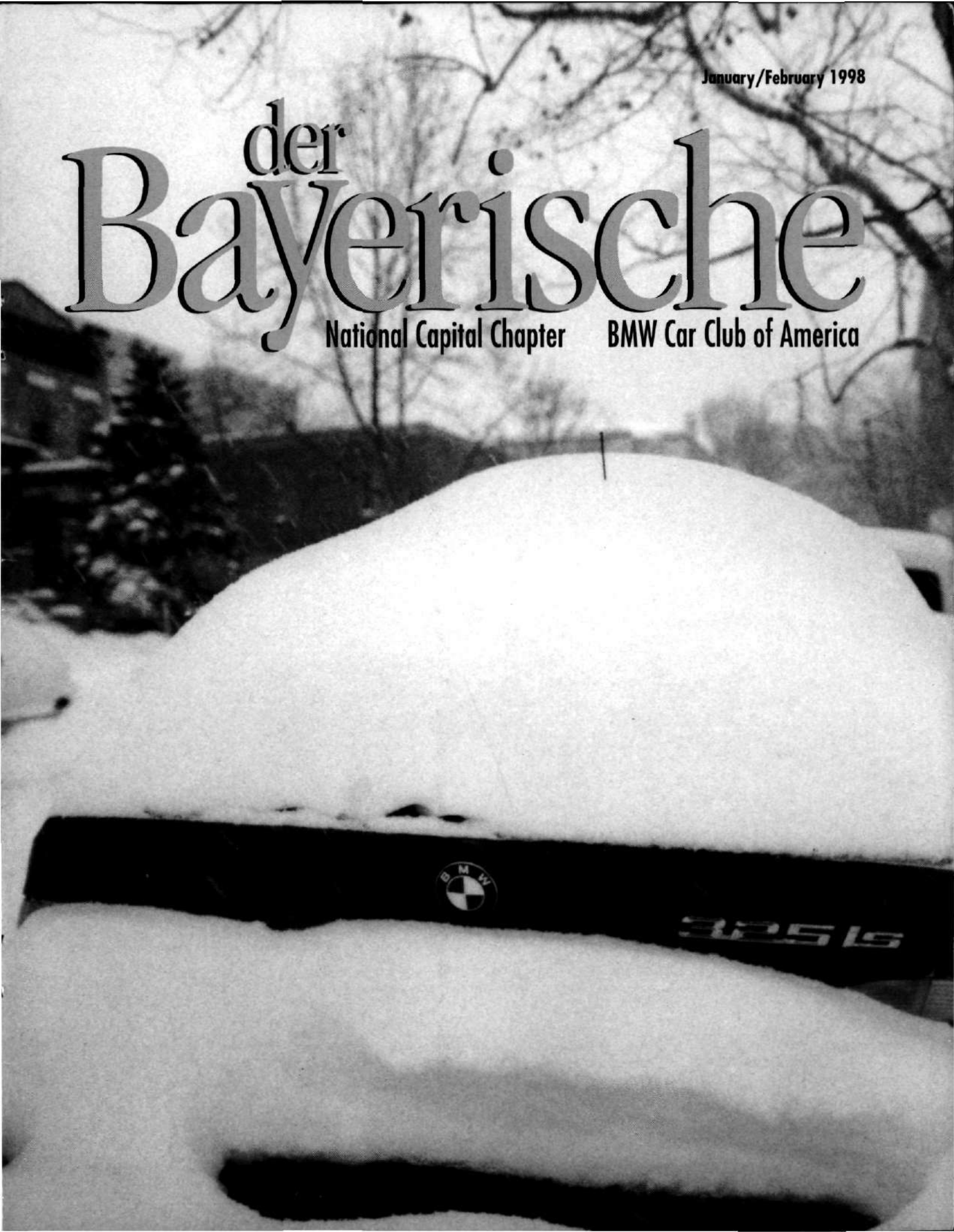


January/February 1998

# der Bayerische

National Capital Chapter

BMW Car Club of America





# Calendar of Events

# 1998

## **JANUARY**

17 Holiday Party & Elections  
Rockville Civic Center Mansion

## **MARCH**

21-22 Spring Drivers' School,  
Summit Point Raceway

## **APRIL**

25 Highway Safety School  
26 Drivers' School – Jefferson Circuit

## **JULY**

12-19 Pittsburg Vintage Grand Prix (featured marque – BMW)  
BMW CCA/BMW NA Sponsorship. Includes BMW CCA  
Club Race for vintage BMWs (2002 and older)

## **AUGUST**

1-2 Drivers' School – Jefferson Circuit  
16-22 Oktoberfest '98, Orlando, FL

## **OCTOBER**

17-18 Fall Drivers' School – Summit Point Raceway




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

# der Bayerische

National Capital Chapter BMW Car Club of America

January/February 1998



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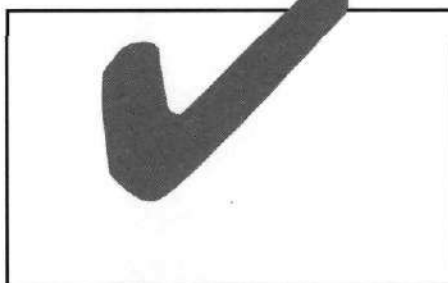
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BY RAINE MANTYHALO



*Spring is coming!!!*

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Cover photo: Dwight Derr

## BMW CCA National Capital Chapter Officers

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

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

Well folks, it has been a real experience being the Chapter President for the past year, but now is the time to step aside and let someone else take the reins and lead you ever closer to the 21st century. The year has had its ups and downs (thank goodness mostly ups on the track!), but on the whole a good time. I haven't done many things I wanted to do when I was elected, but I'll leave those to the next prez to figure out. In the meantime, there are a few Thank Yous to acknowledge.

First, Thank You to the other elected Board members, without whom this year would have been impossible. Sue, who did such a fine job on the horrible task of updating the Chapter By-Laws; David, who kept the books and increased the balance without any funny numbers (!); and Charlotte, without whose computer skills and leadership on the Drivers' School Committee would have left us in a sorry spot.

The other members of the Board, namely those who are responsible for the numerous activities we put on, also deserve a very grateful note of Thanks from me. The Drivers' Schools were all spectacular, if not a bit soggy at times (much to the chief instructor's delight); the tours and rallies were scenic and challenging; the autocrosses were a devilish delight; and the concours events continue to grow due to Paul's persistence. Jim Moran did another fine job of coordinating several tech sessions, as well as taking the initiative to put together our first Annual ChapterFest. And what WOULD we do without the four (count'em, 4!) Mikes: there's Gayle and Dulisse for membership, Early for all the social activities (my how that boy can EAT!), and Donahue for the ever expanding Website. Lastly, thanks to Dwight for doing the thankless job of editing the *der Bayerische*. Please, when you see these people next tell them Thank You.

There are others of you volunteers, too numerous to mention (what a nice problem to have!), who also have my gratitude. In particular I think of Duane Collie, who very graciously did all the calling and legwork, including getting sponsorship, to obtain two great collapsible canopies to enhance our outdoor activities. You did a great job, Duane!

I can only say I hope more of you support the Chapter as much next year. We'd like to see even more "silent" Chapter members out there taking full advantage of those annual dues sent into National. Remember, if you don't step forward to tell us what you'd like to have the Chapter do with them, the Board will be more than happy to spend them on wonderful activities attended by just a handful of loyal, event-attending members.

I hope to see all of you at the Holiday Party in January (Remember to RSVP). Until then, sometime take a drive on a clear night with the top open and the heater full on to enjoy the moon and the stars (and maybe Mir!?!).

Jenny





# Election '97 Candidate Statements and Ballot

## For President: *David Lassalle*

I have been active with the National Capital Chapter for eight years. I have been Autocross Chairman for last several years, Autocross Chairperson for Octoberfest and have been the Treasurer for the last two years. We have sponsored some great events in the last several years and I would like to make sure that we see this continue to grow. As President my main objective would be catering to the Club members making sure that we hold quality events that cater to a wide variety of interests. I would also like to get more members involved in events that they are interested in.

## For Vice President: *Susan Bryan*

I have enjoyed my first year as Vice President. While this was my first elective office in seventeen years of membership, I have remained active as a drivers' school instructor and owner of three BMWs (still including my first, a 1982 320i with 185,000 miles).

My primary goal has been to ensure that we, your Board of Directors, meet the needs of *all* members. Our bylaws ensure that the Chapter operates in the best interests of the membership, and I chaired the committee to revise them substantially for the first time in twenty years. With your help and your vote, I will continue to pursue your interests as Vice President of your Chapter.

## For Treasurer: *Al Zavala*

I have been an active BMWCCA NCC member for 12 years, serving most recently as Drivers' School Coordinator for several years. As Treasurer I will strive to maintain a solid financial position for our Chapter, while providing more worthwhile events, Club discounts and driving activities. A club's most valuable assets are its members. I would like to see more of the 2,600 people in our Chapter come out to events and be more active!

## For Secretary: *Charlotte LaQui*

The current secretary proposes to run again for the office of Secretary.

Bylaws: See Nov/Dec '97 *dB*.

## The Official Ballot

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

### For President

- ☐ David Lassalle  
☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

### For Vice-President

- ☐ Susan Bryan  
☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

### For Treasurer

- ☐ Al Zavala  
☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

### For Secretary

- ☐ Charlotte LaQui  
☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

### BYLAWS

To accept or reject the Bylaws revisions of October 1997

- ☐ Accept  
☐ Reject

Your Name \_\_\_\_\_ Membership# \_\_\_\_\_

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

**Elections**  
**BMW CCA NCC**  
**P.O. Box 685**  
**Arlington, VA 22216**



# National Election Candidate Statements



The BMW Car Club of America is currently holding its election to fill the positions on the National Board. The cover of the January, 1998 issue of the *Roundel* has a "return label" which authorizes your ballot (Note that this is used for the National Board elections and not for the Chapter's election.). Inside the January *Roundel* you'll find election

ballots as well as the 'candidacy statements'. Read the candidacy statements and PLEASE VOTE! It is important for you to exercise your right, and have a say in who governs your Club. The following are statements for candidates for the position of Executive Vice President:

## For Executive Vice President

### Leo Newland

I'm Leo Newland and I am seeking election as your Executive Vice President. This position requires experience. I have that experience, and I want to work the next two years continuing the growth and improvement of our extraordinary Club! Since 1990, I have been the South Central Regional Vice President and actively involved in BMW CCA operations and management through my service on the Budget Committee (five years), along with Tamara Hull, CCA Treasurer.

As Regional VP, I've written a summary of each National Board Meeting for the region's Chapter newsletters entitled News from National. To minimize the Chapter Newsletter Editor's job, I provided the article electronically, and published it on CCA's World Wide Web Page. As an active chapter member, I attend meetings and events, organize tours, and just have FUN... since that's what it's all about!

During my tenure, we've turned losses into profits that have been returned to the membership through a variety of chapter programs; purchased office facilities in Cambridge; increased membership rebates to chapters, begun driver school instructor training, and improved the quality and size of the *Roundel*. I organized the first Chapter Editors Newsletter Workshop and the Driver's School Conference in Dallas. I promoted getting CCA 'online' electronically and helped author CCA's Web Page on the Internet. You can visit my web page at: <http://geowww.geo.tcu.edu/faculty/newland.html>

Since 1977 I've attended, and from '90 to '97 organized, BMW's Nurburgring Driving School (Germany) for CCA members. I have seen CCA's participation in this wonderful, International event increase from about 20 students in 1990 to more than 70 this year.

My sincere thanks to Tammi Hull for nominating me for Executive Vice President and to you for your VOTE. Working together, we will maintain experienced leadership and have even more fun!

I look forward to working for you and your chapter during the next two years.

*Leo Newland*

### Leif Anderberg

Please permit me to introduce myself. My name is Leif Anderberg and I am running for the position of Executive Vice President. I have been active in the BMW Club community since September of 1969 — (my BMW CCA membership number is 154). I have been a die-hard BMW enthusiast all these years and as a matter of fact, my business card reads: "BMW Fanatic Extra Ordinaire". The International Council of BMW Clubs was kind enough to award the "Friends of the Marques Award" in 1996, one of 17 people so honored.

The position of Executive Vice President takes experience and I believe I am able to provide that. I have been the Chief Coordinator of the Los Angeles Chapter's twice-yearly driving school since 1976. In the early eighties I was the BMW CCA Pacific Region Vice President (then called the Pacific Zone Governor) for several years. I am also one of the founders of the Los Angeles Club, which started back in April of 1970. I have been on the LA Club's Board of Directors since its inception, serving in virtually every position, including several terms as President. I was also one of the driving forces behind the merger of the BMW CCA and the Los Angeles ACA.

My main reason for running for office is that re-cycling the same Board Members into different positions is not in the best interest of the Club. "New Blood" and new ideas are beneficial to the Club and to Club-life. At the same time, experience and understanding of the Club's history is a valuable asset. I can provide both a new perspective on the Board as well as knowledge of the past.

I am grateful to Michel Potheau, one of the original founders of the BMW CCA, for nominating me for the office of Executive Vice President. I am semi-retired and I have the time and energy to pursue all the duties of the Vice President position. I welcome your ideas, comments and suggestions, either by phone: 626-968-7755, by fax: 626-333-3130 or by e-mail: [H26C@aol.com](mailto:H26C@aol.com).

*I appreciate your support and your vote,*

*Leif Anderberg*

### John Sullivan

BMW CCA has been an integral part of my life since 1986. As a retired executive, I will dedicate a substantial amount of time to the Club. As past President of the Boston Chapter and as National Membership Coordinator, I have developed strong personal relationships with National and Regional Officers as well as with the National Office Staff. I am a motivated leader with a demonstrated ability to work well as a team player.

During my 8-year tenure as President, Vice President, and Director of the Boston Chapter, membership increased by over 15%. The Chapter returned to fiscal stability through increased activity sponsorship and newsletter advertising. We hosted a very successful Oktoberfest '94, at which the Chapter received a Pirelli Charitable Service Award.

In my current role as the National Membership Coordinator, membership has been driven to new heights, growing over 20% since I started in the position in January 1995.

I have taken the initiative in developing and implementing new programs. As your Executive Vice President I would work hard to enhance and revise many of the BMW CCA Programs for the benefit of the membership. Some of my ideas follow:

- Oktoberfest has grown into a massive undertaking, which typically overburdens local Chapters resulting in "burnout" of key Chapter members. It is time to consider hiring a Professional to oversee this important event.
- Expand our National Technical Service Advisor Program to include a greater number of vehicle-specific Technical Advisors.
- Develop and implement a standardized National Instructor Program for Driver and Safety School instructors benefiting both students and instructors with consistency between chapters.

It would be my pleasure to serve as your Executive Vice President of BMW CCA. I thank you in advance for your vote.

*John Sullivan*

• Maryland drivers, Take note: all of the information on your drivers' license, as well as information about your car and your driving record, can be viewed by anybody. It's for sale by the MVA. But you can seal it off to public access; at least for personal data. Some information will still be available: license status (valid, suspended, or revoked), as

well as data on traffic violations and accidents in the last three years. And lawyers, insurance companies, and prospective employers can still

## ShortStrokes

take a peek on a limited basis. Contact the Maryland MVA at 1-888-682-3772 or access their home page at [http://www.inform.umd.edu/UMS+State/MD\\_Resources/MDOT/mva/index.htm](http://www.inform.umd.edu/UMS+State/MD_Resources/MDOT/mva/index.htm).

• Here's a recap of the area's seat belt laws: In Virginia, a driver can only be ticketed for failure to use a seat belt if he's been stopped for another reason. The driver can also be ticketed if any front-seat passenger is not buckled up. The maximum fine is \$25 per violation with no points; In Maryland, a driver may be ticketed and fined up to \$25 per person (with no points) if he or any front-seat passenger is not buckled up. It is now a "primary enforcement" violation; in DC, a driver can be stopped and ticketed if he or any front or rear seat passenger isn't buckled up. The maximum fine is \$50 and two points. It's the toughest law in the country.

• When you cruise through that red light in Alexandria, VA, specifically, the one at Duke and South Walker Sts., smile! After the first five days of operation, the camera posted to catch red light runners on film had recorded almost 400 violations, roughly one every 18 minutes. The registered owners of those vehicles can expect a violation notice and a \$50 fine, or they can sign an affidavit swearing they were not driving at the time. Meanwhile, surveillance cameras set up in Fairfax City have recorded 4,589 violations since beginning operations in July. 1,873 citations were issued, 1,567 recorded violations were rejected, and another 1,149 were rejected due to problems with the camera or film. Only 683 people have paid the \$50 fine.

• The Maryland State Police are getting into the video business, too. In an effort to clamp down on aggressive drivers on the Capitol Beltway, they're employing a \$400,000 experimental LIDAR- and camera-equipped Bronco to record all of you speeders and weavers. Here's how the system works: a video camera and LIDAR are aimed at oncoming traffic. Any car above a threshold speed triggers the on-board video equipment to record either the DOT number on the sides of trucks or records the rear license plates of cars. Notices will then be issued to the registered owners of vehicles. Recorded evidence can be used as court evidence, too. This will not be a stealth program — Beltway signs will alert motorists that Aggressive Driver Imaging is being conducted in the area. Although currently just an experimental program, Maryland State Police are considering asking the General Assembly for authority to issue citations. Smile!

• If you're a Maryland motorist and your insurance has lapsed and you're driving around, beware! Hoping to reduce the number of motorists who drive uninsured, the state Motor Vehicle Administration

has contracted with private security firms to "recover" the license plates of people who do not have car insurance. These "bounty hunters", who must meet the state's criteria for private detectives, are paid \$50 for each set of plates they return. A similar program in Florida resulted in a 2% increase in insured vehicles, prompting a reduction in insurance rates by State Farm, the state's largest auto insurer. Maryland is hoping to duplicate those results.

• The widespread destruction predicted as a result of implementation of Maryland's emissions treadmill test have yet to materialize. As of this writing (the end of November), of the more than 29,000 vehicles undergoing the test, only five vehicles reported damage. Damage included a scraped mirror, a damaged wheel, two damaged tires, and a damaged set of engine seals(!). If you recall, the test was delayed for two years after legislators were deluged with complaints from vehicle owners who feared their vehicles would be seriously damaged on the treadmill.

• And you North Virginians, don't despair — treadmill testing is finally coming to you! The software shortages and problems which have delayed implementation since October are just about resolved, allowing the test to begin. Start lining up on 14 January.

derr



## FREE DRIVERS' SCHOOL!!!

We need workers at our Drivers' Schools. As an incentive, here's our **Free for Three** deal: Work three drivers' school days and receive a day's free enrollment in a future school!!! But there's a catch: you must pre-register to work with Registrar Gary Ketner (410) 715. 9317. Act soon... only a handful of workers are needed for each school.



**ANNUAL HOLIDAY PARTY AND 1998 BOARD MEMBER ELECTION**

**Saturday, 17 January 1998**  
**Rockville Civic Center Mansion**  
**Time: 7:00 pm – Midnight**

Like myself, I am sure you can not believe that 1997 has passed and 1998 is just around the corner. But it is and that means we have a whole year of events to talk about, board members and volunteers to thank, and of course a little car talk.

We have secured a beautiful mansion located in Rockville. The food will be provided by one of the

area's finest caterers and promises to be quite delicious. If you made it to last year's event you will recall the turnout was overwhelming and for this reason we will have a **Mandatory R.S.V.P.** (The mansion has a capacity of 225 so we will take reservations on a first come first serve basis.) We will be charging \$10 per person (children under 10 are free) to help defray our many expenses. The party will be B.Y.O.B. but there is no red wine or any other red beverages allowed. This is a house rule to protect the many valuable antiques and carpets.

**Mandatory R.S.V.P. with name, membership number, and number of people coming, via E-mail to m3early@aol.com or leave a message on the answering machine 410-715-9317.**

*Directions are available by calling the Mansion directly at 301-309-3007.*

**SPRING DRIVERS' SCHOOL**  
**Saturday-Sunday, 21-22 March 1998**  
**Summit Point Raceway, WV**  
**Time: 7:00am**

Well, it's only January and already we're thinking: Drivers' School! (or maybe, it's only January, when's that first drivers' school ever gonna get here?!?!). Well, Spring is on the way and that means driving! Come out and join your fellow Chapter members as we kick off the 1998 Driving Season at our Spring Drivers' School. The venue is the big track at Summit Point Raceway and the goal is for you to learn more about your BMW (and have some fun, too). This is a two-day event and we won't be on the big track again til October, so this one will fill up fast. Find the application, fill it out, and mail it in Pronto!. Questions? Contact the Drivers' School Registrar, Gary Ketner, at (410) 715-9317, evenings til 9:59, please.

**HIGHWAY SAFETY SCHOOL**  
**Saturday, 25 April 1998**  
**Jefferson Circuit**  
**Summit Point Raceway, WV**  
**Time 7:30 am**

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car-control clinic is only offered once a year and is an excellent way to learn why BMWs are such great-handling cars. If you're planning to attend a drivers' school or autocross for the first time this is an ideal way to start off – it's low speed and you'll receive top-notch individual instruction covering all aspects of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And it's loads of fun, too! And why not make it an exciting weekend by signing up for the drivers' school the next day? You'll get to immediately put to practice all your newly-acquired skills. And why not sign up your loved one or the new driver in the house while you're at it? See the application in this issue, fill it out and send it in! Questions? Contact the Drivers' School Registrar, Gary Ketner, at (410) 715-9317 evenings til 9:59 please.

**NATIONAL CAPITAL CHAPTER DRIVERS' SCHOOL**  
**Sunday, 26 April 1998**  
**Jefferson Circuit**  
**Summit Point Raceway, WV**  
**Time: 7:00am**

Well, it's spring, and what you want to be doing is tromping around in the back yard, right? Heck no! You'd rather be at a Drivers' School! Come join your fellow Chapter members at our Jefferson Circuit Drivers' School at Summit Point Raceway and have some fun – the spring planting can wait. And, if you've attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly-acquired driving skills. See the application form in this issue. Questions? Contact Gary Ketner, Drivers' School Registrar, at (410) 715-9317 evenings til 9:59.

*Directions to Summit Point Raceway. From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charles Town. At about 1/2 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock. From Baltimore, take I70 West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.*





# BMW CCA NATIONAL CAPITAL CHAPTER DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form and must be postmarked at least 7 days prior to the event. Include copies of the applicant's driver's license and proof of insurance (such as state insurance card) with the application. Priority will be given to BMW CCA members based on date of postmark. Non-members will be admitted to space available three weeks before the event. One applicant per form; photocopy as needed.
- **Drivers** must have a full, valid driver's license. If under 18, a *notarized* parental permission form (supplied) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For the March, August, and October events, **first-time students** may register for Saturday or for both days, but may not register for Sunday only.
- **Cars** must be insured, street-legal, and quiet and must have a passenger seat. Functional, securely-attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems (for example, if the driver has a five-point harness available, so must the passenger).
- **Convertibles**, motorcycles and rental cars are not allowed; trucks, SUVs and vans are allowed in Highway Safety School only.
- **Inspection**. All cars must be inspected by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to insure that your car is safe and roadworthy.
- **Helmets**. Full face helmets with a Snell SA90 or SA95 rating are strongly recommended. The minimum acceptable ratings are Snell M90 or M95. The Snell rating will be found inside the helmet. The Chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

Indicate school(s) below:

21-22 March \$250 ☐ both days / \$175 ☐ first or ☐ second day

25-26 April (Jefferson Circuit)

\$95 ☐ Saturday Highway Safety School

\$125 ☐ Sunday Drivers' School

1-2 August (Jefferson Circuit)

\$195 ☐ both days / \$125 ☐ first or ☐ second day

17-18 October \$250 ☐ both days / \$175 ☐ first or ☐ second day

Non-members add \$35 per day. Add \$25 if application is mailed within 3 weeks of the event. Refunds (less a \$25 cancellation fee) will be given for cancellations made three weeks or more before the event. Credit for a later school can be taken in lieu of a refund. For cancellations made within

three weeks, refunds or credit will be given only if your place is filled from the waiting list. No refunds or credit will be given for cancellations within three days of an event.

Include a self-addressed business envelope with \$1.24 postage. Questions? Contact Gary Ketner at (410) 715-9317 evenings before 9:59 pm.

Make check payable to: **National Capital Chapter, BMW CCA**

Mail to: **Drivers' School  
BMW CCA NCC  
c/o Gary Ketner  
10965 Shadow Lane  
Columbia, MD 21044**

Name \_\_\_\_\_ Membership # \_\_\_\_\_  
Address \_\_\_\_\_ ☐ Check here if new address  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_  
Phone (Work) \_\_\_\_\_ (Home) \_\_\_\_\_ E-mail \_\_\_\_\_  
Car Make \_\_\_\_\_ Year \_\_\_\_\_ 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!**

**And don't forget our three for one deal. Cornerwork any three track days and get a day at the track as a student FREE!!!\***

\* You must preregister to cornerwork with Gary Ketner.

Experience - List number and location of all previous Drivers' Schools you have attended as a student. Indicate previous Summit Point experience. If no experience, state "None".

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please photocopy from magazine.

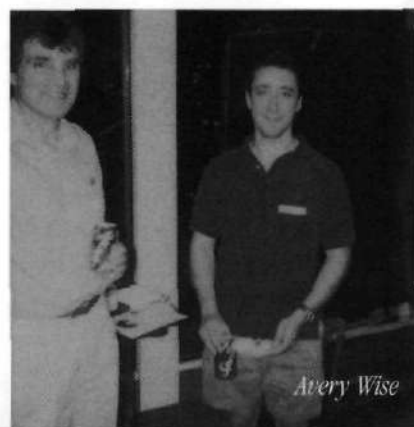
Revised 12/97



# New Member Party

by Mike Gayle

All the new and prospective members of the National Capital Chapter gathered for an evening of fun, food, car talk and an opportunity to meet some "old hands" that have been in the Club for awhile. The efforts and extreme patience of the Passport staff, spearheaded by Ron Marchman, that volunteered their time on that Saturday, August 9th, did not go unnoticed. The fantastic facilities and friendly passport staff consisting of Ron and the Parts Department gang were great! Mr. Everett Hellmuth, owner of Passport BMW, is truly an enthusiast himself to allow 30-40 BMW "fanatics" onto the hallowed grounds of the "store" after hours, too bad the Dakar Yellow II Z3 had not arrived yet for us to drool over. But, the M3, 528i, and Z3 2,8 on the showroom floor were enough. The evening started with a fantastic buffet... shrimp, chicken wings, sandwiches, veggies, dip and desserts to die for. People are still trying to figure out how I got all that food in my coupe. All the newbies began to arrive about 7:00 pm and we "closed" the place down at 10:30 pm. A few board members were there, Dave Lassalle, our Treasurer and Autocross guru; Dwight Derr, *dB* Editor and driving instructor extraordinaire; Dave Apker, outgoing Driving School Coordinator, Mike Dulisse, Membership co-chair; and yours truly. Everyone pitched in to make this a great "Welcome to the Fold" event. Each of the board members spoke about their duties as volunteers in the nation's second largest Chapter of the BMW CCA, whose numbers are exploding. With the number of sales just this year,



Avery Wise



Sherri Vervack

Ronnie Lewis



Ana & Jess Soto

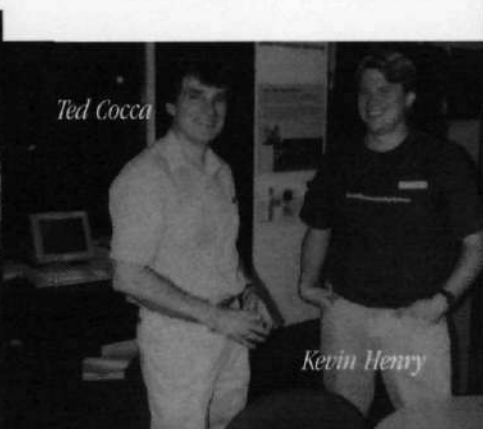
Donovan Marks

Barbara & Gary Nooger

# at Passport BMW

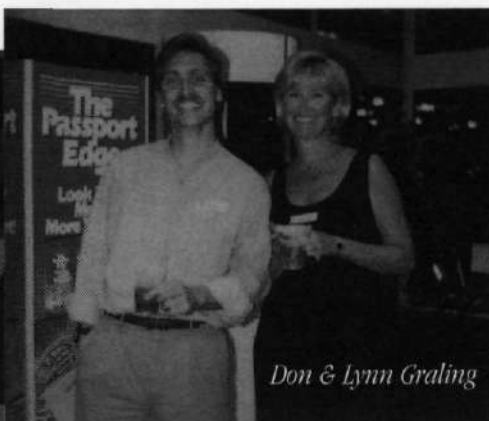


*Juan & Angela Cordona*



*Ted Cocca*

*Kevin Henry*



*Don & Lynn Graling*

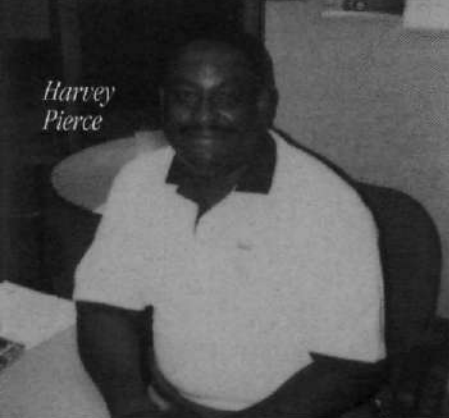


*Johnny & Debbie Hodge*

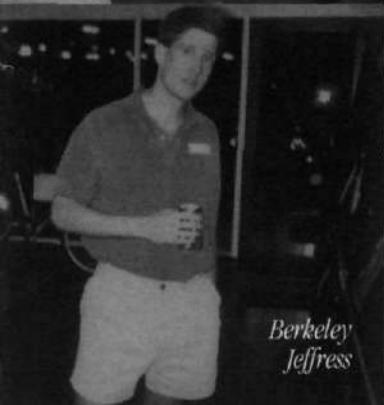


*Ron & Lita Kirstatter*

*Mark Volk*



*Harvey  
Pierce*



*Berkeley  
Jeffress*

we believe our goal of 3,000 members in the Chapter will be realized by the end of 1999. At the National level, the 50,000 mark may be surpassed by the end of 2000, our current membership is just over 48,000. But enough about membership, what about the party? After all

the talking, and crawling in and out of the cars on the showroom floor, the Parts Department opened for the exclusive sale of coveted BMW paraphernalia at 20% off. The line ended up on the showroom floor. The Under Ground Upgraders had a field day, but how did they sneak all those parts into the house? Finally, it was time for the door prizes. The folks at Passport donated tire certificates for the lucky winners and we got to give away a BMW watch. The time seemed to fly by and the evening was over. Plans are already underway for an even bigger event next year. This event will be open to those members that joined the Club since August of 1997. Will you be there? I hope so. See you next year. A special thanks to Dave Lassalle, Dave Apker, Dwight Derr and Mike Dulisse without them we would not have been able to make this event a success for the "Newbies" and Passport BMW.



# Bavarian *Cream(ed)*

by Gary W. Allen



## Folks who know me well know that my pride and joy, mechanically speaking at least, is my 1972 Bavaria.

For those of you who don't (or can't, or would rather not) remember the 1970's, the Bavaria sprang from the fertile imagination of then-importer/impresario Max Hoffman, not long after he suggested the larger 2000-series engine be put into the 1600-series body and the results shipped to America as the 2002. His next Better Idea was to take the slow-selling four-door, six-cylinder 2500, put the larger 2.8/3.0 liter engine from the equally-slow-selling 2800 in it, drop the price below either of its parents, and call the resulting US-only hybrid the Bavaria. Introductory ads in 1971 car magazines trumpeted, "Six cylinders! 130mph! \$4,995! *Wundercar!!*" And so it was, to my eyes. As a struggling law student driving a '67 Saab Monte Carlo V4 back then, I could tell the Bavaria was from another dimension of automobile reality.

A year or so later with law school behind and a reliable Government paycheck for support, I bought one brand-spanking new on October 6, 1972 from VOB in Bethesda for the then-precious sum of \$6,650. I was young and life was simple, four months out of law school and six months married to my wonderful wife Marie, who had

not yet learned to say no to my cow-eyed declaration of vehicular longing — and twenty-five years later still hasn't, really. And so what

*...the snout  
of a Camaro  
suddenly appeared  
dead ahead as its  
driver tried to ford  
left to right across  
all six lanes  
of traffic...*

might have been the beginnings of a downpayment on her dream house went into our Autobahn bomber instead. I was so intoxicated with it that I didn't even put a radio in the car for three years, happily listening to the sonorous

sounds of that incomparable Bavarian six.

It served us faithfully over the years, bringing all three of our babies home from the hospital and never leaving me by the side of the road. Its stellar handling enabled me to turn a potential disaster of my own making into just another good story, when I dodged a Toyota that had stopped in front of me while I fiddled with the tape deck by sliding sideways off a South Carolina highway at about 60 mph, taking out a mailbox with the right rear door, and then regaining the highway and coming to a safe stop. Brady, who's now in college, slept peacefully through his father's folly in his bassinet in the back seat. You gotta love a car that saves your bacon — and your family.

There were, of course some years of benign neglect occasionally by other priorities along the way. The beautiful fjord clearcoat paint, which sat exposed to the elements for the five years, crazed badly and was repainted twice under warranty; the second time, I gave up on the factory finish and had it done with regular old DuPont ice-blue paint. *AAAAA/Nd* that chalked.

The third effort, on my nickel and protected by a garage at last, has done fine except for the indignations visited upon it by various kid-bike tipovers and even a falling bedframe. Mechanically, there were never any major problems except for the Waterpump-of-the-month Club, and I got pretty good at changing those. I did tire of changing cooling-fan clutches — only the Germans could think up such a wonderfully complex device for so simple a task — and so put on an electric “helper” fan which brought me about ten minutes in serious traffic before the temperature gauge moved into the Warped-Head Zone. Otherwise, the car stayed on light duty and gradually rolled up a modest 120,000 miles as minivans and Japanese did the yeoman hauling for our family.

Having a Bavarian garage ornament as our family driver pool expanded to four seemed illogical, so over the last five years a series of major financial infusions, totaling well more than original purchase price, gradually brought the Blue Max back to daily-driver status. First, new pads, rotors and calipers all around, following an episode in which I drove it back from my 25th high school reunion in Columbus with brakes so bad that I vowed to touch the brake pedal only in an emergency and, in 538 miles, never had to. Then, upon rejoining BMW CCA after a ten-year hiatus, I was perusing my first *Roundel* for Weber carburetors and found some that happened to have this great rebuilt motor attached. In a touching demonstration of either Profound Club-Member Trust (according to me) or early dementia (according to Marie), I bought it sight-unseen FOB Minneapolis. And finally, last fall, a new heater core, so the windows would not fog to Instrument Flight Rules from the inside out, and permanent fix to its perennial overheating in traffic by a 535 cooling system upgrade. Thus in November the BMW with the vanity plate “10WNR 72” rejoined the cut and thrust of occasional commuting into D.C., bearing its years and mileage considerably better than its balding (but smiling) driver.

One evening in early December I was heading home a bit late, driving south through Old Town Alexandria in the curb/HOV lane as the rest of the homeward traffic clotted in the left

two lanes. As I clipped along my empty lane, marvelling at those lined up sheep-like to my immediate left, the snout of a Camaro suddenly appeared dead ahead as its driver tried to ford left to right across all six lanes of traffic. There was barely time to slam on the brakes and throw the wheel to the right; then the left half of the Bavaria's front grille and left fender slammed into the right front end of the Chevy. The angled impact threw me and my carpool-

.....



*...the left half  
of the Bavaria's  
front grille  
and left fender  
slammed into  
the right  
front end of  
the Chevy...*



.....  
mate hard against our seatbelts, and the view through the windshield as glittering glass, strips of '70s chrome and chunks of pride went flying every whichway reminded me of a NASCAR race-cam shot. It all, as they say, happened so fast.

Thankfully, we were all unscathed and climbed out to begin the After-Accident Ritual. The other driver, a county schools custodian, immediately admitted fault and started asking me questions about the Bimmer. Turned out he details cars in his spare time, and his '87 Camaro was — or had been — in pristine shape too. When he realized that he'd hit someone's “pet” car, I thought I was going to have to console him. “Boy,” he said sadly, “it really got creamed.” Indeed it did. The hood was buckled, the fender was smashed back into the tire; and the left half of the grille and bumper were thoroughly trashed.

The next morning I retrieved a few overlooked belongings from the car as it sat forlornly in a muddy storage lot, far from its accustomed heated garage. How much sense, I wondered, had it really made to put this car back in harm's way as daily driver? While it's precious to me, I had no illusions about the modest market value of this (or any) Bavaria, and wondered whether I could convince the other guy's insurer to spend something probably well in excess of that. For that matter, was I sure that I wanted it fixed? Maybe this was the time to grab the cash, strap on a 'chute, and do a D.B. Cooper out of the back of the plane. I could always troll for something like that lovely 535 I'd driven south for my brother-in-law a couple of months before and have the downpayment already covered.

Such dolorous thoughts soon passed. I exorcised them by writing a condensed version of this missive to my e-mail friends at the office, and then sent it — along with copies of all my gilt-edged J&F Motors work orders — to the insurance company. To their credit, their response was, “Help us find the parts, and we'll fix your car.” And so a new saga began.

Most people wouldn't understand fixing up a 25-year-old non-classic, non-concours car. But I'll bet that you do. Oh, I know it's just a Bavaria, but that Bimmer and I have a lotta miles and maybe a few more left in us. I'd like to do them together.



## E-36 Balljoint False Alarm

by Frank Shultz,  
Reprinted from the "Gemutlichkeit"

A week ago the independent BMW garage (where I bought new tires) looked at the balljoints, saw 1/8" vertical play and said, "get them replaced under warranty." Later...the authorized BMW dealer said "the joint is OK, because no side play" and showed me another '92 model which had similar vertical play. I wasn't convinced until we looked at a brand new balljoint.

The E36 (current 3-series) balljoints are unusual in that the lower part (socket part) is not connected directly to the lower control arm. Rather it is suspended in rubber surrounded by a metal cup. The metal cup is the part which connects to the lower control arm (I think it's pressed in to the arm.) Only after examining a brand new balljoint (by using large Channel-lock® pliers to squeeze the ball part into the socket) we discovered that it doesn't take much force to compress the rubber, and what looks like "balljoint looseness" on the car is really due to the rubber being compressed.

Remember that these rubber mounts support the full front weight of the car, so keep an eye out for cracks in the rubber! All this relates to an earlier problem of the car tramlining, which appear to have been cured by new tires (Yokohama A509s). I was told by an autocrosser that the original Goodyears wear down and expose a harder rubber which no longer 'conforms' to irregularities in the road, thus the tramlining.

## Oxygen Sensors

by Tom Curella, Boston Chapter  
Reprinted from Die Zeitung

I am going to explain what an oxygen sensor is, how it works, for how long and why you want it in your car. The O2 sensor's function is to keep the engine control computer in tune, so it can make the necessary fuel mixture adjustments to maintain the ideal/fuel mixture. This mixture reduces fuel consumption and allows the catalytic converter to work more efficiently to reduce pollution.

How does it work? It is mounted in the exhaust system, usually just ahead of the catalytic converter and muffler. There is a hollow internal element made of zirconium dioxide (ZrO<sub>2</sub>) which is coated inside and out with a thin layer of micro-porous platinum. The wire from the sensor connects the element's inside layer of platinum to the computer. The action involved is similar to that of a battery.

Once the ZrO<sub>2</sub> reaches about 600°F, it becomes electrically conductive and attracts negatively charged ions of oxygen; this causes a voltage to be produced. The voltage is always small, never exceeding about 1,300 millivolts (mV). When the computer receives a signal of less than 450mV, it recognizes a lean (not enough fuel) condition. If it receives more than 450mV, it registers a rich (too much fuel) condition. Either way it corrects for the ideal mixture about 60 times per second.

It is important to remember that the sensor will not work until it reaches 600°F. If the car runs poorly when first started, it is not the fault of the O2 sensor. Something else is the cause.

Early on, car makers recommended replacement every 30,000 miles. Experience has shown that many lasted much longer — two to three times that. Replacement intervals were lengthened or eliminated altogether. Many, however, do fail sooner or later from contamination or damage.

The biggest enemy of the sensor is contamination. Lead, silicone, oil ash, carbon or anything that coats the platinum will affect its operation causing its response to be sluggish or to stop working altogether. Silicone comes from silicone seal (used to help gaskets seal), or from antifreeze getting into the combustion chamber.

Expect sensor failure after a head gasket problem. Deposits often can be burned off; however, sometimes there can be a melting effect where the deposits become a shiny coating that can never burn off. It is not always so easy to tell for certain whether or not it is still doing its important job. The oxygen sensor is a great little device. Your car will not run better or faster by disconnecting a good one. It works to keep the catalytic converter performing. Together these help to keep the air we breathe a little cleaner. If your car is not running well, take it to one of the many Motorsport advertisers who know how to test your fuel system and fix it "right."

## E-30 Intermittent Speedometer

by Fred Dudek, CT Valley Chapter  
Reprinted from Die Zeitung

On a recent trip taken a few months ago, my speedometer suddenly became intermittent, fluctuating wildly, and finally becoming non working. The MPG display also ceased functioning. This was after approximately 300 miles of a 400 mile trip. A lunch stop was taken, and after hitting the road again, the speedometer was working fine. The return trip several days later was without incident. Several weeks later the speedometer would act the same way, and eventually quit. Again, after short stops, the speedometer would again function properly, but only for short spurts of time. Finally, the unit failed to function at all.

Everything I read indicated a bad electronics board (instrument cluster). Correction of the problem involved removing the instrument cluster from the dash, and re-flowing the solder connections on the board. Since I did not look forward to tearing into my dash, I wanted to pursue all other options available to me. My research found that there is a speed sensor on the differential with a plug in connector, and sealed with a rubber boot. Access was very easy from the rear of the car. Upon removal of the weather-proof rubber boot, water flowed out like a faucet. The water caused the electrical connection to short out and the intermittent operation. Once dried, cleaned and reassembled, the speedometer functions just fine, as well as the MPG indicator.

The lesson learned is to check all the easy items first. For the speedometer problems, I recommend checking the fuse first, the differential connection second (including the sensor itself), the wiring to the sensor, and finally, the instrument cluster speedometer board. All speedometer problems may not be cured by this procedure, but I believe this is the best step-by-step troubleshooting procedure.



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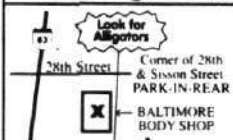
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**Lapland** (lap'land') region of N Europe, including the N parts of Norway, Sweden, Finland and the NW extremity of Russia, inhabited by the Lapps.

# One Lap of Lapland

Text and photos by Raine Mantysalo

*Snow could still be seen in June along this lonely stretch somewhere above the Arctic Circle.*

Ever wonder what driving in other parts of the world would be like? Are drivers in other countries becoming as aggressive as they are here? If you haven't had an opportunity to drive overseas you may find my experience hard to believe.

I spent part of my vacation in Lapland, a place almost isolated from the rest of the world, except for TV and cellular phones. (The Finns take them every-

where.) Driving there took longer than I had expected, thanks to mostly two-lane roads that go through some of the most scenic views you can find in northern Europe. There are over 60,000 lakes scattered around the countryside and many of them along the roads offer a nice view and also a place to eat. Driving in Finland is a little different from

*Don't fool with the well-prepared local police on their BMWs.*

driving in the U.S. The Finns are very proud of their cars and they should be since the government has managed to put enough tax on cars so most people can't afford them. (The M3 is over \$100,000 and the 528i is about \$70,000!) Very strict annual inspections make sure that rust buckets and oil burners are not being driven. And gasoline is among the highest in Europe, over \$4/gallon and rising.

The appreciation towards their cars starts when they pay for their privilege to drive. Here's what they are expected to pay: Driver's license fee to police \$60, first stage basic instruction and 30 times of driving and driving at night \$960, doctor's exam \$28, written exam and driving test \$84, first stage practice on slippery roads (1hr) \$28, photos \$10, second stage instruction \$150, second stage practice on slippery roads (3hrs) \$74. It all comes to a total of \$1,394!!! The fee is even higher in Helsinki. Notice that you do get more training than just instructions on double parking at your local K Mart.

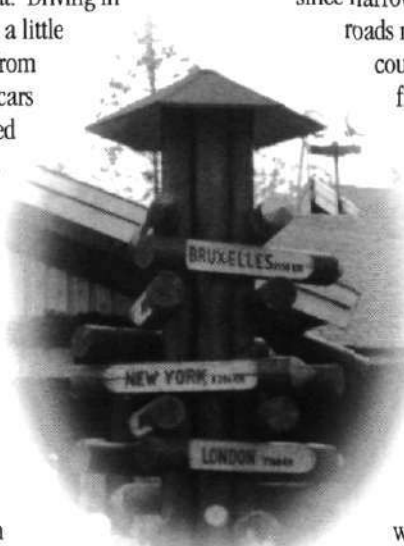
On the "highways" you are amazed to find that most of the drivers are very polite. The roads are narrow and there aren't many long stretches making passing seem an almost impossible job to do. But the Finns have found a cure to that, it's called "let's use the whole road" concept. When a slower car in front of you sees (and they do pay attention) that you are anxious to get by, he politely moves half of his car on the right shoulder. If the vehicle you're passing happens to be a truck or a bus, the driver will signal you with a brief flash of the right turn signal (or a special green passing light) to let you know that it is safe to pass (being higher they do have better visibility). And what seems even more amazing, is that the oncoming traffic is doing the same thing, they are moving to their right to let you have as much of the road as possible to make that pass. It looks like a well-practiced event.

But, there's one part of driving in Finland I don't like. It's their right of way law. If there are no stop or yield signs posted at intersections, the driver on the right always has the right of way. This is especially scary since narrow service roads and what seem like parking lot access roads may have the right of way. It caught me by surprise a couple of times. The buses also have a right to pull in front of you from their stops (which are on the shoulder of the road) if the speed limit is 60kph or less. On four-lane highways, the left lane is religiously left for passing only, no matter what size your engine is or how fast a driver you are.

Speeding tickets are another story, you just don't want to get caught. The size of your ticket is based on how much money you make. You may get three "one-day fines", which means that you have to pay as much as you would make in three days. (It may be best to quit your job before you travel.) In general, you really need to watch more what you're doing, don't speed and be part of the whole driving event.

*Only 6204 kilometers to New York.*

After I got back to the city, I thought it would be nice to spend my last week in a Z3 roadster touring the southern part of the country. The weather was perfect for open-top driving, mid-seventies, no humidity and of course





*It's  
a what?*

*This un-restored EMW, not BMW, found in a small auto museum outside Helsinki. One of two EMWs, but the other's red and white roundels had been replaced with blue and white ones (!?!).*



the sun was out. I had just read that the roadsters were available for rent. So I walked to the local Budget agent, (they are all over now) to get an idea on the rental fees. To be honest, the company should change their name in Finland. I didn't expect renting to be quite this expensive. The BMW Z3 rental fees by Budget (?): 24hrs/120miles=\$200, 24hrs unlimited=\$300, Weekend/300 miles=\$500, Weekend/unlimited=\$700.

No thanks! I was shocked to say the least. On top of the fee they recommend that you should get a hefty insurance so you don't have to pay more than the minimum if somebody would run into you. Don't forget to park the car in a garage after 8 pm (really), bring two credit cards (with lots of credit available) and be age 25 or over. I ended up renting a VW Polo Classic, it was more within my budget. It was a small four-door sedan with a 1.4 liter engine. Not exactly a Z3, but I got around during my last week of seeing the sights.

*Model numbers are not much in use. Most owners prefer to make you guess (above) or make you look twice as in the E30 Turbo Diesel.*



It was great to get away and by the way, the timing of my vacation moved the *dB* deadline up and with the help of all involved we got it out on time, better yet, early.



*Rest areas like this one have freshly baked goodies, drinks and ice cream and best of all a great view.*



*The average taxi is a late model Mercedes-Benz with alloy wheels and sometimes even a spoiler.*

by Paul Vessels

This is a continuing series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn our membership will see the variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your photos returned. Send your submission to me at the address listed here.

But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

Car of The Month  
c/o Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

## Car of The Month January



We bring in the New Year with Mike Tolson's 1995 525i. Mike says that his car was ordered through the BMW Individual Program and is actually a 525i Sport edition that has all the same M options as its big brother the 540i Sport. Some of the Euro options on this car include Electronic Suspension Dampening (EDC), center console VDO gauges, leather rear headrests and 18" M Parallel Sport wheels with 502 rubber. Mike has added a few other items himself to enhance the performance of this unique 5 series, those items include Racing Dynamics headers coupled to a B&B Triflow exhaust, a Schnitzer big bore throttle body teamed with AutoThORITY chip and Flow-Tech® for better breathing. Body mods include custom rear decklid with integrated spoiler, Zeemax rear window spoiler and Racing Dynamics front air dam. Brakes have been upgraded as well to include 355mm rotors with Brembo calipers....Mike we hope to see you and your M525i at many of the upcoming events for '98...bring a towel to wipe up, as I'm sure some of the members can't wait to drool over your sled!

## Car of The Month February



February's Car of The Month belongs to longtime Club member and former Social Chair Dave Born. Dave's car was purchased new in 1988 and serves as a daily driver/business vehicle, which explains the 313,000 miles on the odometer...yes 313,000. The car is original except for the 16" BBS Moda 1 wheels and a fresh paint job in 1996. The engine and driveline have had no major or internal overhauls. This car has been serviced using a good predictable maintenance program that includes proper oil and fluid changes as well as timing belt changes at or before the prescribed intervals. Dave is also a member of the local Ferrari Club, but says he loves his BMW and the BMW CCA NCC!! Thanks Dave and we hope to see you soon.







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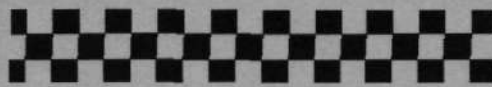


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# Woody's Competition



C O R N E R

BY WOODY HAIR

The 1997 motorsports season is over, and congratulations are in order for a number Club members. It isn't often that we get to talk about Rallies, but this past October saw the SCCA's United States Road Rally Challenge come to the Roanoke, Virginia area. Three distinct rallies were held on three consecutive days. Competitors came from all over the country including California.

The second event, known as the Trail of the Lonesome Pine, had a 259 mile route through the mountains of Southwest Virginia. The rally featured brisk speeds, twisty roads, and 24 scored controls, most of which suddenly appeared around curves. Each control was scored to the nearest 1/100th of a minute (0.6 seconds).

Longtime Chapter members Mike Leeper (driving) and David Roach (navigating) finishing first overall with a total error of 16 points (that's less than 10 seconds folks!). Their car of choice for this rally was David's 325ix, known affectionately as *Elmo*. Congratulations guys.

We had six class champions in the Metropolitan Council of Sports Car Clubs' '97 season. They are David Lassalle ('95 M3 in A Stock), myself ('88 M3 in C Street Prepared), Gary Lin (Accord in H Stock), Vince Bly (Miata in B Stock), Barry Miles (Shelby GLHS in C Prepared), and Lee Hassig (Red Devil F440 in F Modified). Also, Klaus Hirtes (535is) was second in G Stock.

More significantly, your National Capital Chapter finished first in the Council's autocross team standings. This was the first time a marque club had won the team championship since the Lotus Club in 1983.

I guess we should offer congratulations to Suzuki Swift driver Kaj Busch. No, he's not a Chapter member, and he doesn't drive a BMW. Kaj did win the SCCA Mid-Atlantic Road Racing Series (MARRS) championship in the Improved Touring-B class. This was the first time in recent memory that a BMW 2002 had not won this

region's title in that class. Club members Ed York and Al Bell did finish 2-3 with their '02s. Incidentally, I understand Ed has bought a 325is and is busy preparing it for the IT-S class in '98.

Congratulations to Club member Tom Milner and his Prototype Technology Group in Winchester. Despite ever-increasing weight penalties, the PTG BMW M3s met all of their goals for the '97 season in Professional SportsCar's GTS-3 competition. BMW was the Manufacturers Champion, PTG was the Team Champion, and Bill Auberlen was the Drivers Champion. PTG BMWs won 9 of 11 races, and swept the podium (1st, 2nd and 3rd) in four of the events. Three of the wins were in the important endurance events – the 24 Hours of Daytona and the 12 Hours of Sebring.

So much for the 1997 season. What will this year bring? Many of the professional racing series are in a state of flux as this is written in early December, and as things shake out, the implications for BMW race cars could be significant.

Foremost, you will be hearing a lot about a new series – the United States Road Racing Championship (USRRC). The name will be familiar to you old timers. It was an SCCA series that developed into the Can-Am in the mid-sixties. To make this as brief as possible, *IMSA* was bought last year by driver/team owner/entrepreneur Andy Evans. He changed the name to *Professional SportsCar Racing, Inc.* (better known as *SportsCar*) and was instrumental in getting the FIA International GT races to come to Sebring and Laguna Seca this past October. Many car owners and track promoters saw the million dollar Mercedes CLK GTR, McLaren-BMW F1 GTR, and Porsche GT-1 as threats to the relatively cheap GT race cars of the past decade. This past fall a consortium of racing's heavy hitters met to discuss the Andy Evans "problem". Included in that group were *NASCAR*'s Bill France, *CART*'s Roger Penske, *SCCA*'s Nick Craw, and John Bishop, a former SCCA president who split from that organization in the early seventies

to form *IMSA*. The result was the USRRC. It is to be managed by the SCCA and will have two car types – a "Can-Am" with cars based on SportCar's WSC class and "GT" with three classifications as in SportCar's GT Supreme classes. The exotic FIA GT cars mentioned above might be allowed, but with restrictive rules that will enable Mustangs and Camaros to be competitive. Since Bill France owns Daytona, the 24 Hours of Daytona will be part of the USRRC series. Andy Evans owns Sebring, so the 12 Hours of Sebring will not be a part of the USRRC. What a shame. Contrary to Bob Roemer's prediction in the December '97 *Roundel*, Tom Milner will not be campaigning a Williams-BMW WSC type car in either series. Look for a two-car effort with the familiar M3s in GT3 – most likely with USRRC since SportCar's future is in doubt. As for the SpeedVision Cup (that started in 1985 as the *IMSA* Firehawk series) for showroom stock cars – I don't know.

Meanwhile, the SCCA's Trans-Am series, may be due for changes. For a number of years this popular and competitive series has been restricted to 5-liter American pushrod V8s (read Camaros and Mustangs). When Chevrolet pulled its backing at the end of 1996, the inter-factory competition was missed. Proposals to allow 4-liter overhead cam engines are being considered. Might we see BMW 540 or Z3 Coupes, and Toyota Lexus Trans-Ams?

Finally, the North American Touring Car Champion is no more. NATCC never drew support from factories except of the Dodge Stratus. Fields never exceeded ten or so cars, despite the exposure of running as support races to *CART*'s Indy cars. Will TC Kline's and Darren Law's 318s become 'CCA Club Racing cars?

**Speed Shifts:** What do you think of the BMW Z07 that was shown at the Tokyo Motor Show? This is BMW's first show car since the 1972 gull-wing *Turbo*. The design is supposed to evoke a hypothetical evolution of the 1958 507 roadster.

It features retro items such as a wire-spoked steering wheel and a driver's headrest faring a la D-type Jaguar. Pictures remind me of a 1954 Ferrari 375MM competition car. I love it, as do all the enthusiasts' magazines. . . . . The BMW M3 Lightweight was never a front-runner in SportsCars' Speedvision Cup series for "showroom" stock cars. Suddenly they started winning races in '97. The reason? Starting sometime this season, the M3s were allowed to run "Canadian" (read full European) engines. I don't think Canadian M3s have had the Euro engine since the 1995 model year.

CRUNCH

## BMW Autocross Results

### PORSCHE CLUB CHAMPIONSHIP - OCTOBER 5

Woody Hair	88 M3	2nd C Street Prepared	57.571
David Lassalle	95 M3	2nd A Stock	57.889
Charles Denton	88 M3	3rd A Stock	60.119

### SCCA CHAMPIONSHIP - OCTOBER 19

David Lassalle	95 M3	1st AS	50.853
Gary Lin	88 325is	2nd CSP	52.065
Bob Hausmann	94 325is	6th BS	52.572
Charles Denton	88 M3	2nd AS	52.990
Klaus Hirtes	88 535is	1st GS	53.068

# The BMW/Corvette Challenge



*Mike Donabue in his M3  
at the Old Dominion Speedway.  
Photo by Woody Hair.*

To close our 1997 autocross season Rafael Garces arranged a "two-game home-and-home series" with the Northern Virginia Corvette Club. Round one was hosted by NVCC. For a number of years they have been holding their closed autocrosses on the venerable Old Dominion Speedway, a 1/3-mile banked oval. On occasion they invite other clubs to join them, but this was the first time for BMWs. NVCC had announced that the Sunday autocross would be cancelled in the event of rain. Of course the weekend's rain only stopped about the time the gates were to open. This may have kept the number of entries down, but still 15 BMWs and 11 Corvettes did show up. While the 'Vettes were all fourth generation ('84-'96) models, we did have a 2002 and an M5 to add variety to the many 3-series models. Four Mustang drivers including chapter

members Greg Johnson and Gonzalo Puig also joined the fun.

The "course" consisted of three laps of the oval with a flying start and finish. Pylon gates were set up on the two banked turns to control speeds and add an "autocross" element to what would otherwise be a speed and guts event. The gates were placed on a "standard" course used by the NVCC on a regular basis. In other words, they knew exactly what to expect. Each competitor got two official runs without the benefit of any practice. The banking and a steady wind meant dry pavement by the time the first car went off at noon.

The Corvettes dominated. They took the top seven overall positions. Dave Lassalle's '95 M3

was able to turn a blistering 1:09.740, but hit three pylons doing so. Note that he still was the fastest BMW despite the 6 seconds in penalty time. Pylons were the nemesis of many drivers. The results below include 2-seconds for each pylon, but do not indicate how many were actually hit. After the two official runs a number of drivers stayed for fun runs. As the pavement warmed and the BMW drivers became more familiar with the course, their times dropped by several seconds. Wait 'til next year. At the trophy presentation Chuck Wasserott, speaking on behalf of the Corvette Club, said that of the Porsche, Viper, and Camaro/Firebird clubs that had also run with them, the BMWs were the most competitive and their owners the most fun.

Round two was held the following Sunday at the



familiar Manassas Campus, Northern Virginia Community College. Again the rain stopped as most competitors were driving to the event. This day there were 17 BMW drivers, 5 Corvettes, and 3 Mustangs. Rafael designed what was perhaps the fastest course yet for this medium-sized parking lot. While the Corvettes barely had to get out of first gear, it was a good attempt to have a level playing field. With the benefit of dual timing, everyone got four runs.

As the pavement dried and drivers learned the course, everyone saw improvement from their first run efforts. Dave Lassalle took FTD honors, but was closely followed by the Corvette of Chuck Wasserott. Mike Woods (Corvette) and the quickly improving Mike Ko (E30 M3) were within a second of Dave's time.

All agreed this was a great series, and I think everyone came away with greater respect for the

"other" make. Watching (and listening to) a well-driven modified Corvette accelerate out of a turn and down a straight is pretty awesome.



## The BMW/Corvette Challenge Results

### November 2, 1997 - Old Dominion Speedway

#### BMW's

David Lassalle	M3	1:15.740
Pat Donahue	M5	1:16.241
Rafael Garces	328i	1:17.160
Gary Lin	325is	1:19.175
Woody Hair	M3	1:21.143
Mike Donahue	M3	1:21.484
Mike Ko	M3	1:21.515
Rich Beebe	325is	1:21.919
Fernando Puig	2002	1:22.359
Eric Ayala	M3	1:23.685
Gary Ngo	M3	1:24.309
Bob Hopkins	318ti	1:25.050
Ron Katona	318ti	1:25.718
Kevin Henry	325e	1:34.492
Lucy Beebe	325is	1:37.039

#### CORVETTES

Mike Woods	1:07.891
Chuck Wasserott	1:09.056
Ned Arnold	1:09.105
Eric Helling	1:10.237
Rich Roemer	1:10.608
Bob Arnold	1:10.896
Mike Geyer	1:14.212
Bob Compton	1:16.224
Andrej Balanc	1:16.516
Rick Poage	1:18.767
Tom Green	1:24.825

#### MUSTANGS

Greg Johnson	1:19.630
Greg Benson	1:20.112
Mark Ralston	1:22.999
Gonzalo Puig	1:23.418

### November 9 - Manassas Campus

#### SuperSport BMWs - Modified

David Lassalle	M3	59.437
Mike Ko	M3	60.370
Woody Hair	M3	60.686
Rafael Garces	328i	61.274
Jim Ruos	M3	62.104
Matthew Yip	M3	62.638
Rich Beebe	M3	63.084
Mike Donahue	M3	64.206

#### SuperSport - Stock

Andrej Dolenc	M3	64.989
Mike Wendell	M3	66.676

#### Sport - Modified

Dwight Derr	633csi	61.294
Pat Donahue	M5	65.271
Gary Lin	325is	70.769
Lucy Beebe	325is	71.359

#### Sport - Stock

Mark Croxton	318ti	67.401
Ron Katona	318ti	67.760

#### Touring - Stock

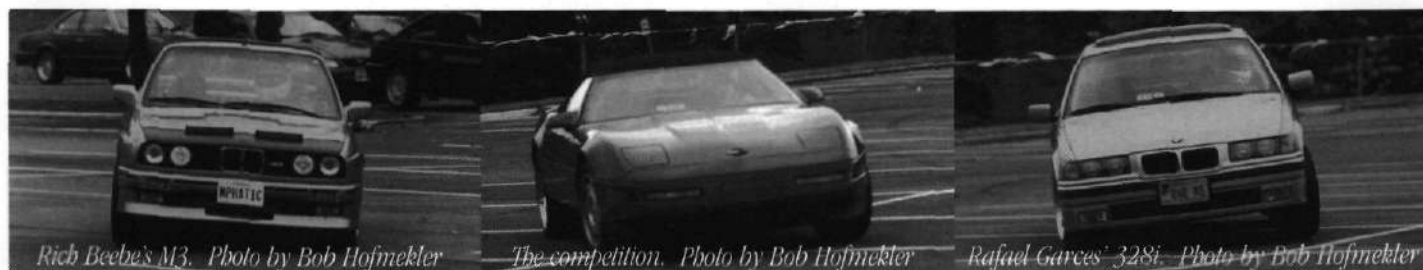
Kevin Henry	325e	72.053
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#### Corvettes

Chuck Wasserott	59.678
Mike Woods	60.018
Barry McKibben	63.723
Mike Geyer	64.388
Andre Balanc	66.084

#### Mustangs

Rob Space	66.485
Mark Bralston	72.872
Tom Noto	72.971



Rich Beebe's M3. Photo by Bob Hofmekler

The competition. Photo by Bob Hofmekler

Rafael Garces' 328i. Photo by Bob Hofmekler

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## Board Meeting, 5 November 1997

### Officer's Reports:

#### President's Report:

- Adil Desai is welcomed as new Drivers' School Coordinator.

#### Vice President's Report:

- Updated Drivers' School standards have been received and discrepancies noted between attendee records of what was voted on and what has been included, this will be followed up with National. A questionnaire regarding insurance was attached to be filled out and sent back to National.

#### Treasurer's Report:

- P & L for January 1 through November 5 was passed out and discussed.

#### Secretary's Report:

- The Minutes from the October Board meeting were approved.

#### Membership: No report.

#### Autocross:

- Autocross this past weekend was a great success, and another one will be held this weekend.

#### Tech Chairman:

- Another safety equipment clinic will be held next year prior to first Drivers' School. Another clinic is planned for repair.

#### Tours and Rallies:

- Trophies for the last rally are available.

#### Concours: No report.

#### Drivers' Schools:

- New Coordinator welcomed.

#### dB:

- Articles for the next issue (Jan/Feb) are due November 24.

#### Bylaws Committee:

- Bylaws have been revised and will be published in the dB. The Committee was disbanded.

#### Drivers School Committee:

- Meeting will be held in January. The Drivers' School Plan has been finalized and distributed.

#### Webmeister:

- No report. No information on potential address change. Guidelines for Web sites are forthcoming from National.

#### Calendar of events:

- Holiday Party on January 17 will be held at the Rockville Civic Center Mansion. Cost will be \$10 per head, rsvp mandatory. BYOB. Announcement will be in the dB. A Tech session is planned for February. A couple of tours will be planned for the Spring.
- Proposed Drivers' School dates for 1998: Summit Point Track March 20-22 and October 23-25. 2 3-day weekends on the Jefferson track in May and August

#### New Business:

- There is no candidate for President in 1998.
- The Chapter has received a request to resist a proposal by the State of Virginia for testing of old cars for emissions. This issue will be put to a vote by Chapter members at the Holiday Party.

#### Next Meeting:

- December 3rd in Virginia, location tbd.

A motion to close the meeting was made and seconded.

## Board Meeting, 3 December 1997

### Officer's Reports:

#### President's Report:

- Review of pipeline — Door prizes are needed for the Holiday Party. Website address change [bmwcca.org](http://bmwcca.org) for National.

#### Vice President's Report: no report

#### Treasurer's Report: Treasurer not present, report given that the books have been balanced

#### Secretary's Report:

- Correction to November minutes, Adil Desai is Coordinator nominee. November minutes were passed out, and approved.

#### Membership:

- 2835 current members. Mike Gayle appointed as new Membership Chairperson

#### Autocross:

- The autocross held in November with the Corvette club was a success, Dave Lassalle took fid. BMW NCC won the MWCSCC Championship team autocross series trophy.

#### Tech Chairman:

- Events for 1998 are being planned

#### Tours and Rallies:

- Events for 1998 are being planned

#### Concours:

- Firm: May 3rd Woodlawn Plantation, tentative June Carlisle, Sept 13 Shenandoah Vinyards plus Chapterfest concours tbd.

#### Drivers' Schools: No report, Coordinator nominee present

#### dB: no report

#### Drivers' School Steering Committee (DSSC):

- The nominees for Coordinator (Adil Desai) and Chief Instructor (Dave Bryan) were presented. A motion to approve and confirm the nominees was made and seconded.
- The fees and dates for 1998 Drivers' Schools as approved by the DSSC were presented. This information will be published in the next issue of the dB.
- The DSSC composition was reviewed and the existing DSSC was reappointed. The DSSC will convene in January.

#### Webmeister:

- Commercial site host has been investigated but deemed too expensive. A motion was made and seconded to form a Committee review the Website operations, including possible reconsideration of a commercial site host.

#### New business/Calendar of Events:

- Events for 1998 are being set up as follows: The Holiday Party as scheduled in January. Tech session in late March/early April, Tire tech session late April, Engine tech session for June, Drivers School in March and April, Tour in April or early May, Deutschemarque Concours in May, Jefferson 500/Corral in May, new members party in June (13), July 26 championship autocross, August Drivers' School, Octoberfest in Florida, 17-21, Chapterfest weekend September 12-13, Shenandoah tour as part of Chapterfest September 13. October fall leaf tour, October 11.

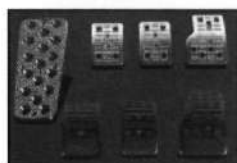
#### Next Meeting: January 7th

A motion to close the meeting was made and seconded.





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**Browns** (703) 938-0212 or email: [browns5@erols.com](mailto:browns5@erols.com)

**1982 733i** VIN WBAFF4402C7366979. Grey/brown interior. Automatic. 120,000 miles. New: struts, shocks, water pump, tires, brakes. MD inspected.  
**Bob** (410) 716-2635 days (MD)

**1987 325i** 1987 325i. VIN WBAAD2305H8840589. White/ivory leather, loaded, AT, many new parts, excellent condition. 70K miles. NADA \$9,000/obo.  
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**Tom** (703) 264-5818 eves (VA)

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**Rick** (703) 866-9750 eves. (VA)  
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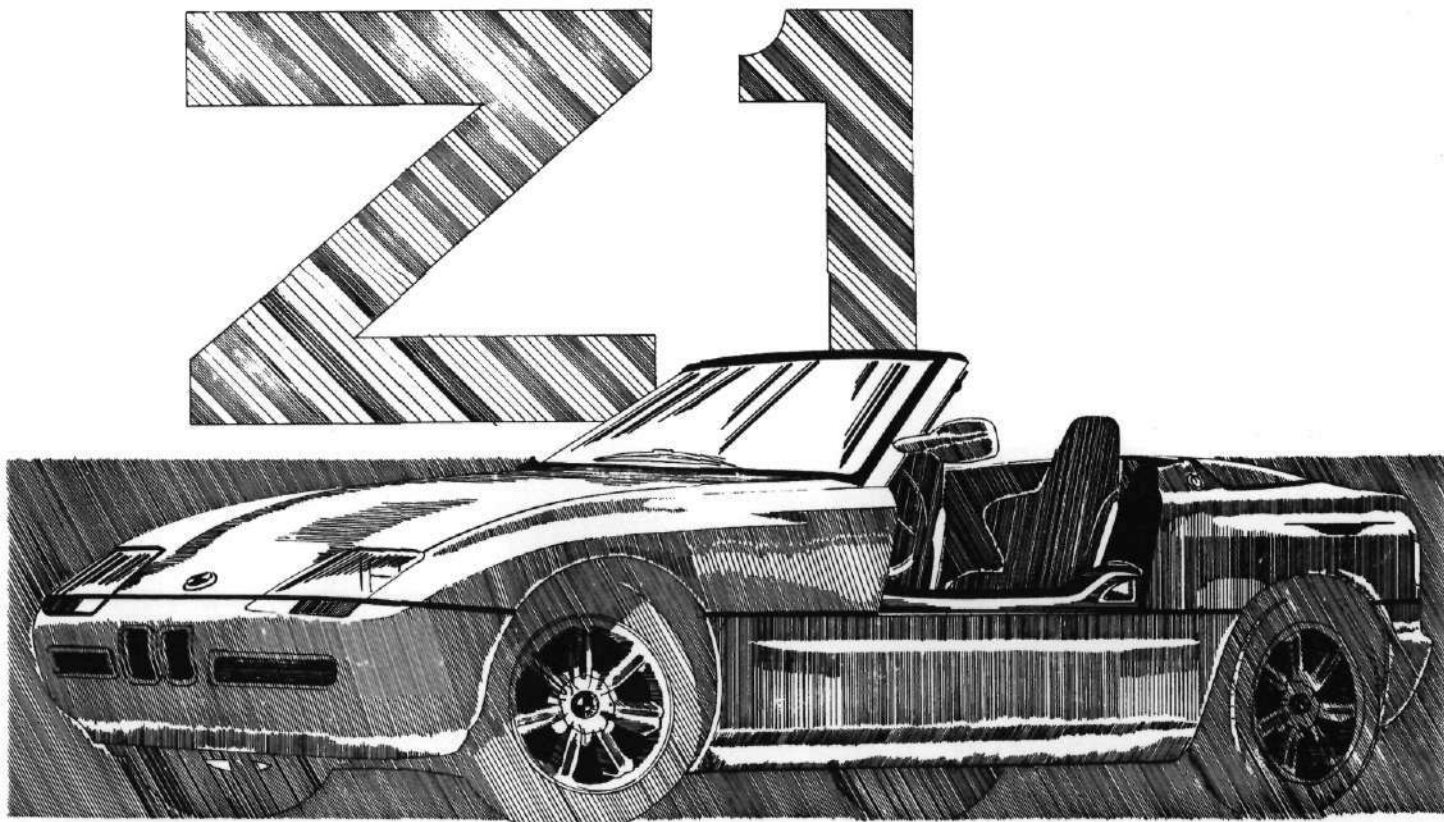
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**Tom** (703) 369-5867 (VA)

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**Mike** (410) 962-2520, X3117 days (MD)

## MISCELLANEOUS

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## MEMBERSHIP APPLICATION

**IF YOU ARE INTERESTED IN BECOMING A MEMBER**, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 2130 Massachusetts Avenue, Cambridge, MA 02140.

**NAME:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**CITY:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**HOME PHONE:** \_\_\_\_\_ **BUS. PHONE:** \_\_\_\_\_

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**MAIL TO BMW CCA, INC.**, 2130 Massachusetts Avenue, Cambridge, MA 02140 or **FAX** to 617.876.3424 or **EMAIL** to 102514.2477@compuserve.com or bmwclub@aol.com.

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