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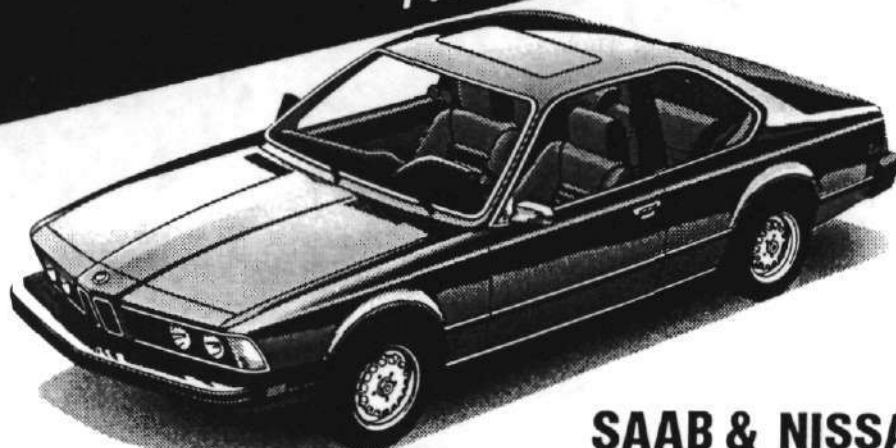
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All copy submitted must be received by the editor by the 5th of even numbered months.

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Coming Events

ANNUAL ELECTIONS DINNER— November 21, 1986

Hear ye, hear ye, hear ye, the National Capital Chapter of the BMW Car Club of America will hold its annual election and awards dinner at 7:30 p.m. Friday 11/21/86.

To all of you silent members who choose not to partake in other club activities, this is the time to come out and express your concerns as well as meeting your new club officers for the coming year.

The dinner/awards ceremony will be again held at the Mustache Cafe, at 6723 Richmond Highway (Rte. 1 South), Alexandria, Virginia. Nominations will remain open until the night of the event. Last year's dinner was a true delight, so come out and enjoy.

The menu consists of a buffet dinner including fish, chicken, beef, pork, desert, wine, beer, and champagne (cash bar for mixed drinks). Door prizes, just like last year, will be plentiful. The cost is only \$10.00 per person. You will pay at the door, but *advance reservations are required*. For reservations contact Terry Forrest (202-382-4096 days or 202-397-8541 evenings) or Les Adams (202-252-4387 or 703-569-2144 evenings) Reservations can be made up to the day of the event.

Directions: Take Beltway 495 to the Richmond Hwy. (Rte. 1 South) exit, go Rte. 1 South for approx. 4 miles. Mustache Cafe' is on left, across from the Beacon Mall.

DO-IT-YOURSELF SESSION— TISCHER BMW, December 6, 1986

Time: 9:00 a.m.-1:00 p.m.

Once again the Club members are welcome to Tischer BMW for a hands-on Tech Session. Now is the perfect time to get those little repairs done and good chance to take a look underneath the car before the winter strikes again. We recommend that you plan yourself enough time to get your work done since we'll need to be out by 1:00 p.m. Also, be early, the lines are known to get long. There will be coffee and doughnuts, even if you just come to watch. Tischer BMW is in The Montgomery Autopark in Silver Spring; just off Route 29. You can't miss us.

ANNUAL WINE AND CHEESE PARTY December 12, 1986

Time: 7:30 pm

If you heard about the turn out at the party last year, all the great food, wine and beer, the door prizes, the slides, the beautifully decorated Post Hall, the fire place glowing and all the neat people, but you missed it, then mark your calendar now. The setting is elegant, and the evening casual — a good opportunity to relive the year's events, meet the faces behind the names, and learn more about the club.

Directions: Post Hall is located on the Mount Vernon College campus just above Georgetown. The campus entrance is on W Street Northwest, between Foxhall Road and MacAr-

thur Boulevard. Post Hall is part of the administration building, ahead and to the left past the entrance gate.

From the North: Beltway (495) in Montgomery County to Glen Echo exit; Glen Echo Parkway to MacArthur Boulevard exit; right on MacArthur Boulevard four miles to left on W Street; right into campus.

From the South: 395 North to Memorial Bridge exit; follow Route 50 west signs to Rosslyn exit (first right after merge); right at stop and proceed through Rosslyn and across Key Bridge; left on Canal Road; bear right on Foxhall; left on W Street and left into campus.

INTERNATIONAL AUTO SHOW AT THE CONVENTION CENTER

January 27-February 1, 1987

The Auto Show has become one of our largest recruiting efforts in the Chapter, and provides members with a place to stop and discuss club doings with those of us tending the booth. It also affords those in the booth the opportunity to see the show on a free pass. If you would like to get in on the act, contact Bill Ross evenings at 301-469-9387. With a six day show, there is plenty of opportunity to participate, and we need the help to answer questions and recruit new members. If you can't participate, come out anyway and see the latest Munich has to offer.

President's Message

TAKING STOCK This issue marks the end of my tenure as President of the Chapter (. . . and if reelected I refuse to serve . . .) and this seems like an appropriate time to assess the state of the National Capital Chapter ("NCC" to insiders). At the outset, let me state that I do not take credit for all that we have accomplished, only for being associated with a great bunch of people interested in making the NCC the best, and for assisting in getting all the ideas into action.

In the last two years, we have improved on the old model ably constructed by Bill Ross and Gordon Kimpel. Bill brought us to first place in membership. We now have a tremendous lead over second place Boston, and we are working on our goal of 2002. We have used our resources to add more sophistication to our events, from Maifest at Hillbrook Inn to the year end party at Post Hall, with steeplechase and polo in between. On the driving side, we have more driving schools than ever, with special schools for highway safety and experienced drivers, and we have a full autocross schedule (as well as participation in the autocrosses and rallies of the Metropolitan Washington Council of Sports Car Clubs). We have an active calendar in Baltimore, including tech sessions and social events. Add to this the popular continuing events like the annual Bill Via tour to the Bavarian Inn, the Crab Feast at new improved locations, the German Embassy Concours, and its easy to see why NCC is #1.

To all those who make NCC work (and make NCC fun) thank you: Terry Forrest, Vice President; Woody Hair, Treasurer; Karen Fairchild, our Secretary now departed for Germany; Cory and Angela Laws, Editors of *Der Bayerische*;

Dwight Derr, Baltimore Activities; Max Rodriguez, Club Store and Driving events; Gary Toyama, Autocross; Karl Hoffman, Concours; John Fowler, Membership; Mike Diggs, Advertising; Raine Mantysalo, Public Relations; Dan and Seu Lim, Social Events. Other unsung heroes are Kay Heatherley, autocross and driving school registrar; Bob Gammache, driving schools and corrals; Jimmy Harrison, Chief Instructor; Terry Luxford, Chief Inspector; and John Hartge, director at large. There were many more people who assisted in different events, Diane Marcus, Greg and Bridget Garback, all the people who displayed their cars at the Landover Mall Show, or who participated in the Auto Show at the Convention Center. If I haven't named you, its because there are so many of you who pitch in. I have saved recognition of two in particular for last: Bill Ross and Gordon Kimpel play roles in the direction and functioning of the club that cannot be over emphasized. Both bring their experience in running the club to assure the chapter's continued vitality. They give their time and expertise to guarantee the success of major events, and they lend their leadership abilities to chapter management. The success of this chapter is, in large measure, their responsibility.

To all of you, thank you.

YET TO COME We are to that part of the yearly calendar where our activities move in doors and off the street and track. The Annual Dinner is November 21, and if I haven't been responsible for delaying the newsletter with my chronically late columns, there is still time to sign up. We have called this the Election Dinner in the past, but I believe the term doesn't do justice to what actually happens. As for the "election", call it a railroading or a kangaroo court, but the 30 second acclamation of the designated parties has no relationship, incidental or otherwise, to the casting of ballots. What will take place is that an abundance of very good food will be available, along with beer and wine, for the nominal fee of \$15. The club subsidizes the meal heavily, so you get much more than your moneys worth. Then there are the awards, gag and otherwise, for the year's good sports. And there are door prizes donated by our super supportive advertisers and dealerships. This is a can't lose proposition. Call Terry Forrest or myself to tell us to hold a seat for you.

Also on tap this year is a do-it-yourself session, always a very well utilized opportunity to avail yourself of Tischer BMW's facilities and expertise to work on your car. The Wine and Cheese Party will be at Post Hall at Mount Vernon College again this year. Those who were there last year won't need encouragement — the setting was elegant, warm and friendly. Lots of good food, beer, wine and company, as well as slides and door prizes.

In January, we plan to again have a stereo tech session to start the year. Over 50 people came out last year to hear the latest in high quality audio equipment for BMWs. In late January, we will again provide a display at the International Auto Show at the D.C. Convention Center. Call the Hotline for details on how to participate.

NEW MEMBERS With our BLITZ DAY just past, and a major membership drive just concluding, you may be one of the many new members for whom this is the first contact with our newsletter, *Der Bayerische* (or "DB"). I hope you will be suitably impressed with this all-volunteer effort and at what it suggests about your new club. Whether you joined for information, for driving events, to socialize, for parts discounts or to otherwise enhance the experience of ownership of our favorite obsessions, I hope you will participate soon and see just how much the club can benefit you. If you have any

1986 Calendar of Events

JANUARY

- 11 **Meyer-Emco Stereo Tech**
(Bill Ross)
- 15-20 **Auto Show**
(Bill Ross/John Fowler)

FEBRUARY

- 5 **DB Deadline**
- 22 **Baltimore Power Plant**
(Karen Fairchild)

MARCH

- 1 **Tire Tech**
(Terry Forrest)
- pp **Tour/Bavarian Chef**
(Les Adams)
- 29 **Highway Safety School**
(Max Rodriguez)

APRIL

- 5 **Tischer Do-it-Yourself**
(Raine Mantysalo)
- 5 **DB Deadline**
- 13 **Autocross School**
(Kay Heatherley)
- 26 **Heishman Inspection/Swap Meet**
(John Hartge)

MAY

- 3-4 **MAIFEST**
Summit Point
(Max Rodriguez)
- 18† **German Embassy Concours**
(Bill Ross/Karl Hoffman)
- 24-26 **Blue Ridge Rendevous**
(Tidewater Chapter)
- 31-6/1 **Children's Hospital Telethon**
(Mike Diggs)

JUNE

- 1 **Children's Hospital Autocross**
(MWCSCC)
- 5 **DB Deadline**
- 8 **Summit Point Nationals Corral**
(Blue Ridge Chapter) (Max Rodriguez)
- 14-15 **Fathers Day Car Show**
(John Fowler)
- 21 **Tech Session J&F Motors**
(Gordon Kimpel)
- 29 **Autocross**
(Chuck Branscomb)
- 30 **Monday At The Track Driving School**
(Max Rodriguez)

JULY

- 6 **Summit Point Can Am Corral**
(Max Rodriguez)
- 12 **Tech Session—Coachworks, Inc.**
- 20 **Potomac Polo Club Tailgate Sunday**
(Seu Lim)

AUGUST

- 5 **DB Deadline**
- 9 **Crab Feast**
(Seu Lim)
- 10 **Summit Point Nationals Corral**
(Shockoe Chapter) (Max Rodriguez)
- 16-17 **German Festival Baltimore**
(Dwight Derr)
- 24 **Orioles Game**
(Dwight Derr)

SEPTEMBER

- 12 **El Cheapo Driving School**
(Max Rodriguez)
- 14 **Autocross**
(Gary Toyama)
- 21 **Bavarian Inn—Oktoberfest**
- 28 **Foxfield Races**
(Blue Ridge Chapter)

OCTOBER

- 5 **Summit Point Blue-Grey Classic**
(Bob Gammache)
- 5-11 **BMWCCA Oktoberfest—Florida**
- 12 **Autocross**
(Chuck Branscomb)
- 18 **German Car Fest (Richmond)**
- 19 **Excluservice Bavar** 5 **DB Deadline**
(Bill Ross)
- 21 **Hotshoe Driving School**
(Max Rodriguez)
- 26 **Winery Tour**

NOVEMBER

- 8 **Tech Session Brooks BMW**
- 21† **Election Dinner**
(Terry Forrest)

DECEMBER

- 6† **Do-it-Yourself Session**
- 12† **Wine and Cheese Party**
(Dan and Seu Lim)

1987

JANUARY

- † 27-2/1 **Auto Show**
(F I Ross/John Fowler)
- † See **COMING EVENTS** starting on page 1
All dates are Saturdays unless indicated

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questions about the club, the chapter, your car, service, recommendations, whatever, please talk to any officer or member at any event, or call any name on the masthead. We would be happy to help.

Speaking of BLITZ DAY, many thanks for the great job by club members in familiarizing owners with the club. Our Dealer Liaisons were out in force contacting owners and prospective buyers; other members hit the shopping centers and country clubs. If you know of someone that may not know of club benefits, do him or her a favor and tell them about our activities, discounts, information, magazines and so on.

I would also like to take this opportunity to thank our support in Cambridge: Mark Luckman, our Executive Director, and Marc Holmes. I left the impression in a previous issue that they hadn't been responsive on the planning of BLITZ DAY. Nothing could be further from the truth. Mark, despite his skepticism that BLITZ DAY would produce results, has been a good sport about it, and has given all that we have requested. I recollect that we were to have received information prior to BLITZ DAY, but not from Mark. I have said it before and I will repeat it, our national office does a phenomenal job of tending to the needs of well over 21,000 members, and that is directly attributable to the efforts of Mark and Marc. Thanks, guys!

NEXT YEAR We have already prepared a tentative calendar of events for next year, and notwithstanding our continued cries that we are doing too much, it is as always. While I have a fair suspicion of who the chapter management will be (see Annual Dinner above), I know that we always have room for more help. Participation is not just rewarding, it's fun. If you would like to join one of our committees, give me a call.

BUSINESS MEETING The next bi-monthly business meeting will take place on Wednesday, November 19. New faces and old hands are always welcome to participate in running the club and to share a few beers. Call me or WNCC for details.

WNCC is the Ultimate Answering Machine. For information on upcoming events, call 703-866-9225.

Les Adams

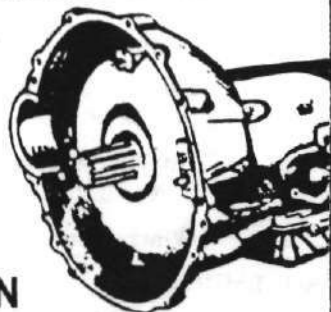
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From The Editor

This issue marks a turning point. This will be my last issue as editor of *Der Bayerische*. It marks a transition in leadership for the National Capitol Chapter. It also marks the end of a long calendar of events that were only thoughts a year ago. Now they are pleasant memories for many of us.

While preparing this issue for print, I was struck by a small point in Bill Ross' article on the national membership contest. In it, he lists club members who have been credited with bringing in new members, in order of club membership number. I realized that I'm now one of the older active members of NCC. I say this to make a point about member participation.

I'm no stranger to car clubs. If you've been reading *Der Bayerische* for awhile, you've read of my longtime love affair with certain cars. I've even had the pleasure of helping to create a now thriving club dedicated to another marque. So when, back in 1979 Gordon Kimple approached me to join the Club, I did without hesitation.

I was a "paper member" for a while, but ventured out to a tech session and made a few friends. After attending several more events, I was made a member of the executive committee in Bill Ross' term as President. This was a tremendous way

for recognizing and developing interest in members of the Club. However, the position was one that emphasized opinions more than physical involvement. But a funny thing happened. By voicing my opinion, I became more involved in the process, and became more interested in how the events were going to turn out.

Finally there was a need for a new editor. I've always enjoyed writing, and thought I'd be good at the job. But let me assure you that the idea off specific physical tasks and hard deadlines made me more than a little apprehensive. Added to this were the war stories that past editors were telling me, and. . . .

Anyway, I've grown fond of this job, and am leaving it with a bit of regret. It would've been fun to do some more issues. I was just getting really comfortable with the process, and had some ideas to try out. But, if you'll remember from Les Adams' 'President's Message,' the elections are more of a corralling into office than not, I have a good idea where I'll be working next year.

I guess the bottom line is that I will be working within the Club hierarchy next year, and striving to make it even better than it is now. You have no idea how hard that's going to be. In late September, we had a meeting to discuss next years' Calendar of Events. We all agreed that we may be attempting to put on too many events, but couldn't agree on what to

omit. On the contrary, there were ideas for new types of events to further diversify what we do.

We all invite you to become more involved with the Club. We won't know what you want unless you tell us. I know many of us have said the same thing many many times, but the group of people in this club are, by far, the best group of people I've had the pleasure of associating with. I went to a meeting of another marque a couple of years ago, and could only last about 20 minutes before I "ran away screaming." Not so with the NCC. Take a chance, come on out to the Annual Dinner. You'll like it. Not only will you get a \$40 dinner for a measly \$15, but you'll have fun in the process. Please note that this is a change from last issue's writeup on the Dinner. We had quoted a price of \$10 by mistake. Please forgive us.

If you can't make the Annual Dinner, try the Wine and Cheese Party at Post Hall. This is as far from the race track as it gets: elegant academic grounds, good wines and beer, imported cheeses, crackers, snacks and finger foods. A very social event you're guaranteed to enjoy. At the same time, there will be slides from several of the Club outings. The point is, come on out and enjoy yourself.

See you soon.

Cory Laws

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Photo by Seu Lim



Photo by Seu Lim

Crab Feast

What could motivate someone to leave his home in Fairfax county on a beautiful summer afternoon and travel to the wilds of Bowie, Maryland? Bushels of large male Chesapeake Bay Blue Crabs—the dish that made Maryland famous —steamed to perfection and still piping hot.

Over one hundred NCC members, their families and friends (and a couple of dogs), descended upon Allen Pond, a quite, pleasant little park just a few miles east of Bowie. Seu Lim provided all that was necessary to duplicate one of those Lowenbrau commercials, except for the case of Lowenbrau; Seu brought a keg of Becks'.

We cracked crabs for three or four hours 'til our hands were too sore to crack any more, then played volleyball and sat around feeling sorry for those of you who missed the event.

The Annual Crab Feast wasn't as much fun as a day at the track, but it was a close second. Thanks Seu.

Mike Surdyk

THE BALTIMORE GERMAN FESTIVAL Saturday, 16 August 1986

Had to wake up early. Didn't get too much sleep. Gil Paige and I were up pretty late designing and building display props for the Club booth at the annual Baltimore German Festival. We were both determined to set up a really top-notch display. Not like before. . .

Had to do some last-minute construction. Had to check out the booth. Had a couple of cars in need of a last-minute cleaning. Just like before. . .

The weather had been fantastic all week. Today, though, it started out hazy, hot, and humid. The forecast called for hazy, hot, and humid. Perhaps some thunderstorms later on. Quintessential Baltimore day in August. Just like before. . .

Roll out to the Canton Lots. We set up the display. It looks real good. Club members cars are arranged next to the booth. Lothar arrives with a pair of stunning cars: an all-white, 745i Turbo complete with spoilers and ground effects (remember *that* former GM buzzword?) as well as the infamous M635i wide-bodied cabrio. These two automobiles garner all of the attention. Just like before. . .

We beat the heat with lots of sodas, with lots of cold beer. We stuff ourselves with lots of German food. The Club, of course, provides the coupons for all the food and drink. Just like before. . .

Dozens of club members show up. There are members from D.C., members from Virginia, members from Western Maryland. But only a very, very few members from Baltimore. Just like before. . .

Sunday, 17 August 1986

The display is set up. Some cars are arranged. More food coupons are procured. The Hurricane arrives and washes everything away. Hey Nancy, Just like before . . . huh?

The booth was lots of fun. It was great to talk to the older members. It was greater to meet the newer faces. Just like before. . .

Dwight Derr

The Orioles Game

On Sunday, 24 August, the weather was fantastic. Too fantastic to be indoors. Too fantastic to be working on your car, or in your yard for that matter. A darn good day to take in a ballgame at the Stadium.

Forty-some Club members did just that and travelled to Baltimore to watch the Orioles tangle with the California Angels. The Birds started the month real hot but now were in a little .500 malaise. Today though, Orioles' Magic looked like it was returning. After spotting the Angels four runs early the Birds entered the bottom of the ninth down a run with a couple of men on and one out. However, they just quite couldn't pull it out and lost 4-3. We all know the rest of the story. . . .

Kudos go to Diane Marcus for making all of the arrangements. The seats were downright fantastic — Upper box, Section two — right behind the plate on the third base side, great viewing. The boxscore: great folks, great weather, great seats, marginal game — three outa four (or three for three and a fielder's choice).

Dwight Derr



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September Driving School, Summit Point

On Friday, September 12, the Washington Chapter of the BMW CCA gathered at Summit Point for the Fall Driving School. About 40 cars attended the event, but no one was looking forward to it more than I. Having raced motorcycles in the past, and owned many fast cars (6 BMW's so far), I could not wait to get my new 323i Bauer convertible "on the track".



I had camped at the "Point" Thursday night, and was dismayed when Friday dawned cloudy and breezy. By the time everyone had arrived, (including the Peugeot Showroom Stock team of two 505s Turbos), the rain had begun falling lightly. As part of the "rookie" group, I tried vainly to pay attention at the well-organized drivers meeting while listening to the Peugeot Turbo slide its way around the track. Somehow I couldn't image this crowd of amateur drivers handling this treacherous track without mishap! Fortunately, the gods smiled upon us as the weather broke and the track dried quickly, before we went out.

Now that I knew not to slow the car with the gearbox, or panic-lock the brakes, or pass in the corners, we *finally* headed out to the track — not for laps, but to practice our braking. Amazing how the supposedly simple task of braking can become fairly challenging when you are being watched and coached. Then we were off to the skidpad, where I could have spent at least an hour, just practicing different turn-in and throttle techniques. During both of these sessions, we "rookies" were enviously watching the experienced driving school attendees circle the shortened track for their "solo" approvals. At long last, we returned to the pits for a brief meeting, then back on went the helmets for our first circuits around Summit Point.

The first lap session was controlled by instructors riding in the cars, but we moved at a moderate pace while we learned how to handle our cars and the track. After a short meeting back at the pits where we compared notes while the experienced drivers took to the track again, we went out for our "solo" certifications. After driving an instructor around who would verify that we were not going to kill ourselves or anyone else, we were finally allowed out on the track to see just how well we could negotiate the 2 miles of turns and straights.

Well, you sure learn humility in a hurry! Convinced that I would be the next Paul Newman, I was disheartened to learn

that I could only imitate Danny Sullivan's famous 360 spin! (This occurred on turn 3, but didn't end until turn 4.) It is a real eye-opening experience to feel your car slew violently sideways and backwards at 80 MPH and realize that all you can do is hope for the best and not panic! Well, a little calmer and wiser, (and amazingly enough, with an undamaged car), I proceeded around the track a few more times to prove that I could still drive. (The old adage about needing to get right back on the horse that just threw you is good advice.) After a needed rest period, we were back on the track to see what times we could turn. You learn quickly that flashy driving does not lower your times — good, consistent lines and proper braking are the keys.

After all the driving, we gathered for a few beers (German of course!), and traded war stories. What a great day! Lots of nice cars, a wealth of experience learned, and great camaraderie! The driving school was very professionally organized and executed — the long hours that the Chapter officers must put into each of these schools is evident. There was very little waiting throughout the day, which began at 8 a.m. and ended at 5 p.m. There was always someone with an answer to whatever question I had. Lunch and the beer were great. The "volunteer" corner workers were taught quickly and well-equipped. Having no less than 40 eager, non-professional drivers at the track must be difficult at best, and I certainly appreciated the quality of the event.



Max Rodriguez recently wrote an article in DB about not driving like a crazy on the streets — attending the driving schools will allow you to find the limits of your skill and your car with minimal risk. It also takes a little of the edge off of your desire to find those limits on the streets. With five schools a year (at Summit Point alone) there is plenty of opportunity to play racer without endangering the general populace. Autocrosses are also an excellent way to taste some of this excitement safely. Obviously, I will be a repeat attendee — it has to be one of the best opportunities for fun in today's liability-insurance-conscious world!

P.S. I stayed Friday night to watch the karts Saturday. Talk about crazy — 130 MPH lying prone ¼" off the ground with very little car (kart) around you! These are some serious folks!

Douglas H. Dolton

September Autocross

On September 14, a perfect day weatherwise, a small but enthusiastic group gathered on the lower back lot at Landover Mall for the club's 3rd autocross of the year. OD Gary Toyama laid out a relatively fast course for the small lot. Any confusion over the direction of the course was eliminated after a walk-through and two practice runs.

As usual we used three classes: stock BMWs (S), modified BMWs (M), and other makes (X). Sue Baruch took Fastest Time of Day, Fastest Dame of Day, and X class with her 1275cc Austin-Healy Sprite. All three of Sue's runs were within .24 seconds of each other. Husband Tom in his 3.0 CS whipped all of the BMWs by a whopping 1.2 seconds. The following times were the best of three official runs.

Driver	Car	Class	Time
Sue Baruch	Sprite	X	39.31
Tom Baruch	3.0 CS	M	40.54
Gary Toyama	2002	M	41.74
John Hartge	325e	M	41.84
Raine Mantysalo	2002	M	42.22
Les Adams	2002	M	42.70
Dwight Derr	528i	S	42.98
Woody Hair	320i	M	43.22
Paul Smyth	320i	S	45.76
Pedro Alvarez	1602	M	45.82
Jim Faust	1602	M	46.30
Lynn Phillips	Prelude	X	47.52



Photo by John Hartge

After the official runs everyone took as many fun runs as they wanted. Some drivers, notably Lynn Phillips, knocked 2 seconds off their times. Some car swapping went on too. (I wonder if spouse swapping produces a similar feeling of the need to perform well with an unfamiliar element?) One spectator was so wrapped up by the goings-on that he had Dwight Derr drive his VW GTI on a few runs.

Mark Yawarski, whose 320 was out of commission, handled starting and timing in a most efficient manner. Near the end of the day Lynn allowed him some runs in her Honda.

The small turnout may have been due to no notice in Der Bayerische, the preceeding Friday's Summit Point school, and competition from the Redskins-Raiders game. Well it was on the calendar and the official runs were over before game time. Next time come on out. A fun time is guaranteed.

Woody Hair

Fall Tour and Oktoberfest

Our annual Fall Tour to the Bavarian Inn's Oktoberfest was held on Sunday, September 21, 1986. The morning was clear, the cars were clean, and everyone was excited to get underway.

Bill Via, Tourmeister Extraordinaire, was on hand with many new twists in our tour route. Some got off to a less than promising start for failure to navigate a "Left onto T626" at 20.10 miles from the starting point. (I can't imagine why *anyone* had trouble with that instruction, my wife navigated it perfectly.) Bill found some really great "S" curves and some quite interesting roads outside of Paris (Virginia, not France). Unlike last year when I managed to get all four wheels off the ground at about 35mph, the best I could do this year was the two rear tires at one point. Thanks Bill for a tremendous route!

In all, the tour was run by approximately 50 cars starting at staggered intervals. Even with navigational errors, approximately 100 of us arrived at the Inn and found our way to our reserved seats under the tent. We ate a hearty lunch, chided each other over mistakes, toasted Bill's great route, watched David Adams toss stones off the cliff into the river below, and observed Gordon and his daughter Meredith give lessons to the performers dancing in native Bavarian costumes.

It was a great Fall day and an excellent outing. Those of you who could not get up that early missed a good one!!!

Bill Ross

Foxfield Steeplechase

How do you like to spend a Sunday afternoon:

1. going for a drive through the misty Virginia countryside in your shinny Bimmer?
2. sipping champagne?
3. "doing" brunch?
4. exploring the leather scene (comparing an M6's cowhide with an M635's buffalo hide)?
5. watching thoroughbreds run, jump, and prance?
6. watching people run, jump, and prance?

Why not "have it all?" The Foxfield Steeplechase on Sunday, September 28th was THE place to be. Another world. Races so quiet you could hear the crowd roar. Rows of shinny cars where a glowing owner, rather than speak of eating off the pristine surfaces beneath his hood, might invite you to have a bite out of his trunk. A civilized behavior called "tailgating." Something tells me we're not on the beltway anymore, Toto. Now just click your heels.

Thanks to the Blue Ridge Chapter and, in particular, Phil Marx and Gordon Kimpel for organizing the event. Greg and Bridget Garback did a nice job with the food. And Dwight Derr, as usual, brought the champagne. Mahvelus, simply mahvelus.

David Sossamon

Florida Hosts Club's '86 Oktoberfest

About 450 BMWCCA members gathered in central Florida for the club's big yearly national event, the Oktoberfest. Eight of us from the National Capital Chapter were lucky enough to attend what many club veterans are calling the best Oktoberfest yet. The photos in this issue show part of the story, but you had to be there to know the *feeling* of Oktoberfest '86. Here are some highlights.

For the first time, BMW club members from other countries participated in the Car Club of America's annual festival. BMW/NA gets the credit for enticing the International Council of Car Club's leadership to hold their annual meeting in the U.S. It was interesting to talk with BMW owners from Britain, Australia, South Africa, Japan and Germany. Several participated in our driving events.

BMW race driver (and dealer) David Hobbs amused us with his meal time stories. Hobbs is quite a comedian. Have you heard the one about the old man on a train who offered a new groom 20 quid to...? The story is best told by Hobbs. Perhaps you'll catch him at a future Oktoberfest.

The Driving School at the famous Sebring race track (actually an old airport) was directed by Skip Barber instructors with support from B. F. Goodrich. Students were divided into 5 groups of 15 cars each. While one group was on track, one staged at the pits preparing to drive, one got classroom instruction, one worked corners, one got a breather. It was a very tight, busy schedule. The small groups on the track allowed for one-on-one instruction and kept down track traffic, but when the day was over, we had each logged just 4 fifteen minute sessions on the track. We get more than twice that much track time at our National Capital Chapter schools at Summit Point, and it is track time that counts most. On the other hand, with the temperatures in the 90's and the tropical humidity pouring over us, 4 short, but thrilling sessions may have been all that we could safely handle. The club's national school had some national stars on hand. Dorsey Schroeder did most of the classroom sessions. He's running neck and neck against Ray Korman for the IMSA Firehawk endurance driver of the year. And Ray, a familiar figure in the club, was one of the in-the-car instructors.



A BMW with no kidney grill, a 700!
Photo by John Hartge



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BMW owners visiting from Japan found more than BMWs to mingle with at Cypress Gardens.



National V.P. Phil Marx drove his '71 2000 Automatic to Florida from Virginia



There's an all-aluminum V-8 under the long hood of this early '60's 502 on display at the Cypress Gardens Concours.



Stan Simm uses Q-tips for finishing touches on his hot 6er.

Photos by John Hartge

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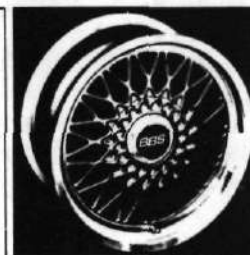
(RS Design)



(RA Design)



(RO Design)



(RZ, RG Design)

THE WHEELS OF PROGRESS

B.F. Goodrich had a big trailer at Sebring, complete with tires for sale and all equipment necessary for mounting and balancing. They serviced Goodrich tire owners for free and others for a nominal charge. Goodrich was quite supportive. The Comp T/A manufacturer gave away a set of tires as a door prize and awarded cash to the best Oktoberfest performer using Goodrich tires.

In addition to driving, Oktoberfest was time for socializing . . . among other chapter members and our own. I met fellow national capital member Bronco Pawtowski and his wife Frances at Sebring. Bronco put his 633 through the paces in all of the key driving events. Now that he knows how much fun it is I think we'll see him at more of our chapter events. Richard and Nancie Dunn of Glen Arm, Maryland also were registered. I suspect they were the Marylanders I spotted in a gray coupe, but I never got to meet them. Hopefully they, too, enjoyed the club experience and will participate in some chapter events. I also met a new club member from our chapter, Mark Cumberpatch. He entered his beautiful Mastercrafters-restored '71 2800 CS Coupe in the concours. Certainly we'll see more of Mark and his arctic blue coupe. At the evening social and dinner functions I ran into long time chapter members Chuck and Pat Garrish of Annapolis. They made the most of the proximity to attractions like Disney World and Epcot Center to combine the BMW club Oktoberfest with a nice vacation. I also ran into former chapter member Dan Sherron. His rather clapped-out green 2002 is going through a unique restoration project . . . from the inside out.

The rally took us through back roads in Florida's orchard country. I teamed up with Oktoberfest coordinator Bruce Hazard for this event. We were doing incredibly well, with minor penalties of less than a tenth of one minute off at several checkpoints. Funny how missing one turn put us out of contention. Our rally route was 122 miles. The official route was 105. Still, it was a fun day behind the wheel.

Inside the Grenelefe convention center, the shell of a BMW GTP racer was on display. Also an M-1 racing machine, Hartge M5 and stock 535i were on the display floor. Video tapes of the day's driving activities were running constantly. A representative from BMW/NA was available for discussion . . . and prediction . . . the 325i (not e) is due here in the spring . . . along with the sleek all new 735i. Leading BMW performance outfits like Korman Autoworks, Miller and Norburn, Metric Mechanic and Performance Plus had their latest gadgets on display. Ever hear of zymol? It's a sort of natural health food for your Bimmer's paint. It was real popular among the concours participants and the zymol display was one of the most active on the floor.

I'm sure everyone who did not attend has some excuse, but the most valid excuse is Mario Yuri's. Less than two-days before departure, Mario's 320i was involved in a serious and untimely fender-bender. (When is a Bimmer fender-bender ever timely?) Hopefully by now, Mario's car is back to normal and he's preparing for Oktoberfest '87. It's halfway across the country in Tulsa, Oklahoma. Mark your calendars now — October 19-23, 1987. It looks like the club's national event will move back east in 1988, perhaps to New York and back west to the Rockies in 1989. 1990? Who knows, how about Washington, D.C.?

John Hartge

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A Large Thank You to Two Large Guys!!

There are two people who have served the club over many years with little recognition or thanks:

TERRY LUXFORD & JIM HARRISON

Terry is the owner of Quality Car Service in Rockville, MD, a BMW repair facility known for excellent service, honest advice and reasonable prices. This BMW expert has been at every driving school, not as a driver, but as a helper in many capacities: inspecting cars, working a flag station, and usually helping a member who has suffered a mechanical problem. A real "mailman's holiday!"

At the September 12 school, Terry helped many drivers with problems during the day, then at 5:30 followed an ailing car to his Rockville shop to facilitate repairs, then drove a flatbed back to the track to tow another driver's car back to Rockville.

Terry is a truly unique, unselfish friend to all of us.

Jim is well known in the racing community for his expertise in driving a BMW 2002 in the GT3 class. For those unfamiliar with racing categories, GT3 is *FAST*, and not for those with weak sphincter control.

Jim has been attending our schools as a first class instructor since we started, back in 1980. Recently, Jim has assumed the responsibility of chief instructor and O.D. of the event. Our chapter has never had such well organized and educational schools.

Jim is the owner of Harrison & Palmer, an electrical contractor in Annapolis, MD.

Since both Terry and Jim are self-employed, the time spent helping the club at the track involves a personal financial sacrifice, a subject never mentioned, of course.

Jim and Terry, the club thanks you for a great job.

Club Store News. . .

Last issue of the year and latest news on your Club store.

The Club store has been operating since before I joined the club (1982) and has always been able to provide members with parts and accessories at lower or equal prices as the advertisers in the Roundel.

Lately all of my suppliers have experienced price increases due the strength of the German Mark. These increases has meant a substantial reduction on the profits of my suppliers for a while and they can no longer provide me with the great pricing we were once able to enjoy.

Because of this, your Club store will no longer be able to supply parts at a price equal or less than the advertisers of our chapter and Roundel magazine. However I can still provide you with accessories such as Colgan Bras, BBS accessories, and items from Electrodyn.

On the regular parts, my recommendation is to shop around with our advertisers. In some cases you can have the parts shipped to your house rather than come up to my house in Gaithersburg for pick-up. Now, as stated above, I will still be able to get accessories and I will be the contact for when we decide to get an order ready for PASSPORT radar detectors.

Other items. . .

As you are aware, the club owns two Escort radar detectors which we allow members to use. In the past (prior to my time) it seems that this was a rental service and I just happened to lend them out free of charge. Well the rules have changed. The radar detectors are for rent at a modest fee. This fee is \$2.00 per day or \$10.00 per week. The reason for this fee is so that the detectors can be sent periodically for a check-up (sounds like a doctor) and this costs \$25.00 each time. We hope you understand.

From time to time, I get a notice in the mail about a clearance sale on BMW accessories and parts. When I do, I go out and stock up on some goodies. I'll let you know.

That is all for now.

Max Rodriguez

BMW M-Power

With that critical first win within the IMSA GTP (GT Prototype) class at Watkins Glen by Jones/Andretti, we can take a little time to reflect on the individual drivers, the Team, and BMW in general.

It all began in 1916, during the "Great War." Kaiser Wilhelm's armies were at their zenith of power. The Imperial German Air Force was in dire need of modern flying machines with strong and durable engines. Bayerische Motoren Werke was born. Although only two years remained in the Great War, BMW quality and reliability were established. With war production in quantity forbidden, the budding company switched to motorcycle and later automobile production.

The first BMW motorcars made their appearance in 1928. By WWII they were winning major races. The grueling Mille Miglia of 1940 was BMW's first major win. The blue and white Roundel was forging major inroads into the world of famous marques.

In 1975 BMW of North America was conceived. In celebration two 3.0CSLs were campaigned that year, with an important and impressive victory at the 12 hours of Sebring. In 1976 the Team conquered the 24 hours of Daytona.

This year BMW has two powerful contenders, with a harmonious team of four drivers. David Hobbs is the senior with 25 years behind the racing wheel. His racing career began fulltime in 1963. By 1967 he piloted John Surtee's BMW powered Lola to Formula 2 victory in the German Grand Prix. He has run the 24 hours of LeMans 14 times. He is a former Formula 5000 champion. David also has 11 career victories within the IMSA series, 8 of them in a modified BMW 320i. These occurred between 1977-1979.

David Hobbs' codriver, John Watson, is also one of the old school drivers, having started his illustrious career in 1964 at the age of 18. He is the son of a service garage owner and weekend racer. He has had over 150 Formula 1 starts, filling in for Niki Lauda during the 1985 season. John has 5 victories and 20 "top 3" finishes in Formula 1. His first win in Formula 1 came in the Roger Penske car in 1976 at the Austrian Grand Prix in Zeltweg.

In the second BMW GTP car, Davy Jones and John Andretti are the pilots. Jones' driving career began at the tender age of 5, going from mini bikes to go carts to snow mobiles. By

age 16 he was the Canadian Formula Ford Champion. One year later in 1982 he was honored as US Super Vee rookie of the year. The "Young Lion" as he is nicknamed has gone on to win in the BMW 325e as late as July of this year. He likewise is a steady driver with the BMW Team.



Photo by Steve McLean

Jones' codriver, John Andretti, nephew to Mario Andretti, has risen to fame in the racing world much like Davy Jones, from carts to GTP. Together these four men have as much, if not more experience than any other team of drivers in the world.

BMW GTP SPECIFICATIONS

Engine:	BMW 4 cylinder, type M12/14, cast iron block, aluminum head.
Displacement: 2.0 Liters	
Turbocharger:	AiResearch
Transmission:	5-speed manual
Fuel Capacity:	120 Liters
Brake Horsepower:	800 (1,000 or so for qualifying)
Tires:	Goodyear Eagle Racing radials
Wheels:	BBS
Top Speed:	210+ mph

Steve McLean

Competition Corner

One expected benefit of BMW's withdrawal from Formula One engine production is the greater resources available for competition in the European Touring Car Championship. The ETC is for Group A (minimum 5,000 produced) sports cars and sedans. Class 1 cars are limited to a maximum 5 liter engine and the junior Class 2 cars have no more than 2.5 liters. Major entries with factory support include Volvo 240 Turbos, Rover Vitesse, Ford Sierra-Cosworths, Jaguars and BMWs. Because of production numbers required, BMW has not homologated the M635s but is dominating the series with the 635CSi. Class 2 is owned by the 325i although a Mercedes 190E-16 Valve did win the class in one recent race in Italy. BMW is busy developing the M3 for 1987 competition. Let's hope they can get 5,000 produced in time.

The most prestigious race in the series is the classic Spa 24 Hour. Many years ago BMW won this race with 1800 TiSAs. This year Bimmers swept the top 5 spots (4 635s and a 325.) BMW's drivers include the young Formula One stars Gerhard Berger and Christian Danner. In 1987, with no BMW engines

in Formula One, Berger is expected to drive a Ferrari (owned by Fiat) in Grand Prix events and continue with BMW in the ETC if this conflict of interests can be resolved.

SPEED SHIFTS — John Weaver's win in Improved Touring at Summit Point Labor Day weekend was protested by other 2002 drivers. John used a 300 degree cam and use of a non-regular production item is a no-no under the IT rules. The local SCCA upheld the protest and John appealed to SCCA headquarters in Denver. Apparently John contended that a small number of 2002s were imported with such a camshaft. Latest word is that Denver agreed with John's appeal (SCCA president Nick Craw used to race a 2002). The Improved Touring class is supposed to provide cheap racing but you can bet the other drivers will have installed this hot cam next season. Weaver then went on to win his IT class at Summit Point in the Blue-Gray Classic on October 5. Other Improved Touring 2002 drivers both weekends were Eric Bucher, Jim Epting, and Ed York. . . . Jim Harrison's GT-3 2002 had bad luck both weekends. Labor day a broken suspension arm caused an off course excursion that ended in a roll. October 5 his engine went sour after mid race. . . . Tom and Sue Baruch's Sprite that won our September autocross and is leading D Prepared in the council's championship series is running on bias-ply Hoosier tires. So much for "hi-tech" . . . Bill Scott, owner of Summit Point Raceway and former national Formula Vee champ, is considered by many to know the fastest way around his own track. At our September drivers school Bill hopped in the passenger seat as I was waiting to go out for my time trial. After a warm-up lap I was just completing the timed lap when Bill told me to pull off onto pit lane. He said he wanted me to try three different things (during time trials no less.) He then got behind the wheel to demonstrate for a few laps. The master's recommendations were: 1. use 3rd instead of 2nd for the slow turns one, five and six. 2. brake sooner and less violently for the faster turns three and ten. 3. Use a different line through the esses after the carousel. Don't tell Bill but when I finally got my time trial I used 2nd gear — it just feels faster. I do plan on practicing his tips in October . . . Five days after the event, *Autoweek* arrived in my mail box with a full page ad by BMWNA trumpeting the Davy Jones/John Andretti win in the IMSA GTP race at Watkins Glen on September 21. If only they could act so fast in deciding to import the M6 and 325i . . . Buy your 1987 calendar and mark it now — the Bob Ridges Memorial Rally (the ultimate driving event in this area) is scheduled for April 11 and 12. **CRUNCH (right Jim?)**

Woody Hair

Safety Fast

OK. So you have been paying attention, and you know what an apex is, you know how to modulate the brakes for a panic stop, and you even make a habit of putting on your seat belt. Here are a few more points and a few more tricks.

Never watch the car in front of you. Odds are that he doesn't know an apex from a climax, and he is probably watching the car in front of him, so, follow the leader. If the first car is off the line, all who follow will be as well. If you watch the road instead of the traffic, you will know where to drive. More significant to driving on the street, you will see how the traffic is behaving while watching the direction the road is taking, and if there is an obstruction ahead, or a car

jams on its brakes, or the light jumps to red, or a car jumps to a stop sign, you won't be surprised, you will be prepared to take appropriate action.

Don't look "at" the turn, look across it to the next turn. A mistake we beginners frequently make on the track is focusing on the apex of the turn we are in to make sure we hit it properly. As you already know, it is important to look far down the road and let your brain register all that is occurring. If you concentrate too closely on the near apex, you cannot set up for the next turn. It is the same problem as watching only the car in front of you: you artificially limit the amount of information available for you to process. Thus, you can't make use of all the possibilities the road and the car have to offer. To avoid that problem, note the apex and then look for the next one to aid you in determining where to steer.

Late apexes. No, you don't slow down and get to the apex later, you turn so the point on the inside of the corner about which you turn occurs further into the corner.

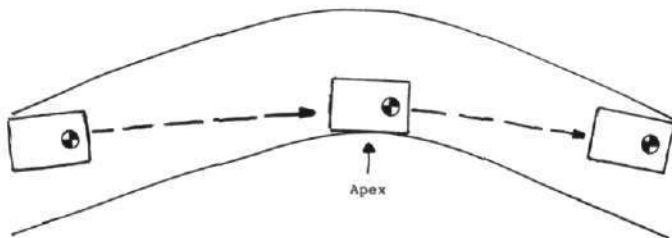


Figure 1

figure 1

In figure one, the car has started from the outside, hit the apex in the middle of the turn and exited to the outside of the turn. This is the fastest way around the turn.

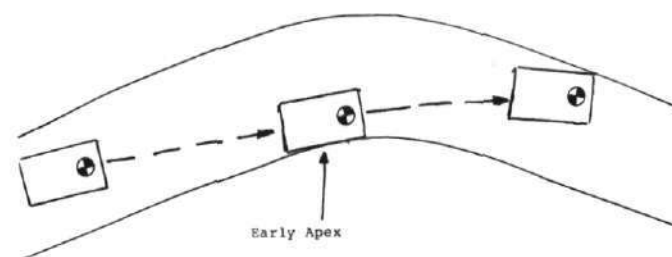


Figure 2

figure 2

In figure two, the car has entered the turn too early, hit an early apex, and finds itself running off the road.

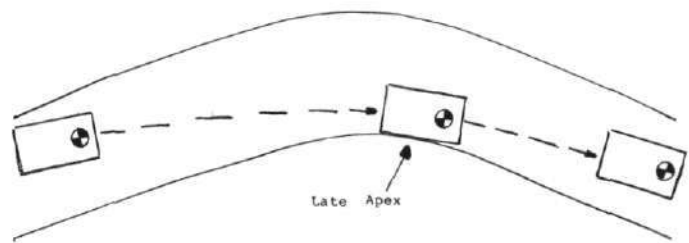


Figure 3

figure 3

In figure three, the car has waited to enter the turn, staying to the outside until the exit of the turn can be seen, and then hits the apex late in the turn so that the car exits the turn aimed straight down the road. This is the safest route through the turn because it leaves the greatest margin for error. This is particularly so when the road is unfamiliar. If you find yourself heading into a turn too fast and the turn suddenly tightens in the middle, a decreasing radius turn, you will go off the outside of the turn. If you have been trying to apply these turning techniques, concentrate on late apexes. It calls into play all we have discussed: preparing before the turn; braking before entering the turn; sighting across the turn; late apexing; and accelerating out of the turn.

Pulling it all together. That is what we force you to do on the track, that is what you need to do to drive attentively on the street. Start thinking now about attending the Highway Safety School. Get some hands-on, lifesaving experience, and enjoy the way your car was designed to function in the process.

SAFETY FAST!

Les Adams

The Hillbrook Inn on Bullskin Run Charles Town, West Virginia

Few readers of this publication can imagine any additional enhancement to a Driving School Weekend in May, but bear with me. For anyone seeking perfection in their driving machine, I've found an equally exacting Innkeeper in the person of Gretchen Carroll.

Our visit to Hillbrook began with a midafternoon arrival on Friday, May 2nd. The temperature indicated that the air outside was brisk, but the sun highlighted the several shades of Spring green surrounding the many-gabled roofline of the Inn. Stunning architecturally, the Hillbrook was patterned after a dwelling in Normandy by a World War I veteran who sought to reproduce here at home his fondest memory of the French countryside. Though built in the 20's, Gretchen Carroll has made the Inn's amenities contemporary through extensive decorative and structural renovations. The welcoming decor reflects Gretchen's world travels (an exquisite collection of pottery is in evidence in every room), yet each of her touches does justice to the intentions of the original owner.



Our room, which was located just a few steps up from the main sitting room, was warmly decorated in blues, greys and mauves, from the wallcovering in the updated bath, to the featherbed on the high-rise four-poster bed. A reading alcove in front of the small fireplace engaged us, as Gordon laid a fire at about 5:00, and we both reached for a magazine. (Was he reading the Roundel??)

Gretchen soon appeared at our door, seemingly tireless from an afternoon of wallpapering in another part of the Inn, smiling warmly, and offering us tea. We obliged by requesting sherry, (which was served in a proper glass), along with a small bowl of roasted nuts. Our sense of being truly her "guests" would soon be eclipsed by a memorable seven-course dinner.

Promptly at 8:00 we descended the stair and crossed to the dining room. What a scene awaited us! The room's focal point is the exquisite brass chandelier (also French) polished to a glow, reflecting the twenty-some candles lit by our hostess and placed everywhere to create an absolutely unforgettable ambiance. The fire was ablaze in the larger-than-life hearth. The subtle gold tones of the wallpaper were highlighted in the prints over the fireplace, which I later learned from Gretchen were Russian, obtained by her quite reasonably, and dating to the first quarter of this century.

The prints were reminiscent of Dr. Zhivago, with their wintry snow scenes and sleighs (long before the M-powered machine which brought us here). My husband knows you can't take a history major anywhere, but it was clear from my smile that I was enchanted by our surroundings. Gretchen quietly emerged from the kitchen, and asked Gordon for a little help with the fire; and with a cheery smile adjusted the music — a wonderfully subtle cassette of classical jazz piano, and asked us to be seated. For a moment I thought "This is what I was born for — dinner in a formal dining room, alone with my husband — being served so elegantly!" (I later discovered that this is Gordon's self-same observation as he circles that two miles at Summit Point).

Gretchen began by serving us an appetizer of hard-cooked eggs with sliced cherry tomato on Belgian endive with tapenade. Gretchen explained that tapenade was a hearty sauce made of capers, anchovies and olives. It was an excellent combination of flavors. This was accompanied by a medium dry Soave, chilled to "cellar temperature" — not iced the way so many Americans seem to prefer.

This was followed by a soup course of carrot and orange soup, adorned with fresh fennel. This was a warm soup which in summer is often served chilled. It was tasty and subtle all at once. At this point, I began noticing the different pottery

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on Nebel St. and left into the parking lot.**

pieces, each a work of art, with which Gretchen was serving the food. She seemed proud of the pieces, and indicated that some of them had been obtained locally.

The third course was a Mackerel filet wrapped in bacon. A savory blend of two "gamey" strengths, yet lovely in combination. Gretchen asked if the Soave was still acceptable, and we agreed that it would complement nicely.

The fourth course was presented in her quiet and efficient manner (How does she know just when to appear?) with a short introduction describing her preparation of an escalope de veau (veal steak) with cream sauce. Gretchen chose a full-bodied red wine, a Lambrusco, which accompanied the veal appropriately. She also said that her son, Sean, a student at Georgetown, purchases all the wine, and we thought "Now, there's a kid who's been brought up right." It was superb.

Almost magically, Gretchen appeared to describe the fifth course, a combination of three cheeses with wheat crackers and bread sticks. We looked at each other, and then apologetically at Gretchen, and begged to be excused from the cheese course. With an understanding chuckle, she described our sixth course of fresh mushrooms on a bed of romaine, sprinkled with Balsamic vinegar. We agreed that we were indeed ready for a salad. Our red wine carried us through the sixth and penultimate course.

We were now beginning to experience a Pavlovian sense of eager expectation as Gretchen reappeared from the kitchen. At this point we announced that dinner had been fabulous — we'd had our fantasy dinner alone in the dining room of an incredibly lovely and unique Inn, and would she please consent to taking off the apron and sitting down with us!

Gretchen properly resisted however, until completing her presentation of the seventh course, dessert. It was a dreamy chocolate creation; concocted by her daughter, Tanya Tatiawua, the Inn's dessert chef. The chocolate mousse cake was anything but the ersatz mousse you get in various French restaurants around town, this was a substantial dessert, with a proud cake-like texture, sinfully laden with the real thing, chocolate! The dessert wine was a Champagne, not too dry, but just the right amount of fireworks. We took great comfort in the fact that "home" was just a few zig-zag steps away.

At last Gretchen sat down with us to our effusive compliments. We lifted our glasses in tribute, and the three of us talked and talked about, what else? . . . Gordon's car!!

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Kathleen S. Kimpel

"55" Facts

- The only correlation that exists between speed, speed limits and highway fatality rates is inverse. That is, as average speeds or speed limits increase, highway fatality rates decrease.

- From 1973 to 1974 the fatality rate dropped 15% ("55 became law in January of 1974).

- From 1945 to 1946 the fatality rate dropped 13% (35 mph wartime NMSL was repealed and most rural highways reverted to "reasonable & prudent")

- Intensive speed limit enforcement does not yield improved highway safety.

- After a year of rolling roadblocks, radar devices placed in every conceivable vehicle and ticket issuing marathons, traffic fatalities in Maryland increased 14%.

- Delaware placed 50% of their state police enforcement effort on 3.5% of their highways. The result was a 24% increase in fatal accidents on other roads.

- For a traveling salesperson who drives 50,000 miles per year, the difference between driving at 55 mph and 70 mph equals one full working month per year.

- On a coast to coast truck run a 10 mph speed reduction (from 65 mph to 55 mph) will add one driving day to the trip.

- By conservative estimates "55" results in one billion manhours of lost time every year.

- Converting the one billion manhours into miles traveled suggest that "55" causes up to 1800 additional fatalities per year through increased exposure.

- Converting the one billion manhours into productive lifetimes (assuming a modest \$20,000 per year income for 40 years) yields an annual productivity loss of 2.3 billion dollars.

- Rural roads posted at 30 mph have fatality rates four times greater than roads posted at 55 mph.

- Highways with the lowest fatality rates have the highest speed limits.

- Non-compliance with the current speed limit on the rural interstate system is typically 80 to 90%.

- Steady improvements in highway safety can be attributed to improved highways and improved vehicles.

- To a lesser degree demographic changes in the driving population and training and licensing requirements have improved the safety picture.

- The German autobahn with no speed limit has average speeds of 71 mph and 85th percentile speeds of 81 mph.

- The fatality rate on the autobahn is 1.08 per 100 million vehicle miles. The fatality rate on the U.S. rural interstate system is 1.15 per 100 MVM.

- Highway fatality rates have declined for six decades.

- From 1963 to 1973 the highway fatality rate declined 27%. From 1974 to 1984 the highway fatality rate declined 25%.

- The average speed for all highway fatalities is 35 mph with 80% occurring at speeds under 40 mph.

- Only 4% of all highway fatalities occur on the rural interstate system, a system that carries over 20% of the traffic volume.

- A major cause of rural highway accidents is falling asleep at the wheel. (e.g. Arizona authorities claim that 61% of their serious accidents on roads posted at "55" were the result of drivers falling asleep at the wheel and leaving the roadway.)

- People do not automatically drive 10 mph over the speed limit. If reasonable speed limits are set there is good voluntary compliance. In 1973 85% of the vehicles on the rural interstate system were in basic compliance with the then existing speed limits of 70-75 mph.

- Prior to "55", drivers traveling ten miles per hour over average interstate speeds (average = 65 mph) were the safest group of drivers on the interstate.

- Vehicles traveling at below average speeds on a given highway are 3 to 5 times more likely to be involved in a serious accident than are those vehicles traveling at or slightly above the average speed.

- The national research council estimates that raising the speed limit to 65 mph on rural interstates will increase national fuel consumption .18 of 1 percent.

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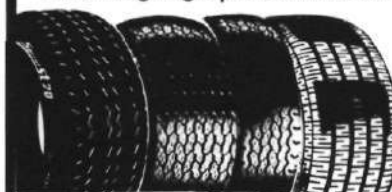
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Race 325e

So why, you ask, would anyone try to race a low-revving, 121 horsepower eta engine? Endurance! Ask Ray Korman. Woody Hair and I talked with Ray after his third place finish at Lime Rock in August. Rather defensively, Ray noted this was a short 2 1/2 hour race and his chance of winning increases as the race lengthens. He says the 325e outbrakes the others, outcorners them, *and* outlasts them. In longer races, other cars, like the Dodge Shelby Turbo winner at Lime Rock, wear out more tires and brakes than the BMW.

The 325e's endurance was particularly rewarding at the longest of the 10 races in IMSA's 1986 Firestone Firehawk series — 24-Hours at Watkins Glen. Korman's 325e finished *first overall*, winning not just his Sports class, but also beating the likes of Nissan 300ZX Turbo, Porsche 944 and Pontiac Firebird.

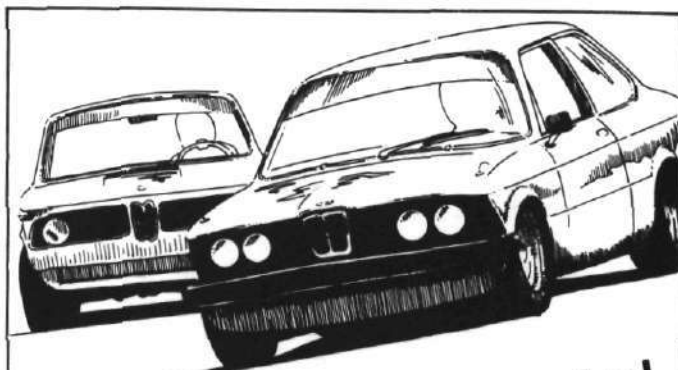
Korman and co-driver Ron Christensen have had an impressive year, winning their class in 4 (including Watkins Glen) of the Firehawk races that had been run by our mid-October newsletter deadline. They have the edge for the season championship. Their closest competition is Dodge Shelby Turbo driver Dorsey Schroeder. At Sears Point in July, another 325e driven by Davy Jones, Richard Crites and Dave Kudrave edged out the Korman car. So, it is a good year for BMW in this street stock endurance race series, winning 5 of 9 races run by press time.

How does a "street stock" 325e differ from one you can pick up at your favorite BMW dealer? The #28 BMW has a bolt-in roll cage, 6-point safety harness, safety window net, 5 lb. fire extinguisher, external master circuit breaker, stock gas tank (with filler restrictor removed), racing seat, racing steering wheel, racing brake pads, Carrera gas shocks, BBS 14x6 1/2" wheels (1/2" wider than stock), 215x60 HR 14 tires (up from 195 stock with Firestone Firehawk GT tires required), Korman stabilizer bars, "es" spoiler, straight pipes in place of stock exhaust and catalyst, and of course a racing paint job. Korman's car has the stock limited slip rear. He uses Red Line synthetic oil in the engine and rear. IMSA's street stockers can have balanced engines, but Ray told us he ran his 325e all last year and at the '86 Sebring 6-hour (which he won) before getting into his stock eta engine.



Ray Korman speeding toward Lime Rock's Climbing Turn
Photo by John Hartge

Now, about our endurance drive to the endurance race. Woody, his son Brian and I started from Washington for Lime Rock, Connecticut on a Friday afternoon. Lime Rock is



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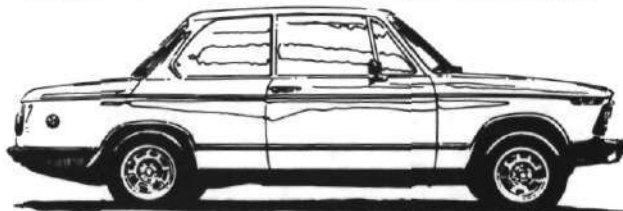
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unusual in that it does not allow racing on Sunday. To squeeze in 2 endurance races on Saturday, IMSA scheduled the sports/touring race, which we wanted to see, to start at 9 am Saturday. That put us on a tight schedule. As luck (bad) would have it, we not only hit a rush hour traffic jam on the Washington Beltway but also on the Baltimore Beltway. About 11 pm-ish, we checked into a Poughkeepsie New York motel. About sunrise-ish, we checked out to complete our trip of 350-plus miles.

Off of the Interstates, the foothills of the Berkshires are really beautiful. In the picturesque town of Millbrook, we stopped in a small '50s-type diner for a large breakfast. Then it was back onto the winding roads into Northwestern Connecticut. We got to Lime Rock just in time for the warm-up lap and start.

Lime Rock is more like a park than a race track. The infield is on a mound from which you get a good view of the short 1.53 mile track. You can walk around and view nearly all of the track in a relatively short time something you can not do at Summit Point. These cars are mostly stock, but unlike in the SCCA, IMSA cars have *no* mufflers. They *SOUND* like race cars. But, at the pit stops you see they are NOT. The pit crews are faster than your local gas station crews, but not much faster. And, the stock gas fillers don't help much. After a total of 9 hours of viewing good close racing, it was back onto the public roads for us 3 Washington area race nuts. I-95 on a Saturday night was a breeze. Next, I want to see those GTP cars race, with more than 6 times the power of these stockers.

John Hartge

Cost of Repairs

In the past few months, I have met quite a few people who have been interested in buying a BMW for a long time. The problem in their decision making process is that they hear that our cars are very expensive to maintain.

Not so. . .

In my conversations with them, I ask them to talk to owners of Porsche's, Subaru's, Toyotas etc. Also talk to me about my Chevette. (Yes I do own one.) To their surprise, they found out about the cost of repairing other cars and are now searching for the right BMW.

I heard a BMW mechanic at a dealership one time complaining about a customer who was outraged about the cost of the service. His comments were that if the person buys a BMW, he should also be able to afford the up-keep. I think his comments should have been more like "compare it to other cars, in the long run, mile for mile the cost of operation it's about the same as other cars."

Now, this is my and my family's experience. You may disagree with me or you may agree.

I also know that no other cars give a better feeling to drive than a BMW. And if it so happens that in the long run my cost is 10-20% higher, I think that is a bargain price to pay for not only a thrilling drive but also a feeling of security when you are out there battling all the other NUTS on the roads.

Max Rodriguez

National Membership Contest

The National Membership Contest is well underway. Entries must be received before the end of November. Listed below are the standings as of the end of September. You may note some differences between the official standings and the new members list in this issue. Differences are due to 1) the new members list covers only two months, and 2) the official list reflects only members who list their membership numbers, but our listing reflects names as well as numbers.

Members are listed in order of their membership number:

Gordon Kimpel-2	Art Sanders-1	James Ross-1
David Ford-1	Mike Flynn-1	John Miner-1
Brian Jones-1	James Verity-1	Larry Hyman-2
Bill Ross-1	Gil Page-1	Judd Forbes-1
Tom Baruch-1	Deepak Kaul-1	Ben White II-1
Jeffrey Noblet-1	Mitch Edelman-4	Parker Heckner-1
Cory Laws-1	Ed Brooks-4	H.J. VanderVeen-1
Mike Diggs-1	Al Spencer-1	Myron Hewlett-1
Carl Ash-1	Erik Klason-1	Margaret Ovist-1
Alan Bolden-2	Leon Staley-1	Sheri Parks-1
Don Miller-1	Philip Zubaly-1	Linda Cumbo-1
Stephen Robinson-1	Doug Dismukes III-1	Dwight Derr-4
Tom Crone-1	Doug Dangerfield-1	
Les Adams-2	Jack Chandler-1	
Clayton Klemm-4	Steve Naygood-3	
John Holt-1	Mark England-1	
Mehrdad Hadighi-1	Mel Kearney-2	
Martin Zimelis-1	Max Conover-1	
Keith G. Regan-1	Jennings Brown-1	
Paul Vessels-1	Bill Rachford-1	
Tom Pack-1	Doug Crowther-1	
William Balleman-1	Ric Porter-1	
Keith Parker-2	Tom Dressler-1	
Moses Brown-1	Mark Child-1	

Congratulations to each of you. Good luck in winning the Contest. However, don't stop now! BLITZ DAY (October 11) really heated up the competition.

The individuals listed below participated in the organized BLITZ DAY activities. While we were not alone (I found material on some cars before I could get to them), with an average of 100 applications per person, over 1200 applications were passed out on Saturday. Those members who displayed their colors did not get "blitzed" with applications. I, for example, left notes on three or four cars "Happy BLITZ DAY."

We will report to you later on BLITZ DAY results. Again, a special thanks to:

Les Adams	Clayton Klemm
Warren Banks	Cory Laws
Dwight Derr	Raine Mantysalo
Eddie Dugas	Glenn Sims
Terry Forrest	Chris Verdi
Jonathan Jones	

Bill Ross

Dear DeBbie

Dear DeB,

Your membership numbers are all *wrong*. You don't really have 1500+ members, there are far fewer! How do I know? Easy. I've been to a lot of club events, including the four or five in Baltimore. I've seen maybe a *half dozen* or so

Baltimoreans. I think that the "hundreds" of these alleged Baltimore Bimmerphiles are just a *fabrication* in order for the NCC to be called the biggest chapter. So what gives, huh??

*Sincerely,
CRASH*

Dear CRASH,

I take offense to being accused of false ANYthing! The Club and DeBbie are all naturally well endowed. As for Bal'mer, let's buy Hizzoner Mayor Donald a Bimmer and see what happens.

DeB

Dear DeBbie,

The German tuning firms seem to use weird nomenclature for their various models and engine combinations. Can you print a list or explanation so I can tell an Alpina B29 from a Hartge H2O?

Confused

P.S. What ever happened to the good old names like Barracuda or Skyhawk?

Dear Confused,

DeBbie must admit that she too gets confused with all the strange nomenclature. BMW started this whole mess. It used to be that you could tell which engine and chassis were used from the model numbers. For instance, a 530i was a 5 series chassis (5), with a 3.0 liter (30) fuel injected (i) engine. The 528i had the same chassis (5), but came with a 2.8 liter (28) fuel injected (i) engine. The problem started in 1981 when the 320i, which had been a 3 series chassis (3), with a 2.0 liter (20) fuel injected (i) engine, suddenly got a 1.8 liter engine, without the model designation changing to 318i. This designation was being saved for the next generation 3 series car.

Then came the 528e. It was a 5 series chassis (5) with a 2.7 liter (28?) eta (e) engine. Then there's the 325e, a 3 series chassis (3) with the same 2.7 liter (25?) eta (e) engine as the 528e.

To further confuse matters, there's the difference between European and US spec engines of the same displacement. A 2.0 liter 320 or 520 in Europe is a six cylinder, not the four cylinder we're used to. A European 732 is properly named (according to the above rules), although it has the same engine as what we call a 733 here.

Frankly, I'm baffled by the latest Alpina nomenclature. I used to feel confident that a B6 was a BMW 6 series, and that a B5 was a similarly modified 5 series. But if you put a 2.8 liter engine in a 3 series, is it a B28, or is that number just for the 6?

Hartge does a bit better, usually following the older Alpina type designations (ie, an H5 is one of their modified 5 series, etc.).

As to Barracuda etcetera, let's face it. This is the computer age. Would you want to be seen driving the latest fish?

DeB

*Dear DeBbie,
BELIEVE IT OR NOT!!!*

The following local elected representatives voted against on anemic speed limit bill (H5603 8/6/86) allowing 65mph on rural interstates.

Virginia

Frank Wolf
D. French Slaughter
James R. Olin
G. William Whitehurst
Dan Daniel

Maryland

Barbara A. Mikulski
Helen D. Bentley
Steny H. Hoyer
Michael D. Barnes
Michael D. Barnes

Not Voting

Marjorie S. Holt

A letter to them expressing your view of their opinion might be in order. They can be reached at the US House of Representatives, Washington, D.C. 20515. By the way, what do you think of this Federal blackmail of withholding DOT highway funds to "non-complying" states?

I'm mad as hell and not going to take it any more! Are you?

Redeye

Dear Red,

My, we're getting to be a regular here. Thanks for the news. Since you wrote, the Senate has passed a similar bill to raise the rural interstate limits to 65 mph, at the states discretion. If you want some interesting facts of the 55 mph fiasco, look elsewhere in this issue for a list of items from the Feds' own reports.

DeB

Dear DeB,

My significant other would rather play with his BMW than with me! When I want to make whoopie, he wants to make more horsepower. I need affection, he needs bigger idle jets. I want a romantic weekend at a country inn, he says fine as long as it's during a driving school. What can I do?

Put Off

Dear PO,

Have you tried a little Castrol Hypoy gear oil in the right places? What am I saying??? Excuse me, I got carried away (or should get carried away). This seems to be more common that you may think. There has always been this thing between boys and their toys, or men and their cars, etc. Next time he takes you out for a romantic weekend of driving school, look for car #1. Practice making the same sounds it makes going past pit row at warp speed. It's the car he's trying to catch with all his horsepower. Then head out to your favorite dealer and pick up a Kidney Grille.

Next time he's out making horsepower, surprise him by wearing the grille and making your new sounds. Guaranteed to do wonders. . .

Dear DeB,

I'm an otherwise normal woman, but have this problem. I'm more interested in my car than in sex. What should I do?

High Heeled Hotshoe

Dear HHH,

Oh wow, deja vu. Next you write, leave a return address. I know of a perfect mate for you. . .

DeB

Got a problem? Feeling incorrect? Mad as Hell, etc? Write Dear DeBbie at P.O. Box 685, Arlington, VA 22216.

Tech Tip — An Easy Fix

The battery was a Sears Die-hard, less than a year old. The alternator belt was tight. The voltmeter indicated no problems. The starter had been professionally rebuilt (by Wenter's Munich South) just a few months earlier. There was absolutely no evidence of corrosion at the battery terminals. Everything seemed in order.

However, an attempt to start the 2002F one morning was not successful. There was an initial engaging of the starter which sounded very weak, then nothing. I quickly got the battery charger and long extension, and hooked it up. After waiting only a couple of minutes, I tried again and the car started immediately. For protection, the charger was left in the car. That evening, the same problem. After hooking up the charger, the car started immediately — no waiting. Upon arriving home, I removed the two battery cables and cleaned the inside area which contacts the battery posts. Although there was no apparent corrosion, obviously good contact between the cables and the battery posts had been lost. With the cleaning, there has been no more trouble.

If you have what at first seems to be a starter or battery problem, clean the contact area between the cables and the battery posts first. It only takes a couple of minutes and could save you much aggravation and money.

Harmon Fischer

Light Tip

I was doing a general maintenance on a 530i awhile back. In the process of checking all the lights, I found a side marker light out. I removed the lens and the light came on. Curious, I put the cover on and it went out. I then bent the tang out and put the bulb in and it lit. I screwed the lens on, out it went. Time to take a careful look. The bulb was too long, so that when the lens was screwed on it pushed the bulb out of the socket and away from the ground. The fix is simple: replace with the correct bulb. On the same note, watch those tail lights. I've seen high watt bulbs in the tail light sockets that melt the lens after a few hours of night driving. Very expensive. Check those replacement bulbs.

*Steve Worthington, Puget Sound
Region, BMW ACA*

Anti-Theft Tip

Removal of the fuel pump relay makes for a quick, clean anti-theft measure. Just open the hood, grab the relay, close the hood and walk away. A car thief would need either a spare relay or a wiring diagram and jumper cables to start the car.

*Heinz Buschang, Genesee
Valley Chapter BMW CCA*

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More Notes From Deutschland

On my trip through Germany I stopped at the BMW factory and museum. To my dismay they were closed due to an exhibition in front of the Headquarters building. Low and behold I had stopped in on the day they were introducing the new 7 series cars to the press.

Members of the press were allowed the privilege of driving the sleek luxu-cruisers around the streets of Munich, while motorcycle cops (in puke green) kept a close watch on them. I tried to get into the press area but the guard wouldn't give in (I even tried my BMW CCA card, and was crushed when he looked at the card, and then at me with a grimace.)

Undaunted, I locked on a telephoto lens and waited for the cars to go by. I would have liked to get some closer shots, including the interior, but the cop on the corner convinced me with at scowl and a German phrase (*none of which I understood*), that I was to keep my distance.

Bob Crigler



Photo by Bob Crigler



Photo by Bob Crigler



Photo by Bob Crigler

Free Wheelin'

After rolling with the stock alloys and Michelins for nearly 49,000 miles, I made the switch on my 1981 528i. Here is what works for me.

On the left front I mounted a three-piece modular BBS wheel, 16/7 with a Yokohama A008, size 205/55VR-16. Since most of my turns are to the right this allows excellent bite and road feedback in the turns I make 92.3% of the time.

On the right front, I bolted up my never-used spare tire, mounted on a stock BMW alloy wheel. This Michelin 195/70HR-14 tire counteracts the tendency of the front end to aquaplane if it had the 205s on each side. Thus, I have achieved a balance in both the wet and in the dry, and at a lower cost. Besides, what else could I do with the spare?

On the left rear I have a Gotti plus one wheel (15/7) with a 225/50 VR-15 Pirelli P7. I have discovered that Italian tires work best on Italian wheels, and the effect of a German BBS plus two wheel on the front and an Italian plus one set-up on the rear is awesome!

On the right rear I have a BMW steel wheel, size 13/7, or a *minus one combination*. This is a gray market wheel, first intended for the now defunct 2002F. After DOT and EPA testing its cost of slightly more than the modular BBS when is not out of line. Of course, most of this cost is involved in the process of converting from the four-bolt center to the five-bolt center to fit a 528i. The tire is a Dunlop 165/70SR-13 mud and snow tire. This tire effectively lowers the right rear of the car by nearly two inches and keeps it from lifting in all those right hand turns. It cuts through snow and water well and gives the car that homespun 2002 look.

In the trunk is a Weds 14/6 alloy (like in the advertisement). The tire is a BF Goodrich Comp T/A, 195/60VR-14. This is not a spare for my 528i but is for a 2002, just in case I encounter one with a flat tire. We sixers have ignored 2002 owners for too long and I want to be prepared to help. And besides, what better place for a Weds wheel?

This wheel/tire combination is distinctive, sporty, international and affordable. In the plus one, two and three jargon of our day, my car is a plus .75. + 2 plus+ 1 plus+ 0 plus - 1 divided by 4 equals .75. From experience I can say that this is the ultimate wheel/tire combination. Other Bimmer drivers nearly run off the road in admiration! And, it performs so well that I have received some nasty looks from fellow autocrossers.

Joe Tanner
BMW Car Club of Canada



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W. G. DuBose II	1976	2002
Ethan B. Ailloni-Charas	1981	320i
Ron Schulze	1971	2002
Thomas J. O'Halloram	1986	325
Pudro B. Calero	1979	320
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Evan H. Dockser	1978	320i
Allan R. Orrison	'85 325e	'80 528i
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