

January/February 1999

# der Bayerische

National Capital Chapter    BMW Car Club of America



# Calendar of Events 1999



## JANUARY

16 Holiday Party & Elections  
Historic Mt. Vernon, VA

## FEBRUARY

20 Dyno Tech Session  
Woodbridge Dynotech  
Woodbridge, VA

## MARCH

21 Autocross School  
Dorsey MARC Station

## APRIL

24 Highway Safety School  
Jefferson Circuit

25 Drivers' School  
Jefferson Circuit

## JULY

18-23 Oktoberfest '99  
Indianapolis, IN

## AUGUST

7-8 Drivers' School  
Jefferson Circuit

## OCTOBER

16-17 Drivers' School  
Summit Point Raceway



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Chapter Web Site: <http://www.bcpl.net/~ncc/>



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# der Bayerische

National Capital Chapter BMW Car Club of America

January/February 1999



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*Cover:*  
*Alex Thiermann in his first race.*

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P R E S I D E N T ' S

# Message

I had the enjoyment of attending BMW CCA Chapter Congress in New Orleans in October. Yes, we did go to Bourbon Street a few nights. No, I did not make a fool of myself. Chapter Congress was a two-day conference where Mark Luckman and Bailey Taylor presided over the meeting with the President or chapter representative of all chapters in attendance. Topics ranged from web guidelines, insurance rebate program, and general housekeeping issues. The one topic that was also discussed was Charity Event Matching Funds. This is not a new program, it is just one that we never got involved with. If we put on a Charity event that involves our Chapter members, National will match dollar for dollar. We will also be in the running for the Pirelli Service Award. If we are picked to be the best charity event in 1999 Pirelli will also give money to our charity. This can be a driving event or a non-driving event. I am sure that out of 3,000 members we have somebody working with a charitable organization and is interested in putting on an event. This could be a separate event or be run in conjunction with a driving event. If that person is you, please call me with your ideas and thoughts. This would not only benefit the charity but would give the Club some positive exposure.

O'Fest will be at Indianapolis this year on July 18th through July 23rd. O'Fest 2000 will be held at Spartanburg. Bentley publishing will be putting out a set of CDs that will archive all back issues of the *Roundel*. The approximate cost for the six to eight CD set will be \$80.00. If you are a Mac user or interested in becoming a Beta user you can e-mail them (HYPERLINK mail to:newsmedia@rb.com newsmedia@rb.com)

I would also like to invite everybody again to the Holiday Party. If you are planning on attending you should send your check to me one week prior to the event. Since this is a catered event and we need to have true head count. Checks can be mailed to 9466 Keepsake Way, Columbia, MD 21046.

Happy Holidays,  
Dave



## EDITORIAL

# Misfirings

*Would you please pass the jelly?*

Cars 'n sex. The two are so intertwined in the American psyche that it'd be difficult for one to imagine — except maybe for the Puritanical zealots, but they drive Volvos and Buicks (sorry, I don't mean to bad-mouth Buicks) — one existing without the presence of the other. But, as with all good things, someone out there manages to take the fun out of driving, at least according to Robert Wayne Pelton, author of "Loony Sex Laws That You Never Knew You Were Breaking" (Walker Publishing Co., 1992). Some examples.

- In Tremonton, Utah, it's against the law for any woman to have sex with a man while riding in an ambulance. A misdemeanor, if convicted of the crime the woman's name must be published in the local newspaper.
- Skullbone, Tennessee prohibits a woman from "pleasuring a man" while he is sitting behind the wheel of a moving vehicle. Any male driver stopped and found with the front of his pants undone faces a \$50 fine or 30 days in the pokey (pun intended).
- Clinton (really), Oklahoma makes it a crime for any man to masturbate while watching a couple making love in the back seat of a parked car at a drive-in theater. Offenders will be charged with "molesting a vehicle". *"But Your Honor, they were behind the wheel!!!"*
- Pennsylvania will brand as an outlaw any female toll collector caught engaging in sex with truck drivers (!) inside a toll-collection booth. Bad news for all of you lovelorn toll collectors hoping to snag a gig (or big rig) on the Turnpike.

*Would you please specify what you mean by "pleasuring"?*

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- According to a recent release from the National Highway Traffic Safety Administration (NHTSA), the rate of highway fatalities is at an all time low. In 1996, there were 42,085 traffic fatalities, a rate of 1.7 deaths per 100 million miles. The figures for 1997 show 41,967 deaths for a rate of 1.6 deaths per 100 million miles. Safer cars, driver awareness programs, and crack-downs on drunk and unsafe drivers contributed to the decline. Alcohol-related traffic deaths nationwide have declined 32 percent from 1987 to 1997; in Virginia, drunken-driving deaths dropped 42 percent, from 522 in 1988 to 302 in 1997. Nonetheless, Federal officials caution that three out of every ten Americans will be involved in an alcohol-related crash at some time in their lives.

- And from the this-NASCAR-stuff-is-serious-bidness department: Some people just don't like Jeff Gordon — Barbara Curtis of Durham, NC for one. Curtis was shot by Officer B.A. Silva after she came after him brandishing a knife. Silva was answering a

## ShortStrokes

domestic disturbance call to Curtis' house after she became irate that driver Rusty Wallace lost to Gordon at last November's AC-Delco 400 NASCAR race at Darlington, NC. "I think it made her mad to see him lose like that. And I think tonight, with the race the way it was, she just got a bad case of the mood swings," said Keith Burke, her live-in boyfriend, who added that she's on medication for her temper. Curtis is recovering from her wounds. Police records show that officers answered at least three disturbance calls to the house in the past year alone.

- Power. Everybody craves it. Everybody wants more of it — especially behind the wheel. According to two separate research reports many drivers spend some of their time behind the wheel engaging in subtle power plays with their fellow motorists. In one study, John Trinka of Baruch College found that — when only one car was waiting — it took drivers an average of a half of a second to start a left turn after the light had changed. But when two or more cars were waiting, the lead car dawdled, taking almost a full second to initiate the turn. This finding coincides with another study by Penn State sociologist Barry Ruback who found that drivers waited longer to pull out of their parking space if others were waiting for that space. Who says driving has to be boring?

- In 1996, Patrick Knowles was stopped and ticketed for doing 43 miles per hour in a 25 mph zone in the town of Newton, Iowa. The police officer then decided to conduct a full search of Knowles car — in accordance with Iowa law — turning up some marijuana and a "pot pipe". Knowles was arrested and subsequently convicted of narcotics possession. Knowles disputed his marijuana conviction, claiming that the officer violated his Fourth Amendment protection against unreasonable searches and seizures. The case eventually wound its way to the U.S. Supreme

Court, where in December, the Court unanimously (9-to-0) ruled that ticketing a motorist for a minor traffic violation does not allow police the authority to conduct a full-blown search of his car. Iowa law allowed for police to conduct a full search after writing up a traffic citation. Indeed, in 1973 the Court itself, in the *United States v. Robinson*, allowed for two rationales as exceptions to the Fourth Amendment guarantee — the need to protect the safety of the arresting officers and the need to prevent the suspect from destroying evidence. In Knowles' case, the arresting officer himself testified that he wasn't suspicious of Knowles engaging in criminal activity and only conducted the search because the law allowed him to do so. Writing for the Court in *Knowles v. Iowa*, No. 97-7597, Chief Justice William H. Rehnquist said that neither of the two rationales justified the search of Knowles' car, that the threat to police was "a good deal less than a custodial arrest" and that a routine speeding violation didn't ordinarily require a need for preserving evidence. "Once Knowles was stopped for speeding and issued a citation, all the evidence necessary to prosecute that offense had been obtained. No further evidence of excessive speed was going to be found either on the person of the offender or in the passenger compartment of the car," he said. Score this one: Motorists, 1; police, 0.

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# Candidacy Statements for The 1999 National Capital Chapter Elections

Presented here for your consideration are the candidacy statements for the four elected officers of the National Capital Chapter, BMW CCA. Please read them. The election will occur at the annual Holiday Party on Saturday, 16 January 1999. Those not planning to attend may instead mail their ballot to: **NCC Election '99, 220 East 31st St., #2B, Baltimore, MD 21218**. Mailed ballots must be received by Saturday, 16 January 1999. Voting is open to current, full members only. Please include your name and membership number. Please vote!

## Candidate For President: *David Lassalle*

Well, it's been one year and what a year. The attendance of the vast types of events has been enormous. There have even been several events that have been totally full. I have also had the pleasure of meeting a lot of first time event people. As president, I will continue to look for creative ways to give you more information about your vehicle and to put on events that are entertaining and educational. I would like to continue as President and I am looking for another great year.

## Candidate For Vice President: *Richard Beebe*

I have been a member of the National Capital Chapter since 1995. This would be my first office with the Chapter and I feel my many experiences owning and operating a visual communications firm, with my wife Lucy, will greatly assist me in this new position.

I have met many members at NCC events and look to meet many more through my expanding role with the Club. By meeting BMW enthusiasts like myself, I hope to gain a better idea of what direction they would like to see their chapter take.

I have recently obtained my SCCA regional racing license and will be running my E30 325is in the MARRS series next year at Summit Point. I would like to become active with BMW's Club Racing program, possibly increasing participation from our Chapter. I also look forward to the possibility of becoming an NCC driving instructor in the future, so I may contribute to our Chapter with my favorite hobby, driving at the track.

I have enjoyed my membership with the BMW CCA and NCC very much and look forward to giving back to the club. We have a great chapter and I would like to help continue that success by bringing a new perspective.

## Candidate For Treasurer: *Al Zavala*

I have held the position of Club treasurer for one year, and wish to continue to serve for another year. With other Board members, we have worked toward a good financial position by making sound fiscal decisions. As such, we are able to offer low or no cost events to our fellow members. Our Club's growth and well-being depends on our members. Volunteer! Come out to events!

## Candidate For Secretary: *Lucy Beebe*

I have been a member of the Club since 1995. My enthusiasm for this Club began with attending and enjoying almost every Autocross. Then, my dedication to enhancing Autocross skills lead to BMW CCA Drivers' Schools. Now, I wish to bring my love for BMWs, entrepreneurial business sense and attention to details to the club, as Secretary. My Husband, Rich Beebe, and I have personally owned 11 BMWs, ranging from 2002s and a 735i to our current M3 and M5. My objective, as Secretary, will be to maintain excellent records and be ready to assist in all facets of this treasured Club.

## The Official Ballot

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

### For President

☐ David Lassalle

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Vice-President

☐ Richard Beebe

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Treasurer

☐ Al Zavala

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

### For Secretary

☐ Lucy Beebe

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

Your Name \_\_\_\_\_

Membership# \_\_\_\_\_

### Please note:

Write-in candidates must be current, full members and provide their written consent.

If you are not attending the Holiday Party, you may instead mail your completed ballot to: **NCC Election 99, 220 East 31st Street, #2B, Baltimore, MD 21218**. All ballots must be received before Saturday, 16 January 1999. Your name and membership number must be included on the ballot. Only current, full members may vote.

# BMW CCA National Elections 1999

Don't look now, but the National Elections for the BMW CCA are coming up. In a few weeks, your full membership will land you an official ballot in your mailbox, do look out for it. National positions impacting the NCC are Treasurer, Secretary, and South Atlantic Vice-President. To assist in your selection, *dB* will publish the Statements for all candidates vying for these positions. Please Vote!

## Candidate for Treasurer: *Kathryn M. Lyle*

I have been a member (#25207) of the BMW CCA since 1982, which was the year I attended my first Club driving school. At that time I owned my second BMW; I am now on my twelfth. I served for several years as Treasurer for Buckeye Chapter, and I am a driving school instructor and licensed BMW Club Racing competitor. I have attended numerous Oktoberfests, and made many friends through the Club over the years. Now I would like to give something back, through service as a Club officer.

In addition to BMW CCA I am a member of several other sports car clubs, and have held the office of Treasurer for various of their local chapters. I was the founder of the Northern Ohio Chapter for one marque club, and obtained tax-exempt status for another club's region. I have an SCCA National Competition license and race an M3.

So much for my enthusiast credentials.

In my "other life" I am a CPA with twenty-five years experience, with my own practice and two offices in the northeast Ohio area. We provide tax, accounting and financial planning services for a variety of business and individual clients, including several not-for-profit organizations. Accountability to members and to governing agencies is very important in a club like ours. In addition, the upcoming millennium change is a time of critical importance. As a member I would like to know that the BMW CCA has taken all steps necessary to not just comply with but proactively address these issues. As your Treasurer I will do my best to see that appropriate actions are taken and the membership kept informed.

I believe that the combination of my enthusiast and professional credentials qualify me for the office of Treasurer of the BMW CCA and would appreciate your support.

## Candidate for South Atlantic Vice-President: *Carlos Diaz-Estrada (incumbent)*

My name is Carlos Diaz-Estrada and I am asking you to re-elect me to the office of South Atlantic Regional Vice President. During my last term, our region became more active than it has been in many, many years by offering members great corals, autocrosses and safe driving schools. We were host to splendid events such as M Day USA, the Z3 Homecoming and Petit Lemans.

Along with being actively involved in the planning and organizing of those events, I have also made the following contributions:

- Created a regional web site, so all members can, at their leisure, obtain the information that I send out to the chapter presidents.  
<http://hometown.aol.com/bmecca/sar>
- Appointed a representative from our region to the National Driving Events Committee to further our region's efforts in conducting safe and cost effective driver's schools.
- Procured the funding to continue the chapter incentive program (scheduled to end this year).
- Assisted with the startup work involved for forming a new chapter in Alabama.
- Worked with BMW Manufacturing and North America on current and future projects for the region and its members.
- Attended planning meetings for and will continue to work on, O'Fest 2000 in Spartanburg.

The future holds great promise for our region and I plan on increasing the fun and cooperation of all chapters and its members. Let's use our achievements of the last two years as a springboard to make the next two even better. My goal is to elevate regional event planning to a national level, working closely with chapters and the Driving Events Committee to add more driving schools and Club Races in our region, and help to make O'Fest 2000 a spectacular event.

Thank you in advance for your support.

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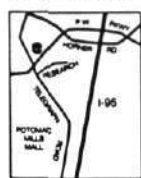
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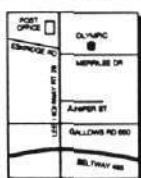
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**NATIONAL CAPITAL CHAPTER HOLIDAY PARTY AND BOARD ELECTIONS**

**Saturday, 16 January 1999**  
**Historic Mt. Vernon, Virginia**  
**Time: 6:30 pm**

This year's Holiday Party will be held at the Inn at Mt. Vernon, Home of George Washington. Come and visit with your fellow Chapter members on a chilly winter evening amongst the woodburning fireplaces of the Inn, and enjoy some of the area's best cuisine. Talk BMWs, vote for your Chapter Officers, and keep your fingers crossed for a great door prize that YOU can win.

Festivities begin at 6:30 p.m. Relax and have a drink at the cash bar (sorry, you are not permitted to bring your own beverages), and sample light hors d'oeuvres while listening to the live string quartet that will be playing. A sit-down dinner will be served at 7:30 p.m. For those of you who have never dined at the Inn, you're in for a treat. Here's what's on the menu:

- Marigold Salad with Champagne Vinaigrette Dressing
- Petite Filet Mignon with Crabcake
- Lyonnaise Potatoes
- Steamed Vegetable Medley
- Homemade Breads & Colonial Crackers
- Fresh Berries in a Chocolate Cup with Chambord Cream
- Non-Alcoholic Beverage

After dinner, door prizes will be drawn for and results of the voting for Officers will be announced. Cost per person is only \$ 15.00 and includes everything but your bar tab. Snow date is January 23rd.

**Please note:** In order to prepare the appropriate number of dinners, we must know well in advance the number of attendees. Few, if any, walk-ons can be accommodated at the door. We ask that you pre-register before 7 January 1999 to David Lassalle. Please enclose a check made out to BMW CCA NCC for \$15 per person and mail to: **Holiday Party, c/o David Lassalle, 9466 Keepsake Way, Columbia, MD 21046.** Sorry, but no calls, please. Unfortunately, due to the expected large attendance and limited space, we regret that we can allow only one guest per member.

*Directions to Mt. Vernon:*

*From Maryland: Cross the Woodrow Wilson Bridge on I-95 and exit at the very first exit at the end of the Bridge. Follow the exit sign to Mt. Vernon.*

*Turn right onto the George Washington Parkway at the stoplight (next to the Mobil Station) and proceed*

*south to Mt. Vernon along the Potomac River. Mt. Vernon is about 7 miles ahead. Turn Right at the 3-way stop sign and another quick right into the Inn parking lot.*

*From Virginia: I-95 towards the Woodrow Wilson bridge. Exit before crossing the Bridge at Exit 1A (U.S. Hwy 1 South). Proceed south on U.S. Hwy 1 for approximately 4.5 miles. Just past the Wal-Mart move to the far left lane and turn left at the light onto Route 235 South. Proceed south on Rt 235 (bear left at the fork) and you will come to the Mt. Vernon Inn parking lot on your left just before the 3-way stop sign.*

For those wishing to stay at a nearby Hotel, there is a very nice (new) Best Western Inn within 3 miles of Mt. Vernon at 8751 Richmond Highway, tel: 703-360-1300.

**DYNO TECH SESSION – WOODBRIDGE DYNOTECH**

**Saturday, 20 February 1999**  
**13404 Jeff Davis Highway, Woodbridge, VA 22191**  
**8am-5pm**

Have you wondered if those modifications you've made have actually been doing anything for the performance of your BMW? Is that chip really giving you a boost? What about that aftermarket exhaust? Well, your questions can be answered on Saturday, February 20. Woodbridge Dynotech has agreed to block off an entire day for Club members, and make Dyno readings, complete with horsepower and torque

curves, available at a discounted rate to Club members. Complete Dyno sessions are available for \$60, interested members need to reserve times in advance with Michael Wendell at (703)803 6994, or better yet, via email at mwendell@kwjibo.com. All Club members who are interested in the process are invited to attend, even if you're not running your car on the Dyno. There's plenty of parking, and the staff

at Woodbridge Dynotech will be happy to show everyone the process and how the entire facility works.

*Directions: Take the exit off of 95 for Route 123 North. 123 North will intersect with Route 1, make a right onto Route 1 and then an immediate right into Woodbridge Dynotech. A map is available at [www.woodbridgedynotech.com](http://www.woodbridgedynotech.com).*

**AUTOCROSS SCHOOL**

**Sunday, 21 March 1999**  
**Dorsey MARC Station Rt. 100 in Suburban Maryland**  
**9:00 am until 4:00 pm**

The NCC's first annual autocross school will provide instruction for beginning to intermediate level drivers in car control and autocross technique. No prior experience required. This is the perfect event for novices to learn the basics of autocross, or intermediates to hone their skills with our top drivers. Loaner helmets available. Pre-registration

is strongly encouraged as there will be a 50 car limit. The program will consist of exercises designed to increase skill and confidence followed by a practice autocross event. The cost is \$15.00. For information or to pre-register, contact Ron Katona (301) 604-3836. (e-mail: ron3b@cris.com).

*Directions to the Dorsey MARC Station: Take I95 to MD Rt.100E, go to Exit 7 between US 1 and I-295 Baltimore Washington Parkway. There are signs for the MARC station.*

# My first Race

*Text and photos  
by Alex Thiermann*



## Ever since my first BMWCCA Summit Point driving school I thought of some day racing.

It was certainly a slow progression and most of the time it did not look like I would ever be able to have the chance or the resources to become a "Bob Gammache". For those of you who have only recently joined our Club, Bob has been one of our most successful competitive Club members, and also one of the best driving school instructors. You could always judge the quality of Bob's driving when the smoothness of his driving made his car appear to be the slowest while the times were the fastest.

From Bob I learned that what matters is how fast you come out of the turns and not how fast you go into them. I also got a lot of the enthusiasm for racing from my dear friend Max Rodriguez who never showed fear going three wide full speed into the first turn. Jenny Smith is the one who taught me the correct hand positioning when cornering. You get the picture, it was the Club and many individual members of our Club who contributed to this addiction.

While in the States, I managed to participate in three to four driving schools per year. But then came my assignment to Europe, four years in Brussels, Belgium. I cannot describe how addicted to motor sports the Europeans really are. I also don't know where this comes from, but it is serious business. Every weekend I have the opportunity to drive within two to three hours from Brussels to a serious motor sport event. Unfortunately in Belgium, people exercise their motor sport fascination daily on the streets, but without evidence of ever having attended a single driving school.

Once in Belgium, and very shortly after my arrival in October 1996, I met André Carlier. André is a well known Belgian pilot, who has been three times Belgian champion and who has many trophies of circuit racing as well as "cours the côte" (hill climbing). Some of you should already know André, as I have mentioned him in previous articles. Obviously he only races BMWs.

When one looks at his photo albums or pictures in his office, one can recognize the 2002, the 2002 turbo, 528-USA, and more recently the M3 and the M5, as well as a 24-valve 320i.

After visiting André's shop a few times, I learned that every Thursday afternoon, rain or shine, summer or winter, André goes to international circuit of Zolder to practice. This is what used to be the international "Formula 1" circuit of Belgium prior to Francorchamp. Zolder is a 4.2 km (2.6 miles) long closed circuit which is located only 80 km from Brussels.

I first started going to Zolder and assisting André's team with preparation and maintenance during practices. Later I even became part of André's pit crew. Of course I quickly got a chance to sit in the co-pilot's seat while André would try to shave an extra second on the track. I even managed to be in the car once his tires refused to fight the excessive g forces he was subjecting them to in the fastest turn and we

der Bayerische

ended up flying sideways through the gravel trap and later through grass to end up just a few feet from the wall. One of Zolder's many rescue vehicles pulled us out and towed us back to the pit.

Then came the time when I was allowed to drive my own car, of course with André as the instructor next to me. At that time, all I had was our family 530i with diplomatic plates. You cannot imagine how quickly those monoplace as well as Procars went out of their way to avoid this foreigner with a black sedan in the turns. The purpose was mainly to learn the line and become familiar with the circuit. My times went from 2:27 to 2:21, until I bought my Zolder mobile, an E30 M3. Now I had a car made for the circuit, and of course, when going to Zolder I started removing the dip plates before entering pit lane. My times started to improve significantly and I was soon allowed to drive on my own. Eventually my lap time dropped to 2:07, while similar race cars were doing 2:02.

As I was improving my driving, André suggested I consider getting a pilot's license. This was certainly easier said than done, since the instructions manual and the test were only provided in Flemish, yes only Flemish although Belgium has three official languages. The circuit is in the Flemish part of the country and this is the only language they will accept. As you can imagine, I didn't get too far reading the manual, and trusted a friend who had promised to help me with translation and "additional" during the exam. Well, not so lucky! My big surprise came when I learned that someone else

had been assigned to translate the questions and multiple-option answers. I ended up passing the test with only 4 wrong out of 100. My mistakes were all in the area of pit rules which are quite different from those in the U.S.

After the written test came the practical exam. This meant driving the circuit at your best, while judges in all corners were scoring the performance. The name of the game was not to break the track record but to drive demonstrating ability and a good line, and by all means keep it on the black surface and right side up. I passed with flying colors, André even got a complement from the judges for his teaching ability. The next requirement was to join a local car club, fill the necessary forms and supply pictures and money. Within weeks I had my license, although I still have no clue what it says on it (since it is all in Flemish). However, it now allows me to buy my own practice time permits as well as register for the race.

The Race: It all started on a Thursday afternoon in April, when after practice we sat at the Zolder bar discussing the accomplishments of the day and enjoyed one of those second-to-none Belgian beers. André was complementing me on my driving for that day. He then stated that he had lost the partner pilot for the race for the coming Sunday and that he was looking for someone to race with him the four hours of Zolder. The thought crossed my mind, but I did not dare bring it up. André then asked me if I was interested in racing with him. After I regained my composure, we discussed the financial conditions and then figuring out where to

get a driving suit, the gloves, the shoes. All I had was my helmet and a lot of nerve.

Sunday morning came and I had to report to Zolder by 8:00 a.m. for pilots' check-in. Zolder was very different this morning, aside from being an unseasonable hot day, it was buzzing with people, engines revving, sponsors' tents with great food and models in short skirts. It was the big event and everybody was ready for it. This was the time when I started having second thoughts about what I had gotten myself into. Well we managed through pilot check-in, all equipment was approved and labeled, and off we went to the pit. There was that beautiful E 30 containing a Kempower-prepared 2 liter, 24-valve BMW engine. The main sponsor, Elektron lubricants, was displayed in bright colors and on the fenders there was, next to André's, my name with blood group and that American flag.

It was the Zolder Touring Cup race, this meant five TC classes competing simultaneously in a four hour race. TC1 class for cars over 3000cc; TC2 for those up to 3000cc; TC3 up to 2500cc; TC4, our class, for those up to 2000cc and finally TC5 for those up to 1500cc. A total of 49 cars were competing and we had 18 in our class. I must admit that based on power and weight we were certainly not among the fastest, but in a four hour race other factors such as pit times and endurance play roles.

Early Sunday morning we had 45 minutes qualifying time, André went in, and after a few laps he came out (lap time of 2:02) having placed us



in a very good position. The rest of the time was mine to get to know my beast! I had only driven this car a few laps in the past, and most of those were with André on the side. I must admit, I was ....scared, a hot day with 49 cars trying to make their best times and I was there trying to get comfortable with the car while 600-hp Porsches were flying by me. André insisted that the lap time was not important at this time, and so my times were 2:16; 2:11; 2:09; and 2:06. This was not bad for the conditions and the traffic. We then went to the pit and started making modifications to the front spoiler increasing the airflow to the radiator since we knew we were going to have temperature problems. The temperature was climbing and at the time of the race it reached 34°C (93°F) and our cockpit temperature rose to 42°C (108°F). Remember while this may be acceptable in many parts of the U.S. Belgium rarely has temperatures above 85°F and certainly not in early May. Also unusual was the fact we had no rain!

While there were many BMWs in other classes, M3s in class TC2 and TC3, we were the only BMW in TC5. In our class we had Peugeot 306s and 205s, VW Golfs, Renault Megans and 19s, Proton 418s, Ford Fiestas, Nissan 100NXs, Alfa Romeo 156s, and Opel Mantas. For me the main difficulty was to get used to being on the track with Porsche 993s and 911s, as well as the E36 M3s and the turbocharged Ford Sierras, and making sure I didn't get blown off the road as these aggressive powerhouses would fly by me.

After the required "motor silence time" from 12:00 to 13:00 we had to line up at the grid for a starting time at 13:50. The race was scheduled for a maximum of 4 hours, but not go beyond the required "silence" time at 18:00. While talking about silence, there was also a noise limitation of 95 dBA for all cars and monitored during the entire time of the race.

André started the race, and thanks to his extraordinary skills and experience he managed to climb a few positions during the first 30 minutes of the race. At the time of pilot change André reported the heat was unbearable especially in the cockpit since we had the heater at full blast

to reduce engine temperature. I took over for the next hour and managed to keep the position André had reached. After the first 10 minutes I became more comfortable and got into a routine as shown by very consistent lap times of



***"The main sponsor, Elektrion lubricants, was displayed in bright colors and on the fenders there was, next to André's, my name with blood group and that American flag."***

2:04 to 2:06. I had to be careful with drafting other cars, as the water temperature would climb into the red. I cannot explain how different this was from my Thursday practices. The bleachers were crowded, the corners fully staffed and the constant blue flag indicating another rocket was intending to pass. The race was certainly not uneventful, at this stage already many accidents, two Porsches hit the wall, a Sierra dropped the fuel cell and caught on fire, but our little machine was reliable and performing at its maximum.

Time came for me to bring it in, I was ready, after one hour I was so terribly dehydrated, no chance to drink any water while holding that wheel with both hands at all times, and that fan blowing full heat to feet and face in order to keep the guage under the red. After a quick pilot change and refueling André was off again and like a clockwork making consistent laps of 2:04 to 2:06. His hour went very fast for me. I made sure I was rehydrated and had a chance to cool off. The excitement continued, constant flow of cars coming into the pits with mechanical problems and mostly overheating symptoms.

The heat was the major problem for most and was taking its toll on pilots and machines, but the good old reliable BMW was withstanding it better than at least one of the drivers. My next hour came and I managed to keep our car in the same position André had left it. André had managed to climb a few places, which we lost temporarily during the pit stop but later I managed to regain at least that much. At this point we were running in 9th place in our class of 19. Except for a couple of Peugeot 205s and three VW Golf GTIs, who were ahead by a few laps, the rest were mostly on the same lap and made the race very competitive.

During this hour I realized how difficult and strenuous this sport can really be. I could feel those blisters in my hands after fighting that steering wheel for two hours. I was also wishing I had prepared myself to be in better shape to handle the heat as well as the physical effort of driving under this conditions, but that was all part of this first experience. My job was not to let our position slide and to keep the car and tires in the best possible shape so that André could improve our position during his term. Time came for me to relinquish the pilot seat. André took over for the last 30 minutes and as expected he climbed up to 7th place.

We finished seventh and this was excellent considering the conditions and the competition. I enjoyed this experience tremendously but also realized that it was a lot harder than I had ever imagined. I am certainly ready for the next time. Whenever this happens, be sure that you will read about it.



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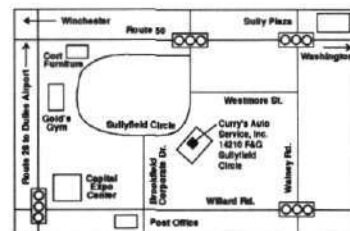
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BY WOODY HAIR

*Photos by John Hartge*

# Woody's Competition

C O R N E R



*With the BMW factory as a backdrop, M Collectibles pose for an M Day photo.*

## *M Day* USA, a BMW NA event, was held at the Spartanburg, South Carolina factory on November 13-14.

The event seems to have been organized by Scott Doninger, M-Brand Manager for BMW NA. There were estimates of 1,000 or more attendees, but it didn't seem like that many to me. On Friday the first 200 registrants participated in a "driver school/competition" at the Greenville-Spartanburg International Airport using the new Z3-based M coupe. In simplistic terms, each driver got 4 practice runs on an autocross course that was about 1/3 as long as typical autocross. Then there were two timed (by a hand-held stopwatch) runs. The fastest thirteen drivers in each group of fifty then formed a relay team to compete head to head with one of the other teams that was running on an identical mirror-image course.

If that doesn't sound so great, there were a number of touches that made it pretty exciting. First, one-half of the drivers ran in the morning and one-half in the afternoon. The factory was in operation and tours were

available during the part of the day you weren't driving. TV commentator Derek Daly was on hand to introduce and interview Tom Milner, drivers from his PTG team as well as international stars Hans Stuck and Davy Jones. Then the chief instructor from Daly's performance driver school, Nick Kuhnwalder, introduced the staff of instructors. Every one of the 200 drivers was interviewed by a Speedvision network announcer over a PA system. Four of the coupes were used on each course to keep things moving. If an instructor saw that the driver knew what he was doing, they just kept their mouths shut. So there wasn't enough instruction to justify calling this a school. Disabling the traction control was verboten. The fastest two times in the qualifying runs were turned by members of the National Capital Chapter naturally -- Brian Hair topping Mike Wendell for the top honor.

Once the 13 student qualifiers on each team

were established, three celebrity drivers were added to make a total of 16. The celebrities were Hans Stuck, Dieter Quester, and Davy Jones on the South course, and Bill Auberlen, Boris Said, and Mark Simo on the North course. Using one car per team, each driver took one lap of the course, stopped within a pit box, and exited the car to tag the next driver. Hit pylons added 2 seconds each to the overall time. The All the while, the announcers were keeping the crowd riled up with a blow-by-blow description of the "race". Brian Hair said he'll never forget turning his seat over to Hans Stuck.

Saturday, was cool and rainy, but hundreds of cars showed up for the second day. Ten or so examples of each M model were selected to park on the grass in front of the factory for a panoramic picture and concours. Canopies provided shelter from the rain for two displays -- one of the PTG team M3s, and another for some historic BMW race cars and M1s. Aisles



*BMW Racers participate with M owners in an M Coupe relay autocross. From left, Dieter Quester, Davey Jones, Hans Stuck, Derek Daly and instructors of the Derek Daly Driving School.*

in the parking lot nearest the factory were designated for each of the various M models. Naturally the E36 M3s had the largest numbers. Someone said there were 63 of the real (E30) M3s on hand. I counted six original street legal M1s including the one on display inside the Zentrum, the factory museum. Four racing versions were on hand too.

The auditorium inside the Zentrum was the scene of the a question and answer session by the PTG team. Tom Milner said PTG's current plans are to race two M3s in the American LeMans and USRRC series — 4-door models at Daytona and the 2-door the remainder of the season. A presentation by the M division featured a film with little footage that hadn't been used before, and talks by several M officials. Some felt that presentation reinforced the idea that M now

stands for Marketing. Tours of the factory were available for those that missed them Friday. At 4:00 everyone gathered in the employee cafeteria for more talks including remarks by BMW NA president Vic Doolan, the concours awards, and the drawing amongst the 13 '98 raffle winners for the lucky one to receive the 100,000th M-car. This beautiful M Roadster was won by a very excited young woman from Ohio. A picture of the car is in both the November and December *Roundels*. Joe Luongo from the National Capital Chapter won a concours award for the nicest M635CSi. Finally the new M5 was introduced and start-

ed for some throttle blipping. No price was announced. The evening concluded with a pulled-pork barbecue dinner.

***"...the announcers were keeping the crowd riled up with a blow-by-blow description of the 'race'. Brian Hair said he'll never forget turning his seat over to Hans Stuck."***

This unique event was enjoyed by all. The pro drivers hung around all day Saturday and were quite friendly with the masses. Mark Simo turned the tables on the autograph seekers. He had everyone sign his M-car poster. No one knows when, or if, this event will be repeated, but Vic Doolan hinted that the opening of the factory Performance

Center might be a good time to re-convene. Be there. Crunch



**SPEED SHIFTS:** Two Chapter members took their new BMW race cars to the SCCA race driver school at Summit Point the end of October. The final exam is a short race. Rich Beebe ('87 325is) finished first overall in the race for most powerful cars. Mike Wendell ('84 318i) was fourth overall and second in class in his race for less powerful cars. Both plan to run the MARRS series this coming season in IT-S and IT-B respectfully. . . . . Ed York ('87 325is) finished fifth, and best BMW, in the American Road Race of Champions IT-S race at Road Atlanta on November 22. . . . . The last issue

of *dB* had a listing chapter members that finished well in the '98 MARRS championship. Missing from that listing was Bruce Shelton who won the highly competitive GT-Pinto class. . . . . Several chapter members won their class championships in the MWCSCC 1998 Autocross Series: Dave Lassalle ('95 M3) in A Stock, Klaus Hirtes ('88 535is) in G Stock, Lee Hassig (Red Devil F440) in F Modified, Darren Mass (Honda Integra) in C Street Prepared and Greg Benson (Mustang) in E Modified.

## BMW Autocross Results

### ALTD Championship (MWCSCC Round 8) September 13, Ft. Meade, MD

Name	Car	Position/Class	Best Time
Woody Hair	88 M3	3rd CSP	60.738
Bill Brochu	85 535i	6th ESP	61.469
Bob Hausmann	94 325is	6th CSP	62.417
Marc Plante	92 325i	7th CSP	62.531
John Woodcock	98 M3	8th CSP	62.952
Andrez Dolenc	97 M3	2nd AS	63.393
Jason Briedis	95 M3	3rd AS	63.408
Matt Yip	95 M3	4th AS	63.435
Brian Shipman	94 325i	3rd BS	63.729
Klaus Hirtes	88 535is	2nd GS	63.769
Kirk Shell	98 M3	6th AS	64.516
Jason Mitchell	98 M Roadster	8th AS	65.379
George Boyce	98 M Roadster	2nd EM	66.151
Jeff Kohler	97 Z3 2.8	11th CSP	66.199
Joel Smernoff	96 Z3 1.9	5th BS	66.665
Bill Van Zelm	76 2002	1st EP	66.677
Ron Katona	97 318ti	13th CSP	67.429(1)
Gary Lin	88 325is	14th CSP	68.377(2)
Ben Sarli	85 325e	Fun CSP	69.012
Garrett McWilliams	80 320i	3rd DSP	69.529
Angie Brochu	85 535i	10th ESP	69.964
Jeff Sander	88 635CSi	11th ESP	70.812
Chuck Grafton	90 M3	9th AS	72.265
Charlie Grafton	89 325is	17th CSP	76.480

( ) = number of 2 second pylon penalties

### SESCA CHAMPIONSHIP (MWCSCC Round 9) September 27, Ft. Meade, MD

Name	Car	Position/Class	Best Time
Dave Lassalle	95 M3	1st AS	71.267
Woody Hair	88 M3	2nd CSP	71.960
Tom Baruch	87 535is	3rd ESP	72.663
Bill Brochu	85 535i	4th ESP	72.748
Gary Lin	88 325is	5th CSP	74.987
Klaus Hirtes	88 535is	2nd GS	74.534
Bob Hausmann	94 325is	7th CSP	74.588
Kirk Shell	98 M3	3rd AS	75.700
Jason Mitchell	98 M Roadster	4th SS	75.923
Gary Ngo	90 M3	Fun CSP	76.665
Brian Shipman	94 325i	Fun BS	76.915
Ron Katona	97 318ti	10th CSP	77.157
Jeff Kohler	97 Z3 2.8	11th CSP	77.207
Matt Yip	88 M5	1st EM	77.941
Ken Rahain	95 M3	4th AS	77.946
Rebecca Aldred	95 M3	5th AS	77.983
David James	98 M Roadster	2nd EM	78.390
Reggie Kennedy	95 325i	17th CSP	83.467
H. Cummins	94 325is	8th BS	83.544
Ed Zebovitz	98 M3	7th AS	Off Course

### SCCA CHAMPIONSHIP (MWCSCC Round 10) October 18, Frederick, MD

Name	Car	Position/Class	Best Time
Bill Brochu	85 535i	3rd ESP	45.413
Klaus Hirtes	88 535is	1st GS	46.287
Bob Hausmann	94 325is	4th CSP	47.413
Jeff Kohler	97 Z3 2.8	5th CSP	48.439
Jeff Sander	88 635CSi	8th ESP	49.315
Bruce Tanis	98 M3	2nd AS	55.009

# BMW Autocross Results

## Saab/VW Clubs CHAMPIONSHIP (MWCSCC Round 11) October 25, Ft. Meade, MD

Name	Car	Position/Class	Best Time
Kirk Shell	98 M3	1st AS	63.613
Klaus Hirtes	88 535is	3rd GS	63.969
Jason Briedis	95 M3	Fun AS	63.996
Bob Hausmann	94 325is	9th CSP	64.002
Gary Ngo	90 M3	Fun CSP	65.020
Andrez Dolenc	97 M3	4th AS	65.036
Brian Shipman	94 325i	Fun BS	65.642
Ron Katona	97 318ti	11th CSP	65.642
Jason Mitchell	98 M Roadster	4th SS	65.820
Sam Vassallo	95 M3	5th AS	67.757
Ken Mitchell	88 M3	Fun AS	69.776
Gary Lin	88 325is	13th CSP	69.952

## NCC AUTOCROSS #7 Manassas, VA November 22, 1998

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
201	David Lassalle	95	M3	SSM	AS	41.891	41.576 +1	41.548	1
308	Brad Snakenberg	95	M3	SS	AS	43.975	43.272	43.374	2
111	Jason Briedis	95	M3	SS	AS	44.775	43.406	43.513	3
313	Bob Hopkins	97	M3	SS	AS	43.539 +1	43.502	OC	4
229	Jeff Duncan	95	M3	SS	AS	44.398	44.633	44.187	5
106	Michael Wendell	95	M3	SS	AS	44.580	OC	44.205	6
130	Dave Corbin	79	911	Other	AS	50.201 +1	43.865 +1	44.289	7
316	Brian Shipman	95	M3	SS	AS	44.405	44.836	44.062 +1	8
113	Tracy Meyer	97	M3	SS	AS	46.582	OC	45.708	9
212	Silviu Manghescu	98	M3	SS	AS	47.559	47.000	23.000	10
218	Beth Wendell	95	M3	SS	AS	47.776 +1	45.995	OC	11
329	Fabio Medina	95	M3	SS	AS	52.720	2.000	46.945	12
231	Mark Heaney	95	M3	SS	AS	49.105	46.500	46.315	13
332	Kevin Mellett	98	M3	SS	AS	OC	OC	46.487	14
115	James V. Cunningham	79	911	Other	AS	50.533	47.807	47.052	15
214	Charles Grafton	90	M3	SS	AS	48.073 +1	47.261	47.474 +1	16
227	Loren Hudziak	98	M3	SS	AS	49.872	47.369	48.221	17
102	Judy Roth	98	SLK	Other	AS	53.307	49.865 +1	47.627	18
307	John Esposito	911	Other	AS	OC	48.552	48.473	48.473	19
121	John Wang	97	M3	SS	AS	53.962	OC	48.872	20
328	Tal Hart	98	M3	SS	AS	51.750	OC	50.356	21
116	Michael Zulek	94	968	Other	AS	54.255	50.739	OC	22
128	Pete Sheridan	95	M3	SS	AS	56.247	53.428	51.369	23
306	David Boe	97	M3	SS	AS	OC	DNS	DNS	24

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
331	Ben Pettis	88	944 T	Other	ASP	44.226	43.792	44.090	1
124	Scott Coulter	78	911	Other	ASP	OC	46.386 +1	46.331	2
114	Chuck Willmarth	78	911 SC	Other	ASP	52.563	50.553	48.156	3

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
321	Vince Bly	96	Miata	Other	BS	43.385	43.061	42.610	1
132	Rafael Garces	96	328	Fun	BS	45.133	43.007	44.026	2
232	Brad Shipman	94	325	S1M	BS	46.071	45.273	45.640	3
318	Kevin Henry	90	325	S1	BS	49.016 +1	47.209	46.930	4
320	Sadat Awan	92	325	S1	BS	49.951	50.463	50.918	5
119	Tom Noto	95	325is	S1	BS	OC	53.013	50.357	6
109	Channing Mahatan	92	325	S1	BS	49.652 +1	47.292 +2	48.689 +2	7

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
222	Mike Woods	89	Corvette	Other	BP	42.278	40.564	OC	1
213	Chuck Wasserott	94	Corvette	Other	BP	OC	41.519	40.913	2
221	Mike Geyer	90	Corvette	Other	BP	44.673	42.934	42.345	1

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
131	Ed Mask	90	Corvette	Other	BSP	44.229	44.149	43.023	2
220	Barry McKibben	92	Corvette	Other	BSP	46.114	43.439	43.540	3
101	Andrej Balanc		Corvette	Other	BSP	45.745	44.201	44.097	4
302	Stewart Fox		Corvette	Other	BSP	46.343	45.230	44.965	5
224	Chuck Schwantes		Corvette	Other	BSP	48.895	47.194	45.580	6
107	Dick Hammaker		Corvette	Other	BSP	48.752	46.614	46.480	7
334	Tom Green	94	Corvette	Other	BSP	OC	49.148	47.025	8
223	Bud Bocchino		Corvette	Other	BSP	48.205	OC	49.610	9
322	Scott Sestak		Corvette	Other	BSP	52.476	50.161	48.538	10
108	Gary Swimeley		Corvette	Other	BSP	52.711	53.023	52.826	11

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
209	Steve Brown	97	MR2	Other	CS	48.480	47.177	46.472	1
105	Eric Smith		MX-7	Other	CS	53.784	52.803	58.700	2

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
325	Duane Collie	95	M3	SSM	CSP	42.076	42.891 +1	41.838	1
326	Rich Beebe	88	M3	SSM	CSP	43.445	43.422	42.092	2
216	Woody Hair	88	M3	SSM	CSP	43.478	43.027	42.286	3
305	Michael Ko	89	M3	SSM	CSP	42.421	42.500 +1	42.226 +1	4
315	Mike Donahue	95	M3	SSM	CSP	44.266	42.888	43.321	5
202	John Woodcock	98	M3	SS	CSP	OC	44.574	43.249	6
312	Mike Gayle	97	M3	SSM	CSP	46.156	44.245 +1	43.783	7
303	Greg Benson	95	Cobra	Other	CSP	43.798	44.849	44.139	8
309	Ed Bernard	88	325	S1M	CSP	45.289	43.911	DNS	9
301	Gary Ngo	90	M3	SSM	CSP	44.386 +1	43.921	46.030 +1	10
208	Bob Hausman	93	325	S1M	CSP	45.699	44.357	43.965	11
118	Andrew Gunn	84	MX-7	Other	CSP	44.210	43.993	44.786	12
205	Marc Plante	93	325i	S1M	CSP	45.219	44.632	44.472	13
122	Jeff Kohler	97	Z3 2.8	S1M	CSP	45.205 +1	45.045 +1	44.717	14
219	Ron Katona	97	318ti	S2M	CSP	44.963 +2	44.854	44.758	15
217	Lucy Beebe	88	M3	SSM	CSP	47.955	45.135 +1	45.509	16
327	Derrick Blinken	90	M3	SSM	CSP	OC	OC	45.621	17
127	Jerry Skene	95	M3	SSM	CSP	OC	45.796	OC	18
120	Andy Skene	95	M3	SSM	CSP	OC	OC	48.592	19
226	Robert Circle	91	Miata	Other	CSP	49.186	OC	48.630	20
204	Andrew Johnson	87	MR2	Other	CSP	49.003	OC	50.732	21
314	Reggie Kennedy	95	325	S1	CSP	OC	49.948 +1	47.323 +1	22
225	Wade Burger	87	MR2	Other	CSP	OC	49.387	OC	23
104	Tyrone Chee	94	MR2	Other	CSP	OC	OC	52.257	24

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
311	Kenny Sorenson	98	Neon	Other	DS	42.945 +1	42.894 +1	42.425	1
206	Mark Croxton	95	318ti	S2M	DS	47.462	47.066	46.745	2
126	Lisa Goddard		NX 2000	Other	DS	OC	55.656	49.595	3
123	Steven Schlossman	97	318ti	S2	DS	OC	58.551	52.522	4

Name	Year	Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
215	Fernando Puig	71	2002	TM	EM	44.328	43.351	43.091	1
211	George Boyce	98	M 23	SSM	EM	45.032	44.574	43.861	2

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
234	Paul Martino	2002	T	ES	54.443	OC	46.013	46.013	1
233	Mohammed Fares	76	2002	T	ES	OC	48.436	48.436	2
230	Larry Newman		GTx	Other	ES	52.797	51.314	50.918	3

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
310	Bill Brochu	85	535	S2M	ESP	42.754	42.071	41.632	1
317	Dwight Derr	84	635	S2M	ESP	43.097	42.937	42.132	2
228	Pat Donahue	91	M5	S1M	ESP	46.348	44.333	43.110	3
207	Gonzalo Puig	93	Mustang	Other	ESP	45.276	44.707 +1	43.898	4
112	Mark Ralston	93	Cobra	Other	ESP	44.754	43.988	47.028	5
203	Bob Baker	85	535	S2M	ESP	54.973 +1	46.182	45.422 +1	6
110	Manthaw Yip	88	M5	S1M	ESP	46.959	46.568 +1	46.373 +2	7
304	Mark Conley	87	535is	S2M	ESP	49.376 +2	49.742	OC	8
103	Chris Coulter	88	M5	S1M	ESP	52.622	OC	OC	9

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
129	Vikel Cunningham	89	Firebird	Other	FS	67.357	OC	OC	1

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
324	Eric Camell	95	540	S2M	GS	50.796	48.361	47.588	1
319	Curtis Sadler	98	GTI	Other	GS	49.434	48.334	48.229	2
323	Tom Hill	94	530	S2	GS	53.617	51.228	49.476	3
117	Mike Howe	98	GTI VR6	Other	GS	OC	OC	50.205	4
333	Janine Dellinger	96	Eclipse	Other	GS	65.939	57.367	56.034	5

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
330	Randy Dellinger	94	Supra T	Other	SS	46.971	44.788	45.284 +1	1

Car #	Name	Year Car	BMW	SCCA	Run #1	Run #2	Run #3	Best	Rank
125	Terry Baker	98	M 23	SSM	UNK	45.873	41.772	41.775 +1	1
210	Bruce Roth	98	SLK	Other	UNK	OC	47.392	44.876	2

A  
Ask me what makes a good party, and I'll tell you there should be good food, good people, and cars.



I admit it, I like cars. Why do I mention this? Because our latest tech session, held at Curry's Auto Service in Chantilly, Virginia was the best party I've been to in a while, and heck, we even learned something!

Matt Curry has been giving great service to Club members for years, and since Club members receive a discount, the price has been right, too. On December 5th he opened up his shop to the Club for a tech session. Matt's wife Judy ran the catered affair, providing members with great food and drinks as well as free t-shirts and a continuous raffle in which members won everything from a free alignment to a set of Performance Friction brake pads, and the grand prize, a complete set of Boge shocks and struts!

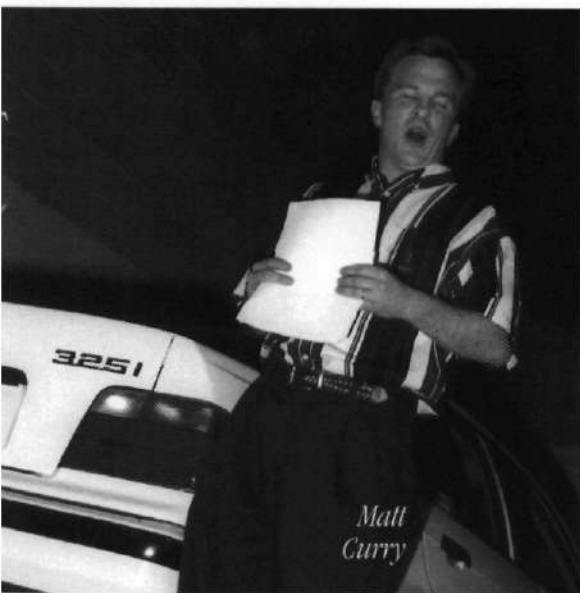
We watched while Chris Prack, Curry's European Car Specialist showed us the alignment process on a few E36s and mounted and balanced tires for a half-dozen folks. In fact, Alex Redding from

Hunter Engineering was there to answer questions about the sophisticated machines. But don't believe any rumors you've heard that Curry's is only a tire and suspension shop. Curry's Auto Service is a complete BMW service center. They can completely diagnose problems in even the latest BMWs, and keep all of the latest computer diagnostic equipment on hand. In fact, unlike many independent shops, Matt also has a number of loaner cars available to customers.

John Arnold from Bridgestone Tires presented to an audience of 40 or 50 Club members regarding the latest advancements in tire technology. Unfortunately, I don't think we'll see run-flat or self-sealing technology in some of the super performance tires we use any time soon. John Hertelendy from Justice Brothers Chemicals presented a series of performance enhancing fluids in an interactive demonstration. These included Engine Cleaner and Tune-Up fluids which you add to your oil, a Radiator Stop-Leak, Penetrating Oil, and an Injector Cleaner.

# A Curry-Spiced Tech Event

BY MARC PLANTE



He showed their fluids in comparison to some of the others on the market and the demonstration was impressive. Matt's people swear by the JB fluids, which are not advertised nationally and primarily sold to shops directly.

I think everyone who showed up had a great time, evidence for that is probably the fact that, although the event was scheduled to run from 2:00 until 4:00, people were still hanging around when I left at 7:00! We have to thank Matt Curry for putting on such a great event for us, and thanks to everyone who showed up!

# I've been a BMW CCA member for three years and a bit now, and an avid reader of *der Bayerische* and the *Roundel* all that time.

I've seen dozens of articles on the various 3 Series cars, the beloved 2002s, and even the elegant 6ers. But what I have not seen much on is the E28 5 Series cars. So, I thought I would remedy this deplorable situation with the story of my own beloved 535i.

It was the spring of 1995, and the Maryland Safety Inspection Nazis had just declared my 1977 Chevrolet Caprice Classic station wagon "vehicle *non grata*" on their roads. I argued that, just because she had 235,000 miles and a little rust from my college years in Maine, that's no reason to take my 5,000lb. LandTank off the streets... The Safety Nazis disagreed. Saddened by the forced retirement of my old 4-wheeled juggernaut, I bemoaned my fate to my friend, mentor, and all-around bad influence Ed Nazarko. Ed thought about it for a few moments (considering, I suppose, my known tendency towards hobbies that endanger my life and annoy my parents), then steered me to Mike Mills at Tischer Autopark. One of the mechanics there was selling a 535i with some heavy miles that I might be able to afford. I'd never thought about a BMW before (other than standard male drooling over fast cars), but I took Ed's advice and took a look. Since I couldn't drive a stick shift at the time, Mike was kind enough to take me out in the car. I admired the look of the car. I admired the obviously excellent handling. I admired the interior. I admired the mild case of whiplash from a fast start at a stoplight. I admired the 10-way power leather seats, various buttons, gadgets, etc. All appealed to my testosterone-induced desire for toys. I got out of the car muttering, "I won't buy this right now. I won't buy this right now". I spent the week looking at "new" cars (mostly muttering derisively under my breath about the cost/quality proposition afforded by Ford's new

Contour, etc.), then got my father to drive the Bimmer with me the next weekend. Going around the loop near the Tischer lot, Dad said, "I'm going to test the brakes, hang on!" No one had told us about the 4-wheel antilock discs. After we extracted the seatbelts from our flesh, Dad stated, "If you don't buy this car, I will." Dad had recently bought a new Camry XLE. Ten minutes later, I shook hands on my first BMW, a 1985 535i with 192,000 miles on the clock. I learned stick shift the following weekend, and picked the car up on Wednesday.

Fast forward three and-a-half years to the present day. I've gone from an underpaid research wonk to a project manager at a mid-sized company, and then quit. I'm presently spending the summer free-lancing on the lap-top from my summer home in Vermont before starting with a start-up software company in San Francisco this fall. The 535i has 249,000 miles, two Driving Schools, and three years of daily commuting up and down the Rock Creek Raceway... uh, Parkway, under her timing belt. Numerous trips to Vermont, Boston, and Ohio have helped rack up the miles. But the car still runs beautifully, and still draws accolades from those who get past her age... I lent the car to my brother once for a week. He bought a 1974 2002 a few months later (he's in law school now, so he's starting to look at 325s, of course). I told one of my oldest friends, with whom I have had a long-standing one-upmanship relationship, about my car. It meant a 318ti for him within a year (I don't in any way consider him one up on me other than that his payments are higher than mine were). His father drove it. Bought a new 540i shortly after. The car (and the marque) are infectious, it



# 5 The Forgotten Five

TEXT AND PHOTO BY DAVID COLEMAN



seems. Everyone who drives my Five starts thinking about buying a BMW. In an age of bubble-like lookalikes and uninteresting performance, the old E28's distinctive swept nose, solid feel and strong acceleration are a welcome change for most drivers.

I was at the Boston airport for a meeting a few weeks ago; the airport parking attendant asked me what year the car was. Looked at me like a deer in the headlights when I told him of the miles I had on the car, first engine, etc. Said he was going to try to find one like it for his son. Ten minutes later, stopped for gas, an older man says to me, "son, that's a lot of car you have there, what year is it?" Same conversation; miles, driving schools, first engine, drives like a much younger car. Three weeks later, base of the Mt. Washington Cog Rail; I've just hiked up and back down the mountain. Another hiker asks me what year is the car after watching me photograph the 5'er with the mountain in the background. I told him, and added that she has now 247,000 miles on the odometer. He looked at me like I am insane for driving such an antique - asked me, "do you feel comfortable driving [such a high-mileage car]?" I looked at his new Mercury Mistake (I mean, Mystique) and thought to myself: "far more comfortable than if I were driving that tin can of yours" but answer politely that I would be happy to get in my venerable BMW and drive across country right that second, with no qualms whatever. Started the car; engine note sweet and steady. He and his friends looked at the car, marveled that it runs so well after so many miles. Ten minutes later, I see him dawdling up Rt. 302, moving like a snail stuck in molasses. I drop a gear and launch past the Mistake at some high fraction of the speed of light. Wave out of the sunroof as I go by. I tackled

Rts. 302 and 113 and several other twisty, birch-lined roads in the White Mountains that weekend and the 5'er took to them like a salmon to a stream — BMW should consider doing commercials on some of these roads.

*The moral of these stories (I have many more, but won't do that to you): we don't hear a lot about the 5-series cars here; do people consider them to be stuffy, middle-of-the-road cars because they have four doors and seat five? But they are good-looking, fast, maneuverable (for a four-door), comfortable and even (dare I say it) 'practical' cars. I can get the proverbial several sets of golf clubs in the trunk (not that I would want to, but my shotgun and backpack fit in just fine, too) and all sorts of friends in the still-clean leather interior. The Fast Five gets up to Vermont's unofficial speed limit (80+) while still on the early part of the entrance ramp and eats the Beltway for breakfast. With regular maintenance (a nod here to the folks at BMW Excluservice in Rockville, who have worked minor miracles on my baby) this car has proven to be more fun, more reliable, and cheaper to own than a newer car often is. It's certainly been better than Dad's new Camry!*

I'd love to hear from other E28 owners their stories of miles and smiles. My next car will be an 88 M5 (the Need for Speed, and more Driver's Schools). But not for a while - this one still has many, many miles left on it. (However, my new job is just minutes from Dinan Engineering. I hear a distinct sucking sound, as my wallet empties itself into Steve Dinan's pockets...

It's that time of year again, the holidays are upon us and most of you are busy with sugarplums dancing in your heads. Well, the chapter is continuing to grow. Our rolls are now at the unbelievable level of 3031. We are still the second largest chapter in the nation, darn it. I am looking forward to another year as your Membership Chairman. We have a myriad of events planned for the coming year: High Performance Drivers' Schools, Highway Safety Drivers' School, Autocrosses, Tours, Tech Sessions, Social gatherings and just hanging out with the fellow Bimwads. Please be safe over the holidays. If you had attended either the Highway Safety School

or other driving events your driving skills would be sharpened for the dangers of winter driving. Check out the website at <http://www.bcp1.net/~ncc/> or call the Hotline (301) 230-9BMW. Don't forget to RSVP for the Holiday Party, it's going to be a great time. See you there !!!

See you at the Holiday Party!!!  
*Mike Gayle*

Name	Car	Referred By
Abrahams Robert S.	99 328i	
Aller Bernard M	98 Z3	
Ayres Shannon	95 325i	
Bennett Richard Z		
Boe David	97 M3	
Brach Matthew		Ryan McQueeney
Brown Elizabeth	83 533i	
Carpenter Keith	95 525iA	
Cloutier Pierre A	98 M3	Caroline Banville
Cone Steve	94 530i	
Cowart Doug	86 635Csi	
Durkin Kevin	95 540i	
Edwards Bob	97 M3	
Edwards Charles	96 328iC	Marc Plante
Eskridge Larry		Jim Ruos
Family Raley		
Friedman Lawrence	99 328i	
Gladstone Mark	95 535i	
Gold Andy	88 M3	
Grabske Brad	87 325iC	
Greiner Steven	95 540i	John Tisch
Harshbarger Roger L.	98 Z3	
Hitchcock Reed	83 533i	Jonathan Bush
Holecko Kenneth	99 328i	
House Mark	72 3.0 Csi	
Houseknecht Ted		
Howe Richard	98 M3	Barry Robbins
Jordon Tim	93 740i	
King Bert M	98 M3	Roy Niedermayer
Kirby Gail	86	325i
Land Will	95	325i
Lott Michael E	98 M3	
Lowery Timothy	90 535i	Mohamed Said

Name	Car	Referred By
Lynn C Cragin	87 325i	Brian Hollen
Marsaro Frank	93 325i	Mike Gayle
Mason George	91 318is	Phil Marx
McCabe Matthew F	95 325i	Joel Bossard
Mcintosh David	93 325is	
Mercier Kathy A	99 Z3	
Mikanda Herve	86 325e	
Miskiman Brent	91 318is	
Moores Leon	94 740i	
Murray Ken	98 528i	
Nguyen Ngoc	87 M6	Larry Newman
Nguyen Nhut	97 M3	Huong Le
Noto Thomas	95 325is	
O'Donnell David	98 328i	
Oliver Craig	89 325i	
Peterson David	92 535i	
Portnoff Kevin	94 325i	
Putman Bob	98 328i	Steve Reiss
Rorls Steve	94 325i	
Salsbury Daniel	91 325i	
Saunders Albert	98 M Roadster	
Schweitzer Pamela J	98 323is	Christopher P. O'brien
Sheridan-Peters James	98 323is	
Skees Allen	98 M3	
Sloane Jim	81 320i	Mike Donahue
Stix Gabriel	84 533i	
Thurner Terrence		
Tullbane III Joseph D	98 Z3	
Valdeturo Paul	97 528i	
Wallace Barbara S	95 325i	
Wesling Timothy R	98 540i	
Williams Garrett V	93 325i	

## New 3 Series 2-Door Update

by Woody Hair

The November 30 issue of Autoweek has "official photos" and information on the E-46 3-series coupe that is supposed to debut at the Geneva autoshow in March. The expected date for the first deliveries in the U.S. was not given. Apparently the silly 323 designation for the 2.5 engine car will give way to "325Ci" and the bigger 2.8 engine will be in the 328Ci - at least in the rest of the world. BMW of North America may choose a different designation. The M3 version is expected in March of 2000 with a 340 hp 3.4-liter engine and in early 2001 the 2.8 engine will be up-graded to a 220 hp 3.0 liter unit.

Appearance-wise, the coupe has a lower hood, wider grill, and a more curved roofline to the trunk lid. The headlight assembly is said to be different, but still has the scalloped lower edge *a la* the 4-door model.

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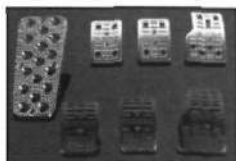
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**Dave Ocel -  
Parts Manager**

## Board Meeting, December 1998

### Officer's Reports:

- Minutes from last meeting: approved

### President's Report:

- Pipe Line distributed electronically
- Charity Event benefits are matching funds from National, Pirelli service award for best charity event. Should be planned for next year, request a chairperson.
- Dealer Involvement (dealer driver program where National pays 50%), we should focus on this for next year, develop plan Regalia, find a company to handle production and distribution of branded BMW items, offer free dB ad.

### Vice President's Report: no report

### Treasurer's Report:

- P&L report distributed

### Secretary's Report:

- New secretary will be elected for 1999

### Membership:

- 3031 current member

### Autocross:

- MWCSCC is meeting on the on December 14 to pick autocross dates for 1999. Will hold autocross school next year. Need more cones.

### Tech Chairman:

- Need a February event, possibly Milner.

### Tours and Rallies: not present

### Advertising:

- 14 advertisers for January, plan for 1999 discussed.

### Concours: not present

### Drivers Schools:

- Net loss due to cancellation of March event.

### dB:

- Past deadline, inputs not received, this could impact RSVP of Holiday Party and we may have to do special mailing. Inputs must be received by Friday.

### Drivers School Steering Committee:

- End of year meeting will be held 12/5

### Webmeister:

- Need updates.

### New Business:

- Door prizes, free drivers' school, autocross, etc. at the Holiday Party.

### Calendar of events: Per the dB except

### Adjournment:

- A motion to close the meeting was made and seconded.

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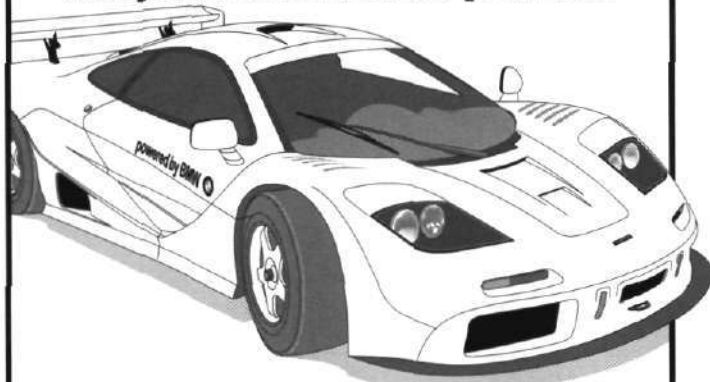
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## CLASSIFIED REQUIREMENTS

**Members:** ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

### Non-members and Commercial Classifieds:

Commercial \$30/issue,  
non-member/non-commercial \$15/issue.

Make checks payable to BMW CCA NCC. Send ad with payment to *der Bayerische*, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218 or e-mail to dderr@bcpl.net. Ads must be received by the first of the even-numbered months for inclusion in the next issue.

## PARTS FOR SALE

**E24/28 Parts** Self-levelling suspension parts for 5/6 series. Pair of: 50k mile shocks (no leaks, excellent), new upper shock mounts (5k miles); high mileage but functionally perfect springs and accumulators. All for \$350 + shipping (shocks alone are 700-800\$ new. Removed from M6 when pump pressure switch began to fail.)

**Charlie** (703) 276-1932  
or email to: <henkinc@erols.com>

**E30 Parts** Jim Conforti Chip 88-91 325i is \$150, Balo front brake rotors (new) \$70, used front/rear 325is sway bars \$50, set of 2002 stock springs \$50.

**Mohammed** (301) 984-6146 (MD)  
(301) 840-0890 days (MD)

**Tire** 235.40ZR17 Michelin Pilot. Unused spare from M3. Asking \$190.

**Mike** (703) 847-5317 (VA)  
or email: <MikeFerguson1@compuserve.com>

**E36 Wheels** Four (4) 16"x7 1/2" M Contour wheels. New. \$1,000 obo.

**Don** (410) 662-4746 work (MD)

**Tires** Four (4) Dunlop SV4000, size 225.50ZR16. 75 miles. \$350/4 obo.

**Don** (410) 662-4746 work (MD)

**6-cyl Parts** Bosch distributor cap (#04156) and rotor (#03195) for 82-on 6-cylinder motors. \$50.

**James** ((703) 912-5066 (VA)

## WANTED

**Trailer** To carry a BMW 325/328. Will pay \$100 for leads if purchase made.

**Mike** (703) 356-2150 (VA)  
or email to: <mbacha@nv2.cc.va.us>

**Reset Tool** For '84 325 oil service and inspection lights.

**Mike** (703) 356-2150 or email to: <mbacha@nv2.cc.va.us>

**E28 Mats** Four black floor mats in good condition to fit 1987 E28 535i.

**Berkeley** (301) 921-7998 (MD)

## CARS FOR SALE

**1973 3.0CS** VIN 2240690. Silver/ blue leather, 5 spd, AC, PW, Sunroof, CD player, 3.3L engine, 100K miles, many new parts, excellent condition. \$16,000.

**Mark** (202) 333-3555 (DC) e  
mail to: <mark@proxicom.com>

**1977 Porsche 911S** 1977 Porsche 911S. VIN 9117203063. Dk green/caramel interior. 85K miles, new paint, rare sport pkg., extra set of Fuchs wheels for track. Very clean condition. \$10,000.

**Dave** (301) 776-4002 work (MD)

**1984 733i** VIN WBAFF7407E7397357. Metallic gray/black. Rare 5sp. New (w/ records): Yokohama tires (5), shocks & struts, full exhaust incl cat, fr- & r brake rotors & pads. Clean, runs good. Used as daily driver. 130K miles. \$5,733.

**Tony** (202) 393-7000 (DC)

**1995 M3** VIN WBSBP9324SEH01523. Avus blue/ gray leather. 5-speed, 56,000 miles, excellent condition, sun roof, A/C, cruise control, BMW center arm rest, CD changer, AMP and sub woofers, chip, K&N air filter, short-shift, keyless entry and security system, built-in laser / radar detector, European BMW rear wing (also, extra wing), five 17x8 Zagato 10-spoke alloys with 235.45ZR-17 CompTAs (two new and two 50%), four Michelin snow tires (almost new) on OZ 5-spoke alloy rims, Borla SS exhaust, oil / filter changes every 2500 miles (synthetic), active BMW service card, all records. \$29,995.

**Tony** (215) 345-5480 (PA)

## MOTORCYCLE FOR SALE

**1993 R100RS** Last year of the true boxer classics, only 60 imported to the US that year. New Metzlers, integral style hard bags, Corbin dual sport seat w/ back rest, heated grips. 13.5K miles. Absolute mint condition, always garaged and lovingly cared for. Steal at \$9,750 or trade for a nice 535i.

**Enver** (703) 243-1039 (VA)

## PARTS FOR SALE

**E28 Seat** One pearl beige leather electronic sport bucket seat from 1987 535is. Driver's side seat in good mechanical condition, but fair cosmetic condition (needs sheepskin cover). Make offer.

**Berkeley** (301) 921-7998 (MD)

**E30 M3** New f/r brake rotors, set Korman road/sport springs, f/r Korman/Velvet-touch brake pads, 4 Bridgestone Blizzaks, size 205.50X16.

**Frank** (703) 443-1240 (VA)

**E34 Springs** NEW H&R Sport Spring set for an E34 525i. \$190.00. I'll give a \$10.00 discount if buyer can produce a current BMW CCA membership card in his or her name.

**Michael** (703) 620-8567 (VA)  
email to: <adu@sade.com>

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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: \_\_\_\_\_

BMW MODEL/YEAR: \_\_\_\_\_

RECOMMENDED BY CLUB MEMBER: \_\_\_\_\_

MEMBER'S NUMBER: \_\_\_\_\_

**MY SPECIAL INTERESTS ARE:**

- |                                   |                                    |                                      |                                         |
|-----------------------------------|------------------------------------|--------------------------------------|-----------------------------------------|
| <input type="checkbox"/> RALLIES  | <input type="checkbox"/> AUTOCROSS | <input type="checkbox"/> MAINTENANCE | <input type="checkbox"/> DRIVER SCHOOLS |
| <input type="checkbox"/> CONCOURS | <input type="checkbox"/> SOCIAL    | <input type="checkbox"/> MODEL CARS  | <input type="checkbox"/> OTHER          |

FOR FASTER SERVICE CALL (WITH CREDIT CARD READY):

# 800.878.9292

☐ **YES, I WANT TO BECOME A BMW CCA MEMBER.** Membership is \$35 for one year.

☐ **ASSOCIATE MEMBERSHIP.** This is available for a family member living at your address who will receive all membership benefits but will not receive an additional *Roundel* magazine. Cost is \$5.

NAME \_\_\_\_\_

**PAYMENT**

☐ **I'VE ENCLOSED A CHECK FOR** \_\_\_\_\_ (U.S. Funds only)

☐ VISA    ☐ MASTERCARD

CARD NUMBER \_\_\_\_\_

EXPIRATION DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

## MOVING?

**PLEASE PRINT YOUR NEW ADDRESS AND HOME PHONE NO. BELOW:**

NAME: \_\_\_\_\_ MEMBERSHIP NUMBER: \_\_\_\_\_

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

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

TELEPHONE: \_\_\_\_\_

**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.

(Please allow three weeks advance notice)  
Address changes will NOT be accepted by phone

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