

der *Bayerische*





Cover: A BMW 2002 during a parade lap on PVGP's race course. Read articles on BMW CCA Oktoberfest and PVGP starting on page 15. Photo: Steve Tenney

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derBayerische



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O'Fest Reignited My Love of BMW

By Rob Hopkins | Photos by Rob Hopkins and Steve Tenney



| Views of the north bank of Pittsburgh and 100ft high fountain at the confluence of the two rivers!

I have been a member of the BMW CCA since 2014, but I had not attended an Oktoberfest before this year and had just picked up my first BMW, a 2009 128i, late last year. When I heard O'Fest was going to be in Pittsburgh and coincide with the Pittsburgh Vintage Grand Prix, I knew I had to attend. What better way to combine the two branches of the car hobby I enjoy, vintage cars and BMWs! I started by making plans, thinking about what events I wanted to attend and budgeting how much time I could be away, and came up with an early morning caravan plan on Wednesday with the goal of "Concours or Bust!". But the best laid plans can go awry.

Between the loss of my 128i to an accident and my back up car, a 2008 AP2 Honda S2000, falling ill with a broken subframe bushing on the Saturday before O'Fest was to begin, I started doubting if I'd be able to attend. After taking a few minutes to breathe and having a glass of Sangria, I redoubled my efforts and pushed on with preparations. As my car sat in "dry dock" waiting for parts, I clay barred and waxed it and managed to adjust my caravan plans. Meanwhile pictures from friends already in the thrall of

O'Fest on Monday and Tuesday came pouring in via social media and I was taunted by the random text message alerting me to the chance to win tires or motor oil if you attended this seminar or that!

It wasn't until 3 am on Wednesday morning that I torqued the last bolt on my car and knew for sure it was really going to happen, I was going to O'Fest!!!! I could finally get some well-earned rest before hitting the road. I rolled out of bed a few hours later, made a pot of coffee and hastily packed. I showed up only a few minutes late to the rendezvous with "*der Bayerische*" co-Editor Anna Maripuu who had just picked up her 135is from Aktiv Automotive. After checking our pockets in case we had forgotten anything important, we divvied up the Walkie Talkies and took off on I-270. We made quick work of that twenty-mile stint before settling into traffic for the next one-hundred miles or so of I-70 and chatted about car troubles we both had experienced while getting ready. It turns out we all have bad weeks sometimes!

After stopping for lunch, we decided to take a break from the interstates for some backroads and got tricked by Route 40 for what

must have been the hundredth time, ending up on twisty Route 219. Along the way there were beautiful views and some interesting architecture. A quick twenty miles later we met up again with the Pennsylvania Turnpike for the final eighty-mile drive into Pittsburgh, to check into the Sheraton Square Hotel late in the afternoon. Not knowing where everyone else I knew were, I stuck with Anna and we managed to hunt down another NCC member or two who were also looking for dinner. We decided to head up one of the incline railways to check what tasty delicacies awaited at the top. We settled on the Shiloh Grill thanks in part to its hilariously named dishes such as Polish Church Basement Pierogies and Burghers, and eventually we were joined by yet more CCA members.

Since I had missed the Concours earlier I decided to wander around the parking lot to see some of the many cars that had made the journey to O'Fest. Just as I was making a last pass, I stumbled onto a group of folks tailgating out of their trunks in the parking lot and they offered a drink. I decided to sit down and stay a while to listen to stories of past O'Fests and travels.

At this point I knew it was going to be a good week. How good was something only time would tell.

Thursday was a day at the track! Specifically, at Pittsburgh International Race Complex, otherwise more simply known as PittRace. While charity laps, the Michelin Driving Experience and HPDE events went on, I joined Autocross. Once I had registered and the car passed safety inspection with flying colors, I started my course walk, quickly figuring out a plan of attack for the course, while sharing opinions and getting advice from fellow drivers. When they called for volunteers to work the course I figured why not and ended up working two morning sessions which helped me to gain a different perspective on the course and maybe burn off a few calories from the huge serving of Philly mac and cheese I had devoured at dinner the night before.

During the third Heat it was finally my chance to get out on the course and show off what the S2000 could do. By the end of the morning I was consistently in the mid 36s. The break for a trackside lunch with cars zooming by in the background didn't help me to improve my times, but I did meet Tony from the "Road



(Above) Cars lining up to set up on the Shell TSD Road Rally. (Above Right) The 2018 F90 BMW M5 used to set the world record for the longest drift and an F10 M5 used for mid drift refueling duties. This M5 drifted for 232.5 miles! (Right) In the thick of German Hill, cars still coming into the show field.

Monkeys" of the Lone Star Chapter! As I ate BBQ I heard stories of the Road Monkey's travels and their impressive 1500 mile trip up here with no freeways, aside from twenty miles or so, but still.

The afternoon Autocross runs passed quickly and after returning to the hotel for a shower it was time for my first BMW CCA O'Fest dinner at the Carnegie Science Center and what an evening! We hopped onto a ferry to cross the river and it dropped us right off on the shore next to the Science Center. While chowing down on hors d'oeuvres and admiring the huge submarine out front, I was joined by CCA members who had driven up from Florida and we talked about cars and life until the upper floors of the Center.

It was worth the wait! We quickly became enthralled by all that we could see and do on these floors. I worked with others against a basketball robot to try to improve the poor human accuracy score of 18.5% versus the robot's score of 83%. After we were rewarded with an increase to 19%, we found other things to do and enjoy. A 1v1 in Air Hockey against a robot goalie, a computerized xylophone, a large model train layout, and a flaming Ruben's Tube with a music synthesizer downstairs being used to make s'mores for CCA Members, were just some of the highlights. I had the chance to talk with Lee who was one of the drivers of the BMW charity lap race cars. All good things must come to an end and eventually we were kicked out of the Science Center and all hopped back on the ferry to the hotel.

In case I didn't mention it earlier, the weather all week was spectacular! As we lined up for a tour to Frank Lloyd Wright's architectural masterpiece, Fallingwater, on Friday morning under partly cloudy skies, I put the S2000's convertible top down for the next few hours of driving. We

were split into groups of fifteen cars each and since I am an ever-helpful tourmeister in my chapter, I willingly volunteered to be one of the trailing cars, a sweeper. The sweeper tries to make sure folks don't get separated from the group or for those who get caught at lights, the sweeper radios ahead to make sure the lead cars know that there is a delay.

I ended up rescuing a few folks who missed a turn because of toll booth separation, but most of the time was spent enjoying the scenic route! It had been several years since I had last visited Fallingwater and I wasn't disappointed this time around. Our knowledgeable guide led us through the stunning house disclosing many interesting facts and giving us a chance to admire the wonderful architecture. With it being near lunchtime on the way back, I grouped up with Tony, from the Road Monkeys, and his Alpine White E39 M5 for the drive back. We picked a random establishment for lunch and then continued on to the Hotel to relax and escape the afternoon heat. I was happy to just hang out and talk with folks in the parking lot for the next few hours. Apparently, the Robber Baron dinner held at the Grand Concourse, an ornate turn-of-the-century railway station located mere steps away from the Sheraton, ended up being quite an event, but I decided to spend a more quiet evening going up the incline again, checking out a place called the Micro Diner, just down the street from the Shiloh Grill.

Saturday dawned a more relaxed morning full of getting cars washed and ready for the Pittsburgh Vintage Grand Prix showfield. Anna and I teamed up again for the drive to the Vintage Grand Prix and on the way passed cars of all types and a police-escorted parade of Subarus. After getting lost and separated we managed to



find our way to the entrance to the event and joined the 720+ cars on the show field on "German Hill."

It was convenient to have lunch on German Hill, and we had a splendid view of corner 13, a right switchback with multiple camber changes due to the pitching of the road for drainage. When a driver got the corner setup properly, it was a joy for all to see. Late braking and turn in followed by a smooth application of the gas resulted in precise drift which made full use of the road width to carry as much speed as possible at exit just millimeters from the curbing. It was impossible not to cheer if. After watching this corner for most of the morning, I started chatting with Rachel from the Smokey Mountain Chapter, and we wandered off to check out BMWs and other cars in more remote areas of Schenley Park. It was neat hanging out with folks from so many different parts of the country. Around 3 pm the heat of the afternoon hit hard and it was time to return back to the hotel to get ready for the BMW NA dinner, conveniently located at the host hotel!

As we chowed down on a house salad, creamy lobster bisque, and filet mignon, we began to wonder who the main speaker was going to be. It was M-Division head for BMW NA Kevin Phillips! After his remarks there was a

Q & A session with lots of interesting questions about the future of the manual transmission, how robust the M5 AWD system was, and asking about future M models. A contest followed to determine who had been to the most O'Fests and a few people made it into the forty-plus years category which is astounding to me I had no idea BMW CCA had even been around for that long. I don't blame them for sticking with it for so long, because the whole trip had been an amazing experience.

Sunday started off with the business of packing and feeling a bit of *deja vu*, minus getting lost on the way over to German Hill. The day started off strong with BMW CCA parade laps that morning! More than 170 BMWs made it out onto the track and it was quite a spectacle to see so I'm sure it was fun for the paraders who seemed to be cruising along at 20 mph or so as they had been instructed to keep speeds down. After lunch I continued to wander around checking out areas of the show field that I had missed the day before, and from time to time wandering

over to the trackside to watch the races from corners 15 and 18. Time flew and before I knew it, it was nearly 4 pm. I reluctantly packed up and hopped in the car for what seemed like a quick four-hour trip home.

It was a bit sad to see several friends that I had made over the past days heading out and for home but I wasn't saddened. In fact, I felt the total opposite. Hopeful and energized. We are so very lucky to be a part of a great community of people and it's worth being excited about! Thanks to O'Fest, for the first time since my 128i came to its unfortunate end, I felt excited about the prospect of getting back in the game with a BMW of my own some time very soon. I promised many I wouldn't show up without a BMW at Spartansburg in October 2019 and I don't plan to disappoint...

(Right) Cars lined up along the river front for the Concours.



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Traditions

BY

Marc Caden

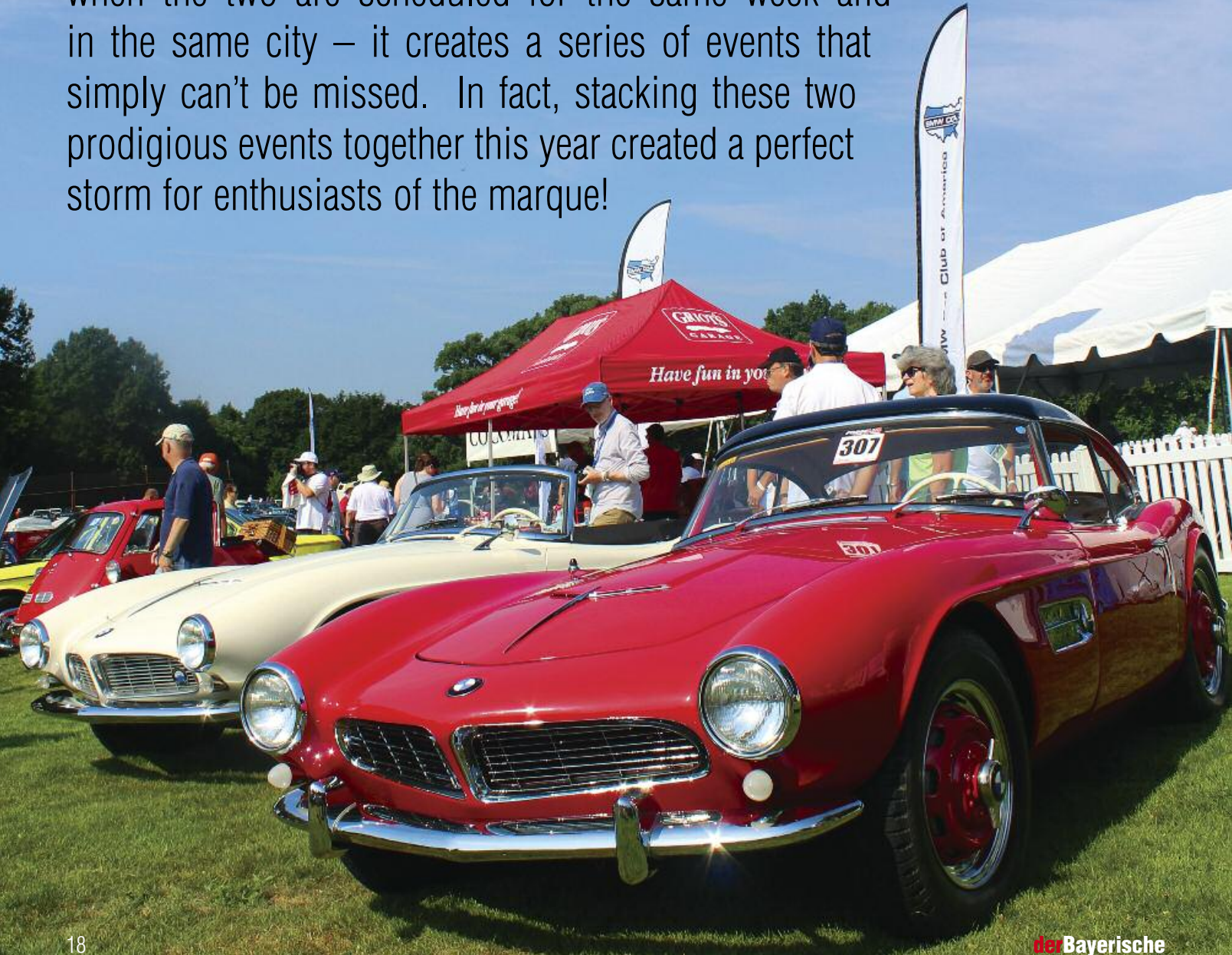
PHOTOS

Marc Caden
Fraser Dachille
Steve Tenney

Oktoberfest and PVGP Races

Combine to Create an Unforgettable Weekend

Independent of one another, both the BMW CCA's annual Oktoberfest celebration and the Pittsburgh Vintage Grand Prix (PVGP) are events that every car enthusiast should really try to attend. However, when the two are scheduled for the same week and in the same city – it creates a series of events that simply can't be missed. In fact, stacking these two prodigious events together this year created a perfect storm for enthusiasts of the marque!



The PVGP is special because the racing occurs on public streets that have been officially closed by the city for the race weekend. The street circuit means there is very little run off for the drivers and there are hazards not normally found on most tracks, like stone walls, telephone poles, and high curbs. It is a major event on the vintage racing calendar, but it also has a strong charitable mission by supporting the Autism Society of Pittsburgh and the Allegheny Valley School.

You may recall that last year I complained about having to visit Pittsburgh after the Penguins ousted the Capitals (once again) on their way to winning the Stanley Cup. This year, the world was turned on its head when the Caps finally beat their arch nemesis Penguins and brought the Stanley Cup home for the first time to Washington, D.C. As I returned to Pittsburgh this year, still basking in the glory of the Caps' recent victory over the Penguins on their way to the Cup, I promised not to gloat about it. I merely put on an Alexander Ovechkin jersey, a "Let's Go Caps" baseball hat, and carried around a replica of the Stanley Cup with a flashing red light on top. Okay, I am exaggerating just a little — there was no flashing red light on

top of the cup. But I cannot deny that Pittsburgh; as lovely a city as it is, was even more appealing this year.

PVGP race weekend is truly special, but it was made even more special this year with BMW being named Marquee of the Year, perhaps not surprisingly with Oktoberfest ongoing. I saw lots of prominent BMW CCA members in attendance, a who's who of the BMW world. I saw *Roundel* editor Satch Carlson drive into the corral in his Z8 that he has nicknamed "Nancy Drew." I heard that on his drive out from California his odometer hit 123,456 miles, so maybe he will post a picture of that in an upcoming issue. Either way, he has one of the highest-mile BMW Z8s in the country and what an epic drive to Oktoberfest it must have been.

I also saw other *Roundel* writer royalty whose names you probably recognize, like Joseph Chamberlin, Mike Self, Tom Plucinsky (from BMW NA), and the Hack Mechanic Rob Siegel.

The BMW CCA Foundation had a nice tent set up with merchandise that was staffed the Foundation's curator Michael Mitchell. Griot's Garage also had a tent set up with some free goodies and products available for purchase.



(Above) Are we there yet? The trip to Pittsburgh only takes about four hours and the posted speed limit for much of the trip is 70 mph. Marc Caden in his 1973 2002 follows closely behind Chuck Pompei in his 1971 2002. Their caravan also included Fraser Dachille and Alicia Gordon in their respective M3s.





The Allegheny Chapter was our host for the weekend and they truly outdid themselves. Chapter President George Snyder said that there were over 700 cars in attendance and 1400 people. That included over 120 2002s, 2 507s, and 2 ultra rare 1930's 328s. George gave special thanks to our chapter's President Paul Seto and for the over 200 chapter members in attendance. He also gave special thanks to Rick Speicher from Rahal Automotive group for providing t-shirts and water. Former racecar driver and team owner Bobby Rahal was in attendance and earlier in the week he drove his M1 on the covered bridge tour.

Since BMW was the PVGP's Marque of the Year, our cars were invited to take part in a special parade lap on Sunday before the actual racing began. Over 150 BMWs took part in the parade lap and we came very close to setting some sort of Guinness World record for the largest single marque parade lap.

I saw longtime BMW race car driver Bill Auberlen multiple times throughout the weekend. Bill was selected as the PVGP's Honorary Race Director, a pretty easy selection given that BMW was the Marque of the Year. He took to the track on both Saturday and Sunday, driving exhibition laps in the retired Z4 GTE that he

(Left) Scott Hughes collided with a concrete barrier coming into Turn 13 in his #64 1970 2002. (Below Left) Road & Track writer Sam Smith piloted the #21 Alpina 2002. (Bottom Left) The #349 entry in the Pre-War class was a 1930's 328 running a Frazer Nash power plant.



used to race for Team RLL.

BMW Performance Center Driving Instructor Mike Renner was also on hand and giving "hot laps" all weekend in his "Ring Taxi," an M3 tricked out with all sorts of BMW performance parts. For a charitable donation, you could get a ride with Mike and his hot laps are legendary for his drifts and smoking tires. However, I noticed by mid-day Saturday the M3 had disappeared. Apparently, while drifting a turn, the bead of the passenger front right tire rolled off the wheel and unfortunately the car had to be retired. However, BMW NA was kind enough to step in and lend Mike a new M5 that they had in their fleet with the following

instruction -- please leave enough tread on the tires to drive it to the next scheduled event.

BMW NA brought a few very special cars to display, since none of them are readily available yet. Parked at the top of German Hill were a brand new M5 Competition Package, M3 CS, and the M2 Competition Package. All of these special editions were announced not long ago and for nearly everyone it was the first chance to see them up close. The M2 Comp probably got most stares as this special edition has received an engine transplant from the M3/M4 platform, upping its horsepower to 405 and the redline from 7000 to 7500. BMW's baby M



(Top) BMW NA brought three new offerings for public consumption -- the M5 Competition Package, M3 CS, and M2 Competition Package.

(Below) Over 120 2002s showed up to celebrate its 50th Anniversary.





(Left) Racecar driver and PVGP honorary race director Bill Auberlen drove exhibition laps in the now retired Z4 GTE #25 Team RLL racecar. (Below Left) Chapter member Doug Dolan and Roundel Editor Satch Carlson had the only Z8s on the field.



has already been a favorite among the enthusiast crowd and I suppose we will start seeing a lot of them show up at local Cars & Coffees, autocross events, and track days.

Parked next to the cars brought by BMW NA were several amazing vintage BMWs brought from National Capital Chapter Member Lothar Schuettler's personal collection. Lothar brought his 1937 328 that won its class at the Pebble Beach Concours. He also brought his 1972 Baur Targa 2002 and 1973 3.0 CS. In addition to Lothar's 328, there was another 1937 328 in attendance, but this one was actually racing in the Pre-War Class.

It was also quite a sight to see two BMW 507s parked next to each other. Only 252 of these hand built roadsters were ever made and seeing them side-by-side was truly impressive. Dirk de Groen brought his white 1957 507 to Oktoberfest from his home in Florida and surprised many folks when he drove it on the covered bridge tour earlier in the week.

The other 507 was a red car owned by Thomas Peskey from the Delaware Valley Chapter. Tom

bought the car back in 1974 and while he didn't tell me the price, I get the sense that he probably paid far less than the cost of the cheapest BMW currently offers for sale. He bought the car knowing it needed some work. It had the wrong front grills in place and when he had it shipped to him after the purchase, the front end was damaged in transit. As a result, Thomas undertook a restoration that would end up taking more than four decades to complete. I looked through his custom bound leather book containing hundreds of pictures carefully documenting its restoration. His car wouldn't be finished until 2016 when he showed it for the first time at the Amelia Island Concours.

There has been a lot of buzz amongst 507 owners since former Formula 1 champion John Surtees' car was offered for auction at this year's Goodwood Festival of Speed. The pre-auction estimate of \$2.6-2.9 million was easily exceeded and the car sold for a record \$5,026,522. It was the third most expensive car sold at Goodwood and may have been the most expensive BMW ever sold. The Hagerty Insurance Classic Car valuation tool currently lists the value of an average 507 at a whopping \$2 million.

The BMW Car Corral and hospitality tent at the PVGP sit high atop

(Left) Chapter member Lothar Schuettler's concours winning 1937 328 was the oldest BMW in attendance.



(Right) BMW Performance Center Instructor Mike Renner's M3 "Ring Taxi" retired early due to a tire malfunction, but BMW NA stepped in and loaned him a new M5 for hot laps. (Below Right) The Allegheny Chapter set up a nice Beer Garden replete with a band playing traditional German oompah music.

"German Hill" and this is arguably the best vantage point to watch the race. The Allegheny Chapter set up tents with a German oompah band, beer garden, and tasty catered lunches. Not surprisingly, there were more BMW race entrants this year than in previous years. There was a special race featuring only BMW 2002s and another popular race called "Axis vs. Allies Challenge" that pits German, Italian and Japanese cars against American, British and French cars. There were some familiar drivers signed up for the 2002 only race such as *Road & Track* (and former *Roundel*) writer Sam Smith, race shop owner TC Kline, and Dennis Pippy (a fixture in this chapter's HPDE program).

Unfortunately, there were some incidents involving some of our favorite cars. BMW CCA Club Racing Founder Scott Hughes was driving his #64 1970 2002 when he appeared to come in hot at Turn 13 and his brakes locked up. His car jumped the curb, slid quickly through the grass and collided hard with a concrete barrier. Fortunately, Scott was okay, but his car sustained some pretty ugly front end damage. Earlier in the day, another 2002 spun coming out of Turn 13, jumped the curbing, and appeared to break a rear CV joint. It needed to be towed away, but it came away from the off

track excursion with relatively minor damage. Overall, the racing was very gentlemanly amongst the competitors and there were very few on track incidents.

Since the BMW CCA is celebrating the 50th Anniversary of the 2002 this year, all 2002s in attendance got special parking adjacent to the track. However, with over 500 BMWs parked in the car corral, there were special cars everywhere you looked. There was something for everyone - engine swaps, Alpina, M-Technic, M-Power, racecars, Euro only, vintage, and new models.

Perhaps the best news out of the weekend was that BMW was on track to set a record for raising charitable donations with a goal of \$150k. Overall, it was an amazing race weekend and both the BMW CCA and Allegheny Chapter should be commended for deftly coordinating such a huge undertaking. The event ran without a hitch and that was largely due to the years of planning that went into it and the huge number of volunteers who donated their time to make things run smoothly.

(Right) #349 1930s 328 parked in the BMW car corral after its race concluded.





O'FEST BY THE NUMBERS:

An O'Fest First Timer's Seventh Trip to the Pittsburgh Vintage Grand Prix (PVGP)

By Fraser Dachtile

For this author, the numbers broke down like this: O'Fests previously attended: zero, Pittsburgh Vintage Grand Prix's attended: six, cars in the caravan to O'Fest: three, cars in the caravan home: four, registered O'Fest attendees: 1,264, 2002s seen: many.

It was my first time attending an Oktoberfest, and the experience could not have suited me any better. I have been up to the Pittsburgh Vintage Grand Prix seven times (including this latest visit) since my first visit in 2008, and I would not have missed this one. The fact that O'Fest was scheduled to be held in conjunction with what is one of my favorite annual events was great timing. In other words, I was going to attend anyway and O'Fest was a welcome bonus: like getting a free scratch-off with your



(Top) 02's on Parade: A stream of 2002's got the chance to take a parade lap of the PVGP Course during Lunch on Sunday. (Above) 02's at Rest: The 2002's got parking at the entrance of "German Hill" at the PVGP International Car Show this year for the celebration of their 50th anniversary.

purchase and actually winning some money.

If you missed Oktoberfest, I can say the following: 'there is always next year'. Oktoberfest moves to Greenville, SC next year (in October 2019), and the PVGP will be held the same time and place it has been held since 1983 (middle of July, Schenley Park, Pittsburgh, PA). Do yourself a favor and try to attend both.

I drove up with two fellow club members (Alicia Gordon: Chapterfest co-Chair, and Abby Gonzalez: Director of Marketing) on Wednesday evening, having met them at Midway Service station on the PA Turnpike. We got into Pittsburgh after 10 pm Wednesday – rough for an early wakeup call to be at PittRace at 7 am the next morning for Autocross.



(Above from Left) NCC member (an dB editor) Anna Maripuu putting her 135i through its paces at PittRace for the Friday HPDE. NCC Member (and Chapterfest Co-Chair) Alicia Gordon in her '18 M4.

The next morning arrived in a snap, and I found myself in the paddock of PittRace, my car emptied of luggage and contents and ready to run. About half a dozen familiar faces from NCCAutocross were present to represent NCC at the O'Fest Autocross. After the smoke cleared, and all the cones had fallen two NCCAutocross committee members had trophies in hand.

Following Autocross, a few of us decided that we needed more speed for the day and did a session of Karting. If you find yourself at PittRace (or find yourself with an excuse to be there) do yourself a favor: kart. The track was excellent and the karts were fast. One NCC member even has a time slip (probably framed by now) of turning a faster lap than Bill Auberlen in a kart.

Friday, I found myself in the paddock of PittRace again, car emptied (again). This morning began with classroom and instructor introductions: Friday was HPDE day. Having never driven on PittRace before, I will admit that I thought based on videos that it would simply be an okay track. I am secure enough to admit it: I was wrong. The track has more elevation change than videos do it justice, the curbing is in all the right places, and the track rewards patient drivers who can will themselves to wait the extra

beat and turn in late.

An incident involving one of the BMW CCA Foundation's race cars, a Z4 GT LM, delayed the charity laps until after the lunch break. Having an event organizer come to your window and tell you: "We are running behind with the charity rides in the race cars..." should have been followed by "...so we will get you on track as soon as possible."

Instead it was followed by, "...so we will have the race cars on track with you. Just hold your line, be predictable, they will work around you" was not what I expected to hear. I know it wasn't part of the program and it may never happen to again; but being on track, at speed, and getting passed by an ex-BMW factory race car like you are sitting still is an experience that will not soon be forgotten. And if I do forget, there's always the video to prove it.

The drive home was made with three club members (Chuck Pompei, NCCAutocross Co-Chair, Alicia Gordon, Chapterfest Co-Chair, and Marc Caden, often author on these pages). We were sunburned, tired, and exhausted from the activities and more than a little sad to return to the land of work (as opposed to the land of car shows and race cars).

(Below) NCC member Alicia Gordon chasing down a E90 M3 in her F82 M4.





I (Above) NCCAutocross Co-Chair Chuck Pompei navigating a slalom at Thursday's Autocross.

You may be asking yourself: what happened over the weekend at Schenley Park? The events in the park are covered by other authors in this issue. The weekend at the park was fantastic. The Allegheny

Chapter has the PVGP organization and hospitality down pat. Adding O'fest to the mix was truly the icing on the cake of an always excellent event. The number of BMWs on German Hill this year was stagger-

ing, and I know I didn't personally see even a small fraction of them.

Get yourself to both events next year. Go watch the vintage races in Pittsburgh, soak in the car show, and enjoy the shade and

beverages in the BMW tent on German Hill. Find an activity that interests you at O'Fest, dive into it, and who knows what kind of experiences you might end up having.



I (Above) NCCAutocross Committee Member Kamran Bakhtian clipping a cone in the slalom on Thursday.



I (Above) A Z3 M Roadster speeding through Thursday's Autocross at O'Fest held at PittRace.



I (Above) BMW CCA Foundation brought four ex-racers from their collection to be used for charity laps at the HPDE at PittRace.



I (Above) Some Like it Hot: one of the BMW CCA Foundation racers got a little hot under the collar during practice.