

September/October 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

- 22 Deutsche Marque Autocross
25 Car Audio Tech. Session

OCTOBER

- 6 BMW CCA Fall Autocross
12 Safety Equip. Tech. Session
14 Columbus Day Drivers' School
27 Mason Dixon Line Tour

NOVEMBER & DECEMBER

Events forthcoming

*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

September/October 1996



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BY DWIGHT DERR



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*A pictorial of NCC's 1996
O'fest in Washington, D.C.*



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*Oktoberfest '96
Winners!*



Cover: NCC member Phil Ackley piloting his 2002
in the O'fest Horsefeathers TSD Rally

Photo: Chris Leeper

BMW CCA National Capital Chapter Officers

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

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Vice President

Edgar Bernard301/421-0877

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David Lassalle301/317.1461

Secretary

Charlotte LaQui703/978.9679

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Mike Dulisse410/349.1833

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EDITORIAL

Misfirings

I'm tired. That big annual shindig called Oktoberfest has been over for three days and I'm still tired. But it's a good kind of tired, like the kind you get after finishing a hundred-mile bicycle ride or like the tired you experience after finishing that last final exam — tired but with a strong sense of accomplishment.

Oktoberfest was supposed to be a vacation, a week to relax and just enjoy BMWs and carry on with the people that drove them. But the last three weeks have been a maelstrom of activity — organizing Chapter volunteers, procuring tech supplies, getting shirts, etc., etc., etc. And trying to get the car ready on top of all that, too. I was worn out a week before O'fest began — up in the morning before six, a full day of activity, and hit the pillow way past midnight — day after day for the whole week.....phew!

For the little that I did, I can't imagine how tired the really hard workers must be. The prime movers of O'fest — Jenny Nazarko, Paulette Leeper, and David Roach — have labored, frantically most of the time, at a breakneck pace for the better part of a year and weren't allowed much opportunity to pause to relax and enjoy the week's activities. It seemed that most of the week Jenny was tethered to a portable phone solving the crisis of the moment, Paulette was fending off some crazed individual harping about a mug being the wrong color, and David was hunkered over the computer revising a schedule or someone's packet. And they were doing this before I was up and after I went to bed.

A slew of others, unfortunately too many to remember, really put in a lot of long, hard hours to put on a great show, too: Gordon Kimpel, with the unenviable task of arranging and distributing O'fest regalia to the masses, the scene often looking like an after-Christmas sale at Bloomingdale's, Jim Moran arranging some really fine tech sessions, Mike Gayle handling all of the vendors and putting in a more than a few hours in the control room (aka crisis central), Terry Luxford teching cars in the pouring rain in the middle of the night, Chris Leeper, who was everywhere, exposing enough film to push up the price of Kodak stock more than a few points, and the myriad of volunteers, most notably, Gary Richard, who seemingly helped out everywhere, each day commuting over 50 miles one way to do so!

I'm beginning to feel revived, now.....ready for another Oktoberfest even! If I don't see you at someone else's gala, maybe I'll see you in about twenty years at our next O'fest. By the way, this issue is a little late, as usual, but there's a good reason for that — the recap of O'fest for those of you who were lucky enough to attend (or a pictorial for the two thousand of you who didn't!)

derr



Election Notice

The Annual Election is coming up. If you are planning to run for an office (President, Vice President, Treasurer and Secretary) in the National Capital Chapter of BMW CCA you should have your material ready to be published in the November/December issue

of *der Bayerische*. The deadline is October 10. You can submit your letter of intention to dB c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218 or e-mail to: dderr@baltimore.net



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- The State of Maryland is on a new drive to win public acceptance for the controversial dynamometer emissions testing program. Brightly colored brochures, expanded operating hours, and \$2-off coupons are being offered to entice motorists to opt for the unpopular test, which will become mandatory in June 1997.

ShortStrokes...

by tapping a new source — motorists who break the law. Camera surveillance of intersections to nab red-light runners and increasing the size of the parking enforcement force are two of the revenue-generating ideas endorsed by the D.C. Council. Council members say the plan to install cameras at intersections across the city could raise \$3 million annually in ticket revenue.

- Financial woes continue to plague the Dulles Greenway. The operator of the 11-month-old toll road failed to make a \$7 million quarterly interest payment to its lenders in July,

- The financially-strapped District of Columbia is hoping to generate revenues

putting it in danger of being taken over by creditors. Despite a doubling of usage as a result of a toll cut to \$1, revenues fall far short of the amount required to cover the quarterly payments, forcing investors to make the last two payments from their own funds. Greenway officials also told the State of Virginia that it was unable to pay the state a one-time \$3.6 million payment covering expenditures the state incurred for pre-construction design and interest. Greenway officials are negotiating with lenders in the hope of preventing foreclosure as well as negotiating an installment plan with the state.

- James Bond is still at it behind the wheel of the Z3. Actor Pierce Brosnan, behind the wheel of the same roadster he used in "Goldeneye", has been pulled over four times in the past four months by the cops in Idaho, where he's been filming a new movie. "They got me good but treated me well," says Brosnan.

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PCA/INTERSPORT PERFORMANCE DEUTSCHE MARQUE AUTOCROSS

Sunday, 22 September 1996
No. VA Community College,
Manassas Campus
Time 7:45am
(see details elsewhere)

CAR AUDIO TECH. SESSION

Wednesday, 25 September
1996
East Coast Auto Sound
Rockville, MD
Time: 7:30 pm

You've tuned that engine to perfection, but your stereo sounds like two tom-cats fighting it out in an alley. Have we got a tech. session for you. Jeff Flemming of East Coast Auto Sound will give us a tour of the latest advancements in car stereo and security. From the simple addition of a disk changer or subwoofer, through a competition quality system, East Coast has done it all, and Jeff will share his expertise with us. East Coast Auto Sound also has several project cars, so we will get to see just what is possible in a quality installation. Refreshments will be provided.

So come and learn how to give your car stereo a tune up and your ears a treat. Questions? Contact the Tech. Chairman, Jim Moran, at (703) 441-0329 for more information.

Directions: Take I495 to Wisconsin Ave. North (aka Rte.355, Rockville Pike). After 2.5 miles, make a right onto Randolph Road (just past the Silver Diner). After 1/4 mile, just over the railroad tracks, make a left onto Parklawn Drive. East Coast Auto Sound is 1/2 mile on the left,

in the same building as BMW Excluservice.

BMW CCA FALL AUTOCROSS

Sunday, 6 October 1996
No. VA Community College,
Manassas Campus
Time 9:00 am

This will be the last Club autocross of the year, so all of you who've said to yourself "I would love to try that some day" should make Sunday, 9 October that day. We'll have two heats, morning and afternoon, and you can register for either or both heats if there is room. There'll be one practice run as well as four timed runs, with fun runs following if time permits. The lot and the course will be the same as used for Oktoberfest '96 so you can see how you would have done if you didn't attend or improve your time if you did. If you are a novice we'll have instructors on hand to help out, just give David Lassalle a call at (301) 317-1461 evenings, if you need one. We're also looking for a few of you who can help put on this event — contact David. We'll be using our own classification for this event rather than SCCA's. To register, please call David Lassalle at the number given above. Entry fee is \$15.

Directions: From the Capital Beltway (I495), take I66 west to Rte. 234 North. Turn right at the first light and the first left into the NoVA CC lot.

SAFETY EQUIPMENT TECH. SESSION

Saturday, 12 October 1996
OG Racing/
Autosport Systems Group
Fairfax, Virginia
Time: 10:00 am

Safety is the foremost consideration in driving. This is particularly true for high performance driving such as driving schools, races, and autocrosses. To ensure your safety and the safety of others, the organizers of these types of events require specialized safety equipment. OG Racing is an expert in this type of equipment. From helmets to roll bars and fire suppression systems, OG Racing is knowledgeable in the requirements for and installation of the various personal and car safety systems. They will teach us, among other things, how to choose a helmet, how to install a roll bar, and why and how to install a harness. If you attended the technical session they presented at Oktoberfest, you know the breadth and depth of their knowledge. Everyone, from the novice autocrosser to the expert racer is sure to learn something.

Autosport Systems Group has been kind enough to host this tech. session and will be available to install those last minute items. In addition, it will be possible to have your car tech'ed at the last minute for the Columbus Day driver's school. However, the number of cars will be limited to please call me to reserve a space.

Questions? Contact the Tech. Chairman, Jim Moran, at (703) 441-0329 for more information.

Directions: Take the Beltway (Route 495) West to Route 50 West. Immediately exit Route 50 onto Gallows Road North. At the fourth

traffic light, make a left onto Lee Highway (Rt 29). At the second stop light, make a right onto Hilltop. Take the next right onto Dorr.

DELAWARE VALLEY CHAPTER, BMW CCA DRIVERS' SCHOOL AND CLUB RACE

Saturday-Monday, 12-14
October 1996
Pocono International
Speedway
(see ad located elsewhere for details)

COLUMBUS DAY DRIVERS' SCHOOL

Monday, 14 October 1996
Summit Point Raceway
Summit Pt., WV
Time 7:00am
Uh oh, Winter's coming back! Hard to believe but our last Drivers' School of the year is about to come up. Will it be a rough Winter? Come out to the Columbus Day School and see if the woolly (Woolley?) bears are shod with mud and snows! Or just come on out and enjoy Summit Point Raceway one last time this year. You'll find the application elsewhere in this issue. If you'd rather watch, what better locale than from a corner station just above the action? And you rack up another day towards a free school, too! Questions? Contact the Registrar, Rob Woolley, at (301) 929-3BMW evenings 'til 9:59 for details.

Directions to Summit Point Raceway: From Northern Virginia, take the Dulles Toll Road, Rte.267. Continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7 towards Winchester. Exit onto US 340 towards Charles Town. Turn left onto Rt. 611. Follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/22 mile on the left. Follow signs to Paddock. From Baltimore, take I70 West to US 340

West. Continue onto US 340 into Charles Town, WV. Continue straight onto WV Rt. 51 West in Charles Town. Bear left (go straight) at the three-way stop intersection onto Summit Point Rd. Summit Point Raceway is about eight miles on your left. Follow signs to Paddock.

MASON-DIXON LINE TOUR

Sunday, 27 October 1996
Tour begins at Comus Inn,
Rtes. 95 & 109, Comus, MD
Time: 8:50 am

Sugarloaf Mountain, covered bridges, Maryland byways, the South Catoctin Mountains, and historic Gettysburg, PA — if that isn't enough, and at your option, you can breakfast at the Comus Inn in Comus, MD, and then have a late lunch at the Cashtown Inn outside of Gettysburg. Your Tourmeisters, Bill and Mary, with the help of Jim and Cynthia Edmiston, also, offer you the full colors of a Maryland Fall on the Mason-Dixon Line, and, from the Maryland Monument on the battlefield, a resident author/historian's (Dan Toomey) insights into those fateful days at Civil War Gettysburg. At the Comus Inn, the Innkeeper will open one hour early and offer us our own breakfast room. The cost is \$8.50 per person and well worth that token amount. Remember, for breakfast be there at 8:50 am to have time to enjoy the surroundings and food. The Porsche Potomac Region will then have a raffle for its selected charity — For Love of Children. First prize is a one week vacation to Europe valued at \$4,000. Second prize is \$2,000, third is \$1,000. Only 1,000 tickets have been printed. One ticket is \$25, three for \$50. See Bill or call

Ed Ruiz (703) 481-9252 for info.

The tour will start at 9:30am, with the BMWs and Porsches leaving every minute. Elements of competition will be introduced by an optional photo rally. For the BMW winners, three teams will be recognized, the NCC has commissioned a BMW artist to make blue and white tankards as awards. The roads will be a challenge but you won't get lost — there will be maps in your panic packs. You will drive past the retreat of Presidents, Camp David, in the Catoctin Mountains.

We'll meet in Gettysburg and be educated and enlightened by Dan Toomey. Afterwards we'll adjourn to Gettysburg's oldest inn for lunch. Breakfast and lunch are optional but we need to make reservations by Friday, 25 October. Call Bill and Mary at (703) 534-3528 by Friday morning.

Directions to Comus Inn: Comus Inn is located in Comus, MD approximately 3-4 miles from I270. Take I270 North to MD Rte 121. Go northeast one mile towards Clarksburg. Turn left onto MD Rte. 355. Go one mile to Rte. 95. Take Rte. 95 under I270 to Comus and the Inn (approx. 3miles). Or take Exit 22, exit onto Rte 109 and proceed to Comus and the Inn.



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Deutsche Marque Autocross

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When: Sunday, September 22, 1996
Where: Northern Virginia Community College — Manassas Campus
Time: First Car off at 9:00 am
Cost: \$15/driver

The Porsche Club of America welcomes all Deutsche Marque cars to participate in the annual Deutsche Marque Autocross. Intersport Performance has been kind enough to sponsor this event. We ask when you frequent their business to thank them for their support.

To pre-register please call Paul Amico at (410) 381-5769 (before 10:00pm). If you get voice-mail, provide your name, phone number, car make/model/year/class and the heat that you are

requesting. You will receive a return call only if you do not get the heat you requested. *You must pre-register to guarantee a place in the event.*

Sign-in and Tech on the day of the event begins at 7:45am. We ask for all cars to be teched before the first run group starts. Format will be timed runs per driver, in heats of approximately 30 cars.

Directions: Take I-66 West to exit 47B (234 North). Go about 1/2 mile on 234, on your right hand side you will see the sign for Northern Virginia Community College.



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AUTODYNAMICS

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.

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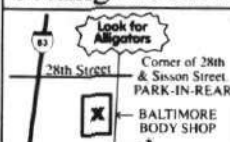
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BMW CCA/PCA Autocross at Prince Georges Community College

by Michael Ko

(On Sunday, 19 May the BMW CCA and PCA jointly staged an autocross at Prince Georges Community College. Club participation was sparse, as most members opted to attend the Jefferson 500 Vintage Races at Summit Point—ed.)

The turnout for the first BMW autocross of the year was quite low this year compared to previous years. This was also (sic) due to the last minute change in location from the original site at BWI Airport. I heard later that a lot of members went to BWI and were quite disappointed that they missed the event.

Although the turnout for BMW CCA was low, the members that managed to show up were fighting a totally different battle, the Porsches. A total of nine BMW members were able to participate which (sic) included six BMWs. When I found out that there were over sixty Porsches participating, I knew I was in for a long day. In the competitive A Stock class, Dwayne Collie in his E36 M3 ran the 6th fastest time. He ran the course with an

awesome display of the M3's power, shooting the tail around the cones in first gear. There is nothing like the sound of the M3 at redline. The husband and wife team of Paul and Donna Amico also displayed their autocross skills with their Porsche 968 that included a very loud basso profundo exhaust system. Paul was 10th fastest and Donna 15th fastest.

In C Stock, David Lassalle nearly pulled fastest time of day in his 325is (it also helped that he designed the course). David told me later that the parking lot was getting pretty chewed up and he was faster in the morning session. As usual, David helped all of the members with any questions on driving the course. SCCA autocrosser Vince Bly brought his Miata for some testing and nearly edged out David for second place.

In C Street Prepared, E30 Clubbers had a strong showing. I was second in my 325i, which surprised me since it was my first autocross. Scott Miles was

fourth in his 325is, the difference between second and fourth being only 0.6 seconds. Gary Ngo was sixth in his 325es, but had to quit due to a radiator hose; I let Gary use my car for his last two runs.

In G Stock, Klaus Hirtes drove an incredible time in his 528i with an all oversteer tail snapping tire chewing run (sic). Klaus waxes in a league by himself, because there was no other car to compete in his class, so he finished first.

In all, the BMW/PCA autocross was a success even though the turnout was low. I like to thank David Lassalle for all the help he gave to the E30 Club members on all our first outing at an autocross. I hope to see more BMW NCC members autocrossing at Oktoberfest. See you there.



Results

Class	Member	Car	Time	Finish
A Stock	Dwayne Collie	1995 M3	53.922 sec	6th
AS	Paul Amico	1993 968	54.925	10th
AS	Donna Amico	1993 968	57.243	15th
CS	David Lassalle	1989 325is	52.188	2nd
CS	Vince Bly	1996 Miata	52.291	3rd
C Street Prepared	Michael Ko	1990 325i	54.235	2nd
CSP	Scott Miles	1987 325is	54.857	4th
CS	Gary Ngo	1986 325es	69.794	6th
G Stock	Klaus Hirtes	1981 528i	55.185	1st

The BMW CCA Father's Day Autocross

by Dwight Derr

On Sunday, 16 June, over thirty Club members defied the low humidity and temperatures in the mid-eighties and braved their way to the wilds of Manassas to participate in the Club's first exclusively-BMW autocross. Driving everything from a 318ti up to a big 740i, as well as a smattering of "other" cars, these brave souls tackled another of David Lassalle's challenging yet deceptively simple courses. It seemed intimidating at first, with its strange figure-8 design, but David calmed most fears by walking the course with the participants, carefully explaining all of the nuances and intricacies of the layout. Also, everyone got a free practice run, timed but non-binding, to get used to the course. As expected, the autocrossing "old timers" ran off with all of the trophies — Barry Miles in his GLHooters auto-Xer edging Dwight Derr's 633CSi by a scant 0.123 second for

Fastest Time of Day honors — but undoubtedly the most fun was had by the newcomers, most notably Michael

Croxton in his brand new 318ti and the Donahue clan — Pam in her new 740i, hubby Mike in his E36 M3, and brother Pat in his E34 M5. It's safe to say that they're all hooked! After the timed runs were over some serious car swapping took place, with seemingly everyone driving everyone else's car, either to try to beat the owner's time, to see how an experienced autocrosser would drive one's particular car, or to check out someone else's hot set-up. It was screwy and it was a lot of fun. Many thanks to David, Matthew Yip, and all who helped put on such a terrific event.



Michael Croxton during his first ever autocross in his 318ti Club Sport.

Results of the 16 June BMW CCA Father's Day Autocross

	Name	Car	Best Time
Stock	Bill Riblett	3.0CS	58.722 sec. Trophy
	Jim Norton	320i	58.958
	Pam Donahue	740i	65.315
Super Stock:	Tom Baruch	535iS	54.539 T
	David Lassalle	M3 (E36)	55.418 T
	Klaus Hirtes	535iS	56.115 T
	Raphael Garces	328i	56.857
	Michael Donahue	M3 (E36)	57.149
	Patrick Donahue	M5 (E34)	57.753
	Mark Jackson	M3 (E36)	58.960
	Tarun Kundhi	325i (E30)	61.325
	Leo Slaggie	325is(E30)	63.691
	Martin Homec	320i/6 (E21)	65.054
	Michael Croxton	318ti	65.058
	Chris Karandyszdzski	635CSi	66.656
Modified:	Dwight Derr	633CSi	53.629 T
	Woody Hair	325is (E30)	54.802 T
	Bob Hausmann	533i	55.225 T
	Jenny Nazarko	325is (E30)	55.273
	Pat Bilset	M3 (E36)	55.318
	David Kao	M3 (E36)	55.584
	Michael Ko	325i	59.280
	Kay Pearlstein	325is(E30)	60.967
X Cars:	Barry Miles	Omni GLH	53.506
	David Missert	Miata	54.012
	Mathew Yip	GTI	54.491
	Payton Wilson	GTI	55.781
	Gonzalo Puig	Probe	59.113
	Fernando Puig	Probe	59.241



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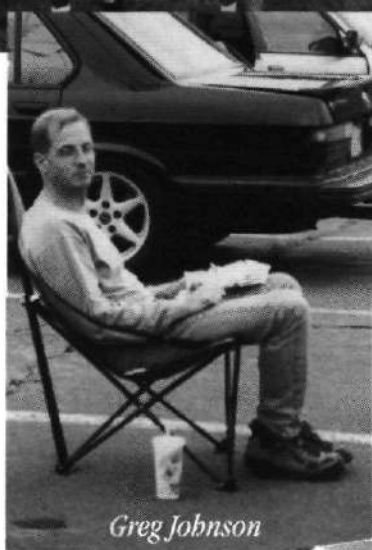
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Oktoberfest '96

NATIONAL CAPITAL CHAPTER BMW CCA
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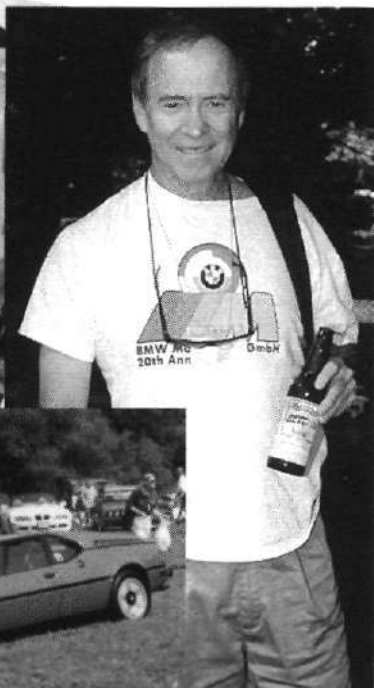
Greg Johnson



Brian Hair



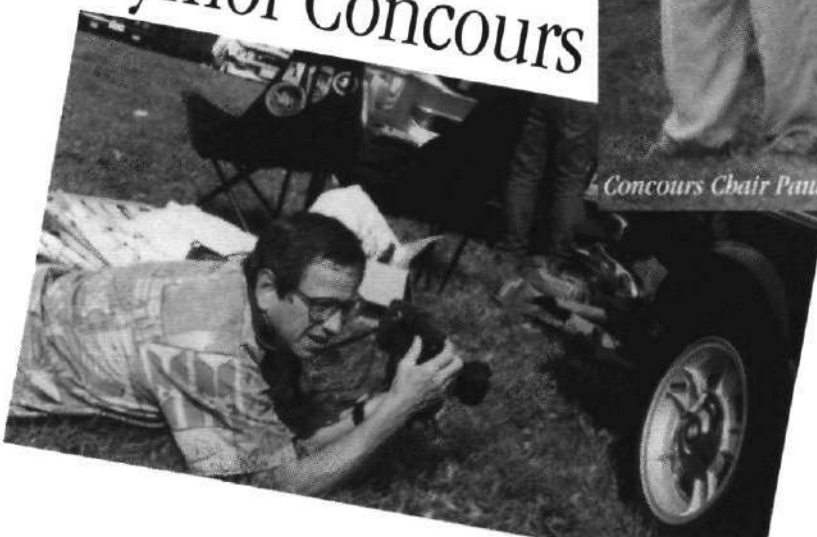
The BF Goodrich Autocross



The zymöl Concours



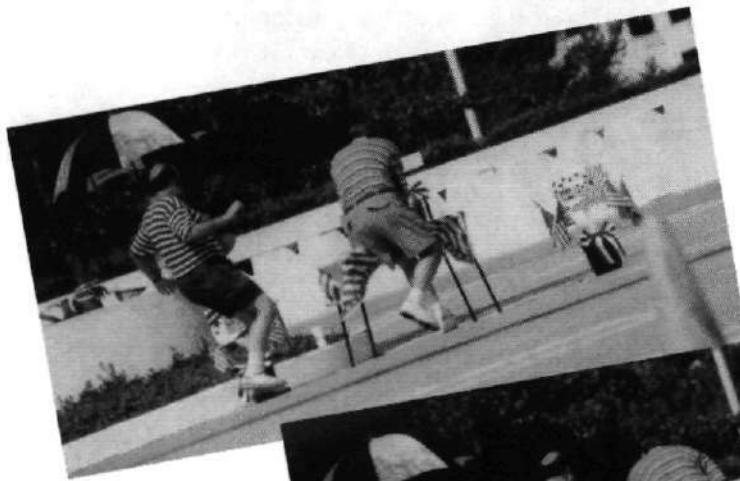
Concours Chair Paul Vessels



Capturing the event
for German TV



The Yokohama Gymkhana



An O'fest Bimmerick

*There once was a confab called O'fest.
When asked, "Was it Fun?", I'd say, "Oh, yes!"
The setting was "Capital", but we got no nap at all.
I guess that's cause O'fest means "No rest"!*

Anonymous



How Do I Say Thank You?

by Jennifer Nazarko
Oktoberfest '96 Chairwoman

How do I say Thank You to such an incredible group of volunteers? How do I say Thank You to people who put aside their own desires to participate in events so that they could do the dull stuff like scoring and corner working and taking names and passing out bags of goodies? How do I say Thank You to people who responded to my frantic calls at the last minute "Hey would you PLEASE do this for me?" How do I say Thank You to people who risked bodily injury to help out, and I know a few of you had bruises and bumps and scrapes and sore muscles from doing one thing or another, all in the name of preparation for O'fest. How do I say Thank You to the best and most caring and most supportive group of wonderful people anywhere? ...I don't know, but I'll be saying it for a long time.



Thank you to everyone who volunteered for Oktoberfest 1996. Not all of you were called upon, and some didn't get the call until quite late, but I appreciate each and every one of you. We had plenty of volunteers, and no one turned us down. You can't imagine how good it felt to say we had 150 people in our database of volunteers when National called to check on things, and to know when someone else from another chapter poohed-poohed the volunteer list, saying they all disappear when the work

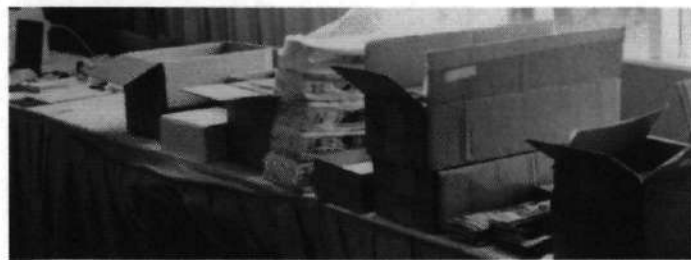


comes, that she was all wet. Baloney. (I'd use something stronger but I'm trying to swear off swearing). Not in this chapter. Not the National Capital Chapter.

You may not believe how wonderful a time I had chairing this national event. But only because of all the support. First to David Roach, who was always there, and when I'd get down he'd cheer me up, and vice versa (and we didn't always need George Dickel!). To Paulette Leeper, the



Registrar, who dealt with more pinheads than I could have, and kept her head above water. To John H. and Gordon and Dwight, who seemingly took turns checking in with me almost daily to make sure everything was going alright, and to offer assistance. To all my event chairmen, whom I hassled through the details and bugged and cajoled, who made such sacrifices in time to follow through on all the details. To Dave B., with whom I tussled this drivers school detail and that, and who taught me the meaning of unwavering determination. You all are an amazing bunch of people, and I still smile when I think of all of you. Just like I continued to smile all through O'fest, because, as people kept telling me, "this is the best, how did you do it?", and I just kept telling them, join the National Capital Chapter. (My apologies to my event chairs from Blue Ridge Chapter, but I consider you part and parcel of this chapter anyway!). I just want all of you to know that I had a great time because of you, and I hope that those of you who helped, or participated, or even snuck in for just a little while, had fun too. Afterall, if we didn't have fun, what's the point? Cheers. And Thank You.



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AutoThORITY Tech Inspection



*Rain, rain,
go away!
Come again another day...*



Classwinner Leah Epting during the BMW CCA Club Race.



Ramblings from An O'fest Vet.

by John Hartge

BMW CCA Oktoberfests can be addictive. During O'fest week, Gordon Kimpel and I reflected on the last event in Washington back in 1976. It was the first O'fest for both of us and our first time at Summit Point Raceway. Since then, we've each gone to 11 more Oktoberfests. I'm not sure why, but the more you go, the more you go.

The author waiting to autocross...



This year's was different. It was work, volunteer work, but hard work. I worked harder than I do for money. I thought my biggest job would be lugging around a camera bag. I hardly ever saw my camera bag. I did a lot more physical labor than I expected (so many boxes, so small an office) and spent far more time than I imagined in that office (5-hundred registrants, 5-million questions). But, like an exhaustive physical work out, I feel good afterward. Our guests appeared to have a good time, maybe a great time. When the veterans of dozens of O'fests compliment you, you know the work has paid off.

I feel good about the event and the people I worked with, some of whom put in far more energy O'fest week and the preceding year than I did. I don't know why Jennifer Nazarko, Paulette Leeper and David Roach worked so hard, but everyone in this chapter (and all our O'fest guests) should be glad they did.

We know more of you were willing to work and your O'fest Committee may have failed to get you involved. That was not intentional. We got so overwhelmed handling immediate tasks, we had no time or energy to enlist more workers, who of course, would have made the job easier. Some of you did come out and pitch in a few hours here and there and you were a big help. It seems that in a volunteer organization like our club, if you want to be involved, you have to make an active effort.

For O'fest 97, the only effort National Capital Chapter members need make is a 9-hour drive to New Hampshire next July. If you've never tried a BMW CCA Oktoberfest vacation, try it. But be prepared; it could be addictive.



The Bavarian Autosport RC Car Autocross



The Best, Worst, And *Otherwise* at O'fest '96

by Woody Hair

Best bargain at O'fest '96:

The Sheraton's price of \$2.50 for our O'fest Ale while they charged \$3.50 for a Bud and \$4.50 for a Heineken.

Best display of a "car" at O'fest '96:

Steve Pieper's Heishman BMW, M5-powered Bonneville speed record car complete with a "driver", inside the Sheraton's Grand Ballroom.

Worst moment at O'fest '96:

Seeing a friend's M3 upside down on the tire wall at Summit Point's Turn 7.

Biggest relief at O'fest '96:

Seeing the driver of the M3 and her student standing beside the car unhurt.

Hardest worker before O'fest '96:

Registrar Paulette Leeper.

Best job to have had for O'fest '96:

Planning the Fun Rally and running the route six times.

Biggest contrast at O'fest '96:

Judy Brochu's Isetta parked next to Tom Milner's Valvoline-sponsored IMSA GTS-2 M3 at the hotel's front entrance all week.

Most depressing entry in the photo contest:

Picture of an M3 whose roof was crushed from the weight of a newly fallen oak tree.

Best conversation between strangers at O'fest '96:

Stranger: "Are you cleaning that M3 for the Concoors?"

Jack Kenworthy: "Hell no, I think those people are nuts."

Stranger: "So do I!"

JK: "What chapter are you from?"

Stranger: "Oh, I'm not in the club. I work for Zymol"

Most depressing scene at O'fest '96:

Seeing the amount of money and time that is going into the Club Racing entries.

Stockiest car in the Club Race:

Russ Wiles' 1988 M3 that he drove from South Dakota on the same tires used in

the race. (he finished 12th overall and 2nd in class)

Second best Concours at O'fest '96:

The field of sixteen 2002s running in Monday's rain drenched autocross.

Most disturbing trend at East Coast O'fests:

It used to be traditional for a rain shower to occur during the Concours d'Elegance. Now it seems guaranteed there will be a monsoon during the 3-series/6 cylinder autocross session.

Hardest worker during O'fest '96:

Paulette Leeper.

Biggest class act at O'fest '96:

The 2002 Chapter Challenge award was started in 1991 by the Connecticut Valley Chapter and goes to the chapter with the most '02s in attendance. For obvious reasons the host chapter has always won what quickly became a meaningless award. This year we had fourteen '02s to the runner up's three, but declined the award. Let's hope this continues.

Most consistent performance at O'fest '96 (and '94, and '95):

Matt Brumwell, winner the Goodrich Trophy for best overall performance in all events, for the 3rd consecutive year.

Biggest loss at O'fest '96:

Matt Brumwell, unknowingly dumping his gymkhana navigator, Eric Nissen, on the pavement when the door accidentally opened during a left turn maneuver.

Most inappropriate question in the Trivia Quiz:

Who designed the Sheraton Hotel chain's wreath logo?

Most appropriate answer in the Trivia Quiz:

(to the above question) *Roundel* Editor Yale Rachlin.

Second most disturbing trend at seen at O'fest '96:

Only two (zwei, dos, deux) 320is ran in the autocross. How many hundreds of thousands were sold in the U.S. alone? There was a third 320 that ran this year, but it had a 325i engine/transmission.

Most surprised and happiest award winner at O'fest '96:

Judy Balice who won the Bilstein Rally Challenge Trophy and a set of shocks. Judy flew in from Denver, navigated for one stranger on the TSD rally to a second place in the intermediate class, and navigated for another stranger on the Fun Rally to seventh overall.

Luckiest TSD Rally driver at O'fest '96:

Steve Bernstein, who picked up a stranger for a navigator. Said navigator, who shall remain unnamed, managed to avoid succumbing to his car sickness until he had exited Steve's car.

Hardest worker after O'fest '96:

Paulette Leeper.

Best reunion at O'fest '96:

Fred Fernald of the National Capital Chapter and Ben Greisler, current president of the Delaware Valley Chapter were reminiscing about the Lonzo Fazool Night Rally that was part of Oktoberfest '88. Ben is a licensed pro-rallyist now (he teamed with Rick Davis in the M3 that appeared on the *Roundel* cover some time back). In the Lonzo Fazool neither had previously been on a rally of any kind. The event started around 11 pm and was mostly on winding dirt roads of western New York State. Ben navigated and Fred drove his clapped-out 1602. Fred said he only remembers that he couldn't see a thing unless his bright lights were on. At the finish he discovered he had been wearing sunglasses all night.

Worst thing about this or any other O'fest:

Not nearly enough time to do all the events, talk to all the people, take all the pictures, or get any sleep or rest.

Best things about this or any other O'fest:

The people, the events, the cars. See you in New Hampshire.

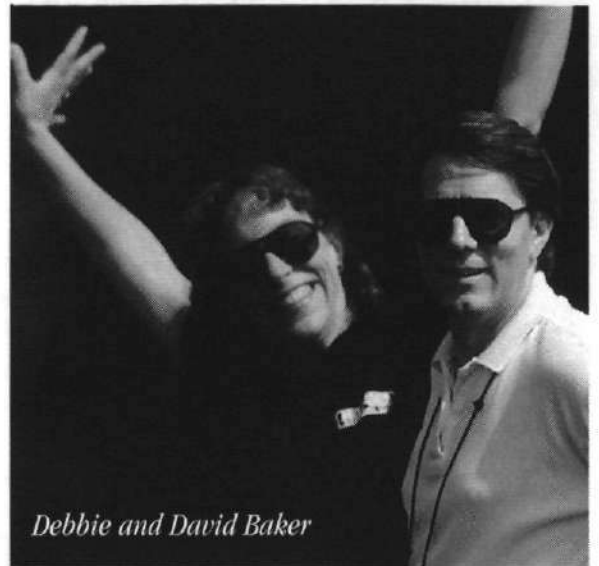


At the Z3 Raffle Drawing at Thursday Night's Pool Party:



...."and the winner is...
...someone from the National Capital Chapter...
...from Arlington, Virginia...
...(long pause..."are you sure?...are you sure?")
...Mr. Woody Hair!!!!"
"SPLASH!!!!"

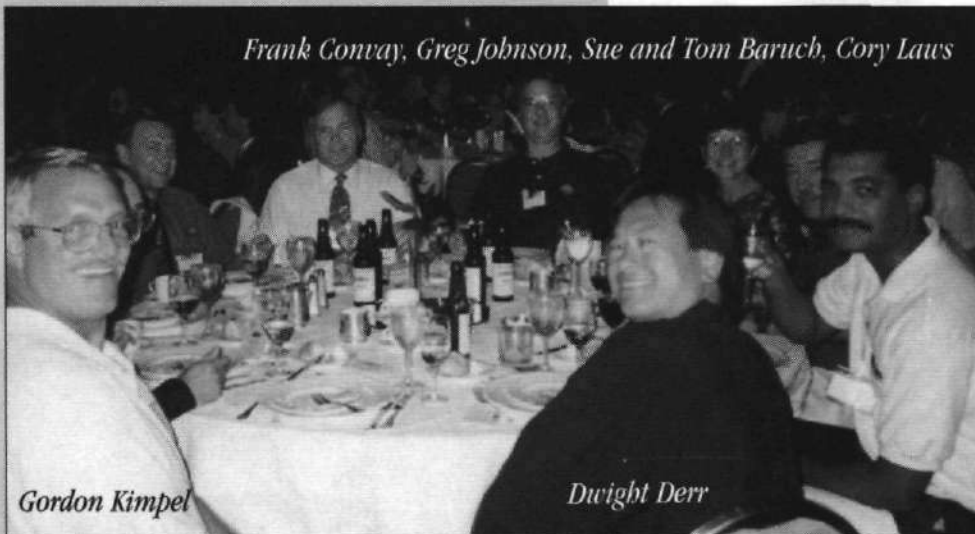
(Oops, there go the O'fest checks in his pockets!)



Debbie and David Baker



Chris Leeper



Frank Conway, Greg Johnson, Sue and Tom Baruch, Cory Laws

Gordon Kimpel

Dwight Derr



Oktoberfest Ale

Thanks!

I just thought I'd pass a big thank you to all the National Capital, and other chapter members who organized events or volunteered at O'fest. I think everyone had a good time with the possible exception of my gymkhana partner (The Fall Guy) and Steve Bernstein's TSD partner (Hurler).

Jennifer Nazarko and David Roach deserve special recognition for their behind the scenes work. They successfully pulled off a monumental task (pun intended) during the last week.

I'd also like to thank all the instructors who have enough guts to go out on a flooded Summit Point with people they've never met before. Ed Nazarko did great as classroom instructor at driver's school also.

It was good to meet/remeet a bunch of the people from the list. Phil Marx (so what year did have the different grill?), Ben T./Filipo M. (congrats on the #2 class B TSD finish), Steve B., Vince S., David T., Ron C. (Congrats on the tires!), Bob V. (Congrats on the #1 class A TSD finish), Scott B., Simon K., Bob T. (who made a special trip to Summit in the rain just to see us) and others.

I look forward to seeing everyone again next year in New Hampshire.

Matt Brumwell
President, Smoky Mountain Chapter 'CCA
'75 2002 '87 535is '88 M3 #443

Dear Dwight,

As one of the few in attendance from west of the Mississippi, I'd once again, like to thank you, Jen, Ed, and everyone else from the NCC who made the trip more than worthwhile! Next time please forget the rain on the track days. I experienced some real "southern hospitality" at the Comfort Inn when they opened the extensive breakfast "line" early for me on Monday and Tuesday so I could get to Manassas and Summit Point on time, and thoroughly enjoyed the O'Fest Ale (whoever said "beer isn't just for breakfast anymore" is certainly correct).

During my absence, older son Mark (a Bondurant instructor) bought an '88 M-5 (61Kmi), and daughter Marie-Adele's '93 325iS (sport/white/tan) took a high speed hit from an insured, red light runner. She is fine, but the car bought it (as intended under the circumstances).

NCC member, Steve Lowry will be joining the Texas friendlies at a Lone Star Chapter hosted dinner for the BMW race teams during the Dallas (IMSA/Trans-Am, etc.) Grand Prix over Labor Day weekend. I drove the course 2 years ago — it is really tight in many places, but the racing is unusually aggressive in all classes.

Shiny side up!

Mike Moniot/Lone Star Chapter

From the Vice President, South Atlantic Region BMW CCA

Dear Dwight,

We had a great time at Oktoberfest this year. Congratulations to Jennifer, Dave, and the entire O'fest committee for putting on one hell of an event. As always, National Capital Chapter shines. Jenny and Dave spearheaded a team without equal. Each member deserves a Bravo-Zulu (and a pay raise). Their hard work and tireless efforts made this event a huge success.

It was wonderful to be among so many fellow bimmerphiles from around the country, but most of all we enjoyed coming home to see our friends. We will cherish the memories for years to come. Thank you all We hope to see you again soon,

Friends of National Capital Chapter for life,

Jack and Sarah Kenworthy

P.S. Paulette, we even enjoyed the Horsefeathers TSD Rally!

The Trophy Winners

(Listing Of Local Chapter Winners)

B.F. GOODRICH TEAM T/A and AUTOTHORITY AUTOCROSS

2002 "B" & "C"

Position	Name	Car	Time
1st	Charles Denton	74 2002	50.713

3-SERIES 6 CYL "B"

2nd	Rafael Garces	96 328i	46.446
HM	Matthew Yipp	89 325is	49.283

3-SERIES 6 CYL "A"

3rd	Woody Hair	87 325is	47.077
HM	Ray Korman	93 325ist	48.113

3-SERIES 4 CYL "B" and "C"

2nd	Daniel Baker	95 318ti	48.556
-----	--------------	----------	--------

(Brother of NCC's Dave Baker)

TOURING SPORT "B" and "C"

1st	Dwight Derr	84 635CSi	46.813
3rd	Mike Bodnar	87 635CSi	54.822

TOURING "A"

1st	Tom Baruch	87 535is	47.034
2nd	Bob Hausman	83 533i	47.446

LADIES (Adjusted Times)

2nd	Valerie Baker	95 318ti	43.531
-----	---------------	----------	--------

(Sister-in-law of Dave Baker)

HM	Pam Donahue	93 740i	44.690
----	-------------	---------	--------

YOKOHAMA GYMKHANA

CLASS "B"

HM	Greg Johnson, John Hartge
----	---------------------------

BAVARIAN AUTOSPORT

RADIO CONTROLLED CARS AUTOCROSS

ADULT - Experienced

1st	Rafael Garces
-----	---------------

ADULT - Beginner

3rd	Byron McCauley
-----	----------------

(Gymkhana Co-chair)

CHILD - Experienced

3rd	Steve Donahue
-----	---------------

CONTINENTAL TIRE T-S-D RALLY

(trophy, driver, navigator, score, overall finish)

CLASS "C"

2nd	Gary Lin, Greg Donahue	365	(10)
5th	Mike Donahue, Pam Donahue	589	(14)

MINI-CAR CONCOURS

PRE-BUILT

HM	Steve Donahue
----	---------------

KIT

HM	Joe Luongo
----	------------

zymol CONCOURS D'ELEGANCE

CONCOURS CLASS

HM	Bob Warren	2002 Cabrio
HM	John Estep, Jr.	528i

SUPER CLEAN CLASS

Coupes

1st	Ron & Jan Blais	2800CS
3rd	Lee Barnes	3.0CSL

1990-'96

2nd	Rafael Garces	328i
-----	---------------	------

CLEAN CLASS

1990-96

HM	Mike & Pam Donahue	740i
----	--------------------	------

PRE-WAR

Lothar Schuettler	327
-------------------	-----

MOTORCYCLE

Lothar Schuettler	R50
-------------------	-----

PARKER SPOONER AWARD, best overall performance by 2800/3.0 CS

Ron and Jan Blais	(2800 CS)
-------------------	-----------

2002 CHAPTER CHALLENGE

Connecticut Valley Chapter with four participating 2002s. (As O'fest hosts, National Capital Chapter disqualified its 14 2002s).

The People

Oktoberfest Chair

Jennifer Nazarko

Assistant Chair

David Roach

Registrar

Paulette Leeper

Treasurer

Woody Hair

Receptions and Banquets

Jennifer Nazarko

Monumental Evening

Kathy Whitaker

Drivers School

Al Zavala

Drivers School Instructors

Dave and Sue Bryan

Drivers School Workers

John Burkhard

Autocross

Dave Lassalle

Gymkhana

Sueann Meskill

and Byron McCauley

Tech Inspection

Dwight Derr

Remote-controlled Cars

Joe Luongo

Safety School

Kenley Smith

TSD Rally

Mike Leeper

Concours

Paul Vessels

Fun Rally

Woody Hair

Trivia Contest

Phil Marx

Mini-car Concours

Greg Johnson

Photo Contest

Bo Green

Vendors

Mike Gayle

Tech Sessions

Jim Moran

Swap Meet

Mike Dulisse

Trophies and Regalia

Gordon Kimpel

Children's Activities

Monique and Ed

Strawderman

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Raine Mantysalo

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Mike Early and

David Roach

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Chris Leeper

Oktoberfest Artwork

Mike McConnell

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AutoThority

Autocross and Tech Inspection

Bavarian Autosport

RC Cars Autocross

BF Goodrich

Autocross

Bilstein

Rally Challenge Trophy

BMW of North America

Safety School, Dessert Reception,
Test Drives

Continental

TSD Rally

Dinan Engineering

Drivers' School

Korman Autoworks

Motorsports Reception

Michelin

Safety School and Registration

Pirelli Armstrong

Awards Banquet

Racing Dynamics

Fun Rally

Ronal USA

Motorsports Reception

Yokohama

Drivers School, Gymkhana,
Monumental Evening

zymöl

Concours d'Elegance

See you in New Hampshire....



Woody's Competition

C O R N E R

BY WOODY HAIR

Just after I wrote in the last issue that David Lassalle and his C-Stock class '89 325is were unbeaten by any other BMW in autocross competition this year, Tom Baruch in an almost "stock" 535is was able to beat David by thirty five thousandths of a second at the SESCO Championship Autocross. Since that upset, everyone competing on a regular basis has turned in mixed results with someone having a good day on one outing and a bad day on another. Looking at the results shown at the end of this article, there are several notable items from the Porsche Club's championship event on August 11, which happened to be the day before Oktoberfest '96. Russ Wiles drove in from South Dakota with his '88 M3 and proceeded to beat a field of 23 other A Stock cars, including 20 Porsche 911s. Russ's father Jim was 3rd in the class with his '89 M3. This event saw the area autocross debut of the Z3 with Terry Baker's silver roadster finishing 5th in the competitive C Stock class. Also note that the 3rd through 8th place among all BMWs were separated by less than one second. Continuing this close competition, at the SCCA event on August 18, the top five BMWs were within 8-tenths of a second of each other.

Leah Epting's year in the SCCA Regionals continues to be interesting to say the least. At the end of June she decided take her familiar green 2002 to an out-of-region race at Mid-Ohio. It was her first time there and a short practice session on Friday preceded races scheduled for both Saturday and Sunday. During the Friday session she made a mistake in the blind left-hander known as

"Madness". The contact with the concrete wall meant loading the badly damaged car on the trailer for a 470 mile drive back to Severna Park, Maryland. After consulting several body/frame specialists, she and father Jim decided the the '02 was economically beyond repair. Well Jim just happened to have a 2002 sitting in his father's barn in Mississippi that he planned to restore into a nice street car some day. A quick trip from Maryland to Mississippi and back left nine days before the next MARRS event at Summit Point. Working night and day, Leah and Jim put together a new Improved Touring B race car just before the Saturday qualifying. A series of broken brake lines meant no qualifying time so she started at the back of the 30-plus field with an un-tested car. Leah drove through most of the field to finish 4th!

Now there was time for cosmetic improvements and a tangerine orange coat of paint. A good result in the BMW Club Race at Oktoberfest (see below), was followed by the Double MARRS races at Summit Point on Labor Day weekend. It was the first lap in Sunday's race. Contact with another competitor left her on the roof in the tire wall at Turn 7. With a lot of help from friends and foes, the damaged roof was repaired enough that she was able to start Monday's race and finish 6th.

Oktoberfest '96 produced some good competition on several fronts. David Lassalle chaired the autocross, a 2-day affair at the Manassas Campus, NVCC. A rain-depleted field of 171 cars made their official runs. The M3s turned the fastest times, however their runs were

the second afternoon when the rain had finally stopped and the pavement was dry. The Fastest Time of the Event award went to Floridian Manfred Kruger in a modified '95 M3. Former National Solo II champ Russ Wiles from South Dakota was four-thousandths back in his stock '88 M3. A pylon on his last run with his race car class 1602 cost Pennsylvania's Todd Arbogast the overall prize. National Capital Chapter members who trophied were Tom Baruch (535), Dwight Derr (635), Bob Hausmann (533), Rafael Garces (328), Woody Hair (325), Charles Denton and Howard Murphy (2002s) and Pam Donohue (740). Rafael had his new 328i shod with Goodrich Comp T/A R1s the morning of the event by the Goodrich service truck that was on-hand as event sponsor. They stuck so well in the hard rain that he was able to turn off the traction control. Our chapter's October 6th autocross at this lot will likely use the same course. Be there.

Summit Point's first BMW Club Race was chaired by Ed Bernard. Thirty-eight BMWs took the green flag for the 30-minute race. First overall was New Jersey's Gary Bossert in a heavily modified '88 M3 followed by South Carolinian Rick Fairbanks with his IMSA Street Stock '95 M3 Lightweight. Bossert was turning consistant 1:26 laps. They were followed by Chris Gengaro (supercharged '87 325is), Alfred Dupont (turbocharged '95 M3), and TC Kline ('95 M3 Lightweight). Leah Epting, our chapter's sole entry, was 16th overall and beat all five other 2002s, some quite modified, with her "new" ITB legal '02.

Continued from previous page

Seventy-three cars started the Ofest '96 TSD Rally that was planned by Mike Leeper, who was also the Rallymaster for Ofest '76. Floridians Jim Storch and Bob Van Epps were first with a total error of 168 through 19 checkpoints.

SPEED SHIFTS: Tom Milner's Prototype Technology M3s are on a roll. After the BMWs finished 1-2-3 at Laguna Seca in July, they had captured

first and second in the 3-Hour race at Mosport Park, Ontario and 1st and 4th at the Dallas Grand Prix one week later. Pete Halsmer can still capture the IMSA GTS-2 Driver's Championship and BMW can top Porsche for the Manufacturer's Championship with just one race remaining (at Daytona). Question of the month: TC Kline's bright yellow M3 was displayed in the race car class at the

O'fest Concours on Friday, August 16. Two days later, TC drove an M3 in the BMW Club Race at Laguna Seca, California. Was it the same car? If so, how did he do that? Speaking of TC, his Honda Accords have been giving the factory Dodge Stratus cars a real beating in recent North American Touring Car races. The privately entered BMW 318s are not quite up to speed. CRUNCH.

BMW AUTOCROSS RESULTS

JUNE 9

SESCA CHAMPIONSHIP AUTOCROSS, FT. MEADE

Tom Baruch	87 535is	2nd E Street Prep.	53.832
David Lassalle	89 325is	1st C Stock	53.867
Dwight Derr	84 635csi	3rd E SP	54.134
Bob Hausmann	83 533i	4th E SP	54.507
Woody Hair	87 325is	3rd C SP	54.530
Jenny Nazarko	90 325is	4th Ladies	56.381
Klaus Hirtes	88 535is	3rd G S	57.321
Michael Ko	90 325i	8th C SP	58.555
Jim Norton	81 320i	7th D SP	59.217

JULY 7

BMWCCA CHAMPIONSHIP AUTOCROSS, FT. MEADE

Woody Hair	87 325is	2nd C SP	51.710
Dwight Derr	84 635csi	2nd E SP	52.301
Tom Baruch	87 535is	3rd E SP	52.731
Jenny Nazarko	87 325is	4th Ladies	54.348
Klaus Hirtes	88 535is	5th G S	54.385
Rafael Garces	96 328i	4th C S	54.542
Bob Hausmann	83 533i	7th E SP	54.900
Jim Ruos	87 535i	8th E SP	55.580
DeWitt Boyd	96 328is	7th C S	55.820
Charles Denton	74 2002	9th C SP	56.901
Dennis Topper	94 325is	10th C S	60.425
Russ Hatch	89 325i	11th C S	61.419
Howard Murphy	76 2002	10th C SP	61.737
Brad Parker	72 Alpina Touring	11th C SP	62.506
Jeff Wheatly	89 325i	13th C S	68.991
Tarum Kundhi	89 325i	14th C S	O.C.
David Lassalle	89 325is	Fun Runs	52.275
Tarum Kundhi	89 325i	Fun Runs	57.531

Club Members in other makes:

Terry Baker	94 Porsche 968	1st A S	50.880
Matthew Yip	86 VW GTI	4th C SP	52.162
Barry Miles	85 Omni GLH	1st C Prep.	52.476
Ashton Menefee	71 Porsche 914	4th A SP	53.758
John Hartge	96 Mustang Cobra	5th F S	58.513
Gary Lin	89 Toyota Camry	3rd H S	61.871
Roger Bass	60 Jaguar Mk II	1st Vintage	62.066
Charles Denton	67 Lotus Elan	6th A SP	63.284

JULY 28

VW CLUB/SESCA CHAMPIONSHIP AUTOCROSS FT. MEADE

David Lassalle	89 325is	1st C S	58.677
Bob Hausmann	83 533i	3rd E SP	60.147
Tom Baruch	87 535is	4th E SP	60.240
Dwight Derr	84 635 Csi	5th E SP	61.088
Klaus Hirtes	88 535is	1st G S	61.268
Jenny Nazarko	90 325is	2nd Ladies	62.416
Charles Denton	74 2002	3rd C SP	62.991
Alex Chisholm	72 2002	4th C SP	65.168
Jim Moran	88 M6	8th F S	67.364
Brad Parker	72 2002	5th C SP	69.290
Dane Abbe	72 2002	6th C SP	O.C.

AUGUST 11

PCA CHAMPIONSHIP AUTOCROSS, MANASSAS NVCC

Russ Wiles	88 M3	1st A S	56.638
David Lassalle	89 325is	2nd C S	57.699
Bob Hausmann	83 533i	2nd E SP	58.588
Jim Wiles	89 M3	3rd A S	58.668
Tom Baruch	87 535is	3rd E SP	58.930
Woody Hair	87 325is	6th C SP	59.054
Dwight Derr	84 635csi	4th E SP	59.303
Terry Baker	96 Z3	5th C S	59.324
Tony Wiles	93 325is	7th C S	59.948
Charles Denton	74 2002	10th C SP	61.670

AUGUST 18

SCCA CHAMPIONSHIP AUTOCROSS, FREDERICK, MD

Woody Hair	87 325is	3rd C SP	45.959
Dwight Derr	84 635csi	4th E SP	45.979
David Lassalle	89 325is	4th C S	46.274
Tom Baruch	87 535is	6th E SP	46.290
Bob Hausmann	83 533i	7th E SP	46.722
Charles Denton	74 2002	7th C SP	48.271
Chris Hasircoglu	87 535is	FUN E SP	48.334



COMPETITION CORNER CALENDAR

SEPTEMBER

- 22 Deutsche Marque Autocross, Manassas, VA
- 22 SCCA Regional and Enduro Races, Summit Point, WV
- 29 SVRA Vintage Races, Summit Point, WV

OCTOBER

- 6 BMWCCA Autocross, Manassas, VA
- 13 Saab Club Champ Autocross, Ft. Meade, MD (Tentative)
- 20 VW Club/PCA Champ Autocross, Ft. Meade, MD or Manassas, VA
- 26-27 SCCA Racing School, Summit Point, WV

NOVEMBER

- 2-3 EMRA Races and Night Enduro, Summit Point, WV

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Some E36 (92-on 318i/325i) Fixits.

by Phil Street (From Wb, newsletter of the BMW ACA, Los Angeles region)

- Many of the new E36 cars are experiencing oil leaks at the two hose connections at the power steering pump. One hose is high pressure while the other is the source line from the reservoir. In older models, the high pressure line used a high pressure steel fitting with a crimp collar. The newer assembly method is to use only crimp bands. With a few miles the original oil seal comes loose. Replacing the crimp bands with standard hose clamps will usually stop the leak. Make sure the power steering reservoir is properly topped with Dexron III ATF.
- On E36 cars with the fiber-impeller water pumps, watch out for overheating due to insufficient water circulation. The impellers are cracking and sometimes slipping on the pump shaft, or worse yet, just spinning free. It takes a new water pump to fix.
- Poor idle symptoms on the E36 Vanos engines can be caused by a sticking solenoid. The variable timing is changed by this solenoid when it is energized by crossing an RPM threshold. If your timing is stuck in high speed valve timing the idle will suffer. Tapping on the solenoid may give temporary relief.
- Running out of fuel in E34 (5ers) and E36 cars may lead to fuel pump failure. Both the Main and Auxiliary fuel pumps are cooled by gasoline. If they are allowed to go dry and continue to run, there is a chance of the pumps "losing their cool". Easy fix: Don't run the gas tank dry. Sometimes a jammed pump can be revived by tapping on the cover or casing of a cool pump.

From the NCC's Jerry Skene, via the Internet:

- If you have a '93-'94 E36 (318/325/M3) and your fog lights are cracked, there is a good chance that this is from thermal stress, not stones. BMW will replace your lights with thicker ones, for free, under warranty.



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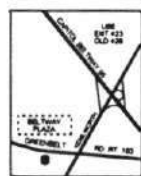
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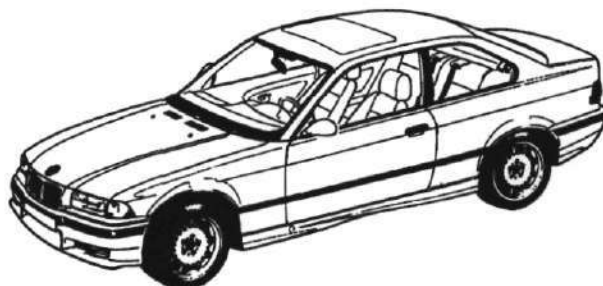
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Charles (301) 598-5681 eves (MD)
- 1980 635CSI** VIN WBA53310005548403. Graphite/black leather. Euro w/ no engine mods (218hp), all DOT/EPA paperwork, Recaros, A/C, new front brakes, 250Km, runs well, nice interior, rust on left front fender. Moved to townhouse, no room for three vehicles. \$3950.
Terri (703) 924-1780 (VA)
- 1988 M3** VIN 2196984. Cinnabar red/black leather. Exceptionally clean, mechanically sound, stock, CD player, 90K miles, service just completed. Needs nothing. \$14,900.
Tom (410) 539-0300 (MD)
- 1988 635CSI** VIN WBAEC8410J3267294. Red/grey leather. Fully loaded including ABS, airbag, on-board computer, automatic, limited slip differential, heated power seats, phone. All original including paint. Garaged since new. Mobil 1. Professionally maintained. 67 K miles, excellent condition. \$18,200 negotiable.
Mark (410) 347-4937 (MD)
- 1995 M3** WBSBF9325EH00560. Avus Blue with gray leather sport seats, heated seats, heated mirrors, cd changer, sunroof, limited slip, delivered May 1994, use Mobil 1, Colgan Bra with mirror mitts, 30,000 miles, excellent condition, \$29,000.
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Alpina wheels. Four 16" x 7" for E30 w/ Dunlop D40s, new condition, \$1450. Four 16" x 7" w/ Michelin MXM, \$1250. All hubcentric.

Michael (301) 656-9057 (MD) or mikeko@erols.com

M6 Wheels and Tires. Eight (8) Michelin TRX tires, size 245/45.415 for M5/M6, new and unused, \$165 each or \$550 for a set of four (NTW list of \$222 each). Also four (4) OEM TRX wheels, 415mm size, w/ 240/45.415 TRXs w/ approx 8K miles. Superb condition. Will consider offers or trades for all or just two. Pick up or buyer pays shipping from Arlington, VA.

Charles (703) 276-1932 home (VA)

(703) 824-2730 work (VA)

Four Racing Dynamics 8"x17" five spoke wheels and tires. Silver with clear coat, rounded lip. Mounted with Bridgestone Potenza RTE020-235x50xZR17's. McGuard locking lugs and regular lugs included. 2 years old and only driven 6 months per year. Excellent condition. Fits 5, 6, 7 and 8-series BMWs. I will pay shipping. \$1,000.

Rob (410) 628-4975 eves. (MD)

(410) 234-3440 days, or NVWV53A@prodigy.com

WANTED

BMW Folding bike.

Ramez (703) 821-9065 (VA)

MISCELLANEOUS

Dinan trans chip for 750/850 automatics (PN D-902-015), new, \$125. AutoThority chip for 530 V8 up to 1/95 (PN 1.380.200), never installed, make offer.

Paul (202) 726-7971 (DC)





Delaware Valley Chapter BMW CCA Combination Driver's School/Club Race

Date: October 12, 13 & 14, 1996

Location: Pocono International Raceway

The Delaware Valley Chapter is pleased to announce that our traditional Columbus Day Holiday Weekend Driver's School at Pocono International Speedway will be held in concert with a BMW CCA Club Race this year.

The Event schedule will offer three days of Track and Classroom Instruction for all Students as well as three days of Club Racing activities for all Participants and Guests to witness and enjoy.

There will be twenty-five spaces available for each of the Novice, Intermediate and Advanced Student Run Groups, and thirty-five Club Race Run Group spaces, offered at \$220.00 and \$235.00 respectively. This works out to an average of \$75.00 per day, which is really quite a bargain for the track time/instruction received.

As is customary with Delaware Valley Chapter Driver's Schools, a Dennis Brennan designed T-shirt is included with participant registration for Students, Instructors and Club Racers. **provided that your application is postmarked 9/15/96 or earlier.** Event T-shirts, subject to availability, and Club Racing Apparel will be available for purchase.

A party is planned for Saturday Evening to help celebrate the 20th Anniversary of the Delaware Valley Chapter, where we can eat drink and bench race to our hearts content. Admission to the party Saturday evening is included with Participant registration. Instructors and Guests will be asked to pay \$10.00 for attendance at the Party Saturday Evening.

Registration will open on a first come first serve basis on August 1, 1996 to Delaware Valley Chapter Members, August 2, 1996 to all other BMW CCA Members and September 1, 1996 to non-BMW CCA members. Please refer to the Event Application located elsewhere in this Newsletter.

The Pocono Ramada Inn will be the location for Tech on Friday evening, October 12th and the 20th Anniversary Celebration party Saturday evening, October 13th. A limited number of Hotel rooms have been reserved at a preferred reduced rate if you mention your involvement with BMW CCA and our event at the following convenient locations.

The Pocono Ramada Inn @ \$82.00 per night, plus 6% Pa. sales tax - call 800/251-2610
The Pocono Day's Inn @ \$76.00 per night, plus 6% Pa. sales tax - call 717/443-0391

Rooms will be released if not guaranteed with a credit card 2 & 3 weeks prior to our event respectively. Check with the event registrar for additional information about other locations.

The following contact information is provided for your convenience concerning any questions that you may have relating to this event.

<u>Driver's School Chairman</u>	<u>Club Race Chairman</u>	<u>Event Registrar</u>
Richard Cole	Lou Millinghausen	Bob Ball
(H) 215/379-2486	(H) 215/657-1526	(H) 610/594-6196
(W) 610/279-8270	(W) 215/643-7600	(W) 610/363-1607

**Delaware Valley Chapter 3 Day Pocono
Combination Driver School/Club Race Event
SATURDAY, SUNDAY & MONDAY - Oct. 12-14, 1996**

Driver's School Student Application Form



Entry Fee - \$220.00 (Late Entry Fee \$235.00)
Registration Opens August 1, 1996 for Delaware Valley Chapter Members,
August 2, 1996 for BMW CCA Members and
September 1, 1996 for Non-BMW CCA Members.



DRIVER INFORMATION:

Name: _____
Street: _____
City: _____ State: _____ Zip: _____
Phone Numbers - Day: _____ Evening: _____
Emergency Contact: _____
BMW CCA Membership # (with enclosed verification)* _____

* Please submit a recent Roundel mailing label or a photocopy of your BMW CCA membership card.

T-shirt Size (please circle one): S M L XL - NOTE: Your application must be postmarked 9/15/96 or earlier for a T-shirt to be included with your registration.

PREVIOUS DRIVER SCHOOL EXPERIENCE:

List previous schools below and other high-speed driver experience. Use back of form, if necessary.

<u>DATE</u>	<u>TRACK</u>	<u>TYPE OF EVENT</u>	<u>RUN GROUP</u>

CAR INFORMATION: **

Make: _____ Model: _____ Year: _____

List Modifications: _____

** A separate application is required for each student if the car is being shared.
Please list the other student's name: _____

Please mail this form, and your check for \$220.00 (payable to Delaware Valley Chapter, BMW CCA) to:

Bob Ball - (Event Registrar)
416 Oakland Drive
Downington, PA 19335
610 /594-6196 (between 6:00pm 9:30pm)

NOTE IMPORTANT INFORMATION:

- Snell 85 helmets are required. This rule changes to Snell 90 beginning 1/1/97.
- Cars must be muffled.
- Same style passenger seat restraints (minimum 3-point).
- Convertibles must be pre-approved (Call Mike Yaskin @ (610) 277-6035).
- You must be 18 years of age or older to participate or to enter restricted areas.
- Participants must show a valid driver license.
- Cancellations after October 1, 1996, will be allowed only if your space can be filled with another student and you will be charged a \$25.00 handling fee.
- Applications must be postmarked 9/15/96 or earlier in order for a T-shirt to be included with your registration.
- Information packages will be mailed following approval of your application.

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National Capital Chapter BMW Car Club of America

BMW CCA

P.O. Box 685

Arlington, VA 22216

Bulk Rate
US Postage
PAID
Arlington, VA
Permit #2314

30168*9707*4
JOHN B CARPENTER
4644 DULEY DR
WHITE PLAINS MD 20695