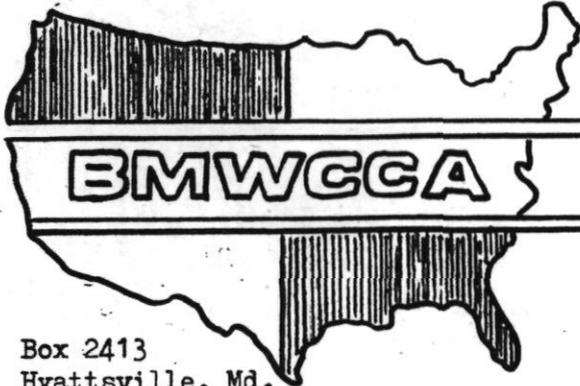


NATIONAL
CAPITAL
CHAPTER



BMWCCA

Bayerische

NOVEMBER 1971

Box 2413
Hyattsville, Md.

OKTOBERFEST
71

IS OVER

(THANK GOD)

EDITOR: Nick Voigt

ASS'T EDITOR: Starling Voigt

725-8065

PRESIDENT: Chris Romine
577-7613

VICE PRES.: Ric Cavallero
577-8768

SECRETARY: Patti Cavallero
577-8768

TREASURER: Malcolm Stephens
577-0558

AUTOCROSS: George DeSocio
683-0953

RALLY: Mike Leeper
941-3924

TECHNICAL: Mel Morganstein
384-5858

MEMBERSHIP: Patti Cavallero

COUNCIL: Chris Romine

STORE KEEPER: Bill Mason
573-5321

NEXT MEETING

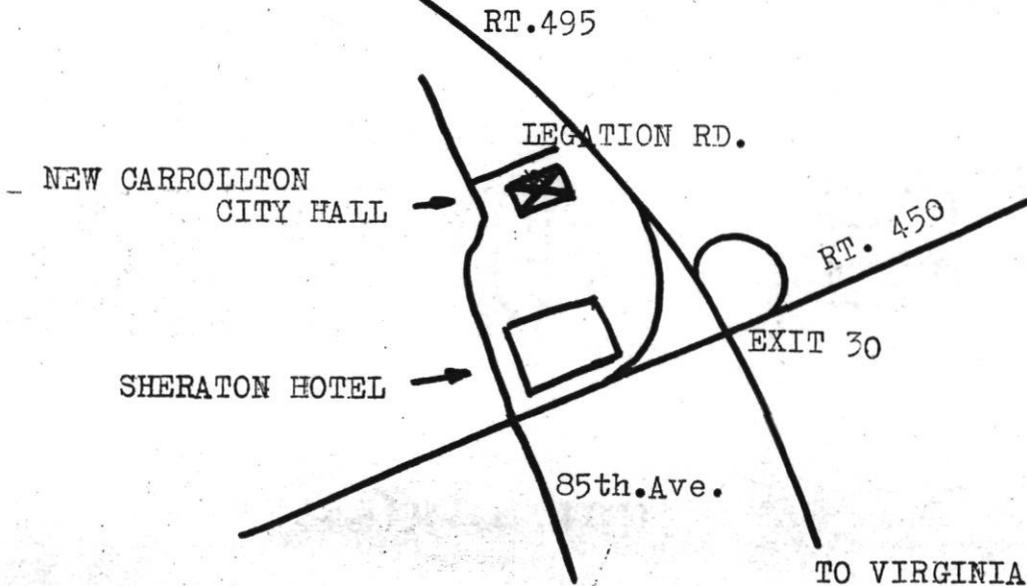
TO SILVER SPRING

3 DEC

Friday Nite

NEW CARROLLTON CITY HALL

7:30 P.M.



Next

FRIDAY DEC 3

Meeting:

NEW CARROLTON CITY HALL

7:30 PM

P.S. THE STORE HAS MUCH TO SELL
AT LOW PRICES.

NOVEMBER, 1971

COOPERATION & PARTICIPATION
MAKE OKTOBERFEST A SUCCESS

Speaking for Starling, myself, and the membership at large, I would like to thank all of you who worked so hard on Oktoberfest '71. Many people put in long hours and hard work, but I would like to make special mention of our key workers — Ric & Pat Cavallero, Chris Romine, George de Socio, Jim Miner, and Malcom Stephens. I'm sure I missed some others who made our event a success, so to these people and to those members mentioned above, THANK YOU.

Nick Voigt - Editor

* * * * *

ROMINE, CRAIG TAKE TOP HONORS IN SECOND ANNUAL
BMWCCA OKTOBERFEST

On October 22, 23, and 24 the National Capital Chapter of the BMW Car Club of America hosted Oktoberfest '71, the national convention of BMWCCA members. Participants came from as far away as New York, Michigan, Alabama, Ohio, Massachusetts, New Hampshire, etc. The first Oktoberfest held last year in Concord, Mass. proved successful, but this year's even in Lanham, Maryland seemed an ever larger success.

Activities began Friday evening, October 22 with a cocktail party at the Ramada Inn, headquarters for all activities. Saturday morning began with a concours d'elegance with guest judges Bob and Phoebe Harper from PCA. Jim Craig of Portsmouth, Virginia and his beautiful 1969, 2002 took first overall and first in Class A while local chapter president, Chris Romine, took fourth overall and first in Class B with his fantastic 1967, 2000CS.

At 12:30 p.m. everyone departed on a 110 mile rally through southern Maryland. Congratulations are in order for the rally master, Jim Miner, and his chief assistants, Mike Leeper and Nick Voigt, for a most enjoyable event (despite the rain). The rally was run in two classes - equipped and unequipped. Overall winner and first in equipped class was Ed and Jeanne Rachner from Livingston, New Jersey with Chuck and Ann Baldwin of Brentwood, New Hampshire taking the bows for third overall and first in the unequipped class.

On Sunday morning we all journeyed to Capital Plaza Shopping Center for a tech session with a display of a BMW racing car and information on racing BMW's presented by Jim Barr of Barr Motors in Williamsport, Pa. Many thanks to Jim. During the tech session the parking lot was prepared for the first autocross

to be held at Capital Plaza. The lot is beautiful for autocrossing and the entire event went quite well with O.D. George DeSocio obtaining only six gray hairs and two ulcers. Thanks also to Autocrossers, Inc. of Baltimore who timed the event free of charge.

Non-BMWs were placed in a separate class and declared not eligible for F.T.D. This allowed Jeff Wendell his first F.T.D. which was well deserved for the next fastest car was over 1½ seconds behind. Fastest time was recorded by Ivars Mellups in his Porsche 914-4. I had a beautiful time and second in class wrapped up but there's this silly rule about entering the stop gate sideways. I said I'd replace the pylons if I could keep my time - But !! Oh well, from second to sixteenth.

After the autocross we all returned to the Ramada for the awards dinner Sunday evening and to hopefully collect a few door prizes. Door prizes ranged from key fobs to a set of Vredestein radial tires. All in all there were 63 door prizes. Contributions were received from Quaker State Oil, Universal Tire, BAP-GEON, Importire, Atlantic Foreign Car Parts, Silver Spring Tire, VOB Datsun-BMW, Beltway Imported Parts, Pennzoil, Manhattan Auto, Gladding Rolls, Automobile Quarterly, Monaco Accessories, Barr Motors, and Bullco BMW Accessories. With all these fantastic prizes available yours truly came through by winning a can of liquid tire chain. Lucky me!

After dinner the trophies were presented. In addition to event trophies there were two overall trophies - one basic overall and one for local chapter members who had to work the rally. Chapter overall went to Merry Romine who finished 4th overall concours and second in class autocross. Complete overall went to Jim Craig of Portsmouth, Va. who finished first overall concours, 6th in class rally and 13th in class autocross.

Even though the rain tried hard to ruin everything, I believe the 92 people who traveled the distance and spent their money went away happy and glad they had come.

Ric Cavallero

EVENT RESULTS:

Concours: Class A - 1st Jim Craig 2002 Portsmouth, Va.
2nd Dick True 2002 Harrisburg, Pa.
3rd Terry Baker 2002 Hyattsville, Md.
4th Mike Izor 2002 Framingham, Mass.
Class B - 1st Chris Romine 2000CS Seabrook, Md.

Rally: Equipped - 1st Ed & Jeanne Rachner 2002 Livingston, N.J.
Unequipped - 1st Chuck & Ann Baldwin 2002 Brentwood, N.H.
2nd Parker Spooner and Mike Izor 2800 Concord, Mass.
3rd Juris Sarins & Marian Kasica 2002 Flushing, N.Y.
4th Paul and Irene Palen 2002 Bayside, N.Y.
5th Jim & Linda Barry 1600 Lansdale, Pa.

Autocross: Class A - 1st Ed Alber 2002TI 1:27.051 Fairfax, Va.
Modified 2nd Bill Mason 2002 1:28.766 Falls Church, Va.

Class B - 1st Jeff Wendell 2002 1:21.854 Alexandria, Va. F.T.D.
2nd Bob Kapelsohn 2002 1:23.558 Seven Valleys, Pa.
3rd Dick True 2002 1:25.740 Harrisburg, Pa.
4th Mel Morganstein 2002 1:25.933 Silver Spring, Md.
5th Paul MacInnis 2002 1:27.206 Camp Springs, Md.
6th Chris Best 2002 1:28.153 Patchogue, N.Y.

Class C & D
1st George DeSocio 1600 1:23.433 Alexandria, Va.
2nd Chris Romine 200 CS 1:27.100 Seabrook, Md.

Class E - Margo Clark 2002 1:05 Lincoln, Mass
Ladies 2nd Merry Romine 200 CS .96 Seabrook, Md.

Class F - 1st Ivars Mellups Porsche 914-4 1:20.874 Washington, D.C.
Non-BMW

GAVEL GAB

October was a trying month for our chapter, but if you took any part in helping host Oktoberfest '71, you have a lot to be proud of. Parker Spooner and Chuck Baldwin, National President and Vice President, respectively, congratulated us on organizing the first truly national BMWCCA event, and doing a fine job of it. The national organization is going to use this event as a guide line in future years, and next year's Oktoberfest should be even better. We may have the opportunity to host Oktoberfest '72, and we're already formulating ideas for a bigger and better event. It should be a chapter effort, so we'd like to hear from every member.

The coming months are going to be critical for both our chapter and the national organization. We face a leadership shortage and must have more member participation to stay alive. We 'll be looking for a new newsletter editor, and the National is looking for a strong chapter to take their organization for next year. You silent majority of BMW owners may have to stand up or lose this beneficial organization. Only you can make the newsletter a valuable tool, and our activities a meaningful experience, so pitch in!

Chris Romine

BMW'S THE RACERS EDGE?

The BMW marque has added another racing victory to its long list of wins; although this victory was won under rather dubious circumstances. In the IMSA Baby Grand race at Summit Point, Byron Morris in his BFG sponsored BMW followed Carson Baird's self prepared Pinto for 48 laps in the 50 lap event. During the race it appeared that whenever Carson wanted to put some distance between his American iron and his German shadow all he had to do was open it up a little. There wasn't much that Morris could do but sit back and wait for the ultimate insult. He was lucky, however and the Pinto win didn't occur. Baird broke on the 48th lap and Morris took the flag two laps later. A stunning victory for BMW. The Pinto was able to salvage 2nd place by completing the last two laps on one cylinder to come in ahead of another BMW which placed third. It was learned after the race that this was the first time the Pinto has been on the road and was running without anti-sway bars.

Nick Voigt

FROM THE DESK OF THE MEMBERSHIP CHAIRMAN

Well folks I am really proud of you. The club received five new recruits during September and three new members during October. Magnificent job !! I would like to extend a welcome to:

Robert J. Stibler
Apt. 104, 650 Americana Drive
Annapolis, Maryland 1970 2002

John H. Makin
1652 Avon Place, N.W.
Washington, D. C. 1971 2002

Edgar H. Brenner
2205 Marthas Road
Alexandria, Va. 1970 2800

Ivars V. Mellups
4919 Ashby Street, N.W.
Washington, D. C. 1969 2002

John E. Coon
7002 Catlett Street
Springfield, Va. 1970 2002

Philip Dickson
7527 Hampden Lane
Bethesda, Maryland 1969 2002

Colin Willett
2013 Park Road, N.W. 1967 2000CS
Washington, D. C. 1964 1800

Edward Harding
5621 Wood Way
Bethesda, Maryland 1971 2002

Keep flashing those lights and passing out flyers -- put your enthusiasm to work. Congratulations and thanks for a job well done!

NEW DIRECTIONS?

Now that Oktoberfest is over it is time to sit back and look at our club and its future. Before Oktoberfest our club was disorganized with virtually no outside activities other than a monthly meeting which at times seemed more like a gathering of old maids than a business meeting. The meetings were sparsely attended and the female members were noticeably absent. When I first heard that our club was selected to host Oktoberfest, I thought it would be a disaster. However, the next meeting was a pleasant surprise. More members showed up, and some semblance of order was maintained. At a time when I had foreseen the club coming apart at the seams, it rallied in support of a common objective.

But, Oktoberfest is over and a decision must be made concerning the course the club is going to take. We have shown through Oktoberfest that we can work together and put on a class A event. Let's not slide backwards into our old rut. How do we avoid this? Keep bringing the wives, girlfriends, mothers, etc. to the meetings. Their presence adds a little class to the club. Keep our programs interesting. The last few have been excellent. Have more outside events. A club social event is long overdue. Most of all avoid private talk sessions while the meeting is in progress. This is not only distracting to the members that are trying to hear what is being said, but is also downright rude. Let's keep what we now have - a good club.

Nick Voigt

MINUTES OCTOBER 19, 1971

The meeting was called to order by Chris Romine, President, at 8:40 p.m.
The minutes were approved as read.

Chris gave the treasurer's report.

George DeSocio gave the autocross report, he also reported on the autocross for Oktoberfest.

Jim Miner gave a report on the Oktoberfest rally.

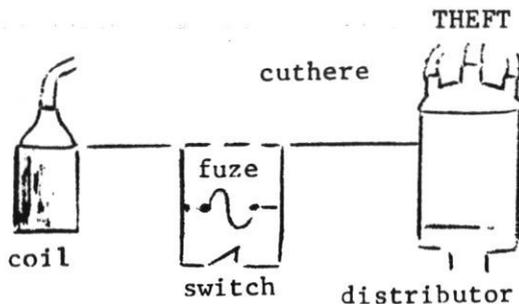
Mel Morganstein gave a tech report.

Ric Cavallero, Vice President, discussed sponsors for Oktoberfest and read a letter from Manhattan Auto. Ric also explained that there would be no program this evening due to the fact that we will be working on final plans for Oktoberfest.

Bill Mason gave a report on the club store.

There was a buy and sell session.

The meeting was adjourned to Lum's at 9:35 p.m.



Cut 12V (hot) wire to distributor in some unobtrusive place where you can have the splice remain fairly well camouflaged, e.g. somewhere on the wire loom which runs along the firewall. (A good spot is behind the distributor itself) Splice & solder two wires on the cut ends (and tape of course) and run these to a hidden point inside the car. Don't make it obviously close to the

driver's seat. Attach these wires to a fuze holder parallel with a SPST switch. Fit the holder with a 1½ amp "slo-blo" fuze for a start. For official operation of your car, the shunt switch is closed, thus bypassing the fuze. To "safe" the car, open the switch. The fuze will allow the car to run several seconds before blowing, at which point the motor stalls. You might have to play around with the current value of the fuze using a higher or lower current rating to get a respectively longer or shorter delay.

The whole philosophy behind this approach involves the fact that a would-be car thief can get the car started and running, but not long enough to remove it. Since it will run for a period of time, when it does stall, he can only come to the conclusion that this is something that he has done and will be sidetracked. By making the delay sufficiently long, the car will stall some place else. Chances are, he will steal your car only if you leave it in a place where he can work unobtrusively. If it stalls in the middle of the street, he can no longer do this, and will usually abandon the car.

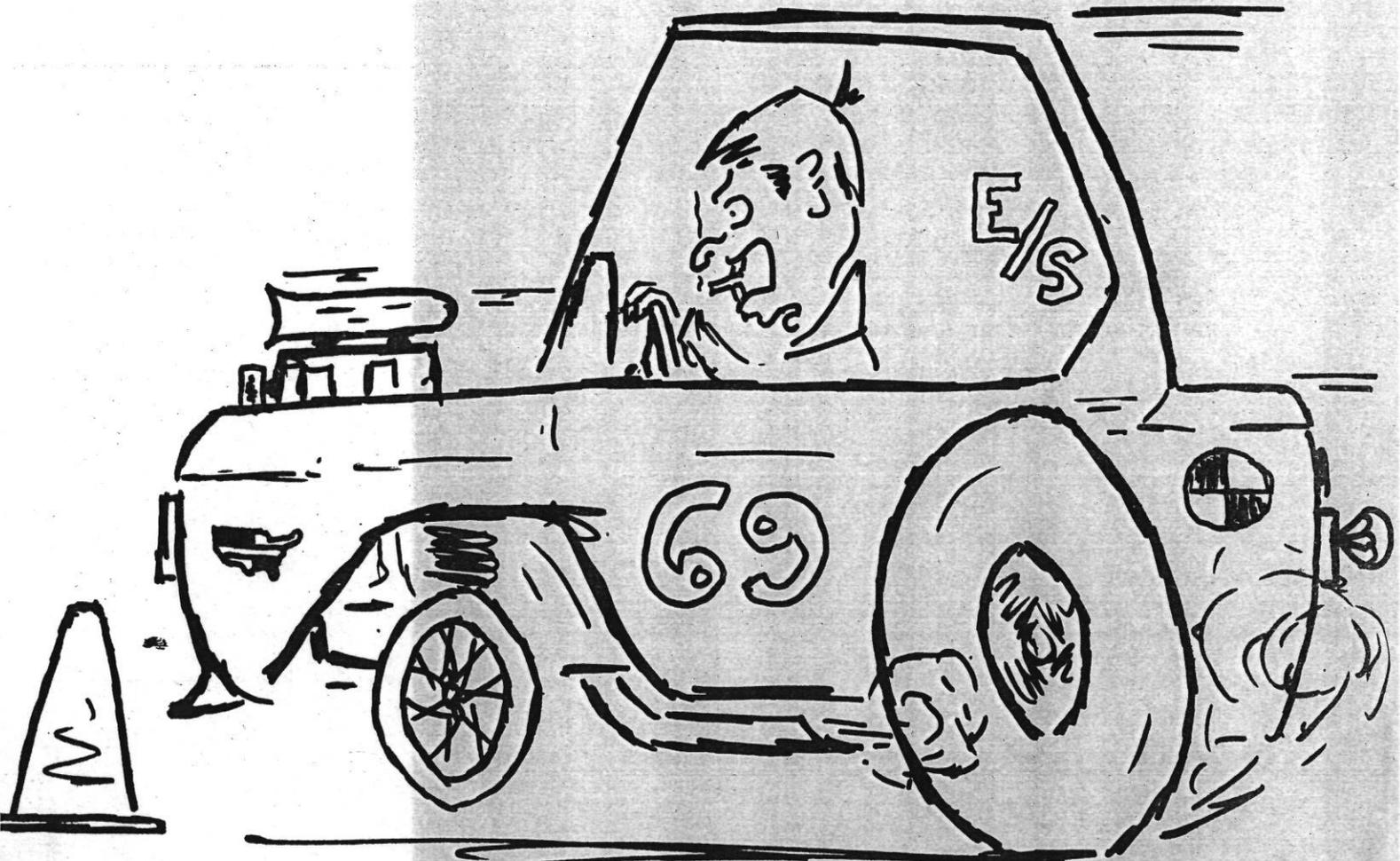
Be sure to have a spare fuze, particularly since you can forget to close the switch yourself and incapacitate your own car.

Mel Morganstein

N.C.C.B.M.W.C.C.A.
P.O. Box 2413
Hyatsville, Md.
20784



JIM MINER
5018 CLOUD BURST HILL
COLUMBIA MD 21043



"Pylon
Potion"