



# der bayerische

**DeBbie  
Wins . . .**

**. . . Wet T-Shirt  
Contest**

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**EXCLUSIVE PHOTOS!**

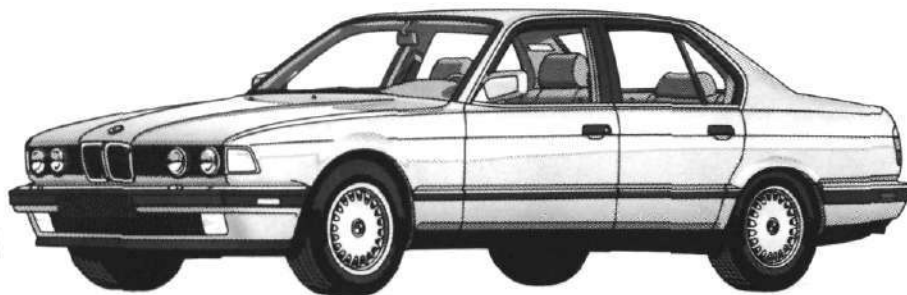
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## Halloween Tales

See Story Pg. 6



Photo by Lynn Phillips

*Woody resigns as Treasurer, but have we seen the end of him . . . and what about Marylee?*

## Cover:

*Winning Wet "T". Well, what do YOU see?  
Tell DeBbie!*

*Photo by Raine Mantysalo*

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# BMW

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# BMW

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## Coming Events

### OPEN HOUSE—AUTOBAHN MOTOR WORKS Saturday, January 16

Newly opened in Bethesda is Autobahn Motor Works Service Center specializing in BMW servicing and accessories (as well as Mercedes and Porsche). Club members Gary and Andy Stefanelli invite you to inspect their new premises and offer discounts to BMW CCA members on parts and accessories. Come in out of the cold and enjoy refreshments and beer on tap while chattering with ASE-certified Master Technicians, as well as representatives from the manufacturers of Wurth, Lubro Moly, Bosch, Bilstein, Kuecht, Blaupunkt. See on display various BMW's, Porsches and a Lamborghini Countach. See you there!

**Directions:** From the Beltway (495) take the River Road/Potomac exit, towards Washington, over the railroad track (Roy Rogers on right just before track) to second street on left (just past River Road Texaco and Exxon stations) where they are situated at 5514 Dorsey Lane, Bethesda, MD. Additional parking is available behind AMW premises on Landy Lane, i.e. take a left immediately after crossing railroad track. Telephone number is 656-4948/9.

### FILM FEST—Thursday, January 21

**Time:** 7-10:30 p.m.

Tired of educational tech sessions? Get-me-lost tours? Run-me-ragged driving schools? Finally, an event for lounge lizards and couch potatoes!!

On **Thursday**, January 21, 1988, we are going to get together, drink a few beers (cash bar), eat some great hot munchies (Yuppyspeak translation: hors d'oeuvres) and watch some movies! We will get some varied topics from the club's newly enlarged and organized library, and start the year with an entertaining, informative get together. This will be a great opportunity as well to meet officers and members, ask questions about the club and the Chapter and talk cars. For further information, call Gordon Kimpel at 703-527-3234 evenings or 703-847-9660 days.

**Directions:** The film fest will be held at the Sheraton Tysons Corner in Virginia. From the beltway, take Route 7 west to the Sheraton which is at the junction of 7 and Dulles Airport Access Road. The Sheraton's number is (703) 448-1234.

### NEW MEMBER WELCOME RECEPTION— February 17

**Time:** 7:30 pm

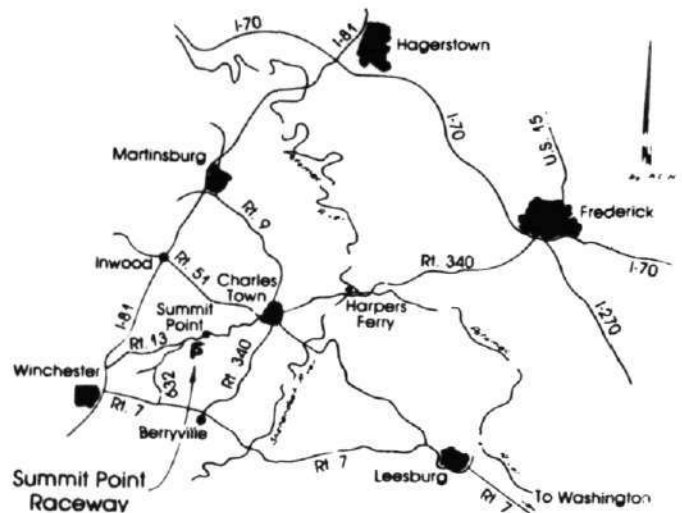
In an effort to reach our expanding number of new members, we will hold a reception on Wednesday February 17th. The purpose of this reception is to provide an orientation to new members. Those of us who have been around for a while, know what's what, and who's who, and take a number of things for granted. New members can find all of this more than a little confusing, and even a little intimidating. To address this problem, we are holding this reception to let you meet us face to face, ask questions, and learn about what we do, and how we do it. Hopefully, this will lead to a more active membership. As I write this, we are still negotiating for the proper facility. However, if you would like to attend, please give me a call, or call our WNCC HOTLINE at (202) 5970 for more details.

### HIGHWAY SAFETY SCHOOL—Saturday March 12

The Highway Safety School to be held at Summit Point Raceway, WV, is the ideal driver's school for beginners. The emphasis will be on braking techniques, obstacle avoidance, and car control.

Registration will be on a first come basis for club members driving BMW's; applications from club members who wish to drive non-BMW's will be held until two weeks before the school and then granted available slots based on the order in which the applications were received. (*Application form in this issue. For directions to Summit Point, see map.*) Registration will be closed one week before the event.

As usual, the entry fee of \$60 will include a catered lunch from the Hillbrook Inn. Workers will be rewarded with a free lunch and a day of fun. If someone wants to come and watch but not work, the cost of lunch is \$8.



### COUPES TO GATHER AT MAIFEST— May 28-29

As part of the National Capital Chapter's Maifest weekend, we plan to host a gathering of vintage coupes (2000OCS, 2800CS, and 3.0 CS). The event is still in the planning stages but the coupes will probably meet on Saturday morning, May 28, at a site to be determined near Washington. After a sufficient period for pictures and chit-chat, the owners can follow a scenic tour route to Summit Point Raceway near Charles Town, West Virginia where the chapter's two day driver's school will be in process. Between run sessions the coupes will be able to take a couple of parade laps around the two mile, ten turn road course.

Saturday evening the group will motor to the nearby Hillbrook Inn for a buffet dinner on the lawn. Hopefully some will want to participate in the driver's school on Sunday. The 1 1/2 hour drive back to the Washington Area could be avoided by making reservations at one of the many motels in Charles Town.

The Los Angeles chapter of the BMW CCA held a coupe fest this past summer. Sixty coupes toured to the vintage car races at Monterey. It would be great to top that figure.

Further information about contact persons, meeting site, and costs for the dinner and school will be announced soon.

*Pull out center page and post  
the 1988 Calendar for easy reference.*

## President's Message

**THE BAD NEWS.** The last issue of *der Bayerische* was inexcusably late. For this, I and the other members of the Board of Directors apologize. It seems that over the past few months, some of the organization upon which we pride ourselves began to slip away. I promise all of you that we will do our absolute best to see that this type of foul-up never occurs again.

**THE GOOD NEWS.** This issue of *der Bayerische* will arrive earlier than usual. There are two key reasons for this. First, with the abismal job we did last issue, we were bound and determined to do better. Secondly, due to our printer's schedule, if we didn't get this issue to him much earlier than usual, he would have been too busy to do the work in his usual week's time. The experience and renewed organization that brings you this issue early, will be carried forward to future issues.

**1988 OFFICERS.** For those of you who missed the annual dinner (some 1600 of you) you missed a very good dinner and an excellent exchange of ideas in an open forum. This year's officers are the same as last year's, with the exception of Secretary. Lynn Phillips is replacing Woody Hair in this position.

While we're on the subject of officers, I must admit here in public, that I really blew it at the annual dinner. I was responsible for presenting awards to outstanding members, but missed at least two people who have been instrumental in our success for the past several years. We are never able to publically recognize all the people who selflessly give of their time and energies, but two of them were ignored in the presentations.

**WOODY HAIR** has been our Treasurer since mid-1984. He has served us exceptionally well, having a very sharply pointed pencil. We were always sure of our current account balances, and had accurate projections of future balances. It was truly a relief to have complete confidence in the chapter financial officer. Woody turned over the position to Lynn Phillips on January 1st, and has left behind some large shoes to fill. Woody has also been a major contributor to and participant in many of our driving events, and has become a strong member of our autocross team.

**MAX RODRIGUEZ** is another member that I want to recognize here. Max has held a number of positions in the chapter, from Club Store Coordinator to Driving Events Coordinator to Vice President, all the while serving as our local Technical Representative. Max has worked tirelessly on our behalf, and will undoubtedly be missed somewhat as he directs a good deal of his energy towards his newborn son.

**A LOOK AHEAD.** We have devised a tentative calendar for 1988. Included are all the usual events that we have enjoyed over the years, but there are also a few new twists that bear some explanation. We're planning a reception for new members on February 17th. This reception is for all those members who have recently joined the BMW CCA, and are less than sure of what it all means. At this reception we will have the Chapter officers, and most of the people who are responsible for various activities. You will learn what an autocross or fall tour is all about, and what goes on behind the scenes to make it all work. There will also be a chance to find out what the officers do, what happens in board meetings, and how you can participate in the process. Please see the coming events section for details on this important event.

Last year, we had an abortive overnight tour, and decided

to try it again. Details aren't known at this time, but we plan for it to be in the spring, and will make it enjoyable for couples.

Maifest will expand in scope this year. We hope to make it a fully regional event, by securing hotel space, and hosting a gathering of vintage CS coupes. We have begun to plan for this, so mark your calendars.

Our first rally in quite some time is also planned for this year. If you have any rally experience, please call Woody Hair, Mark Yaworsky or myself. We need able minds and bodies to help put this thing on.

**OKTOBERFEST.** Last but not least, I want to again put the word out that we're in the running for Oktoberfest 1990. By the time you read this, we will hopefully have selected tentative sites, and made preliminary plans. I have begun to compile a list of members who have volunteered their help to organize and run this massive undertaking, and will be calling on you personally. We will need a core group of 12-15 committee chairpersons, with three or four committee members each in order to make this work smoothly and without undue pain. Against the opinions of a few board members, I and others feel strongly that we can do a first class job with the Oktoberfest. Those of you who agree with me, let me know who you are. Call me at home at (202) 546-2365, evenings till 9:59. Right now, I'm mainly looking for the 12 committee chairpersons, but anyone interested is highly encouraged to call!

I could go on, because I have much more to say, but the column is getting long.

See you soon.

Cory Laws

## From The Editor's Desk

**MEA CULPA** Actually, more like "wea culpa," if you will pardon the expression. The late publication of the November-December *Der Bayerische* is the result of a number of events, or nonevents — inaction to be precise.

It takes many hands to produce *DB*. If they don't work in concert, then we have problems. In the past, we have noted that the editors' professional responsibilities have been an obstacle to meeting deadlines. That hasn't changed. Now our delays in the production end appear to be slipping into the reportorial side of the house. To those of you who have faithfully met due dates, you have the everlasting gratitude of your editors. To others, read on.

We have tightened up our act, and we ask those of you who desire to contribute to listen up. The deadline for articles, reports and coming events is now the *first* of even numbered months. No extensions! If you are responsible for an upcoming event, please, please, please have it in on time. Because the amount of notice and information in the newsletter is so critical to the success of an event, it is essential that details of a coming event be submitted as early as possible and no later than deadline.

For our part, your editors will do our best to compress the production process and get *DB* out on time.

**PHOTO CONTEST** We recognize the talents of two *DB* regulars and two newcomers at the Annual Dinner on November 20. John Hartge and Raine Mantysalo each received a first prize, a BMW windbreaker, for their efforts (both of which appeared on the cover of *DB* in '87: Raine's photo of the new 735i and John's picture of the M-3 racer at Summit Point). The work of the two second place winners appears in this issue: Doug Armstrong's picture of an unusually equipped 320i (that is *not* DeBbie on the hood) and Adam



Koons' pictures from Oktoberfest at the Bavarian Inn. Doug and Adam will receive club sport shirts.

If you have some interesting photos of your car, club events or other topics of interest to club members, send them in. (Remember to put your name and event on the back!) You will be in the running for the 1988 contest and your photos will help maintain our goals of providing information and entertainment for our members.

**ARTICLES** It has been a while since we have run some tech tips or repair and maintenance articles. If you are spending the winter months in your garage doing anything to your Bimmer, why not write it up and send it in? There are a lot of people who can benefit from your experience.

*The Eds*

## Secretary's Report

15 members attended the bi-monthly meeting at John Hartge's house in Alexandria, Virginia. Here are the highlights.

The session opened with a blunt message from President Cory Laws. The chapter has gotten ragged, the newsletter's late, event planning is lagging: we have to get our act together.

Les Adams and David Sossamon said plans are in the works to get the newsletter out on time (in odd number months), but a key problem is that promised material is late. The newsletter needs help, especially reporters.

Because of the newsletter's tardiness, we decided to cancel the Do-It-Yourself Tech session scheduled for December 5. It would not be fair for Tischer to schedule workers for us if we had not informed our members of the event. We decided to rush out a special mailer to all chapter members of all other December and January events. Hoping *that* would provide adequate notice of the wine and cheese party, specific responsibilities were assigned for that event.

Last minute planning was done for the chapter's member-recruiting booth at the Washington, D.C. Auto Show. Steven Haygood provided a basic schedule of workers to help at the booth.

There was brief discussion of the format for the Highway Safety Driving School. We agreed to keep the fee as low as possible. \$65 seemed like a good figure that would recover the track costs, if 60 cars sign up.

We agreed to send promptly to Childrens Hospital the funds collected at chapter charity events in 1987. The chapter pledged \$2,500 at the Telethon last spring. \$2,770 was collected. That included \$1,160 raised at the Championship Autocross, \$910 Excluservice received at its Bavarian Day, a \$200 individual contribution and \$500 area BMW dealers pledged. We also agreed that in 1988 we would make no specific pledge but would conduct charity events and turn the proceeds over to Childrens Hospital.

Outgoing treasurer Woody hair presented a report for the first 10 months of 1987, showing a chapter bank balance of \$9,270. Woody estimated, with all bills paid, the year-end balance would be about \$6,000.

Cory assigned himself the chore of lining up specific chairpersons for each event in the 1988 calendar.

The club's bid to host Oktoberfest 1990 was discussed. We need a good convention hotel. Gordon Kimpel suggested the Tysons Corner Sheraton. We must submit a more detailed bid to the club's national board.

*John Hartge,  
Secretary*

## Annual Election Meeting

The annual meeting of the National Capital Chapter, BMW CCA was held 7:30 p.m. November 20, 1987 at the Mustache Cafe in Alexandria, Virginia. After a buffet dinner, President Cory Laws called the meeting to order. He reported that the NCC started 1987 as the number 1 chapter in the country and will end 1987 still the number 1 chapter.

The meeting was opened for discussion and critique of the chapter's activities. Suggestions included: call members to encourage their participation, find ways to get spouses more involved, make the Calendar a tear-out page in the newsletter, avoid so many Sunday events. Copies of the Tentative 1988 Calendar of Events were handed out. A written treasurer's report also was handed out. It showed a 9-30-87 balance of \$9,432.

Les Adams, the BMW CCA South Atlantic Zone Governor, presided over the election of officers. One nomination for each office was made in advance. There were no additional nominations from the floor. By acclamation, the members present elected the following officers:

President — *Cory Laws*  
Vice-President — *Terry Forrest*  
Treasurer — *Lynn Phillips*  
Secretary — *John Hartge*

Awards were presented and the meeting was adjourned with thanks to all those whose efforts make the NCC such a fine Chapter.

## The Governor's Zone

February is election month for national officers. Please remember to retain your *Roundel* mailing label to affix to the ballot. There will be a number of contested offices this year, unlike past "contests" so your vote is important. Put your label on the ballot, read the candidates' statements and VOTE.

The January National Board meeting should be occurring just after you receive this *Der Bayerische*. It is scheduled for January 15-17 in New Orleans. If you have something on your mind that you think should be brought up to the Board, give me a call. Board members, and chapter officers for that matter, are members first, just like you. We hope to improve the operation of the club, we have the obligation and responsibility to try. If you have any ideas, problems or complaints let me know.

How about that *Roundel*? The amount and quality of reporting has been a dramatic improvement, with additional features and reports on chapter events. Expect further increases in quality as Editor Yale Rachlin hits his stride. Yale is always looking for additional writers, so if your dream is to be an "automotive journalist", give him a call, or just write a story you think would be of interest to the other 23,000 members of your club and send it in. Just don't forget the DB!

Club membership is going through a plateau period as we recover from the dues increase for some (previously, non chapter members only paid \$17.50 — now there is a unified dues structure and everyone is placed in a chapter) and the *Roundel's* dog days. Do your part to sign up new owners or old hold outs and assure the continued growth of the world's largest independent car club.

*Les Adams*

## Bewitched

"Double, double, toil and trouble, fire burn and cauldron bubble."

About sixty club members (and a number of their children) were a part of the first annual Halloween party. Earlybirds were pressed into feverish work, as both last minute preparation and a blocked street delayed some of the organizers' arrival to Post Hall on the campus of Mount Vernon College. Cobwebs were strung, skeletons hung, and a variety of ghosts, goblins and spiders hid in the corners waiting to pounce upon the unsuspecting.

A cat and a rabbit entered the room, followed by a ghost, a clown, and a large steelworker. Peter Pan and a fairy princess came in the back, while a ninja stole in through the shadows. Rambo and his older sidekick appeared brandishing weapons, with a Gypsy maiden in tow. There was a pirate and some clowns. Two silent scarecrows entered to survey the scene. Later in the evening, Count Dracula made his appearance, flanked by a friendly feline.

The lights were flickering in the jack-o-lanterns, when out of nowhere, a man appeared with a bag of tricks! A crowd soon gathered around to see what he was up to. He performed feats of magic, and played tricks on the audience with the help of some of his young assistants. Magic wands became flowers, cards changed their value, and after much silliness, a rabbit appeared out of thin air.

There were two costume prizes awarded, which were presented at the annual dinner. I'm pleased to note that both prizes were awarded to couples, who did their thing together. Woody and Marylee Hair got the nod for most original costume, and Dan and Seu Lim took best costume honors.

A special thank you is due to Lynn Phillips, Mark Yaworski, and my wife Angela for their efforts in organizing this party. Lynn was hindered by a broken foot, but her spirits (no



Angela and Cory ham it up (above), a couple "stuffed shirts", and Sharon and Jon get beastly (below).



Photos by Lynn Phillips

pun intended) were undaunted. Dwight Derr did his usual thing in providing a goodly number of libations to sample. Also, we'd like to thank all of you who pitched in for the last minute decorating. We did a good job, if I do say so myself!

Cory Laws

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## "Basic Tech Session" Hosted by VOB BMW

A dozen club members enjoyed a very informative day at VOB BMW on November 14, 1987. Our day began at "9:00ish" with coffee and donuts and opening remarks from Terry Forrest (who was probably the 1st to arrive after going to the old VOB location on Old Georgetown Road by mistake). VOB had plenty of personnel on hand to answer all sorts of questions. These individuals included: Roy Failey — Service Manager; Bill Buhman — Shop Foreman; Rob Hanley — Service Advisor; Mark Segal — Parts Manager; and Rick VanDyke — Parts Assistant.

The intention of the presentation was to focus on four areas: oil/coolant levels, tire pressure, fuses, and hoses/wiper blades. What seemed to be on most of the club members' mind was fuel injectors, gasoline additives, and who has the best gas on the market to enhance the performance of our already "ULTIMATE" Ultimate Driving Machines.

VOB personnel suggest that one cause of carbon build-up and clogged injectors is the amount of alcohol in gasoline today. The next time you're at your friendly gas station ask the attendant how much alcohol is in the gas you're about to pump into your car. You should use gas with a minimum amount of alcohol in it (less than 2% or alcohol-free). They were not at liberty to suggest the best gas on the market, but if you are using a particular brand name and have no problem with carbon build-up; they suggest that you continue to use it. Also it was pointed out that it is not important to use the "SUPREME" or "SUPER" brand on the market, any unleaded alcohol-free gas is fine.

BMW has also come out with a Gasoline Additive which they recommended. It is added to a tank of gas *each* time you fill up your car. This additive comes in a 6.5 oz. bottle and costs about \$1.99. It can also be purchased in a case of 12 bottles at a price of about \$24.00 (with a 10% discount if you purchase a whole case). This replaces the previous recommendation to use "TECHRON" manufactured by Chevron. This additive may be too harsh on the injectors (1 qtr. each 2000 to 3000 miles). Smaller amounts of BMW Gasoline Additive added to each tank-full tends to do the trick.

One last hint to help prevent carbon build-up, is to allow your car to stay in a lower gear for a longer period of time before shifting to a higher gear. This will cause the engine to rev higher and use the gasoline more effectively (although you may see a slight decrease in your MPG). If you do a lot of city driving, take your car out on the highway and blow it out occasionally (watch out for those "ticket-distributors").

After the presentation was over, each owner was asked to bring their cars down to the service bays. A service technician was assigned to go over our cars and to answer any questions we had. Items and topics covered included: wiper blades, hoses, exhaust systems, on-board computers, tires, brakes, and more. The technicians were very informative and were able to answer all sorts of questions.

All of you club members who were not able to attend, you really missed out on a treat. We even had a surprise appearance by Arch Campbell from Channel "4" News. He showed up to get a hard top installed on his beautiful white 325i convertible. I asked him how did he like his new car and he said "I L-O-V-E IT, I'M JUST EMBARRASSED AT HOW DIRTY IT IS." If you're traveling around the city and see an elegant white 325i convertible tagged "4 STAR", look closer, it's probably you know who ("HERE'S ARCH!!!").

Stewart Street, Jr.

## Graceful Lines

*This photo of a 1978 320i with its unusual hood ornament was taken by Walter Armstrong, near Harper's Ferry. It won him a 2nd place prize in the '87 Photo Contest.*



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## Summit Point, *Quickly*

### CHAPTER TWO

In the last session we went through what a new student should expect at one of the drivers schools that your Chapter puts on each year. Again, the novice groups concentrate on car control and safety. There are quite a few schools scheduled for the 1988 season and I hope that you will take advantage of the opportunity to improve your skills and to become a safer driver. This article is for the driver who has been through several schools and wants to improve both his times around the track and the control that he has over the car while he (or she) is in the car. Several caveats before we begin, all any instructor can do is to relate to you what he does in his car. His line will be close to the classic line but it has evolved from many, many hours of practice at Summit Point. You will have to adjust his suggestions to both you and your car's capabilities. In other words, just because Jim Harrison can go down the "Chute" at well over 100 mph in his GT3 racecar don't even THINK about it in your stock 318i. Enough said.

I'm going to use the word "touchpoint" as a replacement for the word apex in this article. If you are going this quickly you should be sensitive enough to be able to feel the tire just touch the bumper and the 2-3 feet that you are probably missing the touchpoint by will come in very handy at the exit of the turn. It will be the amount by which you slid off of the track. High speed driving is really about two things, precision and smoothness. I'll assume you are already working on your smoothness or you would not have read this far and I hope that this article will help you with the precision.

Let's start with Turn 1. You should be on the left side of the track entering the braking area that begins with the painted line marked 4. I will leave where you brake up to you but I'll usually use the 2 mark unless I'm being pushed. I do not like to be hard to the shoulder but about  $\frac{3}{4}$  of a car width

to the right in the dry and closer to the center in the rain. You will find that there is better grip in those areas because the track has not been polished as smooth by countless cars trying to slow down. This is especially obvious in the rain when the left shoulder looks like a mirror finish and the center looks more dull due to the slightly rougher surface. Something for your brand new "go fast" tires to bite into. I will usually try to drift over to the left side to begin the turn in. I do use the very last part of the road as the turn in point. I'm aware that some drivers like to use a quick turn to the left before they turn in to slow the car but I do not. It seems to unsettle the car and I don't understand the logic of turning left to go right. For me, the quickest way is to do all of the braking in a straight line. Maybe someone can explain it to me but until then I won't do it. The object is to go in as deep as you can before turning in to avoid the dreaded "early apex". One mistake that many people make is to lift, coast, then brake. Stay on the power until you brake. At this turn it may be helpful to think of the controls as being on and off switches. You are all the way on the gas until you go all the way on the brake. Obviously, easier said than done. Once you turn in you add power, come to the touchpoint, and begin to unwind the steering wheel. You are going to drive the car out to somewhere near the exit of the road from the skidpad. I don't go all the way out in the rain anymore because of the same polishing effect that we talked about in the braking area. The classic comment here is that "entry speed in a turn is nothing, exit speed is everything."

Turn 2 at Summit doesn't exist unless you spin because of a mistake coming out of 1 so let's go on to 3. I'll use the first side road as the brake point in the wet and wait until I hit the little bump in the dry. The brake use is not so much to significantly slow the car but to settle the suspension for the off-camber exit area. You must wait until you get to the second road to turn in or you will be way early. An early entry will be obvious by your teeth chattering during the talk your



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right wheels will have with the "Alligator Teeth". You have done it right when you exit just beyond the teeth. The car should also be pointed for a straight shot over the hill with only minor correction. Full power over the hill with the car all the way to the left. Say a Hail Mary and STAY ON THE POWER. Welcome to the "Chute". You should be 1-2 feet from the left until you get to the newly created grooving at the turn in point, aim for the touchpoint (if there ever was a touchpoint, this is it!), power down to the braking area and stand on the brakes. Notice that I haven't said a thing about brakes until this point. Unless it's raining and you have, like me, plenty of grey hair now. It's your butt, you decide.

If you have come down the hill under power you will be all the way to the left and you will want to enter 5 and deal with the "patch". It is not as bad with the grooving as in the past but I still like to spend as little time on it as possible. My car is narrow enough that I can put the left tires on the bumper and get back on the power quickly, being prepared for some oversteering which lines up the car for the short straight. I'll hold the car to the left and go very deeply into 6A before turning in. This approach gives me 3 options to deal with the second patch: across the top of it with a late touch on the bumper; through the middle (rarely); and the low line hitting a geometric apex (well, I used the word anyway). Depending on track conditions one of these lines will usually be slightly quicker but the object is to spend as little time on the patch as possible. Let the car describe an arc to the top of the track (use the grandstand or phonepole as a reference) and come back to the touchpoint at the end of the bumper in 6B. If you have done all of this right you will not need to turn the steering wheel all the way through with any minor correction being done with the throttle.

Now, I've got bad news for all of you that think you are going down the back straight really fast. This is the point at which the straight at Summit really starts. If you don't do the 7-8 transition right you will be slow up the hill, slow in 10 and slow down the straight. You must be under full power from here on. I aim for the latest possible touchpoint in 7, after the bumper there is a rut that works well, with a suitably late entry into 8. You will notice that the bumper flattens at just the right spot for a touch and then make damn sure that you use all the surface on the left so as not to scrub any speed for the climb up the hill. If you are far enough out you can hold the car straight and you will go under the right center of the bridge. By the way, has anyone been able to find the D-Y in CAMEL GT? If you did the hill correctly you can brake in a straight line beginning in the middle of the pit road just enough to settle the suspension and fly through 10. I used to use the crack in the road as the turn in point but the grooving is now in just about the right place, go through to a late touchpoint (I'm beginning to sound like a broken record) and exit. One last thought on the straight—hold the car as steady as you can, any wander will accomplish nothing but scrubbing off speed.

Well, this was longer than I expected but there isn't much that could have been left out. I said it in the beginning and it needs to be said again, high speed driving is an exercise in both smoothness and precision with a measure of aggressiveness thrown in. The last in this series will cover some of the finer points of car control such as ocular driving techniques, slide control, and some things that you can practice at 45 mph on the Beltway. Hope to see you next year at a school going around Summit Point, *Quickly*.

*Bob Gammache*



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## 2002 R

2002 R is the way Quality Car Service writes up work orders for my '75 2002. Actually, I believe they should call it a 2002 Q. Q for Q ship — it's a fast little sucker, and Q to recognize the efforts of the good folks at QCS. Terry Luxford and Sandy Sanford have turned the Bavarian Brick into a fast, blunt instrument. BMW's quick little sports sedan is moving toward screamer territory. This is what it takes!

Years ago, I installed a Weber DGV and a European distributor to cure the lack of responsiveness from the stock, vacuum-retard distributor and Solex carburetor. The Weber replaces the Solex's vacuum-controlled secondary with progressive mechanical linkage. The all mechanical distributor is

tuned for 25 degrees of advance at 1400 rpm as contrasted to the 2800 rpm tune for the stock. Full advance comes up quickly and gives instantaneous response. Breathing is aided by a 1 1/2 inch Stahl header. In addition to letting the engine pump air freely, removal of the thermal reactor stops cooking the engine's innards. Behind the header comes an equally first class exhaust from Prima-flow — the material and workmanship in header and exhaust define quality.

When I spun a rod bearing in one of my first driving schools back in '84, it gave me an "opportunity" to do something about the engine's insides. QCS balanced and blue-printed the bottom end and gave me 9.5 to 1 compression through Venolia pistons. The car has torque from idle, and with rejetting of the Weber, will rev into the twilight zone, from idle, in top gear.

This year has brought further transformation to the driveline. QCS installed an overdrive five speed and a 3.90 limited slip differential from a '81 320i. Installation of the tranny required some remodeling of the transmission tunnel, fabrication of a transmission support as well as shortening and balancing the drive shaft. The limited slip bolts in but requires the 320i half shafts. The results? Would you believe great acceleration, better gas mileage and long legs? The lower gearing in the rear end aids take off while the overdrive turns a high revving sprinter into a long haul tourer. And on a recent trip to Tulsa for Oktoberfest, I was getting over 30 mpg cruising at over 80 mph!

There's more. I'm now on my fourth, and most satisfying QCS suspension set up: chopped, very stiff Nascar springs front and rear; Carerra shocks front with a QCS sway bar kit (a one inch steel bar welded under the stock bar) and strut mounts relocated to increase caster and camber. In the rear, Boge turbo shocks with no sway bar, lowered and decambered. Coupled with 195/60HR14 Eagle GT's on plus-one Momo wheels from Radial Tire Service, the car just plain sticks to the ground — it gives new meaning to the term "adhesion". At the Oktoberfest driving school at Hallett Speedway outside Tulsa, a VERY tight course, I would aim for the apex, mash the gas, and the car would simply squat and track around, with slight oversteer to keep me out of the rough. The tires are no longer up to the task — they suffered chunking and meltdown. Back to the drawing board.

Along the way, the car got a coat of Cinnabar red from Tommy's Specialities in Fairfax and a set of the 320iS sports seats (probably form that same '81). Tommy got the rust out of the car and put in a new windshield. I put in the sport seats, a simple, half hour job. The seats are vastly better than stock, with plenty of support and better seat bottom angle to keep you firmly in place.

Would I part with the car? Never. Is the car perfect? Never. Is it finished? Never! I need to reupholster the rear seat. Even then, most people will find the car marginally comfortable: the suspension is sudden, with little compliance. I'm not finished with the engine: next stage is double Webers and a Schrick cam. I already mentioned the need for stickier tires, probably Yokohamas. A stiffer sway bar up front, new wheels, better cooling . . . you get the idea.

My 2002 Q is over 12 years old, with 130 thousand miles on the clock. It feels great commuting to work every day, flat out at Summit Point or on a cross country tour. Many, many thanks to those who made it happen: Radial Tire Service in Silver Spring, Foreign Car Parts in Clinton; Tommy's specialities in Fairfax and, most especially, Terry and Neil's Quality Car Service in Rockville. Thanks guys!

*Les Adams*

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## Driving Fun — A Comparison

Back in the July-August issue of this magazine I wrote an article entitled "MAIFEST 1987". In this article I chronicled the BMW drivers school and it's meaning to me as a driver. As you may remember, I was fairly well fired up on having had the opportunity to drive an excellent road car at speed with superb instructors at Summit Point. Having gotten the bug, so to speak, I decided to take the next step and enrolled in the SCCA drivers school which was held at Summit Point during the end of October. In the next few paragraphs, I will walk you through (or rather drive you through) the school and give you my comparison of the BMW and SCCA schools.

For all of you with frostbitten noses and toes, let me take you back to a time of warm sun, and trees that held leaves, although red in color — the end of October. If you can remember back that far, you'll recall that the last weekend of October was outstanding with warm sun and bright clear skies. To me, this was something that you dreamed the weather would be for a drivers school. However, believe it or not, the school officials were dreaming of rain to really put us to the test of car handling. Now, I flew for an "all weather Air Force" and got used to it, but I'm glad I didn't have to drive fast in the rain in my first racing school, their wishes notwithstanding. Well, I'm getting ahead of myself so let's back up, walk you through the steps and make the comparison.

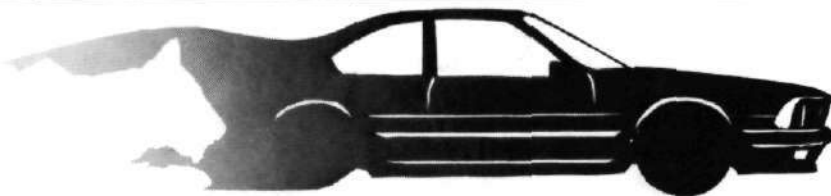
Some of you may remember a past article by Kay Heatherley regarding her first SCCA school. Well, it hasn't changed much since then, but for those of you who didn't



SCCA Parade lap at Summit Point.

read the article I'll provide the details. There are 3 things which you must first possess to register for the school — 1) a full Nomex driver's suit, and helmet, 2) a Novice License and 3) a car which meets the requirements of the SCCA General Competition Regulations (or GCR). Safety, the same as in the BMW drivers school, is considered paramount. Since fire is considered a constant threat in racing, hence the Nomex suit. The helmet, also as in the BMW school, must be of recent vintage Snell Foundation approval. Obtaining the Novice License requires a physical examination, which also is required every two years, 2 passport photos and the required fee. The license is somewhat of a record which provides a history of your instructors rating of your ability, or lack thereof, and the results of your 2 drivers schools and 2 regional races which are required for your Regional License.

*continued on page 12*



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That Regional License is the coveted document that you work so hard to obtain. Now, about the car, safety again is the major focus both by the BMW and SCCA schools regarding running gear. The differences between the requirements of the schools are that the SCCA requires a roll cage inside the car, 6 point safety belts, window nets and a fire extinguisher within reach of the driver. Obviously, the drivers of the SCCA and BMW schools are approaching driving with a different viewpoint — the SCCA school is primarily to teach you to drive fast, therefore to win, whereas the BMW school is focused toward safety in highway driving. Both schools accomplishing their intended purpose. My main point is that the schools are relative in their specific safety approach to driving.

Having covered some of the details in getting you ready for the school, let's begin with an overview of a routine schedule of an SCCA school. Your weekend begins at 1900 Friday night at the Lee-Jackson motel in Winchester with 95 other Novice Drivers. This takes the form of registration and a series of lectures concerning procedures and safety. There's that word again — safety. The individuals providing the presentations are excellent. The procedures and safety aspects having evolved in the SCCA over a period of time don't miss much. There is much to say for standardization. It is now well into the evening, and here comes the fun — a written test. The test covers all aspects of the lectures and the GCR (remember, General competition Regulations). Let's face it, they don't want you out on the track flailing your car around unless you know the flags without thinking, and what to do in an emergency. Now, assuming you passed the test, you are now ready for step 3 which begins the next morning at o'-dark-thirty. One last comment before we move on. During one of the lectures it was stated that you should get a good nights rest — no parties. Parties or not, the mind had a hard time shutting off with the adrenaline pumping — the same as with the BMW school.

The next morning began at some unearthly hour, however, the adrenaline took over again. After a quick breakfast, my wife and I headed from the motel in Winchester to the Summit at the Point (so to speak). As we began getting in the car,

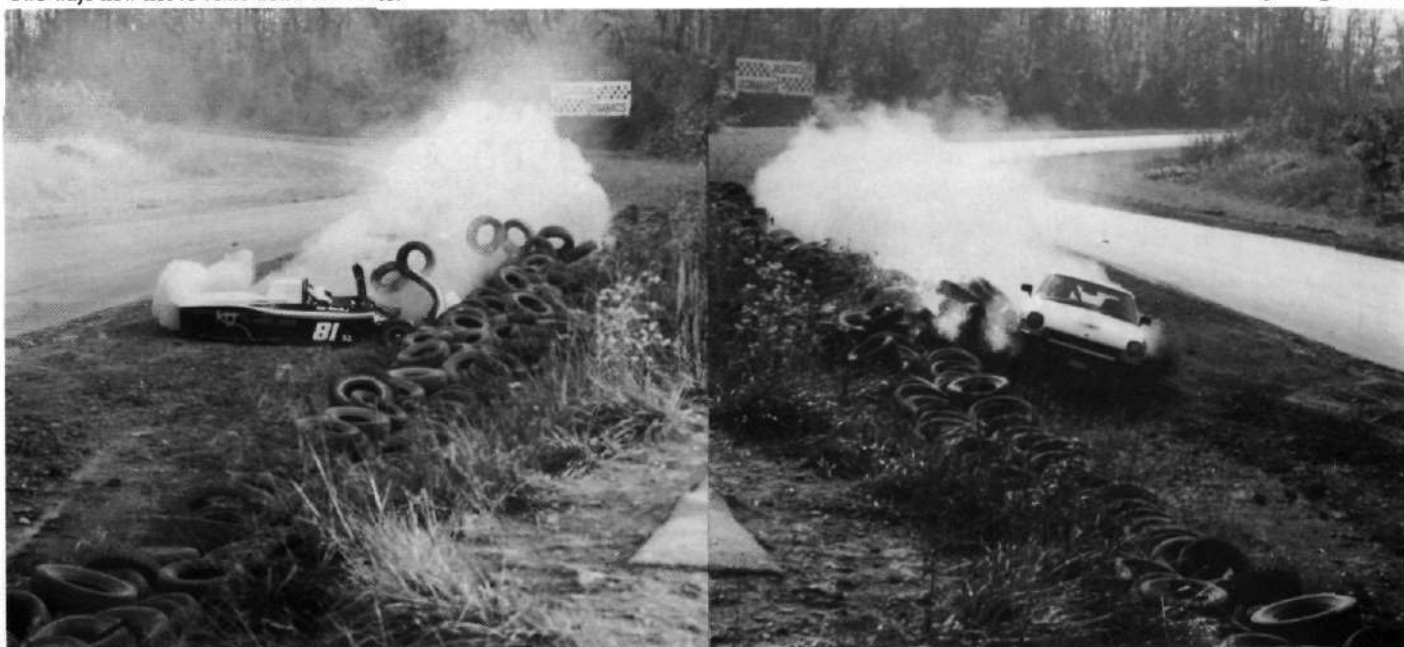
my wife suggested that she drive. I declined, and then she demanded. Something about my eyes, she said — wide and wild. I guess she wanted to get there alive, whether I did or not — smart woman. After arriving at the track unhurt, I registered my car and my pit crew. With 95 drivers and their trailers and vans, there isn't too much room for extra vehicles or people, so access to the Paddock is restricted. Beautiful day, cool and clear — just right.

At this point you are broken up into 3 groups, according to your car class. We were then assigned as 4 students to an instructor. My first break of the day was to be assigned to Brian Holtz as my instructor. He was excellent in his scientific approach to the car and his psychological approach to driving. On top of all of that, he was a great guy who encouraged you, and yelled at you when needed. He represents what you see in most SCCA instructors, the love for cars and driving. I have seen a lot of that in our SCCA instructors in the BMW schools. Now that we were broken into 3 groups, each group leader began his briefing as to the procedures and goals for the day. He emphasized that we were here to learn and not to play bumper cars. Someone says that comes later. Our group was first on the track, and what a blast. Big difference from driving a street car on the track, especially going wheel to wheel. Having taken some of the BMW driving schools, I was ahead of some in experience, and behind some who were on their second, or more, SCCA schools. Also, I was literally behind some as a function of power, and capabilities. However, you learn fast. The 3 groups rotated, as in the BMW schools, throughout the day until dark. As the day went on, your lap time got shorter and shorter and you went deeper and deeper into turn 1 and the chute. Before you realized it, you were out for blood. Hold on — not just yet. As the day ended, we headed our respective directions for food, and other things things. Wow, what war stories!

Sleep didn't come easy, as on Friday night, and I might add it was the same as with the 2 day BMW schools. I guess it is the anticipation, or whatever. The day, again, arrived clear and cool. And I might add, much to the chagrin of the school directors. We all attributed the great weather to our clean living. Now, about that bridge! Day 2 was more intense than

Two ways how not to come down the chute.

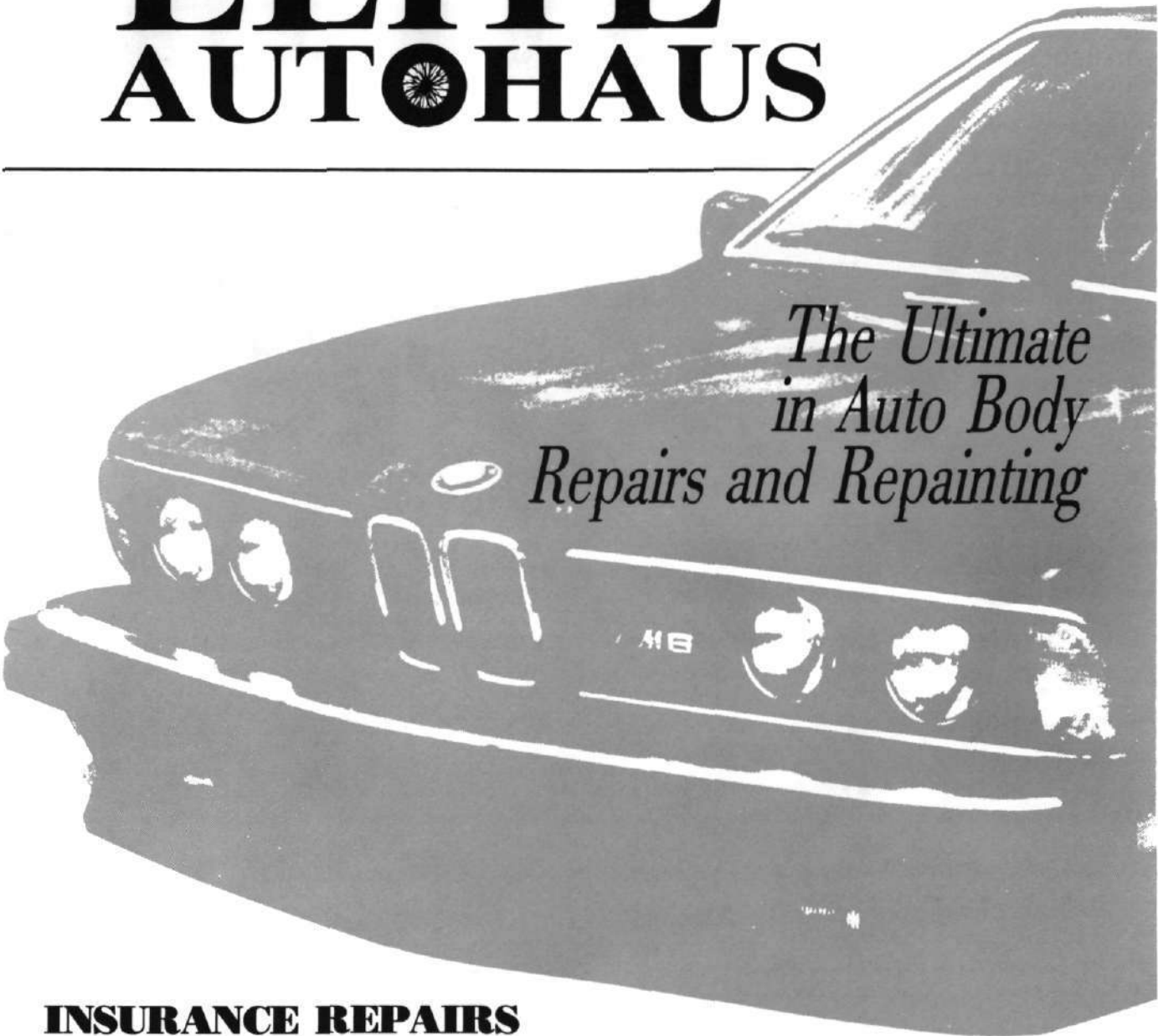
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# National Capital Chapter



## 1988 Calendar of Events

### JANUARY

- †16 Autobahn Motor Works Open House  
†21 BMW Movie Night

### FEBRUARY

- 1 *der Bayerische* Deadline  
†17 New Member Welcome Reception

### MARCH

- †12 Highway Safety Driving School  
Summit Point

### APRIL

- 1 *der Bayerische* Deadline  
9 Do-It-Yourself Tech  
10 (MARRS) Corral—(Summit Point)  
24 Autocross School  
30 May 1 Overnight Tour

### MAY

- 14 Tischer Maifest  
21-22 IMSA Race Corral  
22 Deutsche Marque Concours  
28-29 Maifest — Driving School  
28-29 Maifest — Feast/Campfire  
28-29 Maifest — Vintage CS Gathering

### JUNE

- 1 *der Bayerische* Deadline  
5 Children's Hospital Charity Autocross  
26 Rally

### JULY

- 9 Driving School  
17 Autocross  
23 Crab Feast

### AUGUST

- 1 *der Bayerische* Deadline  
22-26 BMW CCA Oktoberfest  
Genesee Valley chapter, NY

### SEPTEMBER

- 10-12 Driving School  
18 Bavarian Inn Tour  
25 Rosner BMW Gymkhana

### OCTOBER

- 1 *der Bayerische* Deadline  
1-2 Blue-Gray Corral—Summit Point  
9 Championship Autocross  
16 Bavarian Day  
22 Do-It-Yourself Tech  
23 Winery Tour  
28 Halloween Party

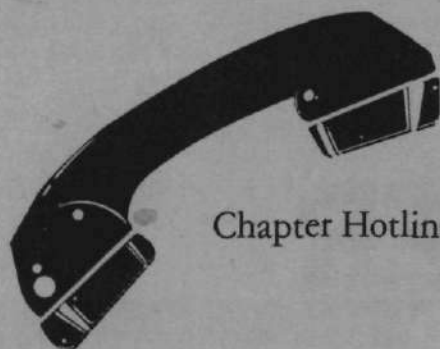
### NOVEMBER

- 5 Driving School  
18 Annual Dinner

### DECEMBER

- 1 *der Bayerische* Deadline  
16 Wine and Cheese Party

†See COMING EVENTS



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## CAMEL GT



*These guys would rather drive a mile. . .*

*continued from page 12*

Day 1, with the added measure of fun in the form of a 5 lap race at the end of the day. After each practice session, instructors who were posted around the course gave evaluations of overall driving and also relative to specific drivers. Good, bad or indifferent, you hear it all. When the black flags came out you had better clean up your act or you spent time with the Chief Steward. No room for clowns! In the afternoon we began to prepare for the race. After having been placed in a specific grid position, you had 2 practice starts to improve your position. Turn 1 got rather exciting with 3 abreast thru the turn and you raced until turn 4, the Black Flag station. Finally the big moment. The starter liked the car positions, the green flag came out and we all went off in a cloud of dust — particularly at several turns. For some reason, 5 laps seemed the shortest time I've ever been on that track — over too soon. Hard to describe, just great! It almost seemed anticlimactic, but the school was over. Great competition and a lot of just plain fun. After everyone got settled down, awards in each class were made and you received your Novice License back with grades by your instructor. One lesson of life — you are never as good as you think you are (except for some of us).

In retrospect, you need both technical and moral support for both BMW and SCCA schools. I had the technical support in the form of my instructor, Brian Holtz, Allen Yankowsky from whom I rented the car, and Jack Alexander who was my Pit Crew Chief. Moral support came from my wife, who goes along with my flights of fancy, so to speak, and Doug Carlock and his dad, who are seasoned SCCA drivers. It takes a team.

Now, after all the effort that is put into attending the SCCA school you may ask if it is worth it, and will I continue to pursue the next school in the Spring? Without a doubt — and I can't wait. Also, you may ask if the SCCA school has jaded me in relation to the BMW school? Not in the least! As with the SCCA school, I can't wait until Spring for the first BMW school to be held. As I said before — all things are relative. By the way, whichever school you attend you can be assured that it takes a lot of effort by a lot of people. My thanks to people such as Max Rodriguez for his past efforts and Jim Harrison for his continuing efforts to make our BMW driving school the best in the nation. Also, lets welcome and lend support to Mark Yaworski, our new Driving School Coordinator. Hope all of you have a great holiday season, and I'll look forward to seeing you at Summit Point next year. Keep it on the road!

*Jack Chandler*

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## Words From Your Tech Rep . . .

During the past couple of months I have met a few new BMW drivers, some of them members, some are on the way to becoming. One of the topics of conversation was often about that little book in your glove compartment called "The Owner's Manual".

To my surprise, not everyone reads it. Some of them with the new models read only about the car's computer and stop there ignoring the rest of what this useful book is all about. I remember the conversation I had with a sales person telling me that a customer after two weeks of taking delivery of a brand new 735, came back to the dealership asking "How to turn the lights on". This may sound stupid but is not.

This little book, tells you about the recommended maintenance schedule, about the proper engine brake-in procedure, about your new car warranty, in short about your car in general.

There is probably one item in the maintenance schedule that I and many others would disagree with. That is, when to change the oil and filter. I recommend you *change the oil and filter every 3000 miles*. DO NOT WAIT UNTIL YOUR COMPUTER TELLS YOU TO CHANGE IT. This little additional maintenance will make your engine last thousands of miles over what you expect.

Example . . . My 1977 530i, since new (I am the 2nd owner) had the oil changed every 2,500-3000 miles. At 152,000, the engine was still very strong, it did not burn any oil and was sold for \$1,000. I then installed a High Performance engine in the car. I also know someone in the club with a 1972 Tii that still is going strong at 201,000 miles.

This all may sound like everyone's own fantasy in car ownership. It can be yours with proper maintenance. Now this does not mean that your water pump will not fail and cause you problems or anything else for that matter. But it is a *small insurance policy*.

The other item that I would stress people do is to flush the hydraulic system twice a year. I do mine in October and again in April. The reason for this recommendation is because the seals in the Brake Master, Clutch Master etc. are very susceptible to moisture. This causes them to crack and you end up with very expensive repair bills or worse, BRAKE/CLUTCH failure. (Brake failure is unlikely to happen because of the backup brake system in your cars).

To some, this may sound like old news but not everyone is aware of these simple and inexpensive items.

Lastly . . . I have received complaints from new car owners about the cost of service at the dealer or independent service facilities. The complaint is about the cost of the OIL SERVICE at 7500 miles. There is a big difference between an Oil Service and an Oil Change. An Oil Change is just that, changing the oil and filter. An Oil Service includes the Oil Change plus checking all lubricants on the car, antifreeze level and condition, plus other checks which of course take time.

Let's think about this for a minute. If you go to the doctor for a routine physical, you may feel cheated because of the time spent and the correlation to the bill as you walk out the door. At the same time you feel secure that you were looked over by an expert and that you are in good health. The same analogy applies to the Oil Service. Your car is being looked at and checked for possible premature component failures. If the dealer or independent find something wrong, the repairs can be made under your warranty. Failure to go for an Oil Service at the 7500 mile mark, may have implications with

your warranty.

So again, read your owner's manual, talk to your mechanic and most of all, do not try to take short cuts to save a dollar. In the long run, you'll end up very dissatisfied and upset about a car which is an engineering marvel. And if you think you have it bad. . . . Check with a Porsche owner. How about \$200.00 for a water pump!!

Enjoy the drive.

*Max Rodriguez*

## Championship Autocross Results

As a follow up to the article in the last issue, Officer of the Day Gary Toyama wanted to thank the many people who helped make the event such a success. Over a hundred pre-registration phone calls were fielded by Sue Baruch. Tom Baruch was a big help both in his official capacity as "checker" for the Council and unofficially as timing equipment engineer. Sylvia Harrison manned (womanned?) the registration table all day. Mark Yaworski and Lynn Phillips handled timing and scoring. John Hartge and Kay Heatherley did the announcing while Max Rodriguez and Dwight Derr inspected cars. Course workers included Emery Kopf, Mike Schwing, Keith Parker, Les Adams, Rafik ?, Raine Mantysalo, Al Zavala, Woody Hair, Rick Schmelz, Larry Masten, Twig Twilliger, and Robert Esparza. Thanks all!

### Results Fastest Time of the Day

Chuck Steber	Lotus 59	Formula Ford	38.404
BMW's			
Leo Balzerett	2002 tii	1st E/SP	42.898
Max Rodriguez	3.0 CS	1st F/SP	44.771
Rob Schumaker	2002	4th E/SP	45.177
Woody Hair	325is	5th C/S	45.752
Paul Bess	2002	7th E/SP	46.098
Doug Dolton	323i	4th D/SP	46.118
Raine Mantysalo	325e	5th D/SP	46.312
Mike Schwing	M3	5th A/S	46.938
Larry Masten	633CSi	8th Novice (E/SP)	47.182
Jim Stauffer	2002	9th E/SP	47.761
Mike Donahue	BMW Dune Buggy	27th Novice (A/M)	48.078
Joe Chang	2002	10th E/SP	48.129
John Hartge	325e	6th D/SP	48.618
Darryl Barger	325is	12th C/S	48.902
Bryan Graham	323i	3rd C/M	49.361
Jim Lianos	2002	12th E/SP	49.366
Mike Brown	318i	13th E/SP	50.130
Paul Ryan	M3	22nd Novice (A/S)	50.177*
David Ederex	528i	10th Novice (D/S)	51.143
Scott Coulter	325i	20th Novice (C/S)	51.233*
Joe Ayd	2002	23rd Novice (C/S)	52.330

#### Club Members in Other Makes

Tom Baruch	AH Sprite	2nd D/SP	43.530
Al Zavala	Shelby CSX	4th B/S	45.406
Sue Baruch	AH Sprite	2nd Ladies (D/SP)	45.686
Emery Kopf	Datsun 510	4th F/SP	46.911
Jim Harrison	Mazda RX7	6th A/S	47.304
Robert Esparza	VW GTI	13th C/S	49.914
Suzie Harrison	Austin Cooper	8th Ladies (C/SP)	55.962

\* Includes one 2 second pylon penalty

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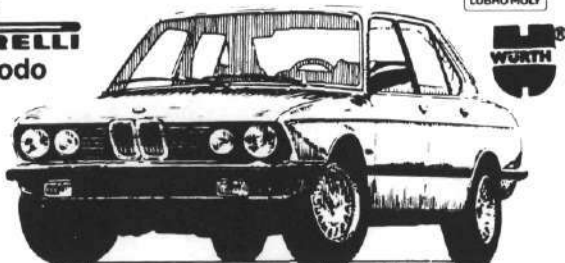
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## The Wet Look

*Adam Koons photo taken at the Bavarian Inn in WVA at Maifest, won him a 2nd place prize in the '87 Photo Contest.*



## High School Reunion

Recently I was afforded the unique opportunity of addressing the Senior class of Gaithersburg High School on the subject of road-racing. The privilege was extended by the invitation of one of the best History teachers in the Montgomery County system.

The kids were very inquisitive about all facets of racing. I began my presentation with a discussion of the different types of racing and then explained how road-racing is unique. Each listener received a packet with Summit Point maps for an example of what a road-racing course is like. These were donated courtesy of the National Capital Chapter of the BMW club.

Next the students asked about how to begin racing. I explained that autocrossing can be an inexpensive forum for a start, and also for learning safe street driving techniques. STOPWATCHERS were then distributed for the purpose of autocross and racing event write-ups and schedules. These were courtesy of Bob and Ruth Shenton.

We then shared a discussion of racing equipment, car safety preparation and the possibility of rewards in racing through marketing. Displayed were race accountrements, racing pictures, trophies and many of the students went out to peruse the "race car" in the parking lot at lunch. Next topic was a description of the SCCA and the race schooling system. Free STRAIGHTPIPE magazines were given out to everyone thanks to the efforts of Tom Balzer getting them there.

A most unlikely exchange of questions for this age group took place, about the different potentials of tires on the market today. It seems the youth of today have been made more aware of the performance market through the efforts of the car manufacturers. Interestingly enough, many of the students' family cars are shod with Yokohamas.

The purpose of sharing this presentation in print is to point out that there are many creative possibilities for introducing autocrossing, the SCCA and our favorite publications to the communities in our region. We all have an obligation to spread the word on safer driving and the training possible through our organizations. Thanks, to everyone who helped make this experience possible.

*Kay Heatherley*



## Dear DeBbie

What's happening? Seems like the only thing I hear from the board is racing and driving schools. I'm greatly concerned that the board is losing sight of the interests of the rest of us. I don't do driving schools, I don't want to race, I do want good reading in *Der Bayerische* and good tech sessions and tours. Can you deliver?

*Night Rider*

Dear Night:

DeB always delivers. One — you're mistaken — the Board represents a broad cross-section of interests, only a few members race and the rest of the board balances their (outspoken) emphasis interest in the track. Two — check the calendar — your interests are protected. Three — join the Board — you can influence what the club does.

*DeB*

Dear DeBbie:

What's happened to Bill Ross? He wasn't at the Annual Dinner and I miss his efforts on behalf of Children's Hospital.

*A Friend*

Dear Friend:

Bill has bought himself a Volvo but still remains active. Children's Hospital benefited from the proceeds of our championship autocross as well as the money collected at Bavarian Day and generously donated by proprietor Lothar Scheuttler. If you would also like to assist in fund raising events, call Cory Laws or any other officer.

*DeB*

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

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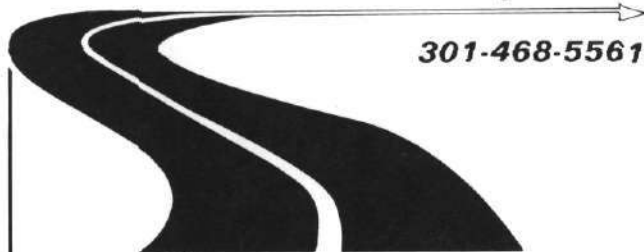
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## COMPETITION CORNER

**A RALLY PRIMER**—Our tentative calendar for 1988 shows a rally scheduled for late June. To the best of my knowledge this will be the first rally this club has put on since the mid-seventies. The June rally will be designed for first-timers but the best primer for any beginning rallyist is the Washington Rally Club's Winter Rally Series which kicks off on January 24 with the first of four events. The following Saturday, January 30, the WRC will host an open Seminar to teach what you should have done. You don't have to enter the rallies to attend the Seminar.

Rallies come in all shapes and sizes. The general public has many mis-conceptions about rallies. Someone in my office thought I went to Summit Point to "rally". While the prototype events shown on ESPN are really a series of speed contests on closed dirt roads, the road rally in this area is more akin to our tours.

The most common rally in the US is a time-speed-distance (TSD) contest where the problem is to maintain given average speeds while following a series of route instructions so as to arrive at *checkpoints* (or *controls*) at the correct moment. Penalty points are assessed for each second or 1/100th minute early or late arrival at the checkpoint. Don't be discouraged — "zeroes" are normally earned by experts using precise rally computers. Each *leg* is scored separately in most events so a late arrival at Checkpoint 4 will not have to be made up before Checkpoint 5. *Route instructions* can be given in a variety of formats including maps, diagrams, drawings of signs and most commonly, words.

In addition to straight-forward TSD events there are "gimmick" rallies. Scoring is usually based, at least in part, on something other than arrival time at checkpoints. Gimmick rallies include:

*Eagle Eye* or *Sign Hunt* — the route instructions are interspersed with questions to be answered from signs, etc. along the route.

*Hare and Hound* — direction changes at intersections are indicated by paint or flour spots on the edge of the road, either before or after the intersection.

*Scavenger Hunt* — the object is to collect a variety of items listed in the instructions.

*Poker Run* — teams get a card at each checkpoint. Best hand wins.

*Monte Carlo* — exact mileage and perfect arrival time of each checkpoint is given in instructions. Rules prevent stopping or creeping within sight of the checkpoint.

*Map* — several variations here. Some require driving to locations indicated on the map by the route of your choice with the object to record the lowest odometer reading or meet a time deadline. Sometimes these are known as Monte Carlos also. Obviously a rally can take many forms and some incorporate more than one of the above concepts.

Any good rally will have a set of *General Instructions* (GIs, generals). They are usually available by mail if pre-registered. In any case the *driver* and *navigator* should allow time to fully digest the generals. They should include starting time and location, type/format of the rally, special definitions, distance and time required to run the rally, ending location, checkpoint procedures, scoring and classes. Most important will be a description of the *course following priorities*. These



priorities will determine your proper action at all intersection's and are used in conjunction with the route instructions. In the simplest form, if at an intersection the next route instruction cannot be executed, the priorities may tell you to proceed straightest as possible. Some generals will state that a knowledge of a certain rule book such as the SCCA's or the MWCSCC's is assumed. Most beginner rallies will not do this. Also the generals may restrict a car to two people if running for prizes. Again, we will not do this.

Most TSD rallies are timed and scored by one-hundredth of a minute. The math is more difficult if they were to use 60 second minutes. If you are interested in proper rally time-keeping think back to your high school math:

$$\text{Rate} = \frac{\text{Distance divided by Time}}{\text{or}} \\ \text{MPH} = \frac{\text{miles X 60}}{\text{minutes}}$$

Okay, you have registered for the rally and digested the generals. Now what? Synchronize your watches with the tone given by the phone company (844-2525), fill your gas tank, check air, etc., and visit the restroom. Cars usually depart at one minute intervals according to car numbers. Try to find and make note of the color and make of the cars running just in front and behind you. If they know what they are doing it may come in handy later on. That's a big IF though. Route instructions might not be given out until a few minutes before your departure time. Be sure they are readable and you have all the pages. Note the location of the *start marker*. This is the exact location for the start of the rally and the spot where you *zero* (re-set) your trip odometer.

Most experienced rally teams use a dash-mounted roller board or clip board so the route instructions can be read by

the driver while the navigator does the time-keeping chores. For a beginner crew I would recommend the navigator read the route instructions to the driver, both look for signs, and save the time-keeping calculations for future event. Use the speedometer and/or "on-board" computer as a rough guide to maintaining the given average speed. At the beginner stage staying on course is far more important than staying on time. What good does it do to be on time headed to Baltimore when the rally route is headed to Richmond?

Typical route instructions are numbered and might appear as follows:

43. Right after "Red Barn"

44. CAS 32 at red barn

45.82 45. Left onto Wolf Rd

Material on the route instructions in quotation marks always refers to signs. In instruction 43 you must find a sign which contains in part the words "RED BARN". After you have passed that sign, you should make a right turn at the first opportunity. To perform instruction 44 you would change your average speed to 32 MPH when you are even with an actual barn that is red. The "45.82" to the left of instruction 45 is an official mileage. Don't be concerned that your odometer only reads to one-tenth of a mile. You can eyeball how far the tenth wheel on your odometer has turned to be close enough. Remember 1/100th of a mile is only 53 feet or 18 yards. Quoted information from signs will — strike that, should always be, correct. If you were looking for "Wolf Rd" to execute the next instruction and came upon a sign that read either Wolfe Rd or Wolf St you should not execute the instruction at that point.

The first 10 miles or so of most rallies is called the *Odometer Calibration leg*. It is used to compare your

*continued on page 24*

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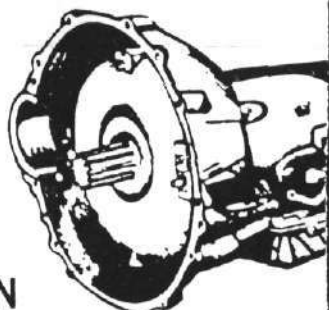
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continued from page 23

odometer to the one used to establish the official mileage on the rally route. By comparing your odometer to the official mileage at the end of the odo leg, you can determine the *odometer correction factor* which will permit you to match the official mileages to your odometer readings. For example, at the end of the odo leg your odometer may read 12.80 miles while the official mileage might be 12.60 miles. This may not seem to be very significant, but consider later in the rally if you are instructed to make a turn at 46.80 miles. When your odometer reads 46.8 miles, the official mileage will only be 46.07 miles. If you were able to make a turn at that point, you would have turned over 7/10ths of a mile too soon.

To obtain the correction factor divide your odometer reading by the official mileage. Write it down. This is where a calculator comes in handy. Multiply the official mileages in the route instructions by the factor and write what your odometer will read beside or over each official mileage. In the above example, divide the odometer reading of 12.8 by the official mileage of 12.6 to obtain a correction factor of 1.016. Multiplying the official mileage of 46.80 by 1.016 equals 47.55. Assuming you have remained on course to that point, you will make your turn when your odometer reads between 47.5 and 47.6. Most rallies give a liberal time allowance for the odo leg so these calculations can be done. If you don't feel like bothering with all this you should at least notice if your odometer is indicating more or less mileage than the official odometer. You will then have a ballpark idea of how your mileage will vary as the rally progresses. Be sure you leave for the next leg at the correct time. Many rallies will have a "quickie" checkpoint right after the start.

Recommended equipment for a beginner team: watch, pens, pencils, felt markers, calculator, general instructions, and dramamine for the navigator. Additional equipment that may be helpful: stop watch, map of area, adhesive tape, clip board, compass, map light and flash light (if you may be running after dark).

## Common Rally Definitions

**AFTER** — at the first opportunity beyond the referenced sign or object.

**AT** — "Even with" for non-course-following actions; "in the vicinity of" for course-following actions.

**BEAR** — followed by "left" or "right", the angle of the turn will be substantially less than 90 degrees.

**BEFORE** — In sight of and at the last opportunity prior to the object or sign cited in the instruction.

**CONFIRM** — To pass the referenced sign or object. Used as a confirmation that you are on course.

**DIRT** — An obviously loose road surface such as dirt or gravel; sometimes referred to as "unpaved". Some general instructions will state that dirt roads do not exist. If this is the case and you encounter one at an intersection you should ignore its presence.

**FREE ZONE** — A specified part of the rally course in which there are no timing controls.

**INTERSECTION** — the meeting of two or more roads at the same level where there is a choice of leaving in two or more directions. Nonexistent roads do not count as a choice.

**KEY TIME** — the correct departure or arrival time for car number "0".

**OVERPASS** — a structure used by the rally car to pass over a road or railroad track. Therefore an **UNDERPASS** is used by the rally car to pass under an obstacle.

**PAUSE** — to delay a specified time at a specified point or during passage of a specified portion of the rally course.

**PICK UP** — to proceed straightest onto a road marked with a new name or number at an intersection where the route the crew has been travelling on is not marked as proceeding in that same direction.

**RAILROAD TRACK** — a pair of parallel railroad rails.

**STOP** — a conventional highway stop sign that traffic on the rally course is required to obey.

**T** — an intersection having the general shape of the capital letter T requiring a change of direction to the left or right.

**TRANSIT ZONE** — a part of the rally course in which no specified speed need be maintained. Either an exact time for passage or a restart time from the end of the transit zone will be given. A transit zone is a free zone.

**TRAP** — the bane of rallyists. A deliberate attempt by the rallymaster to fool the troops into a timing or course-following error. A properly designed course-following trap will cause those who fall for it to leave the rally course and re-enter it either ahead of or behind schedule.

**TULIP** — a form of route instructions utilizing diagrams.

**TURN** — to make an obvious angular deflection at an intersection.

**Y** — an intersection having the shape of the capital letter Y as approached from the base. It is not possible to go straight at a Y.

Now that you have all the information needed to win your first rally, call Jim Miner at 1-301-575-5188 in Annapolis to find out about registering for the fun. The dates for all the Winter Rally Series events are listed in the Calendar.

**SPEED SHIFTS:** The graduation exercise at the SCCA's race drivers school at Summit Point on November 1 saw Max Rodriguez winning the 5 lap race in Bob Gammache's class A Improved Touring 2002 tii. Max had started at the tail end of the 28 car field. Two other members of our chapter won their classes: Jack Chandler won ITB in a borrowed Scirocco and

Emery Kopf topped ITC in a Datsun 510. . . . End of season standings for MWCSCC championship rallies show Jim Miner winning the Equipped Driver category in his red tii. Jim is protected by a small sign on the roof — "This side up" . . . The Ford Sierra Cosworth RS500 ended up the overall winner of the first and last year of the World Touring Car Championship. The non-turbo BMW M3 did win the Junior class. Isn't it easier to say *non-turbo* than *normally aspirated*? Unfortunately, not many manufacturers participated in this series for slightly modified street sedans. A "silhouette" formula similar to the Trans-Am/IMSA GTO might be substituted. . . . Readers have complained that this column never says anything about *concours d'elegance*. It's not easy to say something nice about an activity that causes otherwise sane people to *not* want to drive their cars. Anyway, a couple of books on the subject may help fill time while waiting for your ArmorAll to dry: *The Complete Book of Concours-Preparation, Presentation and Judging* by Ken Hill and *Auto Detailing for Show and Profit* by David H. Jacobs Jr. . . . IMSA has tentatively scheduled GTP/GTO/GTU races through the streets of Norfolk on October 9. **CRUNCH**

Woody Hair

## Competition Corner Calendar

Jan 24	WRC Rally, Largo, MD
Jan 30	WRC's Rally Seminar, Annandale, VA
Feb 7	WRC Rally, Fairfax, VA
Feb 28	WRC Rally, Gaithersburg, MD
Mar 20	WRC Rally, Centreville, VA
Mar 26-27	SCCA Race Drivers School, Summit Point, WVA

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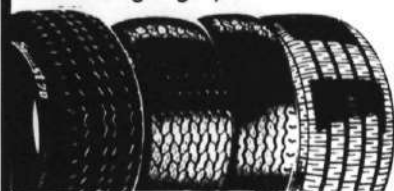
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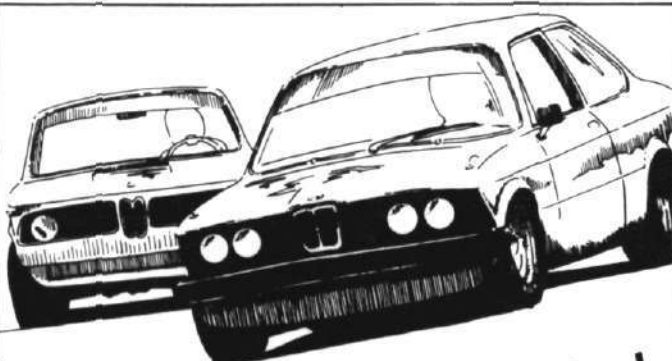
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**For Sale:** BMW '87 325i, 4 dr, 5 spd, ABS, all pwr, 3K, alc, stereo cass, leather int, excel cond, \$26,000 must sell. Aft 9 p.m. 960-4508 or leave message.

**For Sale:** 1965 1800TI, 1967 1600 4 door, 1967 2000TI, 1970 2000. Also, numerous used parts for pre 1970 4 door BMW's. Contact Bruce Shelton at (703) 665-2053.

**For Sale:** Exhaust System — New complete exhaust system for 320's, 78 on. Still in packing containers. Includes Stahl header, manifold heat shield, Prima Flow front and rear mufflers, mounting brackets and hardware. Retail for \$562, will sell for \$450 or best offer. Jack Chandler 703 560-8698.

**For Sale:** KYB Gas Shocks — New set of 4, still in boxes. For all 5' series thru 81'. Package includes OEM set of spring pads. Cost \$275, will sell for \$190. Call Jack Chandler days 620-7159, eves. 560-8698 (VA).

**For Sale:** 1972 2003 ti, Agrave green, tan interior. Body completely rebuilt, panels, chrome, rubber, carpets, brake system. Ronal alloy wheels, 205/60 Fulda tires, Alpine/Devon stereo. Beaconwood VDO. No rust. \$7,800. Call Marty (703) 765-5590.

**For Sale:** '85 Hartge H55, Euro model, metallic blue black, pearl leather, close ratio 5 speed, alarm, sun roof, federalized by Performance Plus. Extremely fast 305-763-1778, 305-761-3778. Jeff Wasserman, Ft. Lauderdale, Fla.

**For Sale:** 76 2002. Red w/tan interior. highly modified car w/blueprinted and balanced motor, 5 speed close ratio transmission, 7 x 13 wheels w/brand new Yokohama 001R's. Excellent. Fast. For serious inquiries and test drive call Raine Mantysalo (H) 933-1880. \$10,500.

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Gary Ketner	'79 635 CSI	'82 528e
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Martin N. Butler	1979	320i
Niva Clark	1982	728
David A. Massey	1982	320i
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James Michael Rivera	1982	320i
Michael Sean Rizzo	1977	530i
Boyd Russell, Jr.	1984 318, 1981 320, 1980 633	
Frederick Rutledge	1975	3.0 si
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Julia Hudson-Frye & Calvin O. Frye	1984	318i
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Phil & Linda Ix Head	1986	325e
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Chuck Knauss & Ann McLarty	1980	528i
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**Heatherley on The Other Side**

**"Buffalo" fawns over 5**



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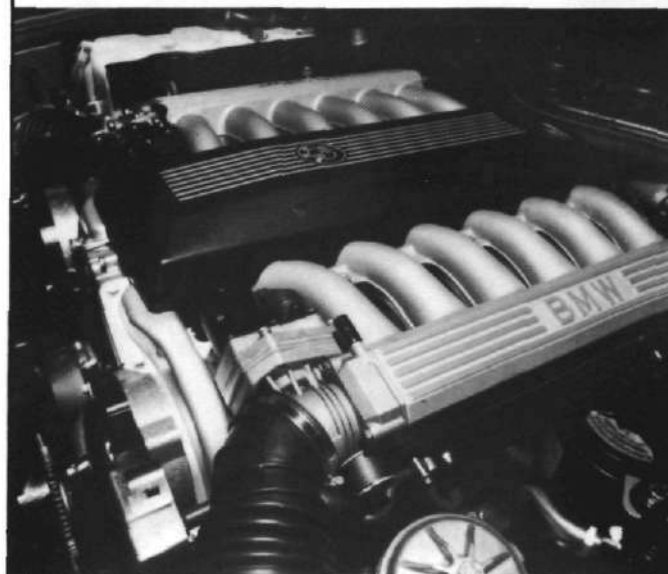
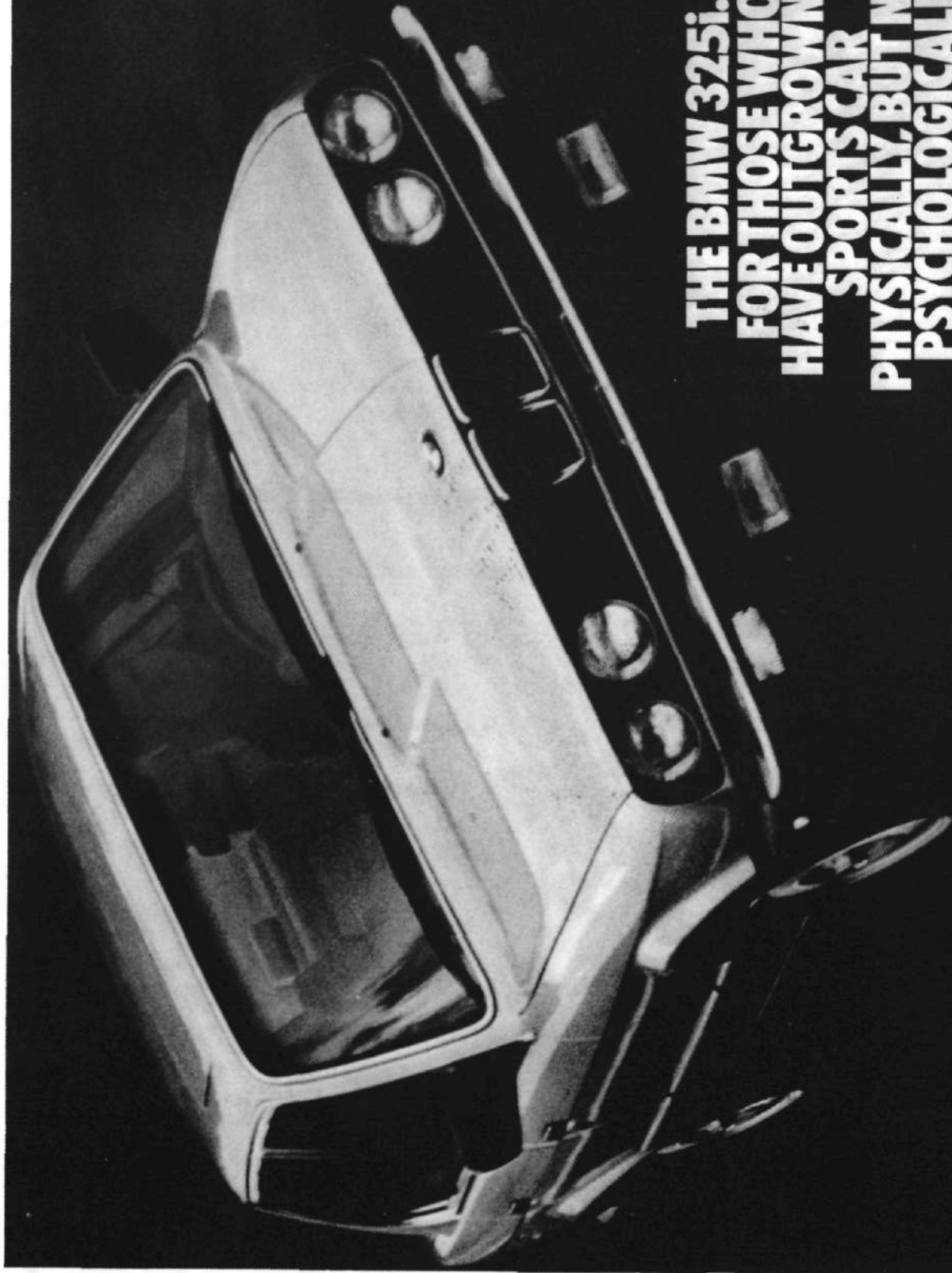


Photo by David Sosamon

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