

der bayerische

NATIONAL CAPITAL CHAPTER

OF THE BMW CAR CLUB OF AMERICA

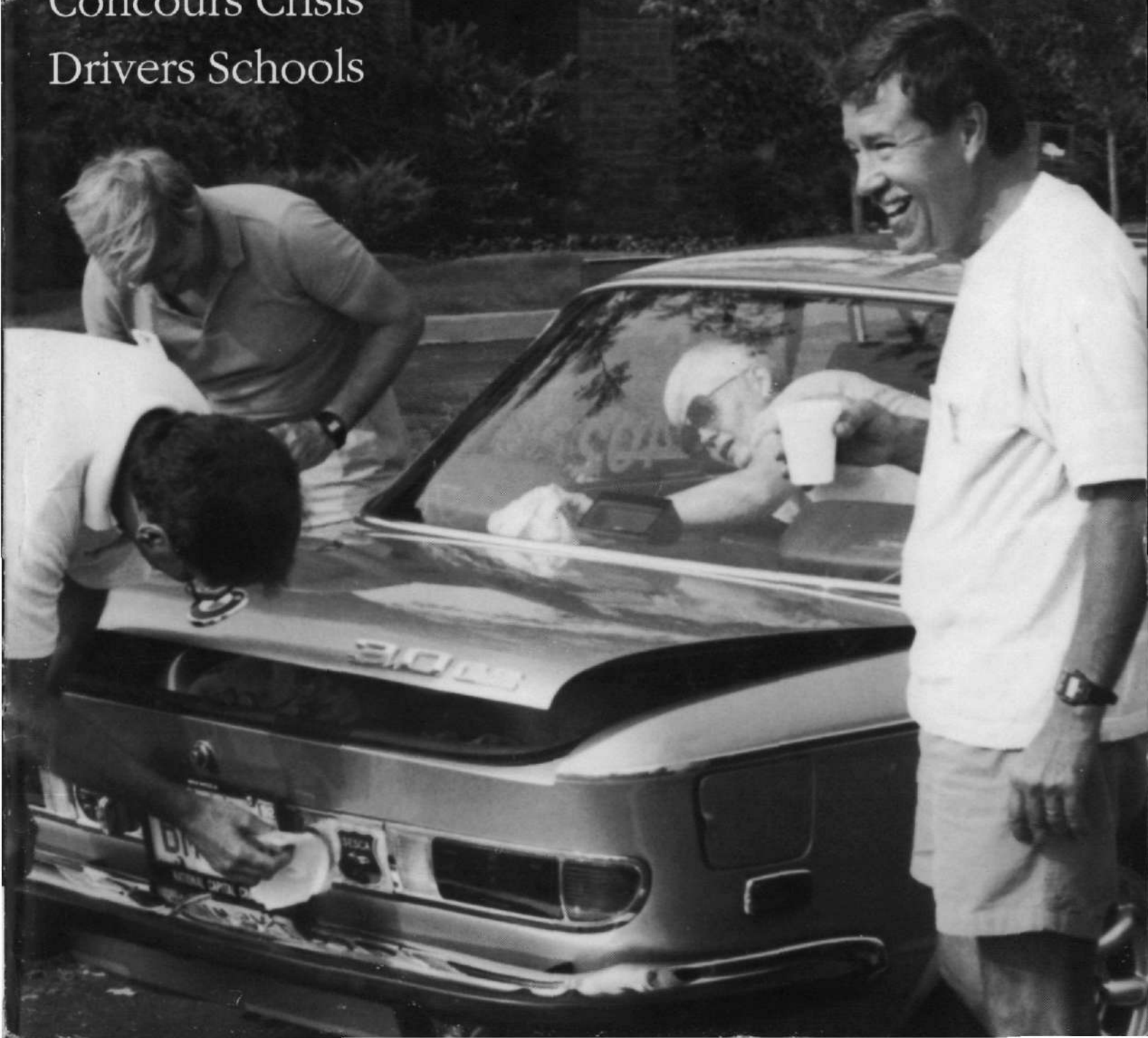
September/October 1990

Volume XX, Issue 5

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der bayerische

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Please Note: Changes of address are to be sent directly to National headquarters. Change of address form (and application form) at the back of this issue.



OKTOBERFEST '90

ABOVE:

Tom Baruch's 3.0CS awaits its inspection at the Oktoberfest Concours. That's Brian Hair, Woody Hair, and Gordon Kimpel watching.

Photo by Mark McKenzie.

FRONT COVER:

In Columbus, John Hartge, Bill Riblett, Nancy O'Hara (in car) help with last minute spit-and-polish on Tom's car prior to concours, while Tom takes a coffee break!

Photo by Woody Hair.

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'90 CALENDAR

SEPTEMBER

Sat	1	Autocross IV
Sat	8	Drivers School
Sun	9	Gunston Hall Car Show
Wed	12	Board Meeting
Sun	16	Bavarian Inn Oktoberfest

OCTOBER

Sun	1	<i>der Bayerische</i> deadline
Sat	6	Prince Michel Winery/Corral
Sun	7	BMW NA/BMW of Fairfax Corral at Vintage Car Races, Summit Point
Mon	8	Drivers School
Wed	10	Board Meeting
Sun	14	MWCSCC Autocross
Sun	21	Childrens Hosp. Autocross

NOVEMBER

w/e	9-11	Carolina Fallfest
Sat	10	Annual Elections Dinner
Wed	14	Board Meeting

DECEMBER

Sat	1	<i>der Bayerische</i> deadline
Sat	1	Winter Holiday Party
Wed	12	Board Meeting

NEW HOTLINE NUMBER:

703/ 836-9BMW
[703/ 836-9269]

COMING EVENTS

GUNSTON HALL CAR SHOW

Sunday, September 9

Gunston Hall Plantation near Lorton, Va.

Time: 10am to 3:30pm

*Non-
Club
Event*

The 24th Annual Gunston Hall Car Show, held on the grounds of George Mason's plantation, is considered by many to be the best concours d'elegance in the area. This year the featured marque is the Model A Ford, however a large number of European makes, including Ferraris, will be represented. A BMW 507 from Richmond is a regular entrant too. Entries must have been produced before the 1971 model year, and non-authentic modifications or paint work is verboten. The maximum number of entries is 200 and if you wish to enter your car you must do it fast - registration closes September 5. Mail \$10 entry fee to: Gunston Hall Car Show, Gunston Hall, Mason Neck, VA 22079.

Admission to the plantation grounds (including access to the show) is \$4 for adults and \$1 for students. Food and soft drinks will be for sale, but the lines stay long. Picnicking is permitted; the consumption of alcoholic beverages is not permitted.

Directions: From US Route 1 south of Fort Belvoir, take Gunston Road southeast to the plantation.

BAVARIAN INN FALL TOUR

Sunday, September 16

Start time: 9:30am

If you've never been on one of our Fall Tours — this event is a must!! and, if you have been, then you know how much fun we're going to have!

We will meet at the west end of the Greenbriar Shopping Center. The shopping center is on Rt. 50 and I-66. The first car will leave at 9:30am and the rest of the cars will leave at one minute intervals. With the help of cryptic directions from our Tourmeister, Bill Via, we will end up at the Bavarian Inn in Sherpardsstown, WV. Each car needs a driver and a navigator.

The Bavarian Inn will be having their Oktoberfest on this date, so the fun continues throughout the day. There will be German food, an "Oompah" Band, plenty of dancing and good company. Women — this is a great event for you to take the driver's seat and have

COMING EVENTS

your significant other navigate. This event is fun for the whole family.

Call Sharon Miller (703) 739-0656 (evenings) for a reservation and more information.

SHENANDOAH VALLEY RENDEZVOUS

You didn't make it to the Oktoberfest in Ohio, or you did and you're starting to have "Bimmerwithdrawals."

How about a three day weekend filled with Bimmeractivities, starting Saturday, October 6, at the Prince Michel Vineyards? We will have our very own "Oktoberfest" without the seven hour drive required for the national event. We hope to see you at one or all of these events.

FÊTE DES VENDANGES CAR SHOW

Saturday, October 6

Prince Michel Vineyards at Leon, Va.

Time: 11am

- European and United Kingdom cars only
- Production years 1975 and earlier
- Call (703) 547-3707 (Tammy Simms) to show your car

We will have a corral set up in the parking lot for those interested in "looking only." The vineyard will have tasting booths and food available, along with tours. Last year an air show was also included. Remember, the leaves are right at their peak!

This will be the rendezvous for the weekend. All Virginia BMW CCA chapters have been invited, so we are expecting a good turnout. Along with reserved parking, we will have our own seating area to enjoy the food and wine.

At approximately 4pm we will caravan over to Winchester, Va. No formal accommodations are being reserved. We hope to all have dinner at the same place, to be determined later. Recommendations for hotels are the Shoney's Inn, (703)665-1700, or the Day's Inn, 1-800-325-2525, which are both convenient to the Summit Point Raceway. Reservations are highly recommended. The Day's Inn has offered a "Summit Point" discount.

Directions: Take 66 West to Route 29 South; Travel South 10 miles beyond; Culpepper Vineyard is on your right. Travel time from Washington, D.C. is 1hr:15mins.

BMW NORTH AMERICA/BMW OF FAIRFAX CORRAL

Sunday, October 7

Sportcar Vintage Racing Association Races, at the Summit Point Raceway

Time: 10am

BMW North America, is furnishing the tent and chairs, and BMW of Fairfax is furnishing the food, for our **premier racing event of the season**. Even if you aren't a racing fan, this will be a **classic social event** with the promise of a great turnout of Bimmers and Bimmerphiles, for a fun-filled day of vintage racing and lots of good food and German beverages.

The Corral will have voting for many different categories, so be sure your car is "polished up" before leaving the city. We are looking into having a presentation from one of our favorite wax companies, along with some door prizes. BMW of Fairfax will have a few cars available for our viewing pleasure as well. They can't promise the 850, but they will make every effort to bring one out.

Summit Point will present the "President's Cup" to the best appearing Marque Club Corral, and we are going to win! Come out early in case of a parade lap for the club. All you need to bring is money for admissions, and warm clothing in case of inclement weather.

Any additional information on Saturday or Sunday events, call John Kenworthy (703) 527-8033.

Again, no formal accommodations are being reserved, but we will attempt to have dinner at the same location in Winchester, Va. (if we are still hungry after all the food), so try to make your hotel reservations early in Winchester.

BMW CCA NATIONAL CAPITAL CHAPTER DRIVERS SCHOOL

Monday, October 8

Summit Point Raceway, W.Va.

Start Time: 7:30am

Note: this school is no longer a "Hot Shoe" school – all levels of expertise are welcome.

See application in this issue.

more Coming Events on next page



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COMING EVENTS

CHAMPIONSHIP AUTOCROSS

October 14, 1990

Time: 9am to 4pm

Location to be determined.

For the fifth year in a row, our Club is hosting an open autocross that is part of the Metropolitan Washington Council of Sports Car Clubs championship series. For the second year in a row, the location of the event is up-in-the-air at the time of this writing.

Possible sites include Wild World on Route 214 near Largo, Maryland; National Training Systems near Laurel; or even Memorial Stadium in Baltimore.

Even though this is called a championship event, it is suited just as well for first-timers. Your car will be classed with others of similar performance potential, or you can choose to run in a Novice or Ladies class if applicable. Up to 120 cars will run in one of four heats of thirty cars each. The first heat will start no earlier than 9:30, 2nd heat 10:30, 3rd heat no earlier than 12:00 and 4th heat no earlier than 1:30. Decide which heat you would like to run, and call the registrar, Woody Hair, at 703-243-5796 (Arlington) evenings before 10:30. This pre-registration procedure is highly recommended since some heats will fill up days before the event. Entry Fee is \$12.

Whether you plan on running or not, help is needed in the way of course marshalls, car inspectors, scorers, etc. Call David Ford (202)-966-5108, evenings to volunteer your services for an hour or two.

Please call the registrar or chapter hotline (703) 836-9269 in early October to confirm the location of this event.

CAROLINA FALLFEST

November 9, 10, 11

Charlotte, North Carolina

The Tarheel Chapter has invited all BMWCCA members to their First Annual Fallfest near Charlotte. Planned events include:

- A one day driver school at the famous Charlotte Motor Speedway. This 2.25 mile track will have the challenge of a road course and the thrill of the high-banked NASCAR tri-oval. First timers are more than welcome.
- A rally designed to be fun for the beginner and expert alike.

COMING EVENTS

- **A Concours d'Elegance.** Since we did not have one this year, here's your change to show off your pride and joy.

- A Saturday night feast with door prizes and more.

Registration Fees are \$65 per person until October 1, then \$75. Kids 15 and under are \$30 each; \$40 after October 1. The driver school is an additional \$75 per student.

Event headquarters is the Hilton Hotel at University Place. Call (704) 547-7444. A block of rooms at a special rate of \$60 is available by mentioning the BMW Car Club.

Registration applications can be obtained by sending a stamped-self-addressed envelop to Woody Hair, 3401 N. Utah St., Arlington, VA 22207. Questions or other inquiries should be made to Jeff Penley, Event Chairman at (919) 299-9886 (days) or Marsha Tice, Registrar at (919)292-4964 (evenings).

ANNUAL ELECTIONS DINNER

Saturday, November 10

7:30-11:30pm

Come out and join us for this year's Annual Elections Dinner! Remember the fun we had last year??

Well, this year's dinner promises to be as good, if not better.

We have reserved the Old Dominion Boat Club, at the foot of King Street, in historic Olde Towne Alexandria. You'll experience fine German cuisine, a beautiful view of the Potomac river and surrounding Olde Towne, and your fellow BMW CCAers will be there adding to the fun.

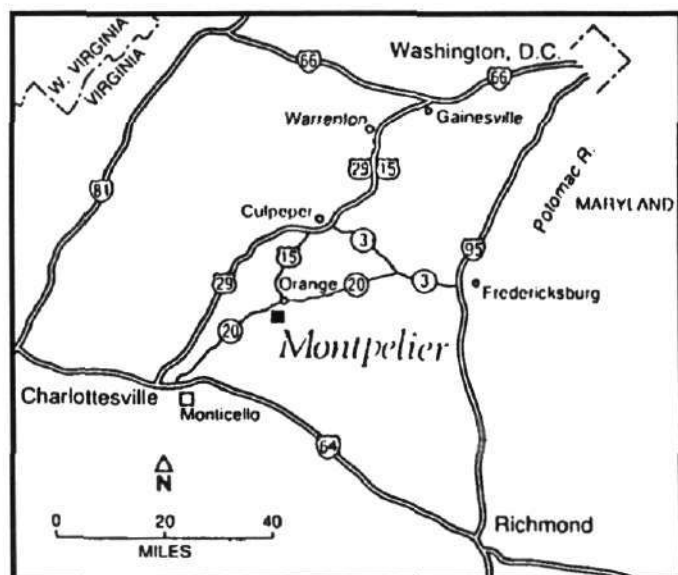
I don't have the complete menu planned, however, I can tell you that you will enjoy traditional German food, beer and wine. This year's dinner is being catered by one of Washington, D.C.'s top German restaurants.

We had a terrific turn-out for this event last year, many die-hards as well as new members. This is an event for the whole family and it's a great time to come out and see what the Club is all about.

The dinner will cost \$15 per person with an advance reservation, or \$20 per person at the door. Please call Sharon Miller at (703) 739-0656 (evenings) for more information, reservations and parking information.

more Coming Events on next page

MONTPELIER STEEPLECHASE & CAR SHOW



Montpelier, Va.

Saturday, November 3

Registration 9:30 - 10:30 am

The Montpelier Steeplechase Races and Car Show promise to be one of the premier events of this year's car show season. Car shows are fun, as we all know, but combined with a prestigious steeplechase (their 56th year) in the beautiful Virginia countryside, what could be nicer? A field of approximately 125 cars is expected, with awards for Best of Show, Most Popular, Oldest, Best Pre-War, Best Post-War to 1970, and Best 1970 to present. Cars must be authentic in every respect! If you would like to enter, call Lewis Delafield at (703) 672-2728. Lunch can be purchased on site, or bring your own.

Directions: From Washington, go west on 66 to 29 to Culpeper, Va., then south on 15 to Orange, Va.; or from Washington, you can go south on I-95 to Fredricksburg, west on Route 3 to Route 20 west to Orange, Va. (See map.)

Non-Club Event

COMING EVENTS

WINTER HOLIDAY PARTY

Saturday, December 1

Time: 7:30-11:30pm

This "old faithful" end of the year event is typically well attended, and we hope this year will follow in the tradition.

We'll have wine and cheese, as well as a few other holiday goodies. There is normally a video of the past year's events running, and we may be able to coax Kay Heatherly into tickling those ivories for us.

All in all, this is a fun event where we all re-live our best (and worst) laps at Summit Point, we tell of the pylon that "jumped right out in front of my car, and cost me the Autocross win to Woody Hair." We reminisce about the MARRS and Vintage races, and other races we may have attended over the past year. It is such a nice way to end the year!

For more information, or if you would like to help us with the food, call Sharon Miller at (703) 739-0656 (evenings).

Check the next issue of *dB* for location.

elections! elections! elections!

Yup, it's that time of the year again! Don't like how the Club is being run? Think you or someone you know has a better handle on things? Well, here's your opportunity! Dislike someone tremendously? Nominate him (or her)! Now is the time to reveal your intentions.

Submit your nominations, along with a brief policy forum to *der Bayerische* no later than October 1, in order that it will appear in the forthcoming November-December issue. All positions are up for grabs!

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President's Message

As you're reading this, summer is winding down and beginning to segue to autumn. I still tend to feel a touch of melancholy around this time of year; September always meant the loss of the freedom enjoyed in summer, and the trudge back to school where lurked the likes of Sister Bernard, waiting to whack the living daylight out of some poor kid (quite often me). Father Guido Sarducci once theorized that nuns were reincarnated Mafiosi; I understood immediately what he meant. In retrospect, now I see why they all assumed men's names. It's a miracle I survived past my twelfth birthday.

Although the days were quickly becoming short, and the leaves were falling, there was a sense of excitement that accompanied the crisp mornings: fall was the time of year when the new cars were introduced. We'd all pile into the car and make the rounds of the new car dealers, thoroughly scrutinizing the new line-up, and gathering as much new car literature as we could along the way. One of my favorites back then, was the Buick Gran Sport brochure of 1965. And it still is. The Gran Sport package was available on three models: the two-door Riviera, the Wildcat sedan, and the Skylark compact. Being that it was the Era of the Muscle Car, this package got you all the right stuff: monstrous motors (dual four barrel carbs on the big cars), beefed-up suspensions, heavy duty everything. Sound familiar? I thought of that brochure the first time I paged the BMW "M-Series" glossy. Thankfully, some things never change.

Looking back, it seems a lot has happened in the fall: my first autocross was in the fall of 1977, I bought my first BMW in September of 1980, with membership in the BMW CCA coming within a couple of weeks. My first Driver's School came about in the fall of 1985 (Why the long delay you might ask? Probably for all the same reasons that were given, and are still given by all of you who have yet to attend your first school!). The rest, they say, is history.

Still getting the autumn blues too? Here is a surefire remedy: Take two Driver's Schools with a Fall Tour. Follow it up with an Autocross, an Annual Dinner, and a Holiday Party. Mix in several brisk autumn drives through the countryside. That should cure you.

Dwight Derr



For the purist, THE PUREST:



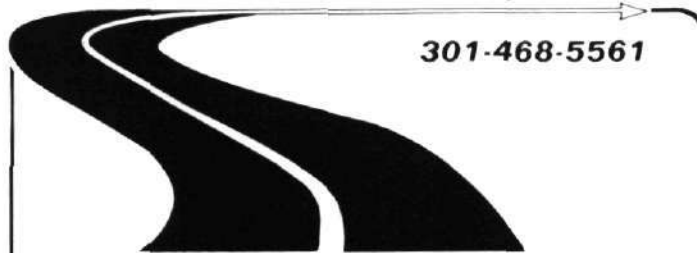
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Secretary's Notes

This month's board meeting, which was held at the Kenworthy's spacious guest room was in good attendance. Present were the following: Sara and John Kenworthy, Sharon and Jon Miller, Gary Toyama, David Sossamon, Dwight Derr, Woody Hair, Jonathon Jones, and Michael Early.

We started out with a brief report on the budget (Lynn was not present). We have a few bucks in the bank and our last drivers school was profitable.

Next topic was our October drivers school which has traditionally been a Hot Shoe school. The board decided not to run it this way due to the people we turned away from our Firecracker school. So it will be a regular drivers school open to anyone.

This discussion led into a brief review of our Firecracker drivers school with comments on how safe it was, use of the skid pad, and obstacle avoidance. It was decided that there would be a separate meeting to deal with the various topics.

We then ran through the events (see calendar). Look for a big weekend in October with the Prince Michels Wine tour, The Vintage Races Corral, and our

last drivers school of the season, all in one 3 day weekend -wow.

To finish up we looked way down the road to our Annual Dinner and how to keep the cost to the Club down and the quality of the event up. Sharon Miller said she would give it her usual great effort and pull off another great dinner.

Michael Early

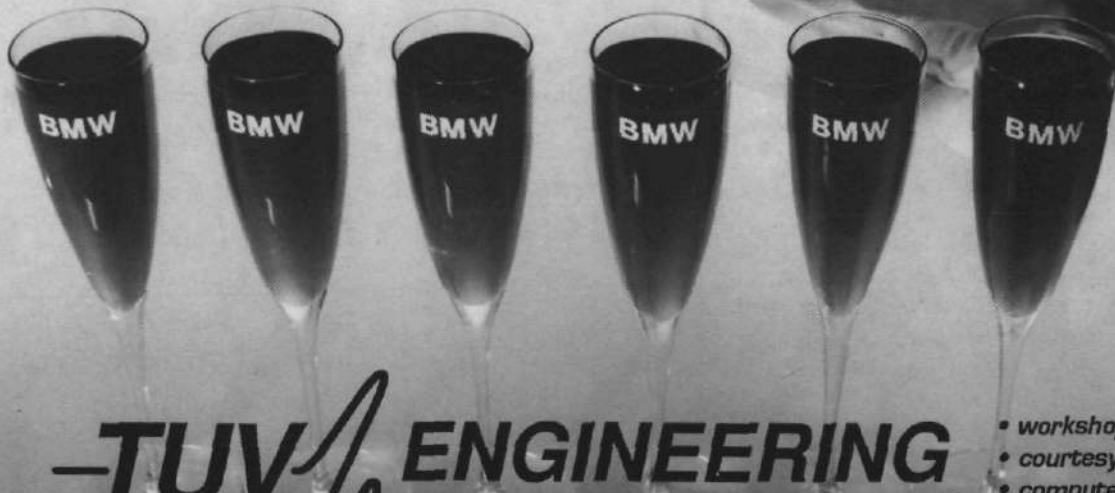
Club Store

After three years of bending over backward for the Chapter, Steve Haygood has decided to bid adieu as the operator of the Club Store, in order to devote more time to those fatherly chores.

In the meantime, Dwight Derr will take over the store operations. Contact him at (301) 889-9578 (weekdays 7-10pm, weekends 9am-10pm).

Thanks a bunch, Steve! (Da da! Da da!)

Champagne Service...



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South Atlantic Region Report

We've just returned from Oktoberfest, and, as I'd hoped, the South Atlantic Region was well represented. However, I've learned my lesson from last year: never, never, never list names of attendees or winners unless you're absolutely, positively certain you have them all. There's no margin for error here. So, suffice it to say that my notes show the SAREgion brought home a lot of trophies (and they were nice ones, too), and everyone I talked with seemed to be having a great time. I know the Jensens had a ball.

After the fun came the work. The Board meeting following Oktoberfest covered, among other things, these items of interest to South Atlantic Region members:

Oktoberfest '91 It's not too soon to start planning your trip to next year's Oktoberfest, hosted by the Connecticut Valley chapter in Waterbury, CT. Maintaining the tradition of one great track after another, the Driver's School will be held at Lime Rock. Make a note: August 5-9, 1991.

Club Library Are you aware that BMW CCA has a library full of all sorts of books, manuals, brochures and videos? The 1987 and 1988 Gateway Techs are on tape; other intriguing titles include "Race for Survival" (1986 Paris-Dakar rally), "An Introduction to Jim Russell's Driving School," and "The Ultimate Demo Ride/LaCarrera Classic" (Cunningham BMW). I have a list of 70 titles, and more are added frequently. Chapters can borrow a tape free of charge, paying only return postage; individual members may also borrow tapes without charge, but must pay a deposit, which is refundable upon return of the tape. By the time you read this, your Chapter President should have a listing of all Club library resources.

Membership Contest Update Remember that BMW dealers are eligible to compete as well as regular BMW CCA members. So far the following South Atlantic Region dealers have signed up: Berlin BMW, Charlottesville, VA; Century BMW, Greenville, SC; Charles Evans BMW, Duluth, GA; Global Imports, Atlanta, GA; Grayson BMW, Knoxville, TN; Rick Hill BMW, Kingsport TN; and Braun BMW, Orlando, FL. If your local dealer isn't listed, see if you can sign 'em up.

Event Insurance The National Club will rebate full insurance costs for autocrosses and rallies and the like, and reimburse a sizable amount for driving school's. But, you have to play by the rules. That means no alcohol or illegal drugs, no underage drivers, and a careful attention to such items as safe course setup. If a

chapter violates the rules in an insured event, it will not be eligible for rebate or reimbursement. It's only common sense folks, and failure to abide by this common sense policy jeopardizes not only local chapter liability coverage, but our national policy as well.

Finally, are there any events you'd like your chapter to do, but you don't have the experience? Like hold a TSD rally, or an autocross, or maybe put on a driver's school? Event Resource Program to the rescue! Dave Farnsworth has been compiling a list of knowledgeable and experienced members from all over the country, so there may be help a lot closer than you might think. The most complete list covers driver's school instructors; if you are (or know) someone who is qualified to organize or instruct at a driving event, contact Prez Farnsworth.

Burke Jensen



Treasurer's Report

The following is the treasurer's report for the period ending June 30, 1990. As you can see we are not operating in the red, as we were at this time last year.

Total Income	=	\$28,010.83
Total Expense	=	27,246.20
Net Income	=	764.63
Bank Balance (as of 6/30/90)	=	\$5,918.20

Overall, our Club treasury is doing pretty well. Ahead of us is the heavy spending period (the dinner, and parties at the end of the year). We hope to keep these costs at a minimum, while still providing a quality function.

I would like to take this opportunity to announce that I will be resigning my position as Treasurer as of the end of the current term.

Lynn Yaworski

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Letters to the Editor et al

Send your letters and comments to: *The Editor, der Bayerische*, 6939 33rd Street, NW, Washington, DC 20015



May 25, 1990

Dear Mr. Derr,

I don't know if you recall, but we met at the German Embassy Concourse event in the spring of 1989. I have been very interested in these events for the past several years, and for the past three years have been showing a 1968 BMW Cabriolet. I looked forward to, with considerable interest the German Embassy Show this year, and once again anticipated showing my vehicle, as well as another one I have since been getting into shape. Unfortunately, when I called the German Embassy and discovered the date of the event, I was to be away on business and was unable to participate. I had been somewhat concerned about the seeming absence of publicity for this event in the Chapter newsletter, *der Bayerische*. While the publicity has never been very great in previous years, and is typically much later than one would think desirable to maximize attendance, this year there had been no publicity at all. I was subsequently very chagrined to read in the May-June issue of *der Bayerische*, the notes of Mr. Mike Early, concerning the February 15 board meeting. If I am reading the secretary's notes correctly, it states that the decision was made "not to do the German Embassy Concourse." I would assume that this meant not to have local chapter participation in this event. While I have not seen any other discussion of this in previous issues of *der Bayerische*, I assume that this meant that a decision had been made by the Executive Committee that the chapter was no longer going to participate in this event, hence the absence of even minimal publicity in the magazine.

If the assumption is correct on my part, that our local chapter is no longer participating in the Concourse event, I would very much appreciate an explanation as to how that decision was reached.

Obviously, it is self serving in that that happens to be my particular interest and I have been successful in pursuing that interest; however, I do believe that there are many other BMW enthusiasts who also appreciate both the necessity and pleasure of maintaining the vehicle in excellent shape, both under and outside the engine compartment. I would hope this was not a decision reached without significant amount of input from people who are interested in more than just the competitive aspects of our vehicles, and would hope that there will still continue to be participation in similar events. I have felt for some time that the local chapter has spent, at least the bulk of the magazine coverage, to automobile racing competition and high-performance issues, rather than the maintenance of our vehicles in excellent shape. I think that there is certainly room for continued interest in, and coverage of, Concourse-type events, as witnessed by the strong emphasis put on the Concourse at the yearly Oktoberfest national event.

I look forward to hearing from you concerning questions raised in the communication. Thank you in advance for your attention to my comments.

Robert D. Warren
McLean, Va.

**ACHTUNG:
CONCOURS FANS!**



June 12, 1990

Dear Mr. Warren,

In response to your letter of 25 May 1990 I would like to state that I alone made the decision for the Club not to attend this year's German Embassy Concours.

Several factors influenced this decision, to wit: notification from the MBCA (Mercedes Club of America) of the date that the event was to be held came more than a week after the 1 February deadline of the March-April issue *der Bayerische*. Secondly no one has expressed interest or a desire to chair or coordinate this event. Previous chairmen have left the area or have receded into the background, due to personal constraints and/or being faced with the paucity of willing assistance (read: burnout). Finally, I've personally seen the dramatic decline in participation of our own membership. Time was (as recently as a few years ago) no fewer than twenty-five cars would be proudly displayed by their owners. If memory serves me correctly, there were no more than six BMW's on display in 1989. Serious consideration was given to our share of the total expenditure for the event (one third); our membership would have

continued on next page

Letters to the Editor

continued from previous page

been ill-served if several hundred dollars were spent for the benefit of fewer than ten Club members.

These were the facts as presented to the Board at the meeting on 15 February. All present concurred with my decision. Do bear in mind that this decision affected only our participation for 1990; the intent was never to fully withdraw our participation.

With regards to this Chapter venturing too far into the realm of "high performance," bear in mind that the BMW CCA was established on that very notion as its *raison d'être*. Does that mean that's all we can offer? Heaven's, not at all. It does seem apparent, however, that it just might be what the membership-at-large desires. Witness the excellent turn outs for our Drivers' schools. Contrast this to the more than underwhelming attendance and Social events of the past few years: Baseball games. Crab feasts. Wine and cheese parties. Election dinners. Costume parties. Trips to the National Aquarium. Tours. And even tech sessions on the care and maintenance of BMW's.

Let me state in no uncertain terms that it is not the intent of either the Board or me to schedule only drivers' schools, rallies, and autocrosses. The plain fact of the matter is that for years we have endeavored to offer a balance of motorhead and social events. However, the membership in general has consistently demonstrated a greater desire for the drivers' schools and rallies and autocrosses. It is only logical that we offer what the membership wants.

But all is not lost, however. We are, at this very moment planning to hold a combination picnic and concours, primarily for our membership. The tentative date for this event is 5 August 1990. Perhaps you, Bob, would like to coordinate this event for the Club! Not only would be able to display your beautiful Cabrio, but it would also provide the opportunity for some honest-to-God hands-on input into the operation of this Club. Yours is just the type of concern and enthusiasm we're looking for! Help us out; help the Club! I hope you seriously consider the offer. Contact me (or any other Board member for that matter), I'm (we're) in the Book!

Sincerely,

Dwight J. Derr
President



August 1990

An open response to Carla Harmon

Dear Carla,

Bunk. The German people have never been accused of excessive creativity. Yes, they are excellent engineers but they have no sense of the individual. Consider that the M1 was designed in Italy.

The logo standards being forced down the throats of the BMW enthusiast clubs fit the Teutonic sense of order and discipline but they lack uniqueness. I realize that you depend on BMW NA for your paycheck and consequently must never publicly digress from the company line, but if you really think that the new logos are interesting, exciting, or unique, then you have been sniffing too much aerosol new car scent.

Bimmerly yours,

Mark Yaworski



August 1990

Dear Sirs,

Kleen Wheels for all models of BMW's - yes, they do work! Finally, a solution for not having dirty wheels on your BMW. There is no cause to worry about over-heating on the brakes and hubs. I have used a set on my 1989 525i for the last 4 months and have been informed by Evergreen BMW in Frederick, Maryland that there has been no excessive wear on my brake system or hubs. You can purchase a set of Kleen Wheels from: Electrodyne in Alexandria, Virginia (703-823-0202), or from: Alloy Wheels Werks, Ltd. (1-800-421-8800). The cost to club members is \$49.95 plus \$5 shipping and handling.

Steve Berlin

Porsche/BMW Challenge Autocross

On June 16 our friends from the Potomac Region of the Porsche Club of America hosted an autocross and invited the National Capital Chapter to participate. About 15 Bimmers answered the challenge which took place at Cameron Station Army Depot in Alexandria. Each entrant received three practice runs and four official timed runs. With over 50 Porsches in attendance, it meant a long day. Many of the BMW drivers had not anticipated an all day event and had to leave before completing their official runs.

The course featured several tight first-gear turns, two straight drag strips, and a fast slalom that got tighter near the end. The correct path crossed itself several times and there were quite a few off-course runs among the first-timers and novices.

The Porsche Club provided several nice awards for the BMW entrants. Fastest BMW (and Stock BMW) was Woody Hair in a 325is at 49.206. Cory Laws (3.5-liter 530i) beat Gary Toyama (3.3-liter 528i) by three-hundredths of a second for Fastest Prepared BMW (49.636 to 49.664). Mike Whitley (325is) won a prize

for the most improvement in a BMW. Woody barely nipped his son Brian for the most consistent BMW times award - a PCA AutoX T-shirt. Unfortunately, there were no females driving BMWs this day because a very nice trophy for the Fastest BMW Lady went unclaimed. A small group of hot 911s and a 944 Turbo were turning times in the 46 second range and a highly modified 914 driven by Gary Burdette took Fastest Time of Day with a 43+ clocking.

We hope to reciprocate with an invitation to PCA for one of our upcoming autocrosses. Unfortunately July 28 conflicted with their driver school at Watkins Glen.

Membership Drive

Mike Mills wins! Mike receives the big fifty dollars for the most new members. Maybe he can buy an "M" t-shirt to match his ultimate six! Thanks for all the recruiting efforts.

Who is going to win the national membership drive? Details are in the *Roundel*. Give me a call if you need applications. Remember dealers, you can win too! Read the details in the *Roundel*. We are the greatest chapter, now let's be the largest. Have fun!

John Kenworthy

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BMW NCC Rally

On July 1, the Club sponsored the "Gentlemen, I Believe We're Onto Something.." rally. This was the first open rally sponsored by the club in over 12 years. Debbie and I wanted to participate, either by working, or driving in the rally. Since we were signed up to drive in the rally, at the upcoming Oktoberfest in Columbus, and since we had never done a rally before, we decided it would be a good idea to use this as a learning experience. Well, it was an experience all right, and they always say you learn from mistakes, right?

The rally was advertised as being "lightly trapped." Well, I didn't know much about rally talk, but that had an ominous sound to us - but we figured, how hard could it be to follow a bunch of simple instructions (wrong!). We now know that a "trap" is a lot like a "trick," and "lightly" must have meant no more than one or two per leg. Unfortunately, if you fall for one trap per leg, it gets real tough to get a good score. We, like most of the other entrants in the "novice" and "rookie" classes did manage to fall for several of the traps. Apparently, however, following the directions and rules using the proper priorities must work,

because those in the advanced classes ended up with some excellent scores.

The main type of trap used evolved around staying on the current route unless instructed otherwise, even when it seemed right (to the unenlightened) to leave it. After the fact, it became obvious what the title of the rally hinted at going in. The key word for the day, "onto," was right there for all to see - stay "onto" your route! At least the "rallymaster" (Mike Leeper), was kind enough to try and bring back on course after losing us, so we would be able to enjoy getting lost again on the next leg.

All in all, we did enjoy ourselves a lot (and we were even still on speaking terms by the end of the rally - does that mean it wasn't a successful rally?), and it turned out to be mostly a nice day (only a quick thunderstorm at the very end). I'm sure it went through some scenic countryside, judging by the area we seemed to be driving through. All the people who worked hard to make it happen did a great job, and it was always a welcome sight to see friendly faces when we finally tracked down the checkpoints.

There were 30 cars that completed the 120 miles around northern Virginia (it seemed like more than that started - maybe they are still out there looking for

continued on page 18

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Driving School Options:

Upgrading the Ultimate Driving Machine

(Part 1 of 3)

A recent *dB* referred to driving schools as "The Ultimate Performance Package." An accurate assessment, because in most cases the one thing holding back the Ultimate Driving Machine is the much-less-than-ultimate driver. High performance driving schools go a long way towards upgrading that weak link, and in the past few months I've sampled three different sponsors of driving schools in our area.

I'm not talking about the "professional" schools like Skip Barber or Bertil Roos — as much as I'd like to be able to drop a couple thousand dollars on a couple of days of driving school, I just don't have that sort of "mad money" around. There is a less expensive option, however, where talented, experienced amateur (and some professional) instructors teach you how to control *your own* car. The lessons are directly applicable to your day to day experience, since they are learned in your daily ride, not a Formula Ford. And you have so much fun you'll need to pay for a masseur to work the smile off your face.

Over the next three issues of the *dB*, I'll discuss the pros and cons of each of three lower budget options for tuning up the "master control unit" of your car. The three approaches, in order, are Car Guys Inc., BMW Club Schools, and Track Time Inc. This article covers Car Guys, and check the next two *dB*s for the other "reviews."

If you'd finally like to get to the point where your car is as proud of your performance as you are of its performance, you may want to try one or more of these driving school options.

Car Guys, Inc. — "*Attention in the pit and paddock!*": Oh, do you hear those words a lot at a Car Guys school. Based in Roanoke, Virginia, the Car Guys run driving schools at a number of tracks ranging from Summit Point, West Virginia, down to Roebing Road in Georgia. (Note that there is no gender bias in the name, since one of the original principals was a sweet lil' ol' granny, who would blow by you in her 914.) My experiences with Car Guys took place at Summit Point, so I will try to exclude my feelings about the condition of that particular track from my discussion of their school.

Kenley Smith is the Head Car Guy (or "President and Grand Poobah" as one of their newsletters called him,) and the Virginia plates on his Porsche turbo say "Car Guy". He recently bought out the other partners, and is instituting several changes to the school experi-

ence. Our "interview" yielded glimpses of the future of Car Guys, and I've included bits and pieces of what you can expect at future schools.

In terms of organization and structure, the big difference between Car Guys and Our Guys (BMW Capitol Chapter Schools) is that the Car Guys schools have a lot of organization and structure. A Car Guys school is *extremely* organized; your entire two days are controlled and directed by the PA system, with calls to line up for your track instruction given at 15 minutes, 5 minutes, and immediately before your session starts. ("Attention in the pit and paddock..!") They also use it to call you to the classroom, update you on track conditions and delays, and to inject a little M.A.S.H. style humor into the day.

It works. You stay on schedule; in two weekend sessions with them, we never got more than 15 minutes off schedule (and that miss was to cover clean-up of an overboosted Porsche-944-turbo-engine-full of oil and assorted engine parts that got spread the length of the front straight.) You get places without feeling either hurried or bored, and the high level of organization off-track reinforces the on-track messages of discipline and control.

The instructors are volunteers, with a mix of racers and regular folks who happen to have lots of on-track experience. You have one instructor for the entire weekend, and that instructor generally only has one student. That means you can completely assimilate the lessons from an instructor, and not have to adjust to differences in style and approach from instructor to instructor. In my experience, and in talking to others, the Car Guys instructors seem to share a style: constant talking, constant feedback, a continual voice in your (helmeted) ear. As a beginner with no worthwhile internal monologue, I liked that.

At Summit Point they used SCCA-trained (Blue Ridge region) corner workers. That means no volunteers, and no chance you could end up helping out in a corner. They use a blue-with-yellow-diagonal-stripe passing flag to signal that cars should spread out, or to tell you to let someone pass. They enforce passing discipline, giving you grief for not letting people by, or for passing without acknowledgement from the driver being passed. They place black flags at all corners, and will black flag you for getting out of hand or ignoring flag signals. I like that.

The corner workers are from N&D Express of

Lynchburg, a company which according to Kenley formed in response to Car Guys' need for professional corner workers at its schools. They supply the staff for all of Car Guys schools, and at this time they are each other's best customers.

Once on the track, Car Guys only allow passing in two areas of Summit Point, between turns 8 and 10, and on the long straight. They also use turn-in, apex, and track-out cones to help guide you through learning the track quickly and safely. The bad side of learning with cones is that you can develop the habit of driving cone-to-cone instead of learning how to read and follow the line. For beginners, where safety is paramount, the cones make for one less thing to think about. You can instead focus on learning to smooth out your footwork and steering.

Classroom sessions are not a highlight at Car Guys. There is some discussion of tire pressures, lines through corners, and so on, but their logo says it all: "On-track driver education." And they are good at that, so each group only gets one or two class sessions each day.

Kenley is focusing on improving the class sessions. At the most recent school he introduced a simulator cockpit for teaching heel-and-toe shifting, and videos of shuffle steering in action. He will also be bringing in guest instructors to introduce new topics and ideas for repeating students, which there are quite a few of.

Car Guys are Porsche fans, and the majority of cars at their schools have been Porsches of some sort. At the first one I went to, I was the only BMW, but at the second there were 6 of us. They get a pretty good mix, even including some Buicks. Their run groups segment people mostly by driving skills, but vehicle performance is also taken into account, as is familiarity with the track where the school is being held."

What may be advanced skills in a small group at Summit Point would be intermediate for a large group at Rockingham," explained Kenley. "And we take car performance into account too, so that we don't have someone in a Ruf Porsche terrorizing the Golf GTIs in the beginning group."

Car Guys also run schools at Charlotte, Rockingham, and Roebing Road, so if you have a trip planned to the south, you may want to program one of their schools into your itinerary.

If you want to try the Car Guys, their schools have generally run \$250 (Charlotte is \$300) for two days of instruction, with four run sessions of 20 minutes each day. They also run sessions at Summit Point in the winter (The Refrigerator Bowl) and last year those were VERY inexpensive. A cold track is a little less sticky but no less fun.

A recent flyer I got in the mail offers some "Summer Specials:" Rockingham, August 11-12 for \$175; Charlotte, September 8-9 for \$200; and Roebing Road, October 27-28 for \$150. They hope to have a Refrigerator Bowl session at Summit Point on November 24-25. Pricing was unknown at the time of our interview. Kenley did hint that the special prices may be reflective of a new pricing policy.

For more info, or to sign up, you can reach Kenley Smith at 1-800-800-GUYS. And tell 'em the *dB*, and Ed Nazarko, sent you!

Ed Nazarko

Travel Tips

- Chatilly Division of the Virginia Highway Patrol has purchased a "Radar Detector Detector". The milliwatts that leak out from your birddog can be detected and if you're in the vicinity of Chantilly, Virginia, you may want to turn it off! The fine is \$50 with no points. I bet that this one catches on quick with other law enforcement agencies!

- The photo radar is being tested on the beltway of Washington, D.C. Two things to keep in mind:

1. It is only being tested. No tickets are being issued at this time.
2. Photos are of the front of the car. No front license plate, no identity. You make the decision once it is being utilized to issue tickets.

- On a recent trip through Tenn, Georgia, Ala, Miss and Louisiana, I noticed very little enforcement on the interstate but on the back roads there seems to be more than ever. As always, drive carefully as you're pushing that Bavarian beauty!

JK

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NCC Rally

continued from page 14

those checkpoints). The rally consisted of six legs, which took about three and a half hours to complete, with a lunchbreak in Middleburg.

While waiting for our start-time to arrive, and knowing only the general basics about rallying, we figured we might need a way to determine how to get back on time to our course, if we somehow managed to get off the rally route (this assumed we would somehow realize we were off course, and that we would know by how far). So, being a mathematician, I came up with a nifty little equation for Debbie to use (why did she laugh when I showed it to her?). It was going to let her compute how long we would need to drive at some increased speed to make up the distance we had mistakenly added to our route. It was a neat idea - it's not my fault that it would have taken longer to compute the time, than there would have been available to make it up. I even had it ready at least 30 seconds, or so, before our start time, I don't know why she was getting so nervous. As it turns out, we never would have needed it anyway - not because we never got off course, but we rarely knew it when we did, and sure didn't know how far.

We seemed to learn a little something on each leg (why did Mike Early laugh at the first checkpoint when we asked what time it was?), but we still didn't quite have it totally figured out by the end (and why did Dwight laugh when we asked for directions back to Tyson's?). We did have a good time though, and appreciate the time and effort that went into putting it all together.

Thanks are in order for all the workers who allowed the participants to have a fun day. This includes Mike and Paulette Leeper ("Rallymaster" and Registrar), and all the others who made it work: Dave Roach, John Hartge, John and Sarah Kenworthy, Dwight Derr, Doug Crowther, Doc and Rita Wagner, Mike Early, Woody Hair, Gary Toyama, Erv Rodman, Betty and Chris Leeper, Mark Goldberg, Jerry Arvidson, Ken Beard, Sarah Brook, and Mark McKenzie (as well as anyone I hopefully didn't miss).

P.S. You guys must have done a pretty good job of helping us learn, because even though we didn't do too impressively (fifth out of 16 rookie teams), we ended up winning the rally at the Oktoberfest in the rookie class. (So, thanks again!)

Dave and Debbie Baker

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Firecracker Drivers School

It was all that we could have hoped for, a cool morning and 120 degrees in the shade at 2:00 pm. Well if you were worried about your tires sticking how about melting? But there were two good things, plenty of sunshine and lots of willing drivers. We had such a good turn out we had to turn a few away, sorry but watch your magazine for the next 2 applications and send them in early.

We started out with a drivers meeting and instructions on the heat and its effect on your driving and stamina.

Bob Gammache took us on his tour of the track pointing

Gammache at his apex...



out Bill Scott's apex point and then "well I have to disagree about this one..." His point of view. Actually you learn that with each new instructor everyone takes turns just a little differently. Then group A went on to the track and group B headed to the skid pad where we all got a little shower until

Gordon Kimpel found the controls. The Pad was quite wet and everyone got to find out at what point their cars went out of control and what made it come back. This is an important exercise because you really get to go beyond your point of control under very safe conditions. Running on new Yokohama tires was quite fun as the car stayed right where it was aimed.

After the skid pad group B split, half onto the track and the other half into the cool (ahhh) classroom. In the classroom we learned a bit more about taking turns and using visual techniques to further improve our driving skills. After the classroom my half of group B hit the track and then was when the fun really began. There were plenty of good instructors to choose from and a lot of good safe driving and learning took place.

Skip Menzie brought out the subs and there were plenty of cold sodas. After lunch we got the most important lesson of the day, if you feel tired get off the track. As it was getting hotter and hotter we all had to heed to this warning. The afternoon went by very uneventfully with lots of good safe laps.

The day wrapped up with a Sharon Miller Productions steak cookout with baked potatoes, corn, salad and plenty of good cold beer. I headed back to Baltimore to catch the fireworks but I understand that the party went on and on....

Michael Early

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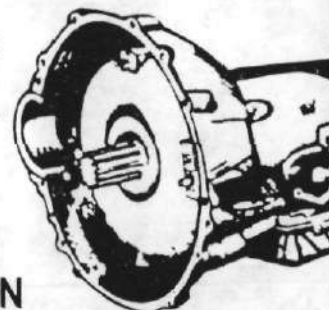
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The Summit Point Drivers School — A Neophyte's View

The fourth of July. A well deserved summer holiday, and there I was, am up at 6am, showered, shaved and out the door by 6:30am. I headed west to Summit Point - to the "Firecracker Drivers School" - not to drive, just to take a look around, possibly help out, etc.

I am a long time car guy, but a relative newcomer to the BMW CCA. Throughout the years I have owned a variety of "vanilla" sports cars, but my first BMW "hooked" me. It was a 1980 323i that I bought in Germany in 1984, early in my last overseas tour. As you know, that was the "hot one" Munich never opted to import to the U.S. (emissions were blamed, but I suspect it was more a matter of being regarded as too "hot" for the U.S. market during a period where we were still enamored with the double-nickel.).

But back to the issue at hand. Why to Summit Point to watch folks abuse their daily transportation in 95 degree heat? More to the point, why was I holding a radio and a flag at turn 10 rather than driving?

It's a good question, however, I'm not sure I have a good answer. Possibly some mild apprehension about driving - like, ah, is this event well enough disciplined that I won't risk bending sheet metal? Today my own stable includes two clean, but sanguine 85 Beemers; a 325e picked up new at the factory in Munich, and a sanitary 318, which my son is driving.

Ok, so I broiled in the sun, watched the good, the bad, and the ugly, shared radio and flag duty at turn 10 for eight hours, and wondered why I wasn't out there in the tarmac. But, "Yeah, it was fun!"

The majority of BMW CCA members who are avid readers of the Roundel and der Bayerische - those who didn't just buy their Beemer because it was the "in car" in the neighborhood that year - will likely read and ponder what a drivers school is really like. But most will never attend one. I have a message for you: Go do it! But just don't go to watch. Sign up early, get your car safety checked, and participate. Do it, for you have paid good money for quality.

I didn't stay for the barbecue that followed, but I wish I had (I headed back to Springfield to keep intact the 26 year affair I'm having with my wife). If I had stayed, I would have the opportunity to tell Dave Roach, Chris Leeper, Bob Gammache, and others yet unknown to me, that it was a day "well done"; that they, along with their instructors, were to be commended for a fine event. I witnessed a number of guys and gals dramatically improve their technique during the day, and only one (who will go unidentified here),

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who should trade his/her BMW for as many Metro tickets as possible (I mean, have you ever seen a sweeping 90 degree right hander made to look as if it had four distinct apexes, all at about 30 mph below the limit?).

My message is straightforward: Anyone who is considering sharpening their driving skills should forget the doubts, and sign up for one of the upcoming schools. If the event on the 4th was any indicator, these events are well organized, disciplined, professionally executed, kept to schedule, and generally appear to be a great learning experience for those willing and able.

This brings up a problem. My travel schedule permitting, I'll probably be out at the Oct. school in my 325e. Yeah, I know it's something of a toad - that is the problem. There was not one 325e of the 50 or so cars that ran on the 4th of July. If you have a 325e, and always wanted to do this, please come and join the action. I have two youngsters in college, can't afford the 635 I want, and don't want to look like the Lone Ranger out there when I show up. Any takers??

Now dummy, why didn't you bring home the 323i?? See you at Summit Point.

Colin McArthur

THANKS!

Corner Workers: July 4th Drivers School

Many, many thanks to all of you who worked the corners for the July 4th Driver's School. Without you all, this event could not have happened, nor could it have been such a great success. Under arduous conditions (ie: hot, hot, hot) you guys came through!

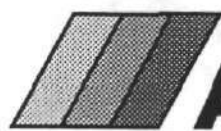
I do believe we may have had a record turn-out (twenty-four workers in all)! That is just great.

Special thanks to those of you who show up — rain or shine, hot or cold.

Sincerely,

Sarah Dickerson Kenworthy

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You will not read this in the *Roundel*, but it should be said that the top finishing positions in the so-called expert (A) class at the Ohio Oktoberfest rally are subject to dispute. The general instructions for this event included seven pages of very thorough rules including an involved, many-part, Main Road Rule that had first priority over any route instructions. Several real expert teams followed these rules to the letter and ended up going many miles off the course intended by the rallymaster. The rallymaster admitted he had just copied the generals from an SCCA rally and did not intend for the Main Road Rule to preempt his route instructions. Among the teams caught by these flaws were National Capital Chapter members Jim and Linda Miner and Jeff Thomas and partner. Formal protests were filed by several teams, but none of these experts were among the trophy winners announced at the Friday night banquet. One can only assume that the rally organizers chose to ignore the whole fiasco that they created.

Russell Wiles of South Dakota and the Missouri Valley Chapter again had the fastest autocross time at the Ohio O'fest. Russ did it with his recently acquired M3. He sold his old 325is to his father Jim who finished second in the so-called "Prepared Six Cylinder" class. (The O'fest organizers placed any stock M car in the "Modified" classes.) All of you *eta* engine owners should not give up hope - a 325es driven by Bob Clark of Wisconsin beat all of the 325is's at O'fest. Check out the Oktoberfest article elsewhere in this issue for information on our National Capital Chapter trophy winners.

Our Chapter did not repeat as winner of the Chapter Challenge trophy for best overall performance. That title was won by the Connecticut Valley Chapter who seemed to have won most of the Concours trophies. Since next year's O'fest will be hosted by Connecticut Valley, they cannot repeat and it should be close enough for National Capital to make a real strong showing. Make your plans now for next August 5-9. Our Zone Governor - excuse me, Regional VP- Burke Jensen won the big trophy for best overall performance by an individual.

SPEED SHIFTS: BMW M3s took 1st, 2nd, 4th and 5th in the prestigious Spa 24 Hour touring car race.....Round Four of the MWCSCC autocross series say 7 BMW entries, while round five had 10 Bimmers. Brian Hair (325is) picked up a 2nd and 1st in the Novice class, David Lassalle (320i) a 3rd in Novice, Don Whitaker (M5) had a 4th and 1st in B Stock,

Woody Hair 2nd and 1st in C Stock, Klaus Hirtes (528i) two firsts in D Stock, Tom Baruch (3.0 CS) two seconds in F Street Prepared, and Leah Epting (2002) a 3rd in E SP. Cory Laws (535i) missed the fourth round due to the birth of his daughter Angelica (such priorities) and got a 4th in Round Five. The BMW team still remains firmly in second place to Autocrossers, Ltd.....The 3rd round of the MARRS race series was held at Pocono International Raceway. Ed York, Jim Epting, Gary Green and Leah Epting drove their 2002s to 2nd, 3rd, 4th and 8th respectfull [sic] in the ITB race. Round Four at Summit Point on July 15 had a rainstorm develop during the ITB race. Ed York's 2002 won followed by Gary's brother, Alan Green (2002). Jim Epting rolled his 2002 in the Chute (again) and daughter Leah went nose first into the tire wall outside of turn 3. Both will be ready to go at the Double MARRS on September 2 and 3.

CRUNCH.

Woody Hair

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COMPETITION CORNER CALENDAR

Sept 1-2-3	SCCA Double MARRS Races, Summit Point, WV
Sept 1	NCC-BMWCCA Autocross, Memorial Stadium, Balt.
Sept 8	NCC-BMWCCA Driver School, Summit Point, WV
Sept 9	Gunston Hall Car Show, Lorton, VA
Sept 9	WRC Rally, DC Area
Sept 9	NASCAR Winston Cup, Richmond, VA
Sept 15-16	CART/Trans-Am/SuperVee/S2000, Mid-Ohio
Sept 16	SCCA Champ AC, Site to be determined
Sept 16	Branded Club Rally, DC Area
Sept 16	NASCAR Winston Cup, Dover, DE
Sept 22-23	IMSA GTO/GTU/Firehawk GS/S/T, Watkins Glen, NY
Sept 23	USCC Champ AC, College Park, MD
Sept 29-30	SCCA MARRS Races, Summit Pt, WV
Sept 29	IMSA GTO/GTU, Lime Rock, CT
Oct 6-7	SVRA Vintages Races, Summit Pt, WV
Oct 7	PCA Champ AC, Ft. Meade, MD
Oct 7	WRC Rally, DC area
Oct 7	CART Indy Cars, Nazareth, PA
Oct 8	NCC BMW CCA Driver School, Summit Point, WV
Oct 14	NCC-BMWCCA Champ AC, site to be determined
Oct 27-28	SCCA Race Drivers School, Summit Point, WV
Oct 28	Saab Club Champ AC, Site to be determined
Nov 3	SCCA National Touring Rally, Roanoke, VA
Nov 9-10-11	Tarhell Chapter Fallfest, Charlotte, NC

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Autocross III

Twenty nine drivers and many spectators turned out for the club's July 28 autocross at Memorial Stadium in Baltimore. The long course featured a fast five cone slalom with 60-foot spacing, two deceptively tight chicanes, a 180 degree sweeper, an isolated single cone that necessitated a U-turn in either direction, and a drive back through the course in the opposite direction. There were so many "stock" BMWs on hand, it was decided to break them up into two classes.

Our autocross chairman, event OD, and official timer, David Ford, had a worn-out stopwatch thumb by the end of everyone's one practice and three official runs. Let's see - 29 drivers, times 4 runs, times 3 pushes of the button (start, stop, reset), equals 348 clicks!

On the first practice run of the day, Roy Melloni (325is) pulled off a perfect sideways power-slide through the last two gates and brought out the loudest cheers of the event. The first group of twelve cars then took their three official runs. Kevin Buehler (Porsche 944 Turbo) never was able to improve upon his practice run of 58.17, but held the fastest time so far (58.50). Driver errors by your writer (325is) on his second and third runs meant a 58.92, scored on the first run, lead the BMWs. Roy Melloni was next with a 59.25.

As the second group started their runs, sixteen year-old Brian Hair (325is) served notice that he was a real threat by posting 59.13 on his first run. On his second run, Gary Toyama tossed his 533i around with abandon and was close with 59.43. Rafael Garces (4-door 325i) then threw his hat in the ring with a 59.04. Brian killed a duck (pylon) on his second run.

On his third run, Gary used his usual "let-it-all-hang-out" style and took over the fastest BMW lead with 58.80. Rafael quickly topped that at 58.71. Think what this man would do with a proper set of tires. Brian then put together what he described as a thinking man's run. His 58.13 was good for Fastest-Time-of-Day title. Brian and Rafael also ended my three year unbeaten streak among stock BMWs in our chapter autocrosses. I bet Don Whitaker is kicking himself for not bringing the M5.

There were several other notable performances this day. Jon Miller had entered his ITB race car in his first autocross ever. Locked rear-ends (the car's, not Jon's) are not the best setup for autocrossing, but his times dropped quickly. Mark McKenzie (second autocross) had been tipped that this would be a fast course, but chose to leave his M635 home and piloted Kimber Olds' automatic convertible to three fast and consistent

runs. Speaking of consistency, Steve Chisholm's three runs with a Pontiac were all within .29 seconds, and David Roach (530i) had a total difference of .41. David had not autocrossed for decades, so it must have been all of that rally experience. Dwight Derr deserves credit for having the nerve to ride along with Bill Wiley in a 280 hp Chevy pickup truck.

After the official runs, everyone had the opportunity to take several fun runs with passengers. Efforts to improve upon official times resulted in many flying pylons. There was the usual car swapping too. Roy Melloni showed Dwight Derr that he could spin a 528i just as easily as his 325is.

I am sure we all thank Mike Early for giving all of the cars a safety inspection and all of the people who chased pylons on this sweltering day.

The next chapter autocross was (is) scheduled for Saturday, September 1 at Memorial Stadium. That is if an activist from the local neighborhood is unsuccessful in getting the City of Baltimore to revoke our permit. Then there is the open "championship" event on October 14 - location to be determined.

Woody Hair



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Autocross III Results

July 28

		1st Run	2nd Run	3rd Run
MODIFIED BMW				
Gary Toyama	533i	59.94	59.43	58.80
Dwight Derr	528i	61.60	62.88	61.38
Jon Miller	ITB 2002	65.38	64.06	61.75
Dennis Atkins	2002	64.82	64.74	63.76
Sharon Miller	TB 2002	72.91	69.25	69.61
SUPERSTOCK BMW				
Brian Hair	325is	59.13	61.91(1)	58.13*
Rafael Garces	325i	60.19	59.04	58.71
Woody Hair	325is	58.92	59.84	60.08(1)
Roy Melloni	325is	60.22	63.94(2)	59.25
Don Whitaker	325es	62.33	62.01	62.67
Ed Nazarko	M3	63.01	71.53	70.45(3)
Jenny Nazarko	325is	66.87(1)	65.73	63.49
Mike Whitley	325is	67.03	66.85	67.87
Kathy Whitaker	325es	81.56	77.61	76.03
STOCK BMW				
Mark McKenzie	325iC-A	62.56	62.08	64.61(1)
David Lassalle	320i	63.31	62.86	62.14
David Roach	530i	66.66(1)	64.68	64.27
Tom Hanley	2002	66.97	65.29	65.47
Kimber Olds	325iC-A	69.79	69.00	83.76
Charles I. Denton	2002	70.00	O.C.	O.C.
X CARS				
Kevin Buehler	Por. 944 Turbo	64.49(2)	59.46	58.50
Mike Early	Porsche 914	62.80	61.72	62.02
Med Dobner	Colt GT Turbo	66.82	64.84	62.85
Peter Griffith	Alfa GTV-6	64.96	64.06	O.C.
Charles M. Denton	VW Golf GTI	O.C.	65.41	64.78
Steve Chisholm	Pont. Grand-Am	66.13	66.30	66.42
Michael Bodner	VW Jetta GLI	72.01	68.70	66.87
Manny Alban	Porsche 914	70.18	68.98	68.11
Bill Wiley	Chev. SS454 Trk	75.88(1)	74.46	72.91

() indicates number of two second pylon penalties that are included in time.

O.C. indicates Off Course.

* Fastest Time of the Day (FTD)

Oktoberfest:

Some of the National Capital Chapter members and their shiny steeds in Columbus (what's that Woody's nursing?) and (below) the fun Mid-Ohio track.

Photos by Woody Hair and (below) Mark McKenzie



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1967 1600-2 VIN 1530374. Sahara, blk/brn int. First year of '02 body style. Driveable, but needs the usual bodywork. Converted to 12 volt electrics; have most 6 volt components. I need the garage for my 320i project. \$500 or 320i/2002 parts trades. Let's deal! Call Tracy (301)662-0195 x 255 days; (301)694-3228 eves.

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Ski Rack One new "Barrecrafters" SR-99 roof mounted ski rack to fit a 5 series (holds 4 pairs of skis). Still in box and never been used. \$69. Call Stewart at (301)572-4330.

For 2002/1600 LR quarter window, not tinted, \$30; rear anti-roll bar, 19mm, w/bushings and hardware, \$40; four steel wheels (hub-cap type) 13x4.5", good for winter, \$40; pair of sun visors, blk/white, exc. cond., no tears, \$10. Call Gary (703)569-1336.

For 5/6/7-Series Four stock alloy wheels, 14x6", turbine spoke design, good cond, no dings, straight, w/ lug bolts, 5-bolt pattern, \$200/obo; camber adjustment kit for front crossmember, never used, for 530/528i, \$40; fuel injection control box, for 528i/633i/733i (Non-Motronic), \$150. Must sell asap! Call Gary (703)569-1336.

For '84 733i 5-speed trans, w/clutch, plate, shifter, slave, flywheel, \$575; 4 brake calipers, \$125; 4 TRX wheels (good) and 220/55-390 Michelins (20-30% tread), \$450. Will separate and consider offers. Buyer ships. Call Chuck (301)457-4238, lv. msg.

Misc. Custom Evolution III car cover for '85 535i used approx. three months, springs and swaybars, air filter and oil filter, and misc. other parts. \$85. Call Marty (301)760-5000 (days); (301)987-0333 (eves.)

Misc. O.E. Alloy 14" wheel, like new, was previous spare (on ground once for less than 2 hours), \$100 obo.; Pirelli P600 205.55.VR.14, same condition as above, make best offer; brand new Yokohama wind-breaker jacket, make best offer; Call Malcolm (202)244-6373 anytime.

From '78 530i Parting out, dark blue ext., red leather int., auto. trans., call Ed (703)830-1127 (eves.); (703)948-3307 (weekends).

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320i Parts New waterpump, \$30; new flywheel, \$100; Resurfaceable flywheel, \$75; new (in box) right front fender, \$75; Right grill (slightly used, \$25; used bra, \$20. Call Mark (301)972-8237.

Parting '71 2002 121 Head, 3.64 Diff, trans, glass, electrical parts, and just about everything else except no body and no block. Help me get this stuff out of my basement. Call Mark (301)972-8237.

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