

November/December 1996

der Bayerische

National Capital Chapter BMW Car Club of America



2002



Calendar of Events

1996-97
7-96

JANUARY '96

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

JANUARY '97

29 Car Audio Tech Session

FEBRUARY

1 Officer Elections/ Holiday Party

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

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National Capital Chapter BMW Car Club of America

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BY WOODY HAIR



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*Prototype Technology
Group*

BY WOODY HAIR



Cover: Woody Hair checking out the controls of
the BMW-powered McLaren F1

Photo: Raine Mantysalo

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

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David Lassalle301/317.1461

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EDITORIAL

Misfirings

Just do it!

Whoosh!

That's the sound of the year rushing out the door and into the past. In another blink or two of the eye, it'll be bone-jarring, teeth-grashing eccolder than stink again. And just when I've just gotten used to the summer heat!

With the year's end approaching you and I should concern ourselves with something very important: the Election. Not the one between the old guy and the fat guy, either. One much more important. The one determining the fate and focus of our Chapter.

Are you dissatisfied with what this Chapter has to offer? Too much of this and not enough of that? Mad as Hell and can't take it any longer? Run for office! Have your say and your cake (well, pie, pizza pie at that!), too! Adhering to the democratic process, all four elected positions are up for grabs to any paid-up member, be it incumbent or challenger or challengers. Now is the time for you to have your say as to the direction this Club takes.

If you opt to not seek an elected position there are still plenty of ways to exert your influence. The Club sponsors numerous activities throughout the year and a force of able minds and bodies is always welcome. Help with a drivers' school, or plan a crab feast and cookout, or even help produce *der Bayerische* (!)—you name it. It's your Club, you might as well have it your way!

Year after year, a lot of folks put forth a tremendous effort in planning and orchestrating the whole gamut of events and services this Club presents; and with our presentation of Oktoberfest, the workload quadrupled for some. The list is far too long to list but look through this year's *dBs* and you'll get a pretty good account of the point men and women. But the real movers and shakers of the Club always seem to go unmentioned. These are the corner workers and instructors who are invaluable for the drivers' schools, the registrars and cone chasers at the autocrosses, the check point operators, the *dB* contributors, and more. A monumental workload, but if you ask each and every one of them, they would say they wouldn't have it any other way. Make it a point to come to the next event and thank them.

derr

P R E S I D E N T ' S M E S S A G E

It's been a busy one for all of us for the past year. With all the events at the local level and the National Oktoberfest hosted and located in the National Capital Chapter area, we're pooped!!! Can you believe it has been a crazy place. Yet, this year was the most fun you could have with your clothes on. We've just begun to recuperate and started planning for next year. But, it's time for Annual Elections again. I have decided to run for President again, not because it's been the most fantastic time to be a member of this ever expanding organization, but because of the people that I get an opportunity to work with. The Chapter has continued to gain momentum in the last couple of years offering a wide variety and greater number of events and activities. With more than 2,500 members, we're the second largest chapter in the country; certainly there are plenty of talented people in the Chapter that want to step

up to the plate to donate their time to serve on the Board and Chairpersons' positions. There are several benefits in holding office or event chair position, but the real reason is to keep the Club growing and expanding so that we can offer you the best services possible. I can certainly assure you that those who do serve can count on me to keep the Club moving in a positive direction. Anyone interested in serving in any of the Officer and/or Chairperson positions listed is encouraged to let the Board know by contacting me, Mike Gayle or Ed Bernard. An updated ballot will be voted on at the Holiday Party.

PLEASE!!! VOLUNTEER TODAY!!

Mike Gayle

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

RESCHEDULED CAR AUDIO TECH. SESSION

Wednesday, 29 January 1997
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 use 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. Please RSVP for a head count.

So come and learn how to give your car stereo a tune up and your ears a treat. If you plan to attend, or have any questions, please contact the Tech. Chairman, Jim Moran, at (703) 441-0329.

Directions: Take 1495 to Wisconsin Avenue North (aka Rte. 355, Rockville Pike). After 2.5 miles, make a right onto Randolph Road (just past the Silver Diner on the left). 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.

HOLIDAY PARTY

Saturday, 1 February 1997
Location and time to be determined
Stay tuned.



Election '96 Candidate Statements and Ballot

For President: *Jenny Nazarko*

Okay, shoot me. I must be crazy. I want to run for president of the National Capital Chapter. This, after finishing the Oktoberfest 1996 Event for 550 of my closest friends. (Of course, anyone with a BMW, or who likes BMWs, is a friend of mine!).

Qualifications: Owner of three BMWs. Enthusiast since joining the Club in 1990. Chapter Treasurer for five years. Madame Chairman of Oktoberfest 1996. Amateur (in the truest sense) ralliest, decent autocross competitor, drivers' school instructor, and I DO wash my cars occasionally. Seemingly organized, fairly good with the details, and mildly bored now that O'fest is over!

I care alot about this Club, and want to make sure everyone with an interest in the marque has an opportunity to enjoy a wide variety of Club events and to socialize/network with the 2500 local enthusiasts, as well as those who visit us from other chapters. We found some incredible talent in our members, and a lot of dedication, during O'fest, and I want to keep the momentum going. I need your vote to do that. Please help. Thanks.

For Vice-President: *Susan Bryan*

My name is Susan Bryan, and I am running for Vice-President. I have been a member of the Club since 1981, when I bought my first BMW, and I believe it is time for me to repay the Club for the many enjoyable years. I have had fun with BMW Club members at drivers' schools and would now like expand my involvement in other aspects of the Club. I have been very active as a drivers' school instructor for our Chapter as well as other chapters. As Vice-President, I would be able to begin to repay the Club for all the wonderful times I've had.

For Treasurer: *David Lassalle*

I'm the current Treasurer for the Chapter I would like to continue. What makes any organization great are its people, not only the elected officers but also the volunteers for each event – and our Club is no different. This year we have received a tremendous amount of support. Next year I am looking forward to a full calendar of events and also an increase in communication from every member to all the board members.

For Secretary: *Charlotte LaQui*

Hi, I am Charlotte LaQui. I have been the Secretary of the Club for almost two years now and I am running for the position of the Secretary again.

The Official Ballot

Please select one person for each position.
Write-in candidates must give their consent
and signature.

For President

- Mike Gayle
 Jenny Nazarko
 Other _____ (signature) _____

For Vice-President

- Susan Bryan
 Other _____ (signature) _____

For Treasurer

- David Lassalle
 Other _____ (signature) _____

For Secretary

- Charlotte LaQui
 Other _____ (signature) _____

Your Name _____ Membership# _____

Please photocopy this ballot and bring the completed form to the Holiday Party or mail to:

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Food for Thought

by Steve Lowry

Let's say a guy named Roger is attracted to a woman named Elaine. He asks her out to a movie; she accepts; they have a pretty good time. A few nights later he asks her out to dinner, and again they enjoy themselves. They continue to see each other regularly, and after a while neither one of them is seeing anybody else.

And then, one evening when they're driving home, a thought occurs to Elaine, and, without really thinking, she says it aloud: "Do you realize that, as of tonight, we've been seeing each other for exactly six months?"

And then there is silence in the car. To Elaine, it seems like a very loud silence. She thinks to herself: Geez, I wonder if it bothers him that I said that. Maybe he's been feeling confined by our relationship; maybe he thinks I'm trying to push him into some kind of obligation that he doesn't want, or isn't sure of.

And Roger is thinking: Gosh. Six months.

And Elaine is thinking: But, hey, I'm not so sure I want this kind of relationship, either. Sometimes I wish I had a little more space, so I'd have time to think about whether I really want us to keep going the way we are, moving steadily toward . . . I mean, where are we going? Are we just going to keep seeing each other at this level of intimacy? Are we heading toward marriage? Toward children? Toward a life-time together? Am I ready for that level of commitment? Do I really even know this person?

And Roger is thinking: . . . so that means it was . . . let's see . . . February when we started going out, which was right after I had the car at the dealer's, which means . . . lemme check the odometer . . . Whoa! I am way overdue for an oil change here.

And Elaine is thinking: He's upset. I can see it on his face. Maybe I'm reading this completely wrong. Maybe he wants more from our relationship, more intimacy, more commitment; maybe he has sensed — even before I sensed it — that I was feeling some reservations. Yes, I bet that's it. That's why he's so reluctant to say anything about his own feelings. He's afraid of being rejected.

And Roger is thinking: And I'm gonna have them look at the transmission again. I don't care what those morons say, it's still not shifting right. And they better not try to blame it on the cold weather this time. What cold weather? It's 87 degrees out, and this thing is shifting like a damn garbage truck, and I paid those incompetent thieves \$600.

And Elaine is thinking: He's angry. And I don't blame him. I'd be angry, too. God, I feel so guilty, putting him through this, but I can't help the way I feel. I'm just not sure.

And Roger is thinking: They'll probably say it's only a 90-day warranty. That's exactly what they're gonna say, the scumballs.

And Elaine is thinking: Maybe I'm just too idealistic, waiting for a knight to come riding up on his white horse, when I'm sitting right next to a perfectly good person, a person I enjoy being with, a person I truly do care about, a person who seems to truly care about me. A person who is in pain because of my self-centered, schoolgirl romantic fantasy.

And Roger is thinking: Warranty? They want a warranty? I'll give them a damn warranty. I'll take their warranty and stick it right up their . . .

"Roger," Elaine says aloud.

"What?" says Roger, startled.

"Please don't torture yourself like this," she says, her eyes beginning to brim with tears. "Maybe I should never have . . . Oh God, I feel so"

(She breaks down, sobbing.)

"What?" says Roger.

"I'm such a fool," Elaine sobs. "I mean, I know there's no knight. I really know that. It's silly. There's no knight, and there's no horse."

"There's no horse?" says Roger.

"You think I'm a fool, don't you?" Elaine says.

"No!" says Roger, glad to finally know the correct answer.

"It's just that . . . It's that I . . . I need some time," Elaine says.

(There is a 15-second pause while Roger, thinking as fast as he can, tries to come up with a safe response. Finally he comes up with one that he thinks might work.)

"Yes," he says.

(Elaine, deeply moved, touches his hand.)

"Oh, Roger, do you really feel that way?" she says.

"What way?" says Roger.

"That way about time," says Elaine.

"Oh," says Roger. "Yes."

(Elaine turns to face him and gazes deeply into his eyes, causing him to become very nervous about what she might say next, especially if it involves a horse. At last she speaks.)

"Thank you, Roger," she says.

"Thank you," says Roger.

Then he takes her home, and she lies on her bed, a conflicted, tortured soul, and weeps until dawn, whereas when Roger gets back to his place, he opens a bag of Doritos, turns on the TV, and immediately becomes deeply involved in a rerun of a tennis match between two Czechoslovakians he never heard of. A tiny voice in the far recesses of his mind tells him that something major was going on back there in the car, but he is pretty sure there is no way he would ever understand what, and so he figures it's better if he doesn't think about it. (This is also Roger's policy regarding world hunger.)

The next day Elaine will call her closest friend, or perhaps two of them, and they will talk about this situation for six straight hours. In painstaking detail, they will analyze everything she said and everything he said, going over it time and time again, exploring every word, expression, and gesture for nuances of meaning, considering every possible ramification. They will continue to discuss this subject, off and on, for weeks, maybe months, never reaching any definite conclusions, but never getting bored with it, either.

Meanwhile, Roger, while playing racquetball one day with a mutual friend of his and Elaine's, will pause just before serving, frown, and say:

"Norm, did Elaine ever own a horse?"



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MASON - DIXON

Mason-Dixon Line Tour

by Woody Hair

To my mind, a National Capital Chapter tour has to be the epitome of a good BMW Club event. It offers, in no particular order, a chance to socialize with fellow members,

drive briskly over twisting rural roads, admire a variety of well-kept cars, visit one or more interesting or educational sites, and partake a meal at a restaurant away from the usual metropolitan Washington-Baltimore fare. Our October 27 event offered all of these items and

several more: autumn leaves at their peak, a competitive element in the form of a photo rally, not one, but two inns to please the palate, and a second German marque club to add variety.

Tourmeisters Mary Hill and Bill Caldwell started the tour with an optional breakfast at the Comus Inn in rural northern Montgomery County. This was a joint event with the Potomac Region of the Porsche Club of America and a quick scan of the parking lot revealed about two P cars for every BMW. The cars from Munich ranged from a 2002 to a 740iL, with a couple of South Carolina's Z3s

thrown in. Stuttgart was represented by an authentic '57 Speedster to a 930 (911 Turbo), with a number of Ingolstadt's 944s in the mix.

As cars were sent on their way at one minute intervals (just to avoid large trains), the navigators were handed a set of 14 pictures of items to identify along the 91 mile route. Well, actually 12 of the items were to be identified. We were told that two of the fourteen pictures were not of items on our tour route and severe penalties would be assessed to those who had the audacity to write-in a location for one of the

Photos by Bill Caldwell



bogus pictures. This photo rally gave an advantage to those who had the foresight to bring along extra passengers. The eighteen-month old toddler in my backseat fell asleep one-third of the way into the tour and was no help thereafter.

Except for that ugly stretch of US Route 40 on the west side of Frederick, we had great roads and brilliant yellow trees all the way to Gettysburg. The Catoctin mountains were particularly fun except some of us had the misfortune to be stuck behind a truck on part of the 6 1/2 mile long Catoctin Hollow Road. The road is so narrow that passing would have been out of the question even if there had been a straight piece of road (there wasn't).

Nine miles northwest of Gettysburg we arrived at our destination, the historic Cashtown Inn. Built in 1797, it served as the first stagecoach stop on the road to Chambersburg. During the Gettysburg Campaign of the Civil War, the Inn was commandeered by General A.P. Hill for his Confederate headquarters. The Cashtown Inn appeared in the recent epic movie "Gettysburg", playing itself.

A rustic tavern room provided seating for some, others headed to the larger dining room, and hung out on the large porch while waiting for late arriving friends. The Inn's award winning chef (Culinary Institute

of America's chef of the year for Baltimore in 1991) is a massive young man named George Keeney. Chef George had prepared a fixed price menu with a choice of Crab Quiche, Cheese Ravioli with Marinara Sauce or Terriyaki Chicken Breast. An all-you-can-eat soup, salad, fruit and dessert table was included. As people were finishing their meals, a local historian gave a brief but informative talk about the Battle of Gettysburg.

“The road is so narrow that passing would have been out of the question even if there had been a straight piece of road (there wasn’t).”

Tourmeister Bill Caldwell's 318is on Catoclin Hollow Road



Bill and Mary then announced the first, second and third place finishers for each club in the photo rally. Each of the winning teams in the BMW club received a beautiful hand made beer stein complete with full color BMW roundel. An elaborate scoring method had been devised to avoid ties. Twelve was a perfect score. Adil Desai and Andrew Bradley were first with 11.5. Robin Friedman and Joe Baehr took second with 10.5 and

Debbie and Dave Baker finished third with 9.25.

Obviously, this was an event that shouldn't have been missed. Next time you see a tour on our schedule, mark you calendar and call the event organizer to let them know you are coming. Plans for meals, printing route instructions, etc. are difficult when we don't know who's coming.

Is It Time To Update Your Helmet?

by Jim Moran

OG Racing has made the generous offer of Snell SA95-rated helmets at dealer cost. This amounts to approximately 20-25% off list price. This offer is good for any helmet OG Racing carries, including Bell and Simpson. Their only wish is that we in the National Capitol Chapter be responsible for collecting the monies and distributing the helmets. I will serve as the go-between with OG Racing and will collect the money and help distribute the helmets. If you wish to receive the helmets via mail, appropriate shipping charges will be applied.

Be aware that the requirement for helmets used in driving schools will be updated as of this year. As such, Snell 85 helmets are no longer allowed. Snell 90 (M or SA) or later helmets are now the minimum required helmet.

The latest Snell rating for helmets is Snell 95. Therefore, manufacturers have ceased production of Snell 90 helmets and only offer Snell 95 helmets. As a result, this offer is only valid for Snell SA95 (Special Applications, meaning auto racing).



The procedure for joining this offer is as follows:

1. Contact me, Jim Moran, at 703-441-0329 (before 10pm) or via e-mail at jmoran@jma.com within two weeks after the dB has been out.

2. Two weeks after the dB has been out, I will contact you and ask you to go to OG Racing's showroom for fitting. This is important as the SA95 helmets are tighter through the face and jaw area. The fitting period will be open for two weeks.

3. Once you have been fitted and you know your size, send me the order and size



information along with your money, in the form of a cashier's or bank check made out to National Capitol Chapter. We will be collecting funds for two weeks.

4. We will send the orders to OG Racing.

5. Upon receipt of the helmets, we will distribute them as quickly as possible.

Please realize that this is a volunteer effort. Your patience is appreciated.



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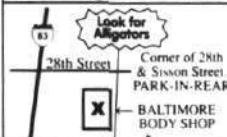
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by Woody Hair

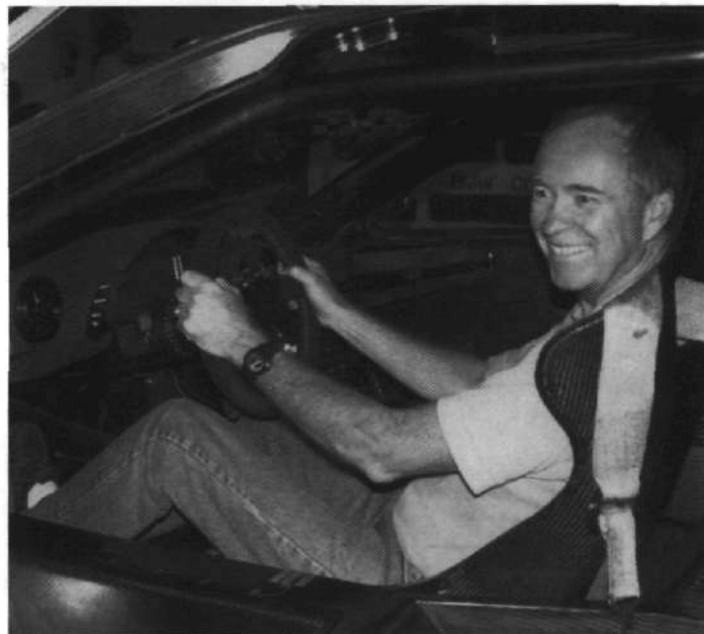
I told several friends I couldn't do other things that Saturday because, I was riding out to Winchester to look at a car. "Oh, are you going to buy it?", they asked.

"No, just to look at it, and maybe sit in it", I replied. Now I am as big a car nut as the next guy, but to travel one and a half hours one way to see a car, any car, without the hope of a ride is a bit much.

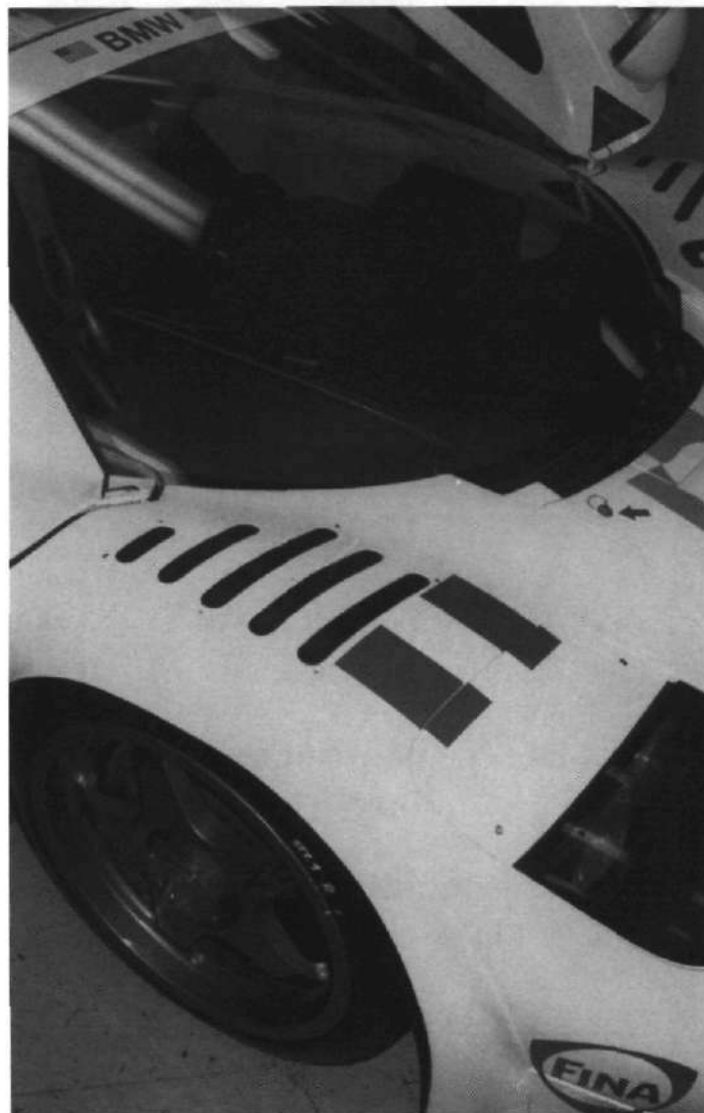
Word had spread that Tom Milner's Prototype Technology Group was charged by BMW NA with the task of transporting their McLaren F1 GTR from the Atlanta Olympics to the Monterey Historics and back to Winchester until a buyer or use could be found for the car. When told the car would be available to viewing the next day, I figured it may be my only chance to see this ultimate BMW-powered supercar that was featured in the August *Roundel!* It is the only one in North America, isn't it?

A dozen and a half other enthusiasts also got the world. Many pictures were taken and everyone had the experience of climbing across the left passenger seat into the center driver's seat. Whether the Mulsanne straight at Le Mans or the pit straight at Summit Point, each of us wished we were elsewhere with this baby.

It is a small car. The two passenger seats that flank and are rearward of the driver's seat are more cramped than I imagined for a \$1 million price tag. When the engine was started and the throttle blipped a few times, we experienced sounds no American V8 or turbocharged race engine can come close to duplicating. Thanks for the show Tom.



Sorry Woody, this is not the car you won at the O'fest '96 Raffle.



Photos by Raine Mantysalo



The F1 is kept in good company: on the left is the David Hobbs 320i turbo and on the right the Chris Amon/Hans Stuck CSL of Richard Conway. (below)



This McLaren F1 is the same GT1 entry driven by Nelson Piquet, Danny Sullivan and J. Cecotto at the 24 Hours of Le Mans in June 1996. The car came eight overall.



Two brand new M3 Lightweights, one supposedly to be prepared for Club racing, flanked by another in full race form.



An engineer working overtime on Pete Halsmer's M3. The BMW NA M3 team, prepared by Prototype Technology Group, won the IMSA GTS-2 Manufacturer's Championship in October, 1996.

Woody's Competition

C O R N E R

BY WOODY HAIR

"... This was my first time ever driving in or even attending an autocross, and I had only had my car for two weeks. Watching the other drivers was a little intimidating, especially with all the engine noise and brake squeals, but I got over that quickly. Did I like it? Well, I won't be borrowing a helmet next time because I just bought one. In fact, I'll be at the next autocross, and I plan to let someone else take over my spot [last] in the rankings!"

— Jennifer Nazarko, May 1990
der Bayerische

I am not sure if the author of those comments ever came back to an autocross or any other club events, but what she said seems typical of most first-timers. When we have free fun runs at the end of one of our events, it is the first timers that want to keep making run, after run, after run.

Except for some Winter events in the Tidewater area, the autocross season is over for '96, but make a resolution to come out next year. The next issue of *der Bayerische* will present an in depth look at getting started in this activity.

The ultimate in autocrossing is the annual SCCA National Solo II Championships held each September

in Topeka, Kansas. Around six or seven hundred entrants from all over the country tow or drive their autocross mounts ridiculous distances for what amounts to six minutes of competitive driving (three runs on each of two courses – no practice). This year, as usual, there were only a handful of BMWs in attendance, but a 1995 M3 driven by Colorado's Bob Tunnell took first place in the A-Stock class over 22 other cars – mostly Porsche 911s and Toyota MR2 Turbos. Bob's wife Patty was first in the A-Stock Ladies class. I guess much of the credit has to go to the Tunnells' driving skills. At the 1995 event Bob drove a '91 BMW 318is to victory over a huge field of Neons and Honda CRXs in D-Stock.

Terry Baker from Virginia Beach took his Z3 to Topeka for Bob Faulkland to drive. In the competitive C-Stock class, the Z3 finished respectable fifth in a big field of the favored Mazda Miatas.

IMSA held their final race of the season at Daytona on October 13. Pete Halsmer's GTS-2 Class BMW M3

broke an oil line with about six laps to go and thus lost the 1996 Drivers' Championship to Porsche driver Larry Schumaker. Another Tom Milner entered M3 was the class winner and that wrapped up the Manufacturers' Championship for BMW. Read all about it in an upcoming *Roundel*.

Congratulations to Ed York who repeated this year as the Improved Touring B-Class Champion in the SCCA Mid-Atlantic Road Racing Series (MARRS) with his 2002.

There will not be any Competition Corner Calendar this issue simply because there aren't any events scheduled at press time. If you subscribe to the weekly *StopWatcher* (\$15/year – call 301-493-8888) you can get all of the information on local rally and autocrosses that may be scheduled this winter.



Now, if I could just figure out how to get out of here...Charlotte LaQui trying on one of the PTG M3 Lightweights.

October 6 Autocross

by Woody Hair

One of the almost unique aspects of autocrossing is the use of a different course at every event. The course used during O'fest '96 was able to be used over two days by marking the location of each pylon with waterproof crayon. The course received many favorable comments and our autocross chairman, Dave Lassalle, wanted to give other chapter members the opportunity to run it. Also, all of the O'fest entrants, other than M3 drivers, had to run in the rain. Well, the pylon location markings were still visible in October, so Dave was able to re-create the exact same course as used for O'fest in August.

Twenty BMWs and five other cars showed up on a beautiful clear day that started with temperatures in the fifties and warmed up to the upper seventies by early afternoon. We only had one driver present that had also run a dry course in August - Mike Donohue with his Dakar Yellow '95 M3. Was there a difference in times? After the unofficial practice run, Mike's first, and best (of four), official run was 43.878. This better his Oktoberfest best by three and a half seconds. Was it familiarity with the course or different atmospheric conditions? This time would have been good for third place at Oktoberfest instead of Mike's eleventh place finish.

Mike's run was good for second in our Super Stock Class, bettering the white '95 M3 of SCCA racer Jeff Duncan by a scant 0.106 second. Adding to the battle of E36 M3s, Dwayne Collie's Modified Class blue car was one full second back. The Super Stock Class winner, however, was Rafael Garces in his silver 328i.

Only two cars qualified for the Stock BMW Class, and Garret McWilliams' 320i topped Gonzalo Puig's 2002.

Tom Baruch drove his '87 535is to the Modified BMW Class win and claimed the Fastest Time of the Day title with a 43.073. Woody Hair ('87 325is) was 2nd, just 0.021 second back of Tom. These times would have been beaten by only three of the thirty-four M3s that ran in the dry at Oktoberfest! Woody's son Brian and Dwight Derr (635CSi) were a couple of tenths back. Incidentally, while Tom had the FTD, he also had the dubious honor of claiming the slowest time of the day: On his third run, he over-extended the tires' limits and executed a 270 degree spin on the big turn at the far end of the course. The engine stalled, but he never hit a pylon and ended up with a time of 68.003.

Among the "X" cars, Barry Miles' powerful Shelby-Dodge GLH-S was experiencing its first autocross on regular street tires, and barely beat Gary Linn's familiar Honda Accord.

Chuck Denton's beautiful Lotus Elan was third. This car makes Miatas seem large.

Yes, the competition had been hot. The seven fastest cars were less than one second apart. Why not join the fun next time?

AUTOCROSS RESULTS

Driver	Car	Best Run	Improvement Over Ofest Time
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MODIFIED BMW

Tom Baruch	535is	43.073	3.961
Woody Hair	325is	43.094	3.983
Brian Hair	325is	43.223	
Dwight Derr	635csi	43.314	3.499
Dwayne Collie	M3	44.992	
Charles M. Denton	2002	45.524	5.189
Michael Ko	325i	47.209	
Jenny Nazarko	325is	47.809	

STOCK BMW

Garrett McWilliams	320i	48.859	
Gonzalo Puig	2002	50.718	

SUPER STOCK BMW

Rafael Garces	328i	43.319	3.127
Mike Donohue	M3	43.878	2.551
Jeff Duncan	M3	43.984	
Pat Donohue	M5	46.134	
Mark Cruxton	318ti	46.743	
Jim Moran	M6	47.752	
John Porosky	325is	49.273	
Tony Husbands	325i	49.658	
Gary Ngo	M3	49.892	
Art Ramamata	535is	50.889	
Alberto Meer	325is	51.611	
Ron Woods	M5	51.861	

X CARS

Barry Miles	Shelby	47.162	
Gary Linn	Accord	47.329	
Charles I. Denton	Elan	49.085	
Anthony Pineda	VW GTI	50.118	
Dan Kleibuemer	Audi 4000	50.607	

Check out them tahrs!

by Ed Nazarko

Yokohama has finally brought out a successor to the long-time club favorite A008RS. The A032R is perhaps one of the weirdest looking tires (see the photo) in the pits. Most popular speculation as to the origin of the tire design: John Deere tractor tires. Runner Up: Super-bike rain tires. Nobody can walk past them without making little "Hmm" noises and poking their fingers in the tread grooves.

I recently had a set mounted up at the "Friends of BMWCCA" Radial Tire Company and took them to a two-day run at Summit Point to check them out. I was really desperately hoping that they'd be decent, as I couldn't get any more A008RSs, and didn't want to join the "groove-of-doom" whiners running the BFG Comp T/A R1 tires. First impressions aren't always the most accurate ones, but here they are.

First, they are a lot stickier than you'd think. Driving down the highway they make a sound like tearing duct tape off of a table, except that it's constant. Made me real grateful that the volume knob on the radio has a high setting. The little in-car gas mileage computer also had some bad news: mileage running to and from Summit Point on the tires was about 3-4 miles per gallon lower than on the A008RS tires, another sign of sticky compounding. Or perhaps the mileage deficit is a result of the low air pressures that these tires require. Starting at the pressures that Paul Moorcones of Radial Tire suggested (26 front, 22 rear, yeow, shades of BFG!). A little pyrometer work found that on the '88 E30 M3 that I call my own, I needed 30 in the left front, 28 in the right, and 24 in back. Track conditions: upper 90s for temperature and humidity, bright sun all day. At these pressures the fronts and rears were pretty evenly hot across the face, with the rears actually getting up to a good working temperature, the first time any track tire has gotten to a working temp on the rear of the M3. A tire tuning note: I didn't fiddle with pressures and temps until my third session, as the first two sessions were spent trying to figure out how to drive these babies. Most of my work was done on day 2 when I'd begun to figure them out a bit.

Paul had warned that they might drive a bit different than the old faithful 008s. "The carcass looks like the same construction as Yokohama's racing slick, so they might demand a little earlier turn in and a little lighter touch." Absolutely right, and confirmed by the Yokohama reps:

this is the IMSA racing slick, once (and only slightly) removed. A little different rubber mix, a few slashes here and there. Unidirectional, but without a specific inside and outside, and without the radical difference between sidewall stiffness that characterizes the R1 (in fact, no sidewall differences).

By the third session I was turning in lots earlier for several of the fast corners, and a little earlier for some of the slower ones. Spent the rest of the weekend wrestling with the slow corners – another thing about these tires is that if you get it slightly wrong and initiate ANY understeer at all at turn in, it's near impossible to compensate without completely abandoning the corner. Not at all like the A008s, which would tolerate sloppy turn ins and let you manipulate your line all the way through the corner if you were really having a bad day. These tires seemed a lot more demanding. In my last session on Sunday, hot, tired, and with a driving IQ about the same as my tread depth (that'd be 6/32nds for these tires) I was grinding and pushing everywhere until I came in, slapped myself around, and got focused again. Then it was back to decent handling and speed.

Normal for these tires is fast, mostly faster through the corners (at turn in, apex, and track out, in the corners where I had time to look, or where my occasional passengers could read the tach without up-chucking from car sickness.) I'm facing some potentially annoying changes in gear selection in two corners, in fact, if my experience carries true. Another example: the chute requires only a micro-lift at the entrance now, because there's plenty of tire grip for braking at the bottom. (Used to have to tap at the top or not be able to slow enough to make turn 5!) They held their grip through 45 minute to one hour sessions, too. (They were a lot slower to warm up, at least two laps required!) But the grip carries a slight penalty on the straights: I swear, I'm a tad slower at the end of the straights even though I'm a tad faster entering them. I swear it, Paul! (OK, maybe it's the weight of the roll cage also added to the car that weekend, or the ham and cheese omelet for breakfast, but shouldn't that affect the corners, too?)

The tire noise suggests a reason. For the first session I was on the track, I discovered a small crowd gathered at pit out to listen, point at the car going by, and laugh. Because as I

passed pit out, there was the aforementioned sound of duct tape being ripped up. (They got over it, even driving school junkies have a life.) Sticky is as sticky sounds, I guess. They also sound odd through the corners, sizzling more than screaming when you've got it right (my guess is as I get more used to them the screaming will become more dominant) but understeer still sounds like understeer, the sound of tires being fed to the shredder.

The tires also carry another penalty, I think. With all that grip, brake wear seemed to be greater. Now part of that could be that with the repaved braking area approaching turn 1 at Summit, you can't brake late enough unless you wait until tomorrow to do it. But it stands to reason that better grip would result in greater braking g-forces, and therefore higher brake pad wear rates. And I found myself getting into the ABS a bit until I got used to the extra grip. And the pads, usually rock hard and long-wearing, were wearing, as Barbra would say, "like buttah!"

Tire wear was pretty amazing. Mark Richter, a marketing guy with Yokohama Tire talked with me back before I got the gum-shoes for the car, and said that Yokohama had better tire wear as a primary goal. "Anybody can build a tire that's grippy and wears out fast. Building a tire that has good grip and wears well takes a lot of hard engineering work – tire carcass work, not just softening up the rubber." He spoke truthfully. I left the left front in place all weekend to check wear rates and patterns, and it appeared to wear less than an equivalent A008 would have. Didn't get any scalloping, and the wear pattern was smooth across the face of the tire, unlike the classic "pronation" wear pattern of the A008, where you'd be at cord on the outside edge and half tread on the inside edge. I like the tires. They seem a bit faster (all of you who know me know that I won't use a stopwatch, so don't even ask!) There was a "known quantity" M3 out there visiting from another region on his R1 tires, same engine chip, lots of suspension work, and a roll cage, and in the past he had me a bit on the back twisty section of the track as his R1 tires' stiffer sidewalls gripped a bit better than my edge-rolling Yokes. But not this time. In fact, I could slowly pull in on him through the back section of the track. (He did a lot of tire-admiring afterwards.) Once I get the hang of them I'll be more certain of the tires' capability in all of the various corners, and probably quicker. Turn 1 is particularly hideous for me at the moment, the only corner where I'm not comfortable on these tires and not feeling any faster (in fact, slower.) It's the understeer thing. As slow as I entered the corner before, I'm going to have to try to go in slower still. Humph.

Tire crazies among you also know that Hoosier now has a steel-belted radial track tire, but it appears to be of the "soften the rubber to go faster" approach. People are running through them in a weekend – they're fast, as long as your wallet holds out, sort of like the Goodyear GS-CS. They also have so little tread on them that they'll hydroplane if an ant pees on the track. The new Yokohama A032Rs have those big fat v-grooves cut in them that should make them good in the rain (my favorite driving condition.) We'll see.

So for those of you thinking about an alternative to the BFG doom-groove tires, I think the new A032R is a viable alternative. Good wear, good grip, reasonable price. (That last item is important if you do a lot of schools.) They require a bit of a change in driving style (so what, that's why they call them driving schools, because we're there to learn) and don't forgive mistakes entering a corner. (Neither did the nuns teaching drivers ed.) But they're (somewhat) progressive in breaking away, and you can drive the sound. And there's no warning about not driving them on oval circuits like there is about BFGs (they have a habit of suddenly disassembling themselves on ovals!) and I like to drive several of the oval-based tracks. I should, however, note that I am biased toward Yokohama. I ran Yokes even when I believed they weren't the fastest tire out there because they were close, and not as fussy as the



The A032R is perhaps one of the weirdest looking tires in the pits.

BFGs as to tire pressures. (I also suffered through a period of egg-shaped Comp TA tires way back when, and never forgave them.) I found that by fussing over the Yokes with

Continued on next page

Continued from previous page

a pyrometer I could reduce the apparent BFG advantage (but not erase it). But so what? No trophies are given at driving schools, and besides, I'm leaving time here and there around the track to assure that I can drive the car home instead of following it on a flatbed. (Tried it, hated it.) And more importantly, the guy who supports our Chapter every year, takes good care of Club members needing tires, and who wangles serious money out of Yokohama (and other tire companies) every year to support our local chapter – see, he carried the Yokes and not the BFGs for a while. (Note: BFG saw the error of their ways and Radial carries them all now.)

You should know that Yokohama is rolling out this new tire line (ayuck, ayuck, pun-too!) one size at a time over the next several months. Call Radial Tire Company to check on the schedule. Don't call to beg, they can't change it, but do place your orders early. Once other Club members start using 'em...



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A Call for Help!

by Woody Hair

The *derBayerische* needs your help. This newsletter is supposed to be for and by this Chapter. You are this Chapter. But you are not contributing. We all have complained that the *derBayerische* does not contain enough of the articles, pictures and information that we desire. But only *WE* can do something about it.

Sure the *dB* has been late in the recent past. Much of that was due to production problems. Those problems have been solved by using the talents and technology of one of our longtime members – Raine Mantysalo. Now the problem is Raine has no material to fill in between the covers and advertisements.

Please! Whether it be photos or articles, make a contribution. Others would like to hear about your car, trips, tech tips, race reports, secret roads – anything. If it interests you as a BMW enthusiasts, it probably will interest others in our Club.

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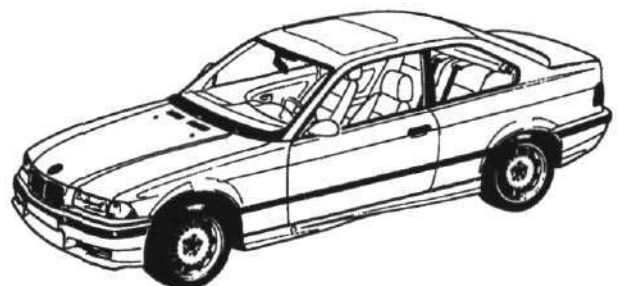
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- 1985 325e** VIN WBAAB5408P9514282. Cosmos blue/ blue cloth int. 2dr, 5-speed, PW, central locking, s/r, Blaupunkt, new exhaust, clutch, and brakes. One owner, dealer maintained, all records. 121K miles, very good condition. \$4,500.
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(301) 654-1271 eves (MD)
- 1985 M635CSi Euro** VIN WBAEE310401051063. White w/ black Recaros, 5pt harnesses, 425hp, 5-speed Close ratio, 75% differential, full rollcage. Dinan Stage III suspension, big brakes, many more upgrades. Faster than the TGV, amazing track car. Have all parts to return to street car if desired. \$31,000.
David (908) 479-1986 (NJ)
- 1987 M6** Cinnabar Red w/pearl leather interior, brand new TRX tires, front rotors, and pads. 53K miles, second owner, 100% stock, maintenance records, always garaged, superb condition, etc. Simply a great car. \$21,000.
Fred (410) 293-4547 evenings (Annapolis, MD).
- 1987 325** VIN WBAAB5401H9804253. Car has metallic blue exterior with blue interior, manual transmission, sunroof, power windows, and Blaupunkt Portland Stereo (removeable faceplate). Car has 96K miles on it, tires have 20,000 miles on them with a 50,000 mile warranty. Service records kept and are available. Good condition. \$6,000.
Frank Willard
(301) 816-2754 Work (MD)
(301) 869-9379 Home (MD) til 9PM
- 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 mits, 30,000 miles, excellent condition, \$29,000.
Robert (703) 729-5902

PARTS FOR SALE

Misc. Parts

3.5L Euro-spec big six motor, 218hp, 83K miles, very strong non-smoker, complete from oilpan to injection. E23 733/735 parts. Doors w/ glass, pearl beige interior w/ blue piping on seats, most dash parts, rear glass, Euro head-lights w/ grills, trunk lid, hood, BMP underhood insulation kit. Wheels. Three 1994 740i. 15" alloys, two 16" 850i forged spoke. Four 76-80 big-six turbine alloys, four 82-86 big six alloys. Fit all 3.0CS/Bavaria thru current 5ers and 7ers. Porsche 8"x15" forged alloys.

Paul (202) 726-7971 (DC)

Parting 1975 2002. Sahara beige/tan int, nice interior, dash, gauges, suspension, bumpers, nick-nacks. No engine or tranny.

Greg (804) 979-3556 (MD)

E-mail: gwh6n@virginia.edu

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Rob (410) 628-4975 eves (MD)

(410) 234-3440 days (MD)

E-mail: NVWV53A@prodigy.com

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Dave (703) 912-6777 (VA)

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Paul (202) 726-7971 (DC)

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325 Sachs Clutch Set. Includes disk, pressure plate, throw out bearing, and pilot bearing. New, in box. Fits 325e, es, i, & is. \$200.

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Paul (202) 726-7971 (DC)

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