of America (yet again sponsored by First Union Bank - now you know why your returned check fees are so high) made its two hour stop at Summit Point at 6:30 am on June 14. There were no official BMW NA entries this year and, whereas last year there were something like eight E36 M3s just in the Sports 1 division, BMW was out-numbered by Mercedes Benz this year. With several venues remaining, former *Roundel* writer Ed Dellis was the top Bimmer and 16th overall in his Hartge H3 (an E21 BMW 323i based car). A team from Arizona in a supercharged E36 M3 was the next BMW. An M3 Lightweight from New Jersey had lost its clutch in Indiana. After literally pushing it several miles to a repair facility and missing two events, they were able to rejoin the One Lap. Another BMW lost its

clutch (*do we see a pattern here?*) in Michigan. The entrants were able to pick up a Taurus rental car (unlimited mileage plan) at a nearby airport, and were continuing to participate in each track event despite being officially disqualified. They had drawn "BMW CCA" across the top of the Ford's windshield with shoe polish.

The One Lap leader arriving at Summit Point was a Chevrolet-powered Intruder (formerly the Consulier) followed by the "factory Porsche 911 Turbo driven by last year's winner David Murry. Third was a ZR-1 Corvette driven by Windy City BMW Club member Steve Algrin. Genesee Valley Chapter BMW Club member Roy Hopkins had been running fifth overall in a Corvette until the previous event, a drag race at Memphis Motorsports Park. The 'Vette had inhaled part of the air filter and the resulting slow time had dropped Hopkins to 11th. Our chapter had one representative in the One Lap. Cindy Ellinger and several fellows were doing well in the RC Imports Mercedes 190E 16 Valve and ended up 5th in class. Husband Rick was too busy competing in the MARRS race at Summit Point the previous weekend.

Congratulations to Gary Bossert of New Jersey who won the BMW Club Race at Lime Rock May 29. Gary's red E30 M3 lapped much of the field.



*M3 Lightweight at Summit Point Raceway during The One Lap of America.
Photos by Woody Hair*



Ed Dellis in his Hartge H3 on the Summit Point pitlane during The One Lap of America.

COMPETITION CORNER CALENDAR

JULY

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

AUGUST

- 11 SCCA MARRS Races, Summit Point, WV
- 11 Porsche Club Championship Autocross, Manassas, VA
- 12-13 BMWCCA O'fest Autocross, Manassas, VA
- 14 BMWCCA Club Race, Summit Point, WV
- 15 BMWCCA O'fest TSD Rally, Northern Virginia
- 18 SCCA Championship Autocross, Frederick, MD

SEPTEMBER

- 1-2 SCCA MARRS Races, Summit Point, WV
- 8 Shelby Dodge Club Championship Autocross, Ft. Meade, MD
- 15 Z-Club Championship Autocross, Ft. Meade, MD
- 21-22 SCCA Regional and Enduro Races, Summit Point, WV
- 29 SVRA Vintage Races, Summit Point, WV

OCTOBER

- 6 BMWCCA Autocross, Manassas, VA

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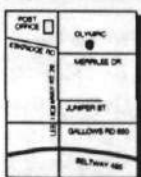
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APRIL 14 SCCA CHAMPIONSHIP AT FREDERICK

David Lassalle	89 325is	1st C Stock	51.033sec
Bob Hausmann	83 533i	2nd E Street Prepared	52.071
Tom Baruch	87 535is	4th E SP	52.514
Klaus Hirtes	81 528i	7th G S	55.576
Jim Norton	81 320i	6th D SP	55.974

APRIL 28 AUTOCROSSERS, LTD CHAMPIONSHIP AT FORT MEADE

David Lassalle	89 325is	1st C S	58.556sec
Woody Hair	87 325is	5th C SP	59.317
David Kao	95 M3	6th C SP	59.518
Ed Bernard	88 325i	7th C SP	59.910
Dwight Derr	84 635CSi	4th E SP	60.659
Al Zavala	87 325is	10th C SP	60.658
Jenny Nazarko	90 325is	3rd Ladies	60.914
Tom Baruch	87 535is	6th E SP	61.250
Bob Hausmann	83 533i	7th E SP	63.093(1)
Klaus Hirtes	81 528i	5th G S	63.358
Jim Norton	81 320i	5th D SP	64.606

JUNE 2 SCCA CHAMPIONSHIP AT FREDERICK

David Lassalle	89 325is	1st C S	46.487sec
Tom Baruch	87 535is	4th E SP	48.441
Rafael Garces	96 328i	7th C S	49.053
Jim Norton	81 320i	6th D SP	51.009

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Check Those A/C Hoses!

If your BMW is equipped with A/C and is more than a few years old, check the low-pressure refrigerant hose(s) for signs of wear or weakness in the form of bulges. The one on the 6er blew out soon after the system was charged up with Freon, not only wasting a couple pounds of the stuff but also creating quite a scare amongst those standing nearby. The low pressure line is the rubber hose coming off of the compressor and fitting to a metal pipe which disappears into the firewall, ultimately hooking up to the condensor. Again, check for worn or scuffed areas or for ballooning, a telltale sign that the hose reinforcements are giving way. If replacement is called for, have your mechanic capture the existing Freon in the system so that it can be saved and recycled. The hose assembly can then be removed. As for the hose itself, you can go to the dealer for a replacement or you can take it to a hydraulic shop and have a new assembly made up. Some of the older BMWs actually used standard Aeroquip hoses with

reusable fittings; all you need to do is buy a suitable length of the correct hose and attach the existing fittings. Just make sure that the O-ring seals are okay. Having a new hose assembly made took about 15 minutes and cost a tad under \$40; that hose from the BMW dealer listed for \$114 and would have taken a week to get. While you're replacing the hose, do go ahead and replace the receiver/dehydrator as the dessicant within tends to fall apart with age, resulting in a clogged expansion valve, which you really don't want to have to replace, since it's buried deep behind the dash. Once everything is back together, all that's needed is a recharge with Freon (if your mechanic is really friendly he might credit you for the Freon he removed from your system in the first place). Go over the charged system with a "sniffer" to make sure there are no leaks. Then, go forth and be cool!

Dwight Derr

E30 Coolant Tech

By Ryan Murphy

*Reprinted from Der Sonnenkuste,
newsletter of the Florida Suncoast Chapter*

This year I had my first sour experience with my BMW. I was attending a drivers' school at Moroso and was interrupted by a spin caused by leaking coolant which originated from my car. When I pulled into the pits I was greeted by a greenish puddle emanating from underneath my trusty bimmer. The problem however, was not track-related. Rather it was related to fatigue of the affected parts. The cause was an "L"-shaped nozzle which connects a coolant return line to the thermostat housing. The connector is permanently attached to the housing so the two are actually a single unit. Over time, the joint between the connector and the housing will deteriorate, mainly due to a flaw in the design. After speaking with my technician, I was told that this is common among E30s with the "i" motor, but not enough to warrant a recall. BMW did react to the problem by fitting later model E30s with a converted thermostat housing which uses a straight connector. To find out if you need to convert your housing, locate the "L"-shaped connector on the underside of the thermostat housing. Gently try to rotate or twist the connector in the housing. If it moves, replace it. If it is solid, replace it at your next service.

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Carbon Brake Pads - Do I Love Them Or Leave Them?

By Jenny Nazarko

If you're a track junkie like me, having solid, dependable brakes are very near and dear to your heart. I gave up on OEM pads several years ago, and experimented with Metal Masters, Pagids, and Ferodos. They were all okay. And then I tried the Performance Friction pads, which were great. The catch, of course, was that they only made pads for the front of my car (E30 325is), so I was left with something less than stellar on the rear, generally Metal Masters. The situation was tolerable but the brake bias was off, and I was uncomfortable with so much more braking ability in the front. The final moment came when I couldn't find a new set of front pads at any of my regular suppliers, and I had a drivers' school in a week.

So I decided to try Cool Carbon brake pads, which are made of a carbon kevlar material. They were immediately available, about the same price as the Performance Friction pads, and they manufactured both fronts and rears for my car. Sold.

Over the last year I have reveled in how quickly and dependably these brake pads work. They are astounding in their ability to grab quickly, and my braking zones have become shorter in many areas (I still, however, kick in the ABS more than not going down the Chute at Summit Point, generally when I'm at the 87-90 mph mark!). This is the up side.

The down side is how much care and feeding and attention they require. Under regular street driving conditions they squeal and deposit material on the rotors, causing a shimmy like a warped rotor until you do some hard braking. Heads do turn and you can hear people saying "but that's a BMW, it's supposed to be quiet and dignified." On the track you have to be careful to brake (sic) them in properly (no pun intended...well yes okay it was) to ensure the manufacturing gases are all out and so they'll warm up quickly. And you can only install them with new or freshly

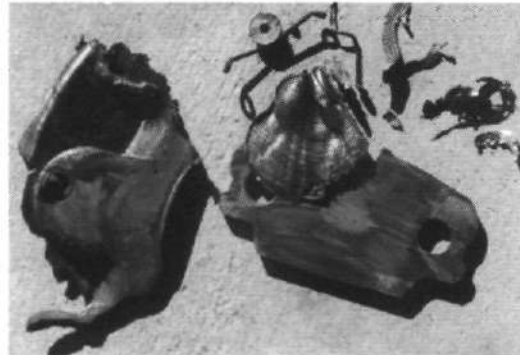
turned rotors as they actually do some bonding with the rotors. This bonding cannot occur if other pad material is on the rotor.

They also wear very quickly once the pad is a little over half worn, due I think to the heat generated. I found this out at the March Summit Point school, when I was fine one lap, but by the next there was a sickeningly sharp screech at turn one, telling me I was metal rotor to metal backing plate. I immediately pitted, and once the front end cooled enough to take off the wheels and tires, I discovered that the backing plate on the right front had melted around the brake caliper; on the left front it had melted to the rotor. Neither situation was one that a rubber mallet couldn't fix, but it has left me extremely cautious about checking the pads more frequently. Yes, I know sensors would help,

but because the pads are not OEM, the sensor heads have to be filed to fit, and nine times out of ten they'll crumble when you're filing them.

Which leads me to another bonus/curse with the pads. The manufacturer takes stock backing plates and bonds the brake material to them. The good part is that they take the material all the way out to the edges of the plate, unlike other pads which leave a rim. So you know you're getting all the brakability there is on those tiny pads.

However, because they're not stock, the thickness of the pad is not necessarily stock width. I found this out last week at Mid-Ohio. I had to pound the caliper into place because the pads were so thick. Interesting, I thought, as I put on the front wheels and I didn't have to play "wiggle the tire to find the bolt hole" - the wheel hubs just stayed in place. Imagine my surprise when I went to back the car out of the garage, and it wouldn't move! It wanted to, but the pads were holding on to the rotors so hard the wheels wouldn't turn! I finally convinced the car to back up, and I went for a short ride, about 25 yards. Convinced that I had done something wrong, I pulled back into the garage and took the front



*Give me a brake...
Here's what's left of Jenny's
overheated brakes.*

Continued on page 32

wheels off again and rechecked everything. It was all put back correctly, just very tight. I finally decided I just had to wear them down a bit, and so urged the car out of the garage once again, and onto the access road. Every time I put in the clutch the car would stop dead. I got onto some gravel at one point and all I could do was spin my rear tires – the fronts wouldn't go! It was so bad one of the track people came over and asked if I'd like to "go home early this weekend", to which I said "Oh no, I'm just stuck on the gravel..." "Take it easy," he said, as if I had a choice if I was to get out of there! I finally wore down the pads enough so that the car could move easily again, and I promptly went out and turned some good laps!

Lastly, some among us theorize that the heat generated

causes the rotor screw to loosen itself, which in turn pushes the wheel out, or at a minimum does not allow it to set properly on the hub, even after torquing the bolts. This just happened to me as well, and caused a flatbed trip to the shop because I thought the rear axle may be broken.

The moral of the story is that sometimes non-OEM parts are very good, but the trade-off requires some patience and careful watching to make sure you don't destroy some other part of your car. I was lucky I didn't melt my brake pistons, and lucky I didn't warp my rotors with the pads so tight, or destroy a wheel with the rotor screw. Do I plan to keep them? You bet. But don't say I didn't warn you if you switch.

Jenny

Not going to Oktoberfest '96? Smart move...

Top 10 Reasons NOT To Go To Oktoberfest '96

10. You spent a long time in a car, just to get to a place where all you do is talk about cars.
9. It will eat up a week of your hard-earned vacation time, forcing you to put off that long-awaited trip to Amish country one more year.
8. You'll be uncomfortably closer to (pick one) Bill Clinton/Newt Gingrich than you ever wanted to be.
7. You might find out where this Beltway is that everyone talks about; probably for hours at a time.
6. DC has no Major League Baseball.
5. You'll discover the true meaning of the phrase, "It's not the heat, it's the humidity."
4. One night at the Dessert Reception can ruin twelve weeks of arduous dieting.
3. After one trip through the vendor area, you'll realize you'll be eating cheese sandwiches and tap water all the way home.
2. You enter the TSD Rally with your spouse, only to realize that first prize is a gift certificate from a divorce lawyer.
1. You don't want people to see you in tears when you don't win the raffle car.

Going to Oktoberfest 96? Wise decision...

Top 10 Reasons To Go To Oktoberfest 96

10. Sooner or later, you're bound to win a set of tires.
9. Most of the Washington politicians go home in August.
8. Summit Point Raceway.
7. The Fun Rally is really fun.
6. Your car can relax "among its own kind".
5. You'll be able to find a lot of people to back you up when you tell your wife that coil-over shocks are really a safety item, not a performance goody.
4. Real friendly people (and not just the vendors who are trying to sell you stuff.)
3. You get to see almost every kind of BMW there is.
2. You can complain to Yale Rachlin about the mangled cover on your April 1987 Roundel.
1. There's a really good chance that the only guy who was slower than you in last year's autocross will be there again.

Reprinted from The Milepost newsletter of the Kansas City BMW Club.

Jim Moran: Tech Chairman

Hello, my name is Jim Moran and I'll be your Technical Chairman this evening...er, year. I'll be filling Mike Gayle's ample shoes since he's made the jump to chapter president. I hope to build on the solid foundation of Mike's efforts and bring you some more interesting and relevant knowledge about the BMW ownership experience.

Since the chapter membership is so diverse, I will reflect that variety in planning the various events that are my responsibility. In addition to the great tech sessions that Mike brought us, I'd like to explore some new areas of BMW ownership. Here are some ideas that I've been mulling over:

- Purchasing, financing, and insuring your BMW.
- General care and feeding of your car.
- Body work repairs and painting.
- Improving your car's stereo system.
- Performance driving and racing safety equipment.

I'm open to any suggestions for other technical session subjects, so feel free to contact me with your ideas. This club is member driven, so please let me know of any subjects that interest you. I'd also like to introduce a series of Tech Tips articles in the dB and on our internet web page. If you have any tips to contribute, let me know. Look for them soon.

I look forward to serving as your Technical Chairman and hope to see you at club events.

Happy wrenching,

Jim



BMW NA Customer Relations Office

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AUGUST 11-16, 1996

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

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

- | | |
|---|---|
| <input type="checkbox"/> Registration | <input type="checkbox"/> Photo Contest |
| <input type="checkbox"/> Tech Inspection | <input type="checkbox"/> Trivia Contest |
| <input type="checkbox"/> Vendor Liaison and Setup | <input type="checkbox"/> Monumental Evening on the Mall |
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| <input type="checkbox"/> Radio-Controlled Car Event | <input type="checkbox"/> Gofers (general help) |

Comments (continue on back): _____

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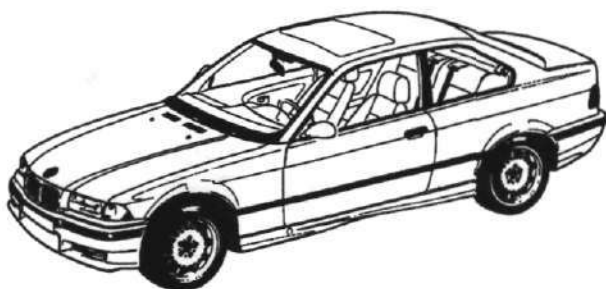
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CLASSIFIED REQUIREMENTS

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, or e-mail to dderr@baltimore.net.

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 2002ii** VIN 2781623. Golf yellow/black interior. Original body/paint/interior, all in excellent unrestored condition. NO RUST! All documents since new. \$9,500.
Tom (301) 977-6396 **eves 6-9 only (MD)**
- 1972 2002** VIN 2579966. Malaga/tan interior. Original owner. 87K orig. miles, stored since 1984. Maintained by J&F Motors. All original except Bilsteins, anti-sway bars, 320i rims. Mechanically in good shape, normal rust (quarters and rockers) shock towers OK, interior in good condition. \$2002.
Tom (301) 365-1444 **eves (MD)**
(202) 327-6460 **days (DC)**
- 1972 2002tii** VIN 2760521. Malaga/tan interior. DeAtley fiberglass body w/ flares & rear deck spoiler & hood, front spoiler, S/R w/ deflector, 8" BWS Star wheels w/ 235R50-13 BFGs, BMW Motorsports fully-adjustable coil-overs in front, adj. rear sway bar, rear mounted battery, weighted trunk lid, rollcage, stock engine w/ Schrick cam and K&N filter, close ratio 5-speed, 3.90 LSD. Many other improvements for race or street. Car currently set up for street. Texas car—no rust. \$5,000 or interesting trade.
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Photo by Woody Hair

PARTS FOR SALE

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Andy (301) 206-9088 **(MD)**
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Dwight (410) 889-9578 **eves (MD)**
- 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. 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)**
- Misc. parts** Misc. Parts for 2002: Pass. Door, rear window, side glass & vents, early steel wheels, auto. & manual driveshafts, rear KYB shocks, dash pieces, instr. clusters, asst. switches, rear subframe, starters, alternators, 71-73 fr. bumper, late fr. & rear bumpers & shocks, oversize radiator, steering box & linkage, front suspension w/ struts, bar, brakes, complete r. suspension w/ crossmember, 3.64 diff., axles, bar, & brakes w/ new cables, spare 3.64 diff w/ axles. 2002tii parts: Brake booster & master cyl., injection linkage from firewall. 320i parts: 77-79 fuel distributor, 20-spoke alloys (4), interior A/C unit for early 320i, Pair of Recaros w/ seat tracks from 83 320i. Bavaria parts: Glove box, dash, headlight buckets, gas tank sender, steering box.
Martin (703) 385-1091 **(VA)**
- Chips** Dinan trans chip for 750/850 automatics, PN D-902-015, new, \$125. AutoThorty Chip fits 530i V8 up to 1/95 (PN 1,380.200), never installed, make offer.
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FOUND

Jacket. Gray windbreaker made by "Hill and Archer", size Med. Found outside Pavilion at the Jefferson Circuit on Sunday, 12 May.

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