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NATIONAL CAPITAL CHAPTER OF THE BMW CAR CLUB OF AMERICA

November/December 1990

Volume XX, Issue 6



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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.



ABOVE:

Gary Toyama puts on his thinking cap while laying out a great autocross course at Memorial Stadium. See pages 12 & 13 for more. Photo by David Sossamon.

FRONT COVER:

Bavariam Inn Oktoberfest. Photo by Mike Mills.

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CALENDAR

1990

NOVEMBER

Sun 4 Childrens Hosp. Autocross
w/e 9-11 Carolina Fallfest
Sat 10 Annual Elections Dinner
Wed 14 Board Meeting
Fri 16 FATT (Friday At The Track)

Thur
Fri

CORRECTIONS – December

Thurs. 13 – Stereo Tech
Sat. 15 – Holiday Party
26 to 30 – Wash. Auto Show

DECEMBER

Sat 1 *der Bayerische* deadline
Wed 12 Board Meeting
Fri 14 FATT
Dec 6-Jan 1 DC International Auto Show

1991

JANUARY

Wed 9 Board Meeting
Sat 26 Tech Session at J&F Motors

FEBRUARY

Fri 1 *der Bayerische* deadline
Wed 13 Board Meeting
Sat 16 Performance Chip
Tech Session

NCC HOTLINE NUMBER:

703/ 836-9BMW

[703/ 836-9269]

COMING EVENTS

ANNUAL ELECTIONS DINNER

Saturday, November 17

Time: 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 McLean's top German caterers.

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 a little more than originally planned: \$20 per person with an advance reservation, or \$25 per person at the door. Please call Sharon Miller at (703) 739-0656 (evenings) for more information, reservations and parking information.

FRIDAY AT THE TRACK LIVES!

Friday, November 16

& Friday, December 14

Summit Point Raceway is bringing back its popular Friday at the Track (FATT) driver training sessions this fall. The first was held on October 12, and the next two are scheduled for November 16 and December 14. As with our own driver schools, cars must pass a safety inspection. Convertibles must have roll bars except for the first three events of a novice class. Enrollment is limited to 60 drivers and each of the three run groups will receive the following sessions: (1) parade laps, (2) classroom lecture, (3) skid control, (4) braking, (5) three half-hour track sessions with instructor. The instructor staff will be led by Bruce Reichel. Entry fee is \$95 if pre-registered or \$115 the day of the event. For further information call the track at 304-725-8444.

COMING EVENTS

STEREO TECH SESSION

Thursday, November 29

East Coast Auto Sound:

Gaithersburg Auto Service Mall

Time: 7:30-9pm

If you missed last year's tech session at East Coast Auto Sound, there is going to be another one this year.

Jeff Flemming and Tracy Lowe of East Coast Auto Sound will discuss a number of topics of interest to BMW owners, including: Digital Signal Processing, Automotive Security Systems, as well as any other topic of general interest.

The directions are simple, East Coast Auto Sound is located in the Gaithersburg Auto Service Mall near the intersection of MD routes 115 and 124. If you live in Gaithersburg, you probably know where it is already. If you come up I270 North, get off at the Shady Grove exit (pay attention, they've been playing around with the exits). Follow Shady Grove Road to the east, cross MD 355 and continue on until you reach the T-intersection at MD 115, Muncaster Mill Road. Turn left onto Muncaster Mill Road and go about a mile, at which point you'll cross MD 124 (a traffic light). The Gaithersburg Auto Service Mall is on the right, pull in and look for the big sign that says "East Coast Auto Sound."

Light refreshments will be served. If you plan to come, please give Mark Yaworski a call at (301) 972-8237 so that plans can be made.

ANNUAL CHRISTMAS DINNER

Friday, November 30 (NOTE:Date Change)

Martens BMW

5050 Auth Way, Marlow Heights, MD

Time: 8pm

This year we are having our annual Christmas party at Martens BMW, in Marlow Heights. Martens is allowing us to use their facilities, as well as subsidizing the cost of the party. They are extremely enthusiastic about getting involved with the club, and this is their way for us to get to know them better. They are going all out in having us as guest in "their home." I promise a fun time will be had by all. The entire facility will be open for your viewing pleasure.

We are currently planning to have a piano delivered

(cost permitting), for Kay Heatherly to entertain us. We also plan to show non-stop videos of the year's excitement (bring your personal favorite). There will be a variety of wine, beer, cheese and light hors d'oeuvres.

The typical BMW customer is changing, and BMW North America (along with a few of our local dealers) realizes that the club will now become more of an asset than ever to the livelihood of BMW sales in the United States. Let's show our support for this philosophy. Come on out and get to know our friends at Martens, as well as all of the members of the finest chapter of the finest car club in the world. Support our sponsors!

Call John Kenworthy (703) 527-8033 or Sharon Miller (703) 739-0656 for more information.

WASHINGTON INT'L AUTO SHOW

December 6 - January 1

Carla Harmon from BMW North America is planning on having a limited number of tickets available to the BMW VIP lounge, located adjacent to the BMW display at this year's auto show. It is not official yet, but she is optimistic that a few tickets will be made available to us. I will compile a list of names, and if she does in fact make these available, I will distribute the tickets as far down the list as allowed. Please request them only if you are absolutely positive that you will use them (Max two tickets).

There also may be limited club exposure. If we are asked to have members on hand, I will approach the ticket holders first.

The exact details are not final yet. Give me a call if you want to be added to the list. John Kenworthy (703) 527-8033.

FATT

Friday, December 14

See November 16

J & F MOTORS TECH SESSION

Saturday, January 26

Watch for details in upcoming issue. Check the Hotline too. This is one not to miss.

more Coming Events on next page



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COMING EVENTS

DAYTONA 24 HOURS

February 2,3

Daytona International Speedway

Interested in meeting down in Florida to "thaw" at the premier sports car race in America? Give me a call: John Kenworthy (703)527-8033.

PERFORMANCE CHIP TECH SESSION

Saturday, February 16

Time: 10:00am

AutoThORITY Performance Engr., Fairfax, VA

Ever wonder what a "chip" has to do with car performance? Did you always think chips were cow by-products, short golf strokes, or what you ran out of in poker games? Well it turns out that a small computer chip has controlled the operation of BMW ignition and fuel injection systems for the last half-dozen years. AutoThORITY in Fairfax has been the country's most respected developers of modified software for the Bosch Motronic systems used in Porsches and for the last year has produced chips for most late model BMWs.

AutoThORITY has invited the BMW Club to come to their facility and see a demonstration of how the Motronic system is altered, how performance gains are determined, etc. You may find that this relatively cheap, clean-hands approach to improving your BMW's performance may be just what the doctor ordered. A tour of the AutoThORITY shop where some of the East-Coast's hottest Porsches are prepared is also planned. Al Collins, Larry Bershtein, and the AutoThORITY staff are providing coffee, donuts, and lunch. If you are planning to attend this informative and different session, call Woody Hair at (703) 243-5796 so we will know how many to expect for lunch.

Directions: From DC Beltway take U.S. 50 west for approximately 2.7 miles. Left on Pickett Road 1 mile to 3763 Pickett Rd. on left.

**BMW CCA
NATIONAL CAPITAL CHAPTER**

HOTLINE NUMBER

703/ 836-9BMW

President's Message

The Gap Between Expectation and Fulfillment*

Reading time: 3 minutes, however this article should be read several times and all names committed to memory.

Let's see, a whole year has nearly come and gone and, much to my chagrin (and the Editor's), the knack for producing these written chats in a regular and timely fashion still eludes me. This lingering sub-conscious anxiety in all likelihood stems from some long forgotten trauma suffered early-on in childhood. (what I did on my summer vacation...)

Those powers that be and I have attempted to shake things up this year - trying new things, offering more of the popular events, and dropping those which seemed to have lost their appeal. Of course, not all of the decisions were embraced universally, but you can't please all of the people all of the time. And some just refuse to be pleased.

The events that received our attention worked. And

** A clinical psychiatry concept. When the former exceeds the latter one might slump into a depression. In our case, the latter greatly exceeded the former. I trust you get the picture.*

worked pretty well in my estimation. Never before have we offered as many Drivers' Schools as we have this year (seven, to date). They've been a resounding success entirely due to the 110% efforts of the co-coordinators, Dave Roach and Chris Leeper, and of the Chief Instructor, Bob Gammache. Everything was impeccable. As a long-time member put it, "These guys have put the fun back into Drivers' Schools!" My sentiments exactly! And as well as the schools were this year I'll bet anything that they'll come back next year and make them even better.

Some of the best-kept little secrets all year long have been the tremendous dinners, parties, and cookouts single-handedly masterminded and orchestrated by our Social Chairman (er, Woman) Sharon Miller, admirably assisted by racer-hubby, Jon. Fabulous, fantastic, stupendous! You add your own superlatives. Those of you fortunate enough to attend know what I mean. Her perfectionist attitude won't leave well enough alone so look for next year to be even better, too. My mouth's watering. I can't wait!

Our Autocross series got up and really started running this year, I'm happy to report, due to frosh

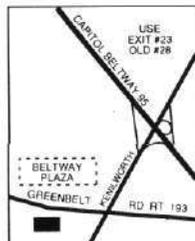
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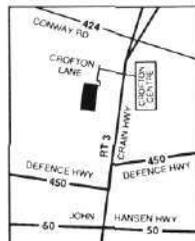
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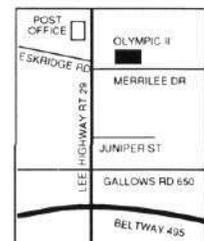
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President's Message

Continued from previous page

coordinator David Ford and "retired" coordinator Gary "Bonzai-bandit" Toyama. Great course layouts (and I'd like to think a great, fabulous lot) have drawn scads of old and new participants this year; so many that it might pose a threat to all of those free fun runs which we've come to take for granted! Before that happens, come out and have a look for yourself. I guarantee that you'll have a blast! At least it's worth the trip to watch Gary sweep an entire 50,000 sq. ft. lot by himself! I've often considered making attendance at the Highway Safety/Drivers' Schools and Autocrosses mandatory requirement for all members but it always seemed silly to have to mandate fun and excitement.

Perhaps no single person has exhibited more exuberance and enthusiasm right out of the starting block as has our Membership Chairman, John Kenworthy. Rarely a week passes in which John is not out hustling Chapter Support. Those of you who were at our Corral at the Vintage Races this October can thank John for all of the terrific arrangements. All of you new members have probably been contacted by him already; if not you soon will be. John, don't ever leave us! That's an order!

I had the privilege of attending two National events

this year - Oktoberfest in July and the National Zone Congress in Salt Lake City in September. I got to meet other chapters' board members as well as the National board members. The consensus is this: We here in the National Capital Chapter are extremely blest in having the best dang newsletter around. Amen, brothers and sisters, amen! Editor Dave Sossamon and Production Manager Andrew Short have redefined the term newsletter. It seems somehow a gross injustice to call *der Bayerische* a newsletter; akin to calling Kurasawa just another movie maker. They do this in spite of my previously alluded-to slovenly efforts, or the occasional slip of written flatulence which gets overlooked amidst the din yet manages to create a nasty stink. Let's not take these two and their great production for granted! Fine wines (vs. whines), attention to deadlines, or perhaps even a wee bit of assistance make wonderful rewards.

These good people, as well as the usual suspects, have made this year an immense joy; I can't praise them or thank them enough. They've made my job real easy. Now, all I've got to do is to get them to write these articles for me!

1990 was the shake down year; 1991 will be the year we shake things up. DARE TO BE A PART OF IT !

Happy Holidays!

Dwight Derr

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Candidates for Office

Like ducks in a row (not lame one's mind you), here's the current list of candidates for the four elected positions:

President: Dwight Derr, current chapter president. Active club member since 1980. Board member since 1984. Pate-meister since 1987. Knows a good time when she slaps him in the face. Tolerant of frivolous fun, but no nonsense.

Vice-President: Jonathan Jones, current vice-president. Club member since 1981. der Bayerische advertising manager since 1986. Driving school instructor. Knows of satanic messages hidden within Porches and the school lunch menu.

Treasurer: David James. Club member since 1981. In real-life is a CPA for a Rockville management firm. A good father - gives his kids BMW's.

Secretary: Mike Early, current secretary. Club member for 14 years.

Candidate Statement: Mike Early

Yes it is election time again, and I would like to announce that I am going to run for another term as Secretary of the National Capital Chapter of the BMW CCA.

As secretary this last year I have been at all but one meeting, and taken notes as well as attended many, many events both working and enjoying. I look forward to another year serving on both the club board and serving our membership.

Thanks,
Mike Early

Newlyweds Mike and Nina Early at Vintage Races/Corral

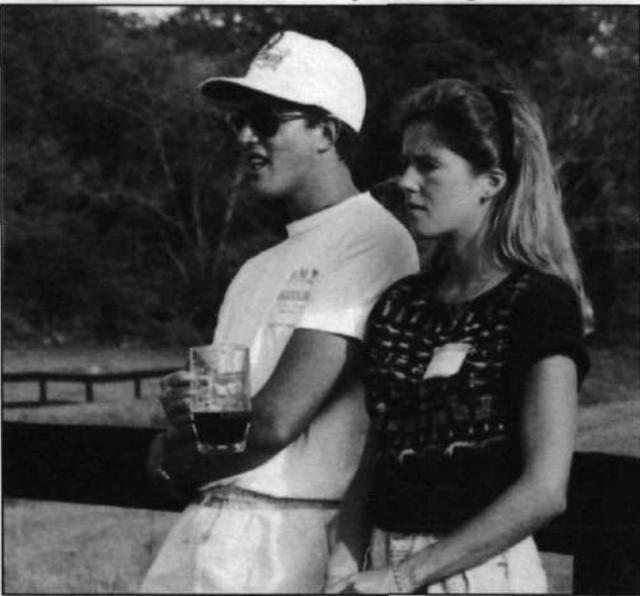


Photo by Woody Hart

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Minutes of Board Meeting of September 12, 1990

(Ed: Pardon, or enjoy, the back-to-the-future nature of a September board meeting report while reading it in Nov.)

In the absence of the president and vice-president, the meeting was called to order by Woody Hair at 7:45 at David Sossamon's house. Others present were Sarah and John Kenworthy, Sharon and Jon Miller, Lynn and Mark Yaworski, and David Roach.

Plans for up-coming events were discussed: For the Bavarian Inn Tour Bill Via has planned another scenic route and written instructions will be available at the start. It was decided to sell meal and admission tickets at cost this year - \$8.00. John Kenworthy will establish a parking area at the Prince Michel Winery Fest on Oct. 6. David Roach will plan a back-roads route from Prince Michel to Winchester. An attempt will be made to find someone camping at Summit Point Saturday night and ask them to secure our corral area for Sunday's vintage car races. BMW of Fairfax is funding our lunch and will have some new models on display. It was agreed that the club would pay admission fee for six BMW of Fairfax employees. To date there are 38 entries in Oct. 8 school. The pros and cons of having three run groups was discussed. David Roach said he would discuss matter with chief instructor for future consideration. We still have not

secured a suitable parking lot for our championship autocross scheduled for Oct. 14. Childrens Hospital Benefit Autocross will be Nov. 4 at Springfield Mall. It was decided that the club will provide the tech inspection again. Sharon Miller has investigated several locations for the Nov. 10 Election Dinner but the Old Dominion Boat Club still seems the best choice. Due to the rental cost of Post Hall, other locations for the Holiday party will be sought. Martens BMW's showroom is a possibility. J&F will host a tech session on Jan. 26. Other possible events for January and February include a Blood Donor night, a CPR course, and a ski trip.

David Sossamon reminded event chairpersons that dB articles are needed on past and up-coming events. With the exception of Treasurer, the slate of officer candidates for 1991 is pretty much set. The purchase of a quantity of inter-helmet "communicators" for use at driver schools was discussed. The purchase by the club and re-sale to individual instructors at a subsidized price was felt to be the best procedure. Lynn Yaworski reported our bank account is in good shape at this time but reminded that two newsletters and several social events will take place before the end of the year. The meeting was adjourned at 10:30.

Woody Hair

Champagne Service...

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Nat'l Zone Congress Report

Some made the journey over the rugged terrain. Some crossed the Great Ocean. Most descended from the azure sky in great soaring birds alighting in the oasis next to where the Great Salt Lake languished in the desert Sun. There they were greeted by the Great Grey-beard, who calls himself the Navigator, and by The Mark, the man of Luck. And all basked in the warm rays of the sun high above the desert atop the great Red Lion...

Salt Lake City, nestled in the shadow of the Wasatch Range of the Rockies, was the venue for the 1990 National Congress of the BMW CCA this past September. Fifty of the fifty-nine national chapters were represented. BMW CCA Executive Director Mark Luckman and Director of Marketing Services Marc Holmes represented the National Office. The elected National Board as well as all five regional Vice-presidents were in attendance. BMW NA was represented by Carla Harman, its Public Relations Manager, and her assistant, Nancy Mahmarian. Jay Larson, Greg Swartz, and a handful of Great Salt Lake Chapter members performed remarkably given the nitty gritty task of hosts.

The purpose? Twofold: to report on the health and wealth of the Club as a whole and, second, to provide useful pointers for the management and operation of each individual chapter. Some high- and lowlights):

- With 26,800(+) members, we are the largest single-marque Car club in the world and are an important, viable entity in the eyes of both BMW NA and BMW AG.
- James Morris, National Treasurer, reported BMW CCA's total assets amount to some \$1,220,625.73. Deduct from this approximately \$85,000 in MONTHLY operating expenses, a six-figure tab for both the zone congress and the newsletter workshop, chapter insurance rebates, monthly disbursements to each chapter, support to chapters in need, postage and handling, goldfish food, etc., etc., and all that's left is a very thin cushion to fall back on. Suggestions were made to build a strong financial base within each chapter: apply for all rebates from both National and BMW NA, staging "service auctions" and 50-50 drawings, selling chapter and club regalia, etc. Even hosting the national Oktoberfest can be financially rewarding.
- Bolster Club membership. This creates a larger support base, enlarges the pool of participants and volunteers, and results in increased revenues reverted back to the chapter from National.
- Carla Harmon reported that BMW NA is more than inclined to assist the BMW CCA at the major Car shows across the country, perhaps the inclusion of the Club booth in the BMW NA display as well as providing passes to the VIP Lounge. (By the way, Ms. Harmon

began her presentation by reading from the Sept-Oct. *der Bayerische* Mark Yaworski's "Bunk!" response to her earlier response to his earlier...)

- Several Club services are grossly under-utilized, notably the library and those of the Value Information Coordinator. Use them. Also provide them with any literature or information that would be of benefit to the membership.

- Bailey Taylor, the North-Central V.P., covered a subject to heed: Everyone wants to sue someone else and would most likely do so at the slightest provocation. The take-home message was clear: Every chapter should take any and all steps necessary to cover its arse. Events must be as safe as possible with nary a hint of negligence. Each chapter should be incorporated to protect the individual members from liability. (Hard to believe that the "kid" pictured in the Roundel is, in actuality, a District Court Judge!)

... and then came a momentous occasion: under the watchful gaze of the Great gravelly-voiced One, the leaders of the Great tribes of the East and the West, proclaimed the Biggest and the Baddest, greeted in warm embrace and shared the Cup of peace and harmony, which over-flowed with the finest ales of the land...

- the Club is mounting a drive to increase its contribution back to the community. Each chapter was urged to stage some type of an event which would directly benefit a local charity. Currently, fourteen chapters have staged such events raising over \$49,500. National will match each dollar raised with a contribution of another dollar. The Pirelli-Armstrong Tire Co. will award \$1500 to the chapter which raises the highest charitable donation.

- the membership contest, so far, is only a moderate success; as of mid-September only 721 new members have been referred by current members and 15 have been referred by a BMW NA employee. Seems that many members fail to include their name AND membership number on the application!

- the subject of logos was brought forth resulting in the venting of many a spleen. A number of international logos were shown. BMW AG and also the International Council of BMW Clubs view the BMW CCA as "non-conformists" in light of our dissent in complying with the international logo criteria. It remains to be seen how relations with these two groups will be affected.

... and the evening saw great joy and celebration; all present were carried to the sky in mighty horse-drawn chariots where ensued a great feast. And, seemingly in the wink of the eye, the Navigator and the Mark bid all their bye and they dispersed to their tribes in distant lands. And the desert was undisturbed once again.

The Scourge of Baltimore



The 1990 Drivers' Schools – A Review

The 1990 National Capital Chapter's drivers' schools are over, leaving us and our cars with a long winter's rest before the 1991 season. Looking back, I must say I'm glad they're over, as they sure were a lot of work, but overall, I think we've had a very successful year.

Although many people had doubts that the two-coordinator method would work for our drivers' schools, I think Chris Leeper and I proved them wrong. Chris and I seem to work well together, and we divided the duties fairly well so that we had overlaps in functions rather than gaps. Except for the Highway Safety School in March, we were able to fill every school, and according to my very rough and unofficial estimates, each school made about \$1000 for the club.

Our goals for the year were to (1) make sure everybody had a good time, (2) support Bob Gammache, the chief instructor, by keeping the schools well organized, safe, and on schedule, (3) carry on the tradition of fiscally responsible schools, and (4) improve the appearance and content of the school handouts. We were reasonably successful in each category.

What made the drivers' schools successful?

People.

Club members who worked together toward the common goal of driver education and safety. Among this volunteer army are:

The workers. I'd like very much to print every worker's name here, but I'm afraid I'd miss one or more of you. We had enough corner workers for each event to ensure that no drivers had to spend their "off" sessions flagging on the corners. Our corner workers went through it all, standing out in the cold rain of March and the blazing sun of July. Other workers helped out in other ways, teching cars, arranging lunch, and helping the organization functions at "pit out." Next year, I hope all of them who want to get to drive at least once. Thank you all for your constant and enthusiastic support.

Instructors. Bob's goal this year was to develop a core of club members who are qualified to instruct, thus reducing our dependence on outside help. Kay Heatherley spent long hours on the phone drumming up instructors and making sure they got to the track on time. Dwight Derr instituted the idea of adding two instructor sessions to the day, and I think this boosted enthusiasm. We still used non-member instructors, but we used primarily a regular core of SCCA people who helped greatly to lend continuity to the schools. Again, thank you all.

I've saved the best for last. Here are the people who made Chris' and my job a piece of cake and who ultimately made the drivers' schools the success that they are:

Bob Gammache, our chief instructor. Everything about this man inspires confidence. He's smooth, calm, attentive to the needs of the students and instructors alike. There isn't a better chief instructor anywhere.

Terry Luxford, chief of tech and principal automotive guru. What Bob is to students and instructors Terry is to the cars. I think everybody felt a little more comfortable knowing that Terry was there to patiently answer any car related question.

Sharon and Jon Miller. They arranged the Maifest dinner at the Anvil restaurant and arranged and cooked us dinner at the track in July and September. In their "spare" time, Jon instructed and Sharon drove. How they managed all this I'll never know.

Kay Heatherley. Selfless and tireless, she begged, pleaded, cajoled, and, who knows, maybe even blackmailed instructors into volunteering and getting to the track on time. Once there, she kept us all motivated and working.

Woody Hair. Woody is our chief negotiator with Bill Scott and Summit Point Raceway. He got us good prices for the school days (although I haven't yet forgiven him for getting us the July 4th date at the last minute), made all the arrangements with the track, and instructed as well.

John and Sarah Kenworthy. I love these two. They coordinated workers, got them trained, equipped, and on station on time, then spent the rest of the day working "pit out" in the blistering sun (or cold rain). John's tour at the Navy Annex ends next year, and he gets to choose where they send him next. (Hint: Right here, pal. You're not going anywhere, even if the National Capital Chapter, BMW CCA, has to formally adopt you two and become your legal guardians.)

There. I've said my thank-you's, except for one. My quarter-brother, Chris Leeper (it's a long story), has made this all bearable for me. Without him, I'd have given up after the first school. I think he feels the same way about me. Together, and with a mountain of help from our friends, we got the job done; separately, it couldn't have happened.

I don't know how Mark Yaworski ever did this by himself; it's so much easier - and more pleasant - when you have a partner in crime.

David Roach

Letters to the Editor et al

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



September 12, 1990

Dear dB Staff:

I was reading Travel Tips in the September/October *der Bayerische*, and the first item caught my eye. As a resident of the great state of Virginia I am aware of our radar detector law, and I would never consider owning or using one of these dangerous and illegal electronic devices. However, just for the benefit of anyone who may be interested, I understood the "radar detector" law was similar to the "seat belt" law; that is, you must be stopped for some other violation and the radar detector must then be seen in your car before you could be cited. This "Radar Detector Detector" seems to say that is incorrect. I'm confused. Can you set me straight?

While I'm writing you, let me ask you another question. I am a fairly new BMW owner and I like to do some of the minor maintenance items on my '88 325i. What book do I need to get that will tell me how to turn off the Inspection, Oil Change and other idiot lights on my dash? Thanks for your help.

Sincerely,
Mike Wright



October, 1990

Dear Mike,

First concerning safety devices: Seat belt laws in Virginia, D.C., and Maryland are similar, in that not wearing a seat belt is considered a "secondary" violation, i.e. one must be ticketable for a "primary" violation, such as speeding, expired tags, etc., to be ticketed for the secondary offense. Specific enforcement of these laws may vary. A Virginia trooper interviewed said he would have no problem stopping a car whose driver was not wearing a seat belt; if roadside inspection yielded no other violations (tags, inspection dates, etc.) a warning would be given; if a primary offense was found, it would be a two-for-one special. A D.C. officer saw it as more strictly an accompanying violation, not a stoppable offense. Likewise in Maryland, although that officer pointed out that he could make the primary offense a warning and the secondary seat belt violation a ticket. But why equivocate, this IS a law we can live with.

Radar detector laws are different. In Virginia having one "easily accessible for use" will get you a ticket and a fine. The officer may want to borrow your unit long enough to jot down its serial number and such but he does not need to confiscate it. In D.C., however, possession of a detector is illegal. Period. It will get you a \$50 fine and your "dangerous and illegal device" will be confiscated. In Maryland radar detectors are legal. Happy motoring.

As for giving your idiot lights a temporary lobotomy, you are holding the book you need right in your hands; turn immediately to page 37!

The Ed



October, 1990

Dear Editor,

I'm writing to complain about the fact that every time I open *der Bayerische* there's some dumb letter of complaint about piddly this or piddly that! How come? Some individuals don't like this and some don't like that. I'm bemused and befuddled by all this bombastic blubbering of bile by this blithering bunch of bozos and bunksters of banal bullstuff. Believe you me! Just who do these people think they are?

I'm new at all this and don't know everyone in the club, but I have to ask, "Do these cry babies really exist?" I've been to a few events this year (Aquarium, Blob's Park, Tischer's do-it-yourself session, a couple of autocrosses, and a couple of driver's schools), and didn't hear a single word of complaint! I mean, everyone was having too much fun to complain! So what gives? I guess my real question is this, "Are there really people out there paying to belong to an organization that they don't like?"

For the love of Bimmers,
Mr. X

Travel Tips

Remember the tip last month concerning the "Radar Detector Detector"? Just as I thought would happen, Chantilly is no longer alone in the pursuit to "detect" radar detectors. Recent reports (better known as one of our club members being "detected and ticketed") are that Fredericksburg has now joined Chantilly. In his conversation with the Patrolman, he feels quite sure that he detected the radar well ahead of it detecting his detector, so you may want to get in the habit of quickly turning yours off as soon as radar has been detected. The fine was \$50, just as noted last month. The Patrolman also mentioned that more of these will be purchased in the future.

John Kenworthy

Own a Radar Detector?...Read This!

September 1 Autocross Results

| | | <i>1st Run</i> | <i>2nd Run</i> | <i>3rd Run</i> |
|------------------------|-------------|----------------|----------------|----------------|
| STOCK BMWs | | | | |
| Klaus Hirt | 528i | 57.81 | 57.05 | 56.55 |
| Don Whitaker | 325es | 58.00(1) | 58.15(1) | 57.00 |
| Dan Gaulty | 325es | 57.86 | 57.06 | 57.06 |
| Bob Hausmann | 533i | O.C. | 57.90 | DNS |
| David James | 320i | 60.25 | 59.19 | 59.31 |
| Charles I. Denton | 2002 | 62.04 | 61.84 | 59.49 |
| Bonnie Butler | 325e | O.C. | 62.23 | 61.63 |
| Kathleen Whitake | 325es | 73.33 | 65.41 | 66.22 |
| Sam Baldwin | 2002 | O.C. | O.C. | 65.82 |
| SUPERSTOCK BMWs | | | | |
| Woody Hair | 325is | 54.02 | 54.08 | 53.39 |
| Rafael Garces | 325i | 55.83 | 53.82 | 55.96(1) |
| Brian Hair | 325is | 55.75(1) | 54.15 | DQ (53.46) |
| Huong Laqui | M3 | O.C. | O.C. | 55.88 |
| Mark McKenzie | M635 | 56.10 | 56.97(1) | DQ (56.01) |
| Mike Lagoey | 325i | 58.92 | 57.42 | 59.49 |
| David Baker | M3 | O.C. | 58.05 | 59.56(1) |
| Harry Warren | M3 | 60.24 | 60.10 | 59.13 |
| MODIFIED BMWs | | | | |
| Dwight Derr | 528i | 55.56 | 57.22(1) | 56.37 |
| David Sossamon | 2002 | O.C. | O.C. | 57.08 |
| Dennis Atkins | 2002 | 59.04 | 59.40 | 58.41 |
| X CARS | | | | |
| Al Zavala | Colt Turbo | 53.16 | 53.49 | 53.82 |
| Dave Missert | Miata | O.C. | 54.64(1) | 53.58 |
| K. Treuchet | 66 Mustang | 55.80 | 56.56(1) | DNF |
| Craig Singhaus | 66 Mustang | O.C. | 56.28(1) | 55.86 |
| Greg Weldy | Mustang LX | 56.19 | 56.52 | DNS |
| John Goodie | Mustang GT | 58.53 | 56.67 | 56.34 |
| Peter Griffith | Alfa GTV-6 | 59.36 | 57.03 | 57.60 |
| Mike Early | Porsche 914 | 58.17 | 57.18 | O.C. |
| Ned Dobner | Colt Turbo | 58.62 | 57.60 | 57.51 |
| Bill Cook | Porsche 914 | 61.26 | 59.76 | 57.60 |
| Charles M. Denton | VW GTI | 58.17 | 57.63 | 57.90 |

() indicates Number of ONE second pylon penalties

O.C. indicates Off Course

DQ indicates Disqualified for hitting end pylon



Klaus Hirtes says: "I don't understand why I'm only getting 1,000 miles per set of tires!"

Photo by Deborah Greene



Photos by David Sossamon

Autocross Meister David Ford confers with Registrar and timer, Wendy Adams.



Pres. Dwight Derr, David Ford and the Gary Toyama® Course.

Proposed Autocross Rules

Because of the increased popularity of our chapter autocrosses, we have decided to establish a written set of rules. It is intended that an event OD can change or modify the rules in the interest of safety or increasing competition. For instance, at our September 1 autocross, there were far more entries with so-called "super-stock" cars. To even out the classes, all 325e's were moved down to the "stock" class. Also, the pylon penalty was reduced from 2 seconds to 1 after a vote by the competitors.

The allowed car alterations in the stock classes are more liberal than those allowed by the SCCA. This is because many BMW owners tend to do one or two modifications, such as "plus-one" wheels, with no intention of building a killer autocross car.

If you have any comments or suggestions on these proposed rules, let a board member know.

Rules to be found on page 23

just one lap

Crazy we, car and I, flinging faster foot-to-floor and caution to the wind down the Main Straight daring to find a braking point still closer to Turn One headlong plummet paused to power again the apex swinging smooth the line in rhythmic left and right to Three perhaps my favorite Three momentary feel of mastery too quick the Chute on the bare edge of control yet don't brake yet don't brake don't think about that rainy day last year fishtailing into Five no rain today and anyway we're there tires firm accelerating into equilibrium now the tricky set-up Six and yes the apex finally the rightness of the car's own wavelength echoing the sweeping rhythm of the Esses almost singing effortless just-this-once to carry on the tempo into Eight and not be passed but modest eta engine passing roaring more momentum building tidal roll and curve through Ten the Main Straight invitation now adrenaline answered in exultant flight ...

(And then, of course, the checkered flag came out!)

** With thanks and credit due to Mike and Richard, Dwight and David who coached me into knowing that I can.*

Bonnie Butler

on the September 8th Drivers School

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Photos by Mike Mills



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BMW CCA Corral at SVRA Vintage Races

Her sleek body glistened in the hot sun. Just seeing her that way made my heart pound. Simultaneous feelings of nervousness and exhilaration, and the beads of sweat they created conspired to throw me into a swoon. Just barely 18, yet she possessed the power to mesmerize all men. I slowly and methodically slipped my long body into her. The initial discomfort of her tightness soon became a soothing closeness. She was wild, she was savage, she was soft, she was comforting. The stirring of her heart just inches from my very soul caused wild and fantastic images to form in my mind. The moments seemingly were interminable. Then the ground moved below us. Faster and faster did it race past. There was before us Il Commen-datore's Italian Redhead, big hips shining. It screamed and it wailed for attention. Somehow it looked cheap, the numbers on its flanks making it look like some dance-hall floozie. Once around we went. Twice around. All the time those big Italian hips blocking our forward progression. Perhaps she was jealous watching us garner all the attention. We could have gone on the rest of the afternoon, through the night, and well into the next day. But the big-hipped Italian said, "No more!" The warm memories are still fresh. I'd sell my wretched soul for that M1...



Bob Gammache's GT 3 race car and the rest of the corral

There's something quite unusual watching these old classic sports cars and sedans circling a racetrack at speed. Like seeing Ingrid Bergman come back to life just to watch her slam-dance in some L.A. punk club. But this is what Vintage racing is all about; Jaguar XK's, Porsche Speedsters, Old race and road Lotuses, Morgans, Arnolt-Bristols - you name it. The SVRA has created a race class in which the owners of these old sports cars and race cars can come back

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BMW's, new and old, return from the parade lap

Photos by John Hartge

and compete. The competition is still keen, but the drivers do know when to draw the line - no one wants a trophy bad enough to bend sheet metal.

One such race took place on October 7, at Summit Point Raceway. Entrants ranged from old Turners and old Formula 2 Coopers, to Can Am Camaros and Porsche 906's. And they did race!

The National Capital Chapter staged its biggest corral in recent memory at this race. Under the gracious sponsorship of BMW of Fairfax and BMW of North America, scores of people (I lost count after about 50 or 60. People, not beers!) feasted on fresh barbecued pork, grilled burgers, and assorted cold salads - all orchestrated by Sharon and Jon Miller. John and Sarah Kenworthy hustled to make all of the arrangements with BMW of Fairfax and BMW NA, as well as notifying all of the surrounding chapters. Newlyweds Mike and Nina Early provided wonderful printed placards for each car present.

At mid-day, led by the two Bob Gammaches in Big Bob's

new race car, each club member was allowed to take a couple of parade laps before the crowd. Past National President Phil Marx, driving his beautiful 1600 Cabriolet, accompanied by the two red M3's of David Baker and Blueridge Chapter member Mike Leary, served as pace cars for one of the afternoon races. They outran the field! Amazing what those sticky Yoko's can do for you!

Thanks to BMW of Fairfax, and Zymol Wax for the beautiful door prizes. Considering all of the free food and beverage, having door prizes is quite impressive. Many, many thanks go out to BMW of Fairfax and BMW NA for their sponsorship of this event - I'm sure they were impressed. Ditto to the Millers, and the Kenworthys, and the Earlys for their hard work; and to all who were present, who made it such a rewarding day. And to Summit Point Raceway owner Bill Scott, who graciously came by with a case of his delectable apples (some of the best I've ever had, period). And to Rasim Tugberk, the owner of the M1. I got to drive it for a couple of pace laps. Power has its privileges.

Dwight Derr

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Oktoberfest, 1990 – Can Mark and Kim find Columbus, Ohio?

Oktoberfest - Finally

Can the dear Editor find your article anywhere?

With apologies for late publishing, dB presents an article too large to have missed:

We had heard about it. We had read about it in the *Roundel*. And now it was time to experience this for ourselves - *Oktoberfest*. A week away from work, driving, talking about, and looking at some great BMW's. What a country! Find someone to share expenses with you, and you'll have one of those meaningful life experiences. We (Kim Olds and Mark McKenzie) were able to pull all the pieces together, and had a great time at a great event - the 1990 edition of BMW CCA's *Oktoberfest*. For those of you that weren't able to make it, we thought you might like to hear a little about the fun of *Oktoberfest*, and the goings on of some of our other NCC folks, while at Columbus.

Kim: Monday was a really busy, fun-filled day! We both passed tech inspection, including my new helmet (blue to match my Bimmer). Found out we were in for two events right off the bat. A Gymkhana (sponsored by Yokohama), and something called the Malibu Grand Prix.

Gymkhana was a new experience for me. Driver and navigator picking their way through a parking lot full of cones, while the driver navigates, and the navigator drives - really! The spectators were thoroughly enjoying the misadventures of the various tag teams, ours included. Mark was the hit of the day when he leaped over the door to get into the convertible at the start. John Wayne would have been proud. After touring around the Marriott parking lot a couple of times, I finally found my way around the course, but was done in by a tennis ball, which refused to stay on top of an orange road cone. Mark's M6 did really well on the course - it must have been my driving from the right seat (Mark's hands were otherwise occupied - stuffed in an oven mitt). It was a close call with his heart, when I reached over and took hold of the steering wheel!

Next came the Malibu Grand Prix - what a riot! If you ever have the chance to do this, don't miss it! Basically, you have a half scale race track, with with open-wheeled race cars. To keep the insurance rates below the national debt, you are spaced apart, and timed around the course. Formula, here I come. The *Oktoberfest* organizers had arranged for us to get some free track time with your fastest lap time recorded, and used as your score for the event.

Korman Autoworks/Red Line, sponsored a great dinner buffet by the pool; a German theme featuring sausage, kraut and potato pancakes (appropriate for *Oktoberfest*, don't you think?). Ray Korman told some great war stories; poked fun

at himself and his racing associates, and gave away some great door prizes - one of which was a chance to join Ray's racing team in the pits during an upcoming IMSA event. The NCC gang had a chance to drink a few brews, share a few good laughs over the gymkhana, and swap a few tips for the big rally the next morning.

Tuesday morning, we fueled ourselves with a great breakfast, and our cars with some 94 octane, to prepare for the rally. The "rallymeister" took the right attitude throughout - the goal was to have fun! Not only did we have fun, but the local road work crews must have had good chuckle watching us drive back and forth, trying to find our way along the rally course. They were extremely helpful in getting us out of the corn fields, and headed back toward civilization. I could have sworn it was a "Y" in the road, and a white Miata behind us agreed. The moral of this story is - never listen to a guy in a Miata, who is behind you in a road rally!

At the Goodyear Welcome Reception, on Tuesday night, I got a lot of sympathy over the black and blue marks around my throat, where Mark was trying to choke me. All in all, it was a great rally with over a hundred cars driving driving around the whole Ohio countryside. No major damage and no tickets (those Passport/Escort folks down the road in Cincinnati sponsored the event). I'll let Mark talk about the autocross and the drivers school. Oh, and the concours, too. We can't forget to mention "Mr. Zymol," the hit of the *Oktoberfest*! But, here's Mark to tell you all about it.

Mark: Hard to believe that Wednesday showed up so soon. Kim didn't mention the wide variety of non-driving events being held at the Marriott. Tech sessions, photo contest (Brian Hair had two entries), Mini-Car Concours, test drives of the 318i's (courtesy of BMW NA), trivia contests, fun rally, door prizes of every variety, and a large exhibitors area, which was dominated by BMW's latest - a red 850i - and included one of Korman's M3's, as well as a beautiful 2002.

The BF Goodrich/Team TA Autocross was run over two days. The day you were not in the orange cone maze, you were out at the track for the Drivers School (sponsored by Bridgestone and Valentine Research: another Cincinnati enterprise known for its g-analyst). By the time we made it out of the autocross venue, its reputation had already been established. A lot of DNF's. When we saw the course, it was pretty obvious why - a virtual sea of cones - hundreds of them - visions of "The Sorcerer's Apprentice" leaped into my head. But what the hey, if Kim can figure this out, so can I - I think.....better walk the course again. By the time it's all over, not so bad. Three successful timed runs under my belt, and no cones physically abused. Others from NCC barely batted an eye. Tom Baruch, in particular, blazed his way through the course with an outstanding last run. Close on his



"a virtual sea of cones – hundreds of them"

Photo by Mike McKenzie

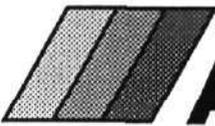
heals, was another NCC rep., Don Whitaker, in his M5.

Wednesday night was an opportunity for us all to sample some of Columbus' finest ale, at the Growlers Brewpub. The Yokohama folks put on such a great spread to help us cleanse the pallet between samplings of the on-the-premise brewed beer and ale. A night with such potential, but alas drivers school bright and early on Thursday, so off to bed.

Daytime, drivers school at Mid Ohio. Located a little over an hour north of Columbus, Mid Ohio, had received lots of prior accolades from other NCC folks, and they were not exaggerating. Beautiful grounds, well maintained buildings, and a newly resurfaced track - what a combination! The day I was at the track, there were four groups, evenly divided based on previous experience. The kick-off was a one-time, rally quality, to-the-second start of the drivers meeting. This was to be the standard for the day - ever punctual and on

schedule. With the passing zones well ingrained, we all packed into available cars, and with the instructors at the helm, headed for the proper track. A great idea - especially for so many track newcomers (like myself). Plenty of opportunity (30 minutes worth) to locate the flag workers, and get a rough idea of the lines. With the familiarization sessions complete, everyone divided up to hit the classroom, grid cars, or find their instructors for the first session. Our skull sessions were with Mike Valentine (read Valentine Research, Inc. the g-analyst developers). Break out the 11th grade physics book, it's time to get serious about turn radius, lateral and longitudinal g forces, et cetera. Seriously though, it was an excellent series of classroom sessions (30 minute blocks to coincide with the 30 minute track sessions) covering some of the more salient points of high performance driving. Towards the end of the day, we all got a

continued on page 20

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Oktoberfest '90

continued from page 19

chance to get some cockpit time with the instructors (several of which, were from our local Chapter). A wide variety of cars to go along with the wide variety of instructors. Getting everyone's attention, was a turbo'd Miata, with some significant horses under the hood. Before you knew it, the day was all but gone. An hour and a half behind the wheel, two hours of great classroom instruction, add another 40-45 minutes looking over the shoulder of an excellent instructor - it seemed a lot shorter than it really was. Alas, all good things must come to an end. Well, at least for now. As Arnold said, "I'll be back."

Deciding before we left D.C. to immerse ourselves in the "total" Oktoberfest experience, Kim and I had signed up for the Zymol Concours (clean car class). The alarm clock came on way too early on Friday. Several resets of the snooze alarm later, we were up to our armpits in suds, Q-tips at the ready. Barely making it to the Inniswood Botanical Gardens in time to get parked, there we were - soaking wet, and ready to "display" our pride-and-joys. It was nice to see a familiar face (and car) in the crowd; Tom Baruch had his CS out as well. Chamber music filled the air (courtesy of the local string quartet) as the Bimmerphile faithful admired the collected assemblage, and were there some beautiful cars! The standout for me was an eye watering 507 (see the October 1989 *Roundel*) sitting at the back of the display area. Classic lines, which still stir the heart at 30 plus years old. Unfortunately, mother nature, which had behaved so well all week, finally broke down and sent everyone scurrying for the Zymol tent. Water was beading up everywhere (except on my car). The band struck its colors, and so did we - heading back for a much needed cat nap. The evening had a lot more to offer - the Pirelli Awards Banquet.

This was the social event of the week, with the main attraction being the 19th Annual BMW CCA Raffle. Nearly 16,000 tickets had been sold (you did buy one, didn't you?), and a total of eight 535i's were given away. California and Pennsylvania CCA'ers ended up with two winners each. Texas, Florida, and Connecticut had one winner each. And, yes, a National Capital Chapter member raked one in (Bob Flynn, from Potomac, Md.). Woody Hair (acting on Ed McMahon's behalf) called Bob to offer congrats. The reaction? "You've got to be kidding." Oh well, I guess I'll have to buy two tickets next year, and double my chances. The night was not limited to raffling cars away. Several of our more talented chapter members were presented their awards for the week's activities.

For the Gymkhana, our Pres., Dwight Derr, garnered a 3rd place (beating out the National President by the way, Dave Farnsworth). Tom Baruch received an honorable mention, as well. Seems Dwight and Tom were partners, and were seen practicing in one of the adjacent office building



Debbie and Dave Baker starting rally; they won Novice Class
Photo by Woody Hair

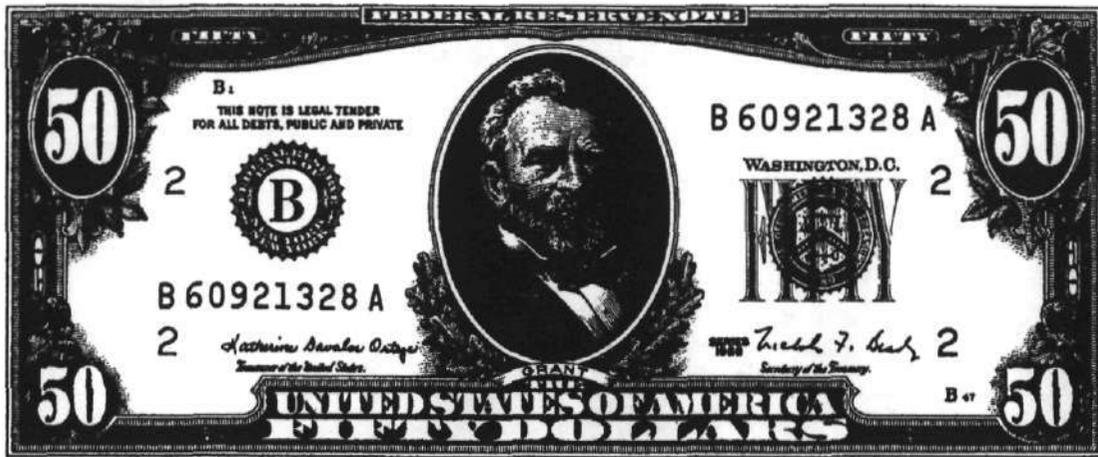
parking lots. Dwight was perfecting his power slides, while Tom drove from the passenger seat. Got more than a few looks from the office windows. Seems our group has some closet rally masters in the making. Dave and Debbie Baker won first place in the Class "C" division of the Escort Rally. Not only did they take home a nice plaque, but they received a certificate for a "special edition" Escort. Being illegal in some of local environs, I'm sure they politely declined the offer. In the classes for the more experienced drivers/navigators, Don and Kathlene Whitaker won a second place (only eight seconds out of first). Honorable mentions went to John Hartge, and Woody Hair.

The parking lot speed kings came out in force to take home several awards. John Marshall received an honorable mention in his Novice class In the Six Cylinder Prepared Class, Woody Hair was also presented an honorable mention. The Six Cylinder Modified Class was dominated by a bunch of rowdies from one of those east coast chapters - the NCC. Seems first and second place went to two of our local members. Tom Baruch, in his 3.0, and Don Whitaker, using his Euro M5, took first and second respectively. Tom put together a great last run, to walk away with first. Don (and John Hartge to boot) had a minor handicap - a gear shift knob coming off in mid-course. I didn't know that was an available option for those Euro M5's. John and Don compared notes between runs, about how to shift without a shifter.

The 2002's dominated the Concours event. Mr. Zymol (a.k.a. Chuck Bennett) presented the awards, and I almost didn't recognize him in a suit. He had been running around in a red jump-suit all week, preening cars, and offering advice and Zymol products (both free).

Quite the guy, if you ever have the chance to meet him. In addition to the cars, there were lots of raffle prizes provided by the various sponsors and exhibitors. There were more tires given away than one could imagine. You name it, they were handing them out. All my raffle tickets went to a BMW NA prize, a Skip Barber Driving School "scholarship," and an additional \$250 cash. Ray Korman gave away another

continued on page 23



Win a Fifty! Win a Fifty!

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Membership Survey on Chapter

On the reverse of this page is a survey that attempts to solicit every member's views on what we should and should not be doing differently. Typically this type of thing might draw a one percent response from our enthusiastic membership. So as an incentive to completing and returning the survey, a drawing will be held on January 15 from the submitted forms. The one lucky winner will receive a crisp \$50 bill. If we only get a one percent return that is a 1-in-19 chance! Complete yours today and let the chapter leadership know what you think.

So, cut out the form, complete the survey, fold it in thirds, affix a stamp, and stand to win 50 bucks. It's that simple!



MEMBERSHIP SURVEY

NAME: _____ Phone: () _____

Cars currently owned: _____

Member number: _____

How long have you been a member of BMW CCA? _____

Do you plan to renew your membership? Yes No If, not, why not? _____

EVENTS: How many of the following events do you think we should provide each year? Also indicate which day of the week you think they should be held.

| | # | When |
|---------------------------------|-------|-------|
| Autocrosses | _____ | _____ |
| Concours d'Elegeance | _____ | _____ |
| Corrals at Summit Point Races | _____ | _____ |
| Tech Sessions | _____ | _____ |
| Meetings with movies/speakers | _____ | _____ |
| High performance driver schools | _____ | _____ |
| Highway safety driver schools | _____ | _____ |
| Time Speed-Distance Rallies | _____ | _____ |
| Fun/Gimmick Rallies | _____ | _____ |
| One day tours | _____ | _____ |
| Economy Runs | _____ | _____ |
| Overnight tours | _____ | _____ |
| Picnics | _____ | _____ |
| Parties | _____ | _____ |
| Other (example - Ski Trips): | _____ | _____ |

If you have avoided participating in Chapter events, why?

- No events of interest
 - Schedule conflicts
 - Bad experience at other events
 - Afraid I won't perform well
 - Afraid I won't "fit in"
- Other: _____

Der Bayerische:

What would you like to see more of in *der Bayerische*?

- Descriptions of members' cars/modifications
- Technical articles
- New car information
- Local dealer/shop news
- Chapter business news
- Photos

Other: _____

CHAPTER LEADERSHIP: Do you think the chapter leadership is doing a good job? _____

If "no", why not? _____

What would you like to see less of in *der Bayerische*?

Are you aware that *der Bayerische* relies solely on you, the members, for material? _____

Would you like to become more active in:

- Running the chapter
- Publishing the *dB*
- Writing *dB* articles
- Planning events
- Working events

OTHER COMMENTS:



Some of Bimmers from the National Capital Chapter

Photo by Woody Hair

Oktoberfest

continued from page 20

"Thunder and Lightning" package: team member for a day at an upcoming IMSA race.

To round out the evening there were some special awards. Pirelli presented a Community Services Award to the New York chapter. They had raffled away a 325, and in the process had raised \$16,000 for the Kidney Foundation. For their efforts, the chapter received \$1500 from Pirelli. The Chapter Challenge Award, for the BMW CCA chapter with the best combined performance, went to the Connecticut Valley Chapter. They will get to defend the honor on their own turf next year, as the 1991 Oktoberfest will be held in Waterbury, Connecticut, the fifth through ninth of August.

See you there!

Kim Olds & Mark McKenzie

who all went? *

Woody and Brian Hair
 Don and Kathleen Whitaker
 Dave and Debbie Baker
 Gordon Kimpel
 John Hartge
 Dwight Derr
 Fred and Nancy Fernald
 John Marshal and Dad
 Bill Riblett and Nancy Ohareh
 Jeff Thomas
 Cort Clifford
 John Gardner and Isabelle
 Dave and Sue Bryan
 Jim and Linda Miner
 Kim Olds and Mark McKenzie

** as best we could remember!*

"Radical, dude!"

Here is another shot of our pal Herr Klaus Hirtes, here demonstrating that you can actually lift the rear end of a 528... (see clearance, right rear). This feat witnessed at the Group Corvair A/X at the NTS lot in Laurel.

Photo by Al Zavala



Drivers' School Registration - How It Works

I thought you might like to know how we go about coordinating a drivers' school. I hope this article will explain the process and the whys and wherefores of the way we do things. Thanks to the incredible speed and consistency of the Post Office, I usually find out that there's a new issue of the Bayerische out when I start getting school registrations in the mail. I check each one in, noting the order in which it was received and whether or not the applicant (1) is a BMW CCA member, (2) has sent the right amount of money, (3) has included a self-addressed, stamped envelope, and (4) has experience at drivers' schools.

The next step is getting the mailings together. I write a cover letter and update the tech forms and guidelines as necessary. The tech forms and guidelines are basically the same from event to event; the letter describes any special features of the event (whether or not we're going to feed the entrants lunch or dinner, etc.).

When I get the mailings back from the printer, I start sending them out to club members. We open the schools only to club members until two weeks before the event and then fill in any remaining spaces with nonmembers. The listing of applicants in the order received ensures that we operate on a "first come, first served" basis.

A note on those self-addressed, stamped envelopes: it's not that we'll go broke paying for postage, it's just that it's a terrible nuisance for me to acquire, address, and stamp 50 or so envelopes (I hate the taste of stamp glue). If you hate filling out and stamping one envelope, imagine what a pain it would be to have to do 50. Also, please use business-size envelopes, as the mailings consist of 7-10 sheets of letter-size paper which won't fit into a smaller one.

Throughout this process, I talk a lot on the phone. The phone calls begin early and build to a crescendo of about 10 per day as the school date nears. Most of these calls have to do with getting a car teched or questions about helmets. We usually get 5 helmets from Summit Point, and we bring some extras, so borrowing a helmet is not a problem. Sadly, some of the phone calls aren't so easy to handle. People call to try and talk their way into full schools. I've developed quite a list of euphemisms for the word "no."

When the school is full, I send out letters to the waiting list people, informing them of where they are on the waiting list and returning their checks. As I state there, I can't guarantee anything, but if you're on the waiting list and you want to show up, we generally get a few "no-shows." In September, I sadly reported that

we'd never had more than one or two no-shows, and then we had four cancellations and one no-show. So you never can tell...

As cancellations come in, I start calling people on the waiting list, trying to keep the school full. If I can fill a slot vacated by someone who called me before the school (even the day before), we'll return that person's check. If someone simply doesn't show up without letting me know and I can't fill the slot, we keep the check.

A few days before the school, I call up Bob Gammache and go over the list of entrants with him. Generally, we divide the entrants into groups by experience. This means that you may have four schools' experience and wind up in group A (advanced) and then the next time have five schools' experience and wind up in group B (novice/intermediate). It's all a matter of the number of people with different amounts of experience. Since I use the experience you list on your application, it's important to be accurate there. If you facetiously put down "one or two" when you've actually been to 100, you may find yourself in the novice/intermediate group. On the other hand, if you'd prefer to be in the novice/intermediate group for some reason, let me know on your application and I'll put you there. Note that the reverse isn't true: even if you're the next Ayrton Senna, if you have no experience you'll wind up in the novice/intermediate group.

Car numbers are assigned by first attempting to honor any special requests (some of you have magnetic car numbers) and then assigning numbers based on the order in which applications were received. When I fill in cancellations, of course, I give the waiting list people the number vacated, so you may have 25 schools of experience and still wind up in the novice/intermediate group at that point.

Bob and I also go over the schedule and any special last-minute instructions, which I include in the welcome and schedule handout. Even if you don't read the mailings, you should always read the handouts.

The night before the school, I make up nametags for all entrants and for all the workers and instructors I know are coming. If I haven't made you a nametag, please don't feel slighted; either I wasn't told you were coming or it slipped my sieve-like mind. Finally, I assemble registration packets consisting of nametags, car numbers, schedules, and the list of entrants. Then I pack up the car and go to bed, usually about midnight (poor me!).

Once I get to the track in the morning, I set up registration. When you get there, the first thing you should do is come check in. I'll give you your packet, check you off the list, and turn you loose to get your car ready and through tech. You should turn your tech form in to Terry Luxford (or whoever is doing tech); he'll give you a dot to indicate your car's passed tech. Please note that Terry won't tech your car until you've been to registration, as indicated by your car numbers taped to the inside of the side rear windows of your car.

Once registration is done, you're in the capable hands of Bob Gammache, who will talk to you, assign you an instructor, and take you to whatever turn he wants to talk about that day.

So that's the way it is. I hope this sheds some light on the mysterious process of registration and helps you understand why we do things the way we do them. We now return you to your regularly scheduled program.

David Roach

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BMW NA Announces New 2 Series

In one of BMW's best kept secrets, BMW NA announced a new model that will be unique to the North American market and should satisfy even the most jaded enthusiast. The first version of the car will be known as the 225i and will feature the classic 2002 body on a lightened 3-series chassis. Suspension, brakes, and engine come from the 1990 M3 Sport Evolution. The 2.5-liter four-cylinder twin-cam is rated at 238 hp with catalytic converter, and is expected to pull the 2,137 lb. car from 0 to 60 in 4.8 seconds. Among the few options will be a \$10 rust-proofing package and factory-installed round tail-lights. List price of this new 2 series will be \$12,650. BMW NA further announced that orders will only be accepted on one day this coming spring. Sales will be limited to certified graduates of at least three BMWCCA driver schools.

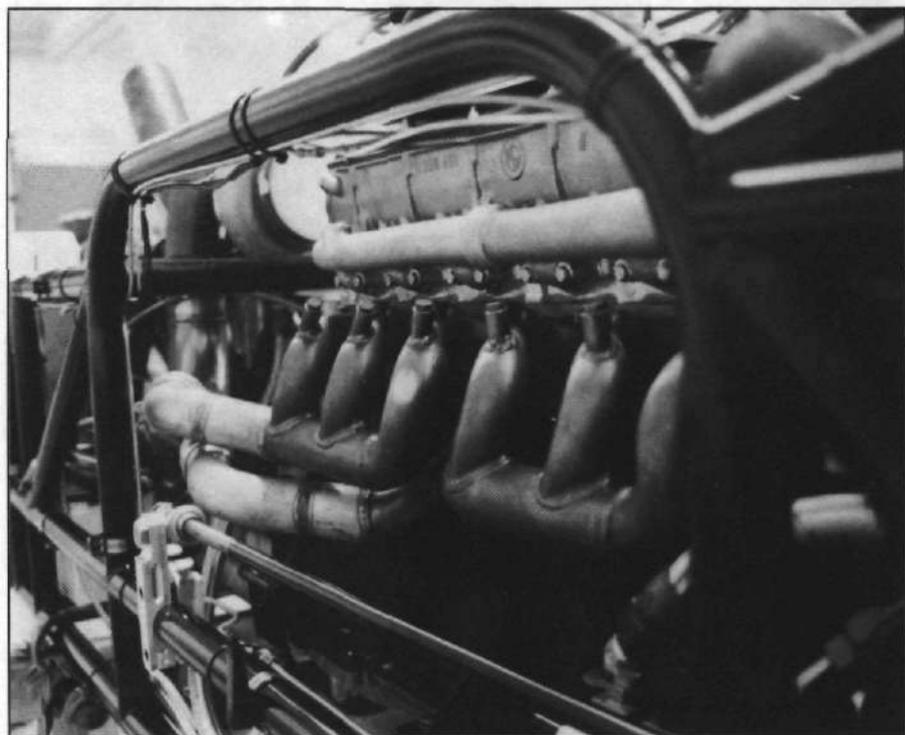
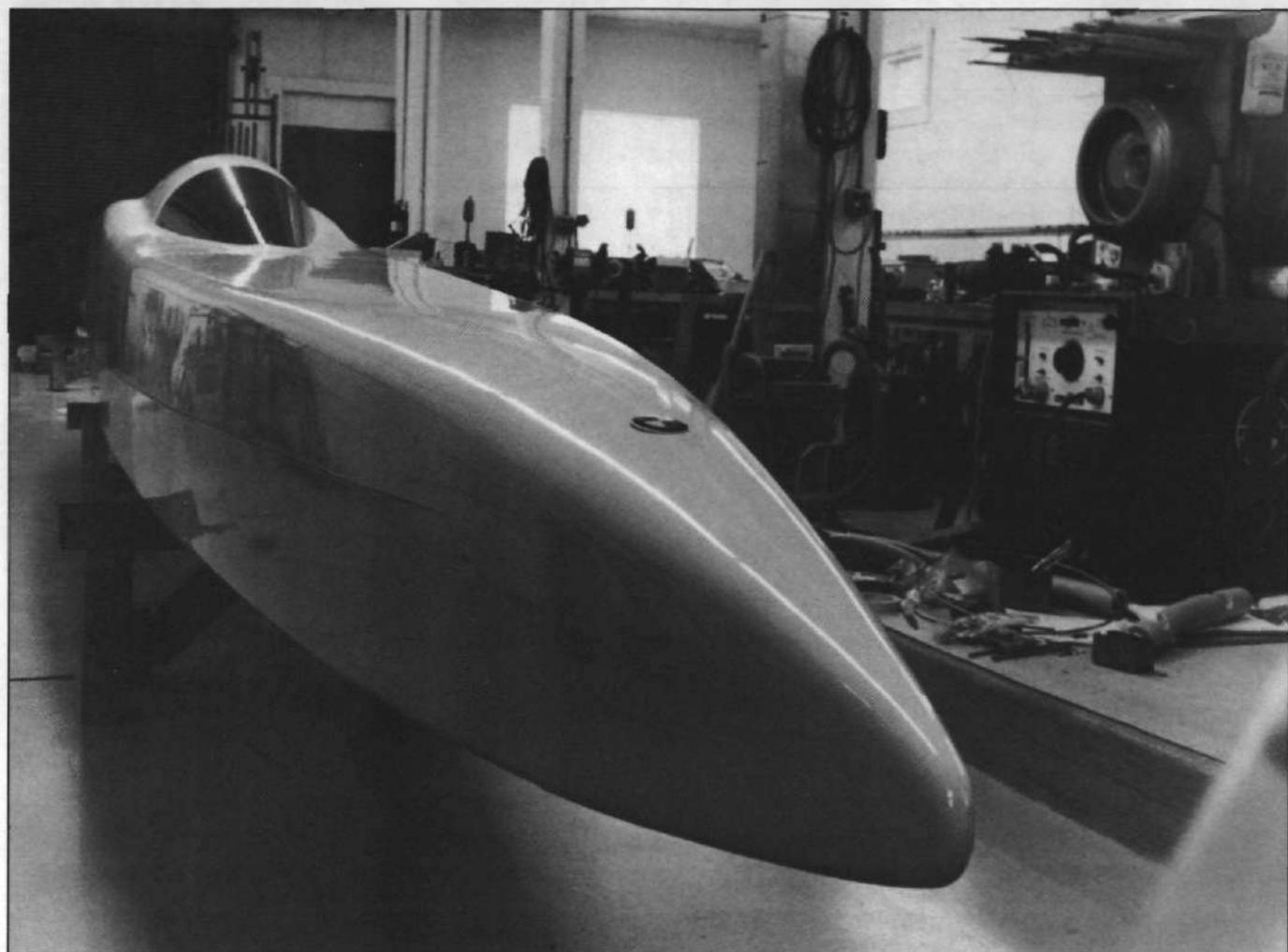
Two weeks after the delivery of the first 225is, an M2 version will be available for an additional \$1,500. The M2 will be fitted with the 330 hp Group A race engine that the test engineers claim is quite docile from 600 to 12,000 rpm. In deference to U.S. speed laws, the top speed of the M2 is electronically limited to 199 mph. Visually, the M2 is distinguished from the 225 by '74 Turbo-style fender flairs. Four-wheel drive versions of both the 225i and M2 will be available in the northern states and Canada, but are said to weigh an additional 16 pounds.

When asked why the new 2 series cars would only be sold in the North American market, Karl Gerlinger, President of BMW of North America, replied: "After keeping the 323i away from the American market from '77 to '87, we felt it was the only fair thing to do." Herr Gerlinger refused to confirm rumors that BMW NA would be providing white M2s to the car club chapters for use at their driver schools. The purchase order acceptance date at all authorized dealers is April 1, 1991. See you there!

Woody Hair

Typical out-of-focus spy photo shows pre-production M2 being tested on handling course near Harrisburg, PA.





Under the Streamliner's skin, a 3.5 Liter M-Power Engine, modified to produce about 800 horsepower.

Salt-Flat Six...

(Above) Steve & Wilfred Pieper's BMW-Powered Streamliner in the final stages of assembly in Alexandria. At this year's Bonneville Speed Week, Steve made four runs, which he considered tests for a 1991 world record attempt. In the final "test," the unique Heishman-sponsored, 3.5 Liter M-Powered car achieved an average speed of 244-miles per hour. Details coming up soon in the "Roundel".

Photos by John Hartge.

Autocross Rules (Proposed)

National Capital Chapter BMW CCA

The following rules are to be used as guidelines and are subject to modification or elimination by the OD of any particular event. Questions about the interpretation of the rules may be addressed to the event OD but there is no guarantee that you will get a decisive answer. Remember, our chapter events are supposed to be fun!

CLASSES:

With the typical turnout we are currently experiencing, cars will be placed in one of the following classes:

- S - Stock BMW** Any BMW not listed in the Superstock class that has the engine, drive train, and suspension pretty much as delivered by the dealer. The following modifications are allowed in our National Capital Chapter events:
- | | |
|---|--|
| Any size wheel * | Any seat and/or steering wheel * |
| Any DOT approved tire | Any spoilers or other aerodynamic aids * |
| Any shock tower "stress" bar * | Any brake pads or air ducting |
| Any front anti-sway bar | Any make single carburetor * |
| Any shock absorbers | Any driver safety restraint system |
| Any exhaust header, muffler, and pipe * | Any roll bar/cage * |
- * *These items are not in accordance with the SCCA or MWCSCC rules for "Stock" classes.*
- Any other modification will move your car to the MODIFIED class. The other modifications include, but are not limited to, camshafts, dual carburetors, engine management system computer chips, and non-factory springs.
- SS - Superstock BMW** Any of the following model BMWs unless equipped with an automatic transmission: 2002ti, 2002tii, 2002turbo, 323i, 325 (all), 535i, M1, M3, M5, M635/M6, 318i (16 Valve). Allowed modifications are the same as for the Stock class.
- M - Modified BMW** Any BMW equipped with other than the above listed allowed modifications. Any driver of a legal "stock" BMW may choose to run in the Modified class.
- X - X Brand Cars** Any other make automobile, whether stock or modified. Unless announced before hand, X class cars will NOT receive trophies.

SCORING:

1. All entrants shall have the same number of official timed runs unless they were not on hand and ready to go at the beginning of the first runs.
2. Entrants will receive a re-run if, through no fault of their own (timer malfunction, obstructed course), they are unable to get a proper timed run. The aborted run will not count as an official run, HOWEVER, any pylon penalties incurred on the aborted run will count on the re-run. In addition, the car must have been on course during the completed portion of the aborted run.
3. A penalty of two seconds shall be added to the run time of an entrant for each pylon knocked down or displaced totally outside of its marked position. However, in the case of double, abutting pylons (normally used to indicate transition points on a course), the penalty for displacing one or both pylons shall just be two seconds. No penalty is assessed if the pylon is upright and has a portion of the base within the marked area. Pylons marking the sides of a "stop garage" are also subject to the two second penalty even though they will normally be after the finish line.
4. An entrant will be disqualified for that run if he/she fails to come to a complete stop before the end pylon of a stop garage. If the end pylon is knocked down or displaced during the forward motion of the car, it is a disqualification (i.e. no backing allowed).
5. The run will be scored as OFF COURSE if the car does not go through the pylon marked course in the prescribed sequence. A car is considered to be on-course at a gate if the pylon is hit with any part of the car, regardless of the position or direction of the car.
6. The best of each entrant's official timed runs (including pylon penalties) counts toward class position and trophies. Ties shall be settled on the basis of the next best run for the tied entrants.

SAFETY:

1. All drivers and passengers shall have signed the insurance waiver and wear proper seat belts and helmets while on the course.
2. Warming or scrubbing of tires prior to making runs is prohibited.
3. There shall be no consumption of alcohol or other intoxicants by entrants or spectators before or during an event.

Driving School Options:

Upgrading the Ultimate Driving Machine

(Part 2 of 3)

BMW Club driving schools are the most economical approach to beginning to come up to your car's performance level, and because they are so inexpensive, they are the one school that you really have no excuse for avoiding. This is also the most friendly, social, and unthreatening of the three options discussed in this series – these folks are YOU, not racers. And there are several options available to you, including schools sponsored by the National Capital Chapter, or schools sponsored by other BMW CCA chapters.

Most of my comments will be based on having attended a number of our own Chapter's schools, but I have also been to a school at Charlotte with the Tarheel Chapter that was a terrific experience. Members of other chapters also show up at our local schools – it's sort of like being part of an extended family, isn't it?

The organization and structure of Club schools is similar to that of the Car Guys program described in the previous article. While the Club schools are fairly rigid in their control over you on the track surface, they are EXTREMELY loose in their control over you off track. Announcements to stage your car for lessons are done by car club members with AMAZING lung capacity, but the track is a big place, and announcements are frequently missed, meaning that if you don't stay close and pay attention, you could miss some track time.

Club schools also seem to be continually behind schedule, since people trickle to their assigned locations, and social interaction frequently takes precedence over timeliness. But remember, you are not paying big bucks for this, and what counts, safety and the learning experience, are first class. So relax about the organizational looseness, enjoy the big benefit of good company, and work to make your car proud of you.

The amount and structure of the track activities varies from school to school. The Capitol Chapter schools typically include some time on the skidpad learning how your car behaves under side forces; other clubs may also do skidpad exercises, braking exercises, emergency lane changes, and the like. These are things with major application in real world driving, and many believe they constitute the major value of the driving schools. Once you've learned how to recover a slide in the safe spaces of the skidpad, that lesson will more likely than not return to help you

some snowy January night. One successful "save" will more than pay for your driving school education.

The instructors at club schools range from licensed racers to Club members with several years of track experience. Many of them teach with other club schools, or with schools like Car Guys (see the last issue of *dB*.) You may have more than one instructor over the course of a day, which is less than optimal, but it also means that if you are not comfortable with one instructor, you can easily and comfortably ask for a different one.

The instructors focus heavily (and appropriately) on developing your basic skills – body position, hand position, hand technique, shifting and braking technique. Club instructors have a wide range of expertise and talent as teachers, but believe me, you have a lot to learn from any of them. You will get to ride with instructors in their cars, so you can "see it done properly," and then instruction moves to your car.

Corner workers are volunteers, friends of drivers and instructors, who are willing to spend several hours inhaling brake and tire fumes and getting sunburned so that YOU can learn to drive better. That means that they may be a bit slow getting into place (or the admin folks may be a bit slow GETTING them there) and probably are not CPR or emergency action trained. But the major function of corner workers is to warn you of changes in track conditions or danger, and they do a good job of that.

(As a side note, spending a day or two as a corner worker is a great way to polish your line through tough corners. Watching people take different lines into corners, and then watching the consequences at the exit of the corner, can really help you hone your line. It also falls under the heading of "giving back to the Club what you get out of it," because without corner workers we'd just be sitting in our cars making engine noises with our mouths. Personal opinion: even the most fanatical driving school attendee should do at least an occasional stint in the corner worker buckets.)

When on the track, Club schools have strict rules about where safe passing may take place, and other track etiquette. Competitiveness is heavily discouraged – these are not racing schools, but high performance driving schools. While there is some crossover in technique, there is no question that club schools are not the place to live out your racing fantasies.

Club schools focus on learning the proper line

through the corners, and on becoming smooth and boringly consistent in your driving technique. You also learn the line around the track "the right way," without pylons or paint markers. When you get into your own car, you'll first find yourself going very slowly with a sense of going HORRENDOUSLY fast, as your years of bad road habits are magnified by speed. By the end of the school you'll have smoothed out, you'll be driving more precisely, and you'll find that without knowing it, you're moving around the track with pretty impressive speed.

Classroom time is included, but is not extensive. While useful, it is also not one of the highlights of the school. The emphasis here is on on-track learning from your personal instructor. You will also frequently get to walk through a corner with the instructors and see the proper line slowly, being talked through the corner properly on foot. It is a very useful exercise, but you probably have to do it to believe it. It's one of my favorite parts of our Club's schools.

At a BMW Club school, most of the cars are... BMWs! There will be some other cars there as members try out other vehicles in their garage, and some visitors may bring their "X-cars" to the school. One of the fun parts of a club school is seeing all of the various years and models of BMW, including an occasional M1 or CSL "Batmobile." (Seeing all of the 2002s has been a bad experience for me, though, as I now WANT ONE and don't have the space or extra cash to have one.)

BMW Club schools are relatively inexpensive, particularly compared with other driving school alternatives. Generally they are less than \$100 per day, with our local schools running about \$85 this year. You generally get four sessions of about one-half hour each in a day, including exercise sessions. But Club schools are a little loose, so you may get a little more, or you may get a little less.

To sign up for local Chapter schools, just watch the dB and send in the form. For those of you who want to experience other tracks, the Roundel runs a list of events held by other clubs at other tracks. Just call the person listed as the contact person, and, space permitting, you're on your way to not only a great driving school experience, but to meeting some of the nicest people around - BMW CCA members.

Ed Nazarko

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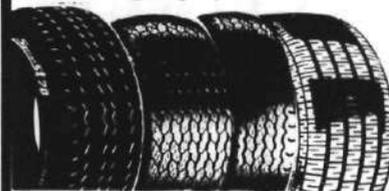
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Check Your Nuts!

Or bolts, as the case may be. Wheel lug nuts/bolts must be checked and/or re-torqued in-between track sessions at drivers' schools. This for obvious reasons, but it is all too easy to get complacent (as I did), and suffer disastrous consequences (as I almost did).

I have been attending drivers' schools for about seven years now, and pretty much gotten into the routine of same, i.e., keeping lists of things to do to the car before and during the event, and things to bring to the track (tools, spare parts, brake pads, coffee, etc.). In the beginning ("Do I need a footnote, Prof.?), I had religiously checked the wheel bolts between sessions, but after several instances of not needing tightening, I gradually got out of the habit. I recently got my religion back. Here is my story.

There I was, circling the track after an afternoon session, when I heard a rumbling noise. I said to myself, "Self, what could that be?" I pulled into the paddock, got out and, to my horror, saw the left rear wheel (pardon the pun) hanging by a thread. The bolts had all worked loose, and one was already missing! That one had broken off from the stress of the wheel wobbling on the loose bolts. After gathering what was

left of my wits (realizing that at Summit Point, the worst wheel to lose is the left rear), I removed the caliper and rotor to extract the broken bolt and inspect the rotor and hub for stress damage, then re-assembled. I missed one track session, but I did run the last one with five borrowed bolts (Thanks, Sharon!), because the loosened bolts were stress cracked and ready to break any second.

As an aside, I had fitted different wheels to my car last fall, but I had gotten complacent about re-torquing, I had checked the bolts before, but not during the event. By the way, the torque specs vary depending on whether it's a steel (80 to 85lbs-ft), or alloy wheel (70 to 75lbs-ft). This info can also be found on your drivers' school tech sheet.

I found out later that, because the corner workers saw my impending doom, the track marshal had the black flag ready to wave at me as I came by the start-finish line. I seriously don't think I could have driven another (two-mile) lap, after receiving the black flag. I say this to underscore the importance of being aware of the feel and the sounds of your car, and if you think something's wrong - it probably is. Pit! Now! You can bet I won't overlook those wheel bolts again!

I extend a hearty thank you to all the many people involved in organizing and running these drivers'

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schools: Chief Instructor (Bob "Dr. Roloids" Gammache), the in-car instructors, event coordinators, corner workers, food caterers, and anyone else whom I may have neglected (my apologies). Please note that these people are all volunteers - it couldn't happen without you!

Gary Toyama
"Banzai Bimmer"

Tech Tips

Don't Overdose Your Bimmer

—courtesy Dave Reynolds, LA Region BMW ACA

"Caution: The BMW gasoline additive or its equivalent (Chevron's Techron) should not be used when the fuel tank is filled with a high-quality gasoline containing the latest deposit-control additives. An overdose of additives would occur, which can dilute the engine oil. Severe engine damage may be the consequence."

"Note: there are a number of engine and fuel additives on the market in addition to the BMW-tested and -approved gasoline additive. BMW NA does not require that BMW dealers use only approved additives. If it is determined by BMW NA that an unapproved additive has caused damage, the BMW warranty will not cover the damage. The use of an unapproved additive, of course, constitutes a breach in the BMW Dealer Agreement."

This information was presented by Richard Briner, of Chevron Research Corp., who spoke at a BMW CCA's Golden Gate Chapter meeting earlier this year. It came from a copy of BMW NA's Group 13 Fuel System Bulletin No. 13 04 88 (1591), dated February 1988. The end result of "overdosing" your car can be *severe engine damage*. It was suggested that you use no more than five cans of Techron before changing your oil.

"The BMW Gasoline additive or its equivalent should be used whenever gasoline cannot be found which contains the proper detergency. From our research, it has been shown that additive must be in every tankful to be effective. Carbon will be deposited on the intake valves whenever it is not present."

Using additives which specify "every fourth tankful" is not recommended because these work only in the tankful to which they are added. In addition, no additives are known to BMW (at the time of writing) to be effective at removing these deposits.

Currently Chevron is using enough Techron in their Supreme Unleaded so that no more additive should be required. However, the occasional "boost" may help slightly improve your car's performance. Just keep close tabs on how much "boosting" is done, and how frequently.

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Automotive Overload

For months I've been eagerly anticipating my vacation with "the guys". We were scheduled to meet at the San Francisco Airport, spend the night in Oakland, then drive south to Monterey for a 3-day weekend of automotive excess. About noon on Friday, four of us in two cars hit the highway in anticipation of our eagerly awaited goal.

After checking in, we went straight to the Quail Lodge for the Italian car concours. Can you imagine a row of 20 Lamborghini Countachs? How about more badges of Espada, Jalpa, Bizzarini, Iso, Ferrari, Islero, Griffith, Maserati, etc., than you could shake a stick at? I don't know what the Calloway Corvette was doing there, but it was definitely out of place. And this was just a precursor to the weekend. After examining such sights for awhile, and taking a few pictures, we had a good dinner in Carmel and hit the first Rick Cole auction of the weekend.

Amidst the sounds of ...900, do I hear 950 (yes, that's *thousand* dollars!)... I caught my first view of a US spec Ferrari F40, appropriately showcased near the entrance to the auction area. Resisting the urge to go immediately into the auction tent to see what was fetching million dollar bids (a 1965 Ford GT40 MK I Racing Coupe, no sale at top bid of \$1.1M), we stayed in the display area to see what would later hit center stage. Only one BMW related car was present: a 1970 March BMW 735. The F40 was a no-sale after bidding was stopped at \$1.1M, but a 1985 Ferrari 512 BBLM Race Car sold for \$1.4M. Closer to reality (?), a 1963 Mercedes 3005L Roadster sold for \$330K; a '71 Aston Martin DBS V-8 Coupe sold for \$190K; a '62 Ferrari 250 PF Cabriolet went for \$185K. In the "affordable range, here was the '63 Jag XKE 3.8 mentioned below that went for \$79K, a '74 XKE V-12 for \$65K, and a '70 XKE 4.2 for \$31.5K (the least expensive car I saw sold that night).

I must say that the auction was quite depressing. The cars were absolutely museum quality in most cases, and were obviously being transferred from one

zip-lock bag to another. Being a true automotive maniac who would give his eye teeth to *drive* this stuff, the thought of them on the block as investments/exhibition pieces was a bit much to take. I was not looking forward to the next night's auction. However, while on stage examining the cleanest, most polished/chromed/buffed 1963 Jaguar XKE 3.8 you ever want to see in you life, I saw Jay Leno on stage opposite me. He definitely has a face that, how should I put this, you can't mistake.

Saturday morning, we drove south to Big Sur, had some spectacular views, then returned to Monterey for the Vintage Races at Laguna Seca. Each year there's a featured marque at the races. This year it was Allard. Many fine examples were on display, but it cannot compare to last year's Aston Martin recreation of the LeMans pits. The highlights of the races were the club corrals. First there were about 35 "big" Austin Healeys (sigh...), 30 DeTomaso Panteras, at least 15 Maserati BiTurbos, the same number of Shelby Mustangs, then more Alfa, Lotus, Triumph and other regularly seen club cars.

After crossing the bridge to the other side of the infield, there was a literal sea of BMW coupes. (See photo below.) I lost count at somewhere around 60. Managed to get sidetracked by a bright red Z1 snuggling up to a silver 507. The Z1 is an attractive car, but looks too small for someone my size. (Why is it that almost all of the truly interesting sports cars seem to be made for people the size of Formula 1 drivers??) We watched some of the races, but left early to make it back for dinner and the second auction.

This time, there was an M1 on the block, but I don't know if it sold or for how much. We'd all had a long day, and finally left *nine cars earlier*. There was also a Frazier Nash BMW for sale, along with a really interesting 1915 Hispano Suiza 18.5 Liter (more on that later). Of interest, an '85 Lamborghini Countach 5000S sold for \$126K, which I thought was low. Found out the next day that it's not federalized, and sold for what it was worth. A 1957 Supercharged T-bird sold for \$91K, far less than the 150K reserve (and less than a similar one that went for 130K last year), but I guess the



owner needed the money. Owners who decided to keep their cars for a better market included a '66 Shelby GT350 Factory Drag Unit bid to \$92K; a '59 Ferrari 250 PF Coupe bid to \$196K; a '55 Jag XK 140 M Roadster bid to \$60K on a reserve of \$75K; and a '66 Shelby GT350 bid to \$36K.

The next morning we were all excited because we had been invited to the Lamborghini Club breakfast. After the caravan to breakfast, there were special shuttles to take us to the Pebble Beach Concours, held on one of the fairways of this world famous golf course. As we had learned the morning before, Jay Leno is a true car guy and is a member of the Lamborghini Club. He's also a real down to earth type, as I found out after introducing myself in the breakfast line. He ended up in our shuttle and was raving about having bought this car with a name he couldn't spell (the Hispano Suiza) that had 1000 lbs/ft of torque, yet weighed only 2400 lbs! I'm not sure he had the weight right, after all the car was at least 12 feet long and besides, the engine had to weigh a *lot*. He spent \$235K for it, but he *does* drive his cars. We had some good laughs about that, then broke it off when we reached Pebble Beach.

Of interest there was all manor of primarily classic cars: Rolls Royce, Bugatti, Packard, Mercedes. Also

present were one-off Italian-bodied cars, pre WW II American Sedans, and a few exotics, primarily by Bizzarini. BMW was represented by a 507, a 328, and a 3200, a one-off specially bodied 507. I also ran into Dan Tackett, Vice President of the Pacific Region. Seems their latest (or was it next?) newsletter will feature the Z1 I saw, plus an M1 and K1 Motorcycle on the cover. The Z1, by the way, was owned by a German citizen with a one-year pass for the car in our country.

I must say that the whole weekend was hard to grasp. I did have fun, and saw a *lot* of tremendous machinery. The problem is that there was just *too much* to absorb. Once you've seen one ostrich interior, you've seen them all. We figured that there was close to \$1B (yes, that's 'illion with a B) worth of cars on display over the weekend. It's a little like being stranded in the desert, wishing for a drink of water and getting a hurricane. There was just *so much* to see, that it was difficult to see anything. Attempting to concentrate on a single car to fully absorb its qualities was fruitless. Pictures were also very difficult due to the large crowds.

Will I go again? It all depends. Will you take a check...?

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Woody's COMPETITION CORNER

At the Summit Point MARRS on September 2, about 30 chapter members gathered for an informal corral outside Turn 7. Everyone was eagerly awaiting the debut of Bob Gammache's GT3 2002. Unfortunately, the new creation only ran at speed for one lap - and that was after a Saturday evening tow back to Quality Car in Rockville for an overnight engine transplant. The Class B Improved Touring race saw 32 starters including about ten 2002s. Polesitter Jim Epting barely lead Gary Green and Ed York (all 2002s) until mid-race when an axle-stub(?) broke in the Chute and the car did about six violent 360's without leaving the pavement. Gary went on to win the race by 0.7 sec over Ed with Alan Green (2002) third. Neither Bob Gammache nor Jim Epting started Monday's race. ITB was won by Ed York this time with Gary Green 1.5 seconds back.

The final MARRS races of the year took place on September 30, and at least a dozen club members were on hand to watch. Bob Gammache was turning practice laps in the 1:26 range when the GT3's crankshaft (!) broke. Other club members had mixed results. Kay Heatherley won the Showroom Stock B class with her Honda CRX Si and Max Rodriguez had the left front fender of the Spec Racer removed by a competitor while exiting turn one during a rain storm.

The ITB race was started on a rain-slicked track. Top qualifier Jim Epting again held a narrow lead followed by the 2002s of Gary Green, Ed York, John Weaver and Alan Green. By mid-race a number of spins and bobbles had Alan Green leading and Jim back in fourth place. The fifteenth and final lap ended with the order Epting, York, G. Green, Weaver, and A. Green back in sixth. Leah Epting had started her brilliant green 2002 in the 8th spot with a 1:36.4 qualifying time. Not having a set of full tread Yokohamas for the rain, she spun on the second lap while braking for turn one. Leah worked her way back through part of the field before ending up against the turn 10 tire wall on the next to last lap. Final MARRS point standings for the season in ITB had Ed York in first, followed by Gary Green and Jim Epting. These guys and gals in ITB put on a great show and I hope they're all back to do it again next year. It looks like so much fun maybe we'll have twenty instead of ten 2002s out there.

SPEED SHIFTS: A California owned 1965 BMW 1800 TISA finished 6th in the most recent LaCarrera road race in Mexico. The 4-door sedan averaged over 100 mph and beat all other under 2-liter cars.

.Many rumors have been floating around about a new road-race course being built in Maryland. This is in addition to the oval/road course being pushed by Maryland Governor Schaefer at the old Bainbridge Naval Center in northeast Maryland. Little information on the Green Ridge Motorsports Park is currently available for publication, but the location will be about 20 miles east of Cumberland. That is probably two hours from DC. The expected cost of the proposed 2.5 mile track and drag strip is \$40 million. If completed as planned, it is expected to draw such pro series as SCCA Trans-Am and IMSA GTP. Presumably it would be available for National Capital Chapter driver schools. Russ Wiles, fastest BMW at the last two O'Fest autocrosses, drove his M3 to victory in the C Stock class at the SCCA National Solo II (autocross) championships in Salina, Kansas. Jim and Leah Epting are believed to be the first instance of a father and daughter racing each other in the 20 year history of Summit Point. Rounds 6 and 7 of the DC championship series saw 10 BMW entries in each. Winners in both events were Klaus Hirtes (528i) in D Stock and Brian Hair (325is) in the Novice Class. Tom Baruch (3.0 CS) and Cory Laws (530i) had one win each. The Novice class had 51 and 32 entries at these events! Two first time autocrossers from our chapter were Charlotte LaQui (M3) and Mitzi Fox (Eagle Talon). One of the more unusual door prizes at the Columbus Oktoberfest was given by Korman Autoworks. It was an expense-paid trip to Watkins Glen to be a part of Ray Korman's Firehawk M3 pit-crew. The Firehawk GS race was a preliminary to the NASCAR Winston Cup bash and also used the 2.4 mile short course. Ray qualified 2nd at over 100 mph and the M3, co-driven by Nick Ham, led much of the race. Unfortunately, the Bimmer's engine sputtered during the last two laps or lack of gas and was passed by a Porsche 944S2 and a Firebird Trans-Am. Another M3 driven by Kermit Upton and Paul Tosi finished 5th. CRUNCH

Woody Hatr

COMPETITION CORNER CALENDAR

- Nov 3** SCCA National Touring Rally, Roanoke, VA
- Nov 4** Childrens Hospital AC, Springfield Mall, VA
- Nov 11** Autocross, Hershey, PA
- Nov 25** Autocross, Hershey, PA
- Dec 9** Autocross, Hershey, PA

Tech Tips

Electrical Tips for Older BMWs

—courtesy Harmon Fischer, Bayou Chapter

At least on earlier BMWs, a non-operating turn indicator, parking, or running light does not necessarily indicate a burned out bulb. The problem might be a simple matter of corrosion on the spring tab which makes contact with the base of the bulb. After years of exposure to the elements, the corrosion can inhibit the flow of electrical current.

The cure is to remove the lamp assembly and carefully clean the places where contact is made. Use of fine sandpaper at the contact points, or judicious bending of the thin metal tabs might be just what is needed. Another point is that the front parking light assembly does not have a ground wire, but is grounded by the mounting screws. Use of a test lamp can help in determining the problem.

When removing the front assembly on a 2002, carefully mark one wire and it's terminal before removing the second wire. The bulb is a double element type; one wire controls the low intensity parking element, and the other the much brighter turn signal. It's amazing how many are assembled incorrectly. And yes, it is possible for only one of the two elements to go bad. Not recognizing the effects of this problem can waste much time. If the green indicator light for the turn signals in the instrument cluster lights only once when you use the turn indicator, and you can hear the flasher clicking, that is an indication that either the front or rear light is not working. The system is wired in this manner to tell you that one or both lights are not working.

If the turn signals stop working completely, first activate the hazard flasher button ten or twelve times. The wiring for the turn indicators run through the hazard control, and sometimes corrosion on an internal contact in the control can keep the signals from working.

Finally, never do any electrical trouble-shooting until you do the following:

1. **Carefully inspect every fuse block** to ensure that the thin metal strip is intact. If you wear glasses to read, then wear them to do this.
2. **Tightly squeeze the two spring tabs** which hold each fuse with the thumb and fore finger of one hand, and rotate the fuse several times. There is a tendency for corrosion to build up—sight unseen—which can stop the movement of electrical current through the fuse. If that happens, none of the components controlled by that fuse will work. This should be done at least every 16,000 miles and have been learned the hard way by many owners of older BMWs.

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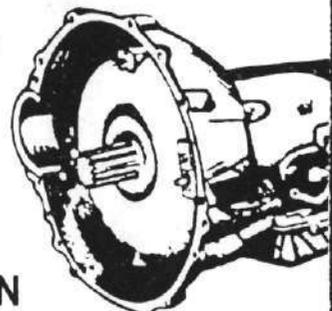
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Rough Idle? Check for Dirty ICV

Reprinted from der Sonnenfleck

Good tech tips for the current production model BMW line-up are few and far between as warranties have been extended, removing or delaying the burdens of home shop diagnosis and repair. The following tip (originally published in the Tarheel Chapter newsletter) appears to have widespread application and be of interest to many current owners.

Author Bob White begins his article with the question "Does your BMW idle roughly when you first start the car and after driving for a few minutes, idle smoothly again? The culprit may be a dirty idle control valve, if your BMW has one. Before you resort to the expensive carbon cleaning techniques, a simple test may be in order. My '86 735i was idling rough, revving between 200-600 rpm, and occasionally stalling. After I drove about a block everything was fine again.

The idle control valve is a small cylindrical valve mounted on the top of the engine, and in fact, in my car, the mounting bracket is fastened to a screw on the valve cover. The idle control valve (ICV) has a hose connected to the exhaust manifold to the bottom of the ICV and the front of the ICV sticks into the 5-inch diameter hose going into the intake manifold. There is a wire connected to the back of the valve. The ICV is supposed to recirculate a small amount of exhaust gas back to the intake of the engine. This, however, is only to happen after the car has been running a short time. If exhaust gas is recirculated too soon, the car will idle roughly. The ICV has a small valve in it that opens and closes on command from the engine electronics. The problem with the ICV comes when the valve gets dirty and sticks in the open position.

A quick test to determine the need for ICV cleaning is simple to perform. When the car is idling roughly when you first start it, tap lightly on the top of the ICV with a screwdriver or something similar. If the ICV has gotten stuck, the tap should release the valve and the car will again idle smoothly.

To clean the valve, disconnect the plug at the back of the valve and remove the rubber strap or clamp that holds the valve to the bracket. Carefully remove the two hoses connected to the valve. Clean the valve with carburetor cleaner and Q-Tips, being careful not to leave bits of the swab down in the valve. After cleaning, lubricate with WD-40 and reinstall. The rubber strap or plastic clamp may be easier to reattach if it's slightly warm from engine heat.

A clean idle control valve will make all the difference in the world in how your BMW idles. It is a simple enough procedure requiring no special tools and only a few minutes. It's something you can do on a routine basis that will make your BMW run a lot better!

From Rain Roof to Sunroof

Reprinted from der Sonnenfleck

Under each front fender well there is a small (7-9mm) hose with a dangling open end. This hose must be in a vertical position, clear of all debris, road dirt, moths, etc. The hose goes through the window pillar and connects to the two drain troughs in the corners of the roof opening. Clean the hose with a coat hanger to remove accumulated debris. Check by carefully pouring water in each drain trough and watching it run unrestricted out the tubes.

Engine Stall When Lights are on?

Reprinted from Mountain State Chapter Newsletter

Having problems with the car dying when you switch on the lights or high beams when driving? Corrosion of the fuse terminals and relays can cause a "brown out" or low voltage condition which can kill the engine completely or knock out the instrument panel only (you find that the green inspection diodes and the warning flasher come on with the car running in this case).

The fix is to clean all the fuse and relay contacts with a good quality contact cleaner. Motronic ignition cars may need this cleaning on the same schedule as the 15K mile service. On a 5- or 7- Series car this operation should take about 30 minutes, including drying time.

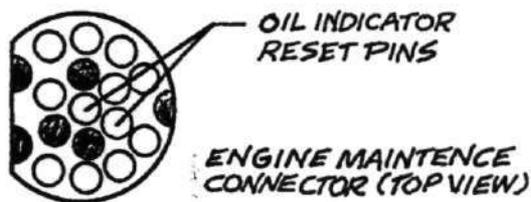
When to Reset Your Oil Service Indicator

by Mark Schexnayder in Die Zeitung

I would like to clear up a little misunderstanding. It seems that many owners of late model BMWs with the service indicator think that you must reset the indicator every time the oil is changed. This is only so when you use the indicator to let you know when to change the oil (i.e., when the oil service light is on). If you change your oil on a different schedule, such as every three thousand miles, then it is only necessary for the indicator to be reset when the oil service yellow light is on! I have recently had a few members come to me to reset their indicators when there is still green lights showing. If there are any green lights showing, you should not reset the indicator, as this will screw up the logic sequence.

Resetting Your Own Oil Service Indicator

Ed: The essence of resetting your oil service indicator is to ground pin seven on your engine maintenance connector. In the May '88 Roundel Bob Stewart describes in detail the construction of a \$5 tool for doing this task easily and safely. The tool consists of two electrodes connected by a wire with a pushbutton switch inbetween. Reprinted below is the procedure for using this tool.



How to use the Indicator Reset Tool

Step 1

Open the car hood, and locate the engine maintenance connector. This connector has a red protective plastic cap covering it, and is a bit larger than one inch in diameter. When the plastic cap is snapped off, you will find a connector with 15 terminals.

Step 2

Insert the two banana plugs into the two connector terminals as indicated in diagram above (either plug can go into either terminal). Check, double check, and triple check that you have connected the Reset Tool to the proper terminals! Do not force the plugs in all the way; about half-way is sufficient.

Step 3

Uncoil the cord and take the switch into the passenger compartment with you. Sit in the driver's seat and turn the ignition key to the "run" position (where the key normally rests after starting the engine). Do not start the car - observe the Indicator LEDs in some state other than reset (reset - five green LEDs lighted).

Step 4

Push the switch pushbutton and hold for a few seconds until all five green LEDs are lighted and yellow and red LEDs are extinguished. Then release the switch pushbutton. Remove the banana plugs from the maintenance connector, and restore the protective cap.

A Better Service Indicator Reset Tool?

By Wil Rathke, Lone Star Chapter

Like many of you, I found the do-it-yourself project "How to Service Your Oil Service Indicator" in the May 1988 Issue of the *Roundel* interesting. At Maifest '87 I learned to reset the indicator by connecting a 470 ohm resistor between pins 1 and 7 of the engine maintenance connector. This reset tool is certainly easier to use than trying to touch the two resistor leads to the correct pins. After considerable thought and construction of a similar tool, I would like to suggest a few improvements.

First, while the banana plugs are very good connectors, the plastic barrels are too large in diameter and prevent straight insertion into the maintenance connector even if they are filed flat on one side. I have found that standard quick connect "bullet" connectors fit very well into the engine maintenance connector pins. These have been commonly used on domestic cars and are available at most hardware and auto parts stores.

They are designed to be crimped to the wires but I prefer to solder them for a better mechanical and electrical connection.

Second, I strongly recommend a method of limiting the current if the reset tool is inadvertently connected to the wrong pins. The engine maintenance connector also has 12 volts from the battery on several of the pins and I'm not sure of the results of incorrect connections. The 470 ohm resistor will limit the current in this case and improve the survival of other components. It will, however conduct sufficient current to pull the logic voltage on pin 7 to ground.

The 470 ohm resistor can be purchased from Radio Shack along with the other parts listed in the article. The resistor should be 1/2 watt or larger. It will have to be connected in series with the switch and one of the wires. I recommend soldering the resistor lead and the wire, however crimp connectors could be used. Solder one end of the resistor to one terminal of the switch and the other end of the resistor to either of the wires. The other wire should still be connected to the remaining switch terminal. Use electrical tape to prevent the resistor leads from shorting to the other wire or switch terminals and also to prevent the leads from flexing and breaking.

Membership Drive

Considering the value of the prizes that National is giving away in the current membership contest, I don't seem to be receiving many request for membership applications.

Let's get going folks! Prizes include a car, a trip for two to Paris, a TV, a set of tires, an escort radar detector, a Zymol Wax starter kit, or a free club membership. It wouldn't hurt my feelings to win one of these.

One important detail to remember - you must include your membership number on the application to receive credit. No exceptions!

Call me if you need applications. (703) 527-8033. December 31st is right around the corner!

John Kenworthy

Membership total (July 24) was 1907.

New Members

| Name | Year/Make | Recommended by | Name | Year/Make | Recommended by |
|--------------------|------------|--------------------|-------------------|-------------------|---------------------|
| Diane Allen | 1988 M5 | | James Lake | 1984 733i | John Carpenter |
| Jack Anderson | 1989 325i | | William Mackie | 1991 318is | |
| Robin Baker | 1989 325ic | J&F Motors | Lloyd Mitchell | 528e | Julian Wilson, Jr. |
| Sam Baldwin | 1971 2002 | David Ford | Shiela Mitchell | 1985 318i | Excluservice |
| Chazz Banks | | Klaus Hirtes | Shirley Morris | | Glend McGuire |
| Kathryn Barrett | | Glen Stewart | Terry O'Brien | '88 M5 & '89 325i | Richard Bergen |
| M. Benischek | 1990 325i | | Thomas Oliver | | David Baker |
| Paula Berlin | 1990 325is | | John Palmer | | |
| David Brasher | 1988 325 | | Puryear Cephus | 1984 318i | Lewis Baskerville |
| Steve Cooney | | | Mark Reese | 1984 325i | |
| James Christensen | 1982 320is | | Douglas Rice | | George Murnaghan |
| Cornell Cypress | 1986 325 | | Richard Rossi | 1977 630csi | |
| Douglas Dowling | 1971 2800 | Dean Henry, Jr. | Ricardo Segovia | 1987 325 | Keith Parker |
| M. Egger | 1986 325e | Charlie Richardson | J.C. Storey | | David Lutz |
| Jerome Friedlander | 735iL | Jon Friedlander | Robert Tantillo | 1987 528e | |
| Brian Gale | 1984 533 | | Larry Taylor | 1990 325i | |
| Kevin Garrison | 1972 2002 | Lee Battle | Gregory Thoben | 1976 630i | Eleanora Washington |
| Carl Gauss | 1984 533 | Steve Haygood | Jairo Tibaquira | 1979 728i | Mark Yaworski |
| Peter Giancola | 1986 MR2 | Glen Kruse | Lawrence Truman | 1979 520 | |
| David Grant | 733i | | Rudolph Winkfield | | Walter Fijn |
| Leslie Griffith | 1988 528e | Joseph Razmus | Eric Walowal | | Stefan Ohmke |
| Thomas Guziewicz | 1982 528e | | Avery Ward | '73 Bavaria | |
| Andrew Haugh | 1980 528i | Steve Haygood | | '79 528i | Gary Chapman |
| Mark Hilderbrandt | 1984 528e | D.F. Hilderbrandt | Scott Yates | 1969 2002 | |
| Brian Jacob | 1987 325e | F. George Olde | Lee Young | 1986 528e | |
| David James, Jr. | 1977 320i | James Meunda | | | |

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1981 745i 6 cyl. Turbo, Auto, Loaded, BBS wheels, excellent shape, must see, must sell, \$8950 OBO. Call Sergio at ()591-4471 or Wolfgang at ()978-7000.

1972 2002 Runs good, with rust, current insp. and tags, 2nd owner, \$1,000. Call Jim at (703)821-2453(H) or (703)692-6557(W).

1967 1800 VIN1237498, 4dr., blk., gray int., 173K miles, driveable, radials (Goodyear), repair/maint records available. Call William at (703)524-2159 eves.

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1977 530i Strong 1980 3.3 liter motor from 733i, 4 sp., new clutch, brakes, 6 good wheels, light blue with tan leather, wood trim, power sunroof and windows, Blaupunkt AM/FM/cassette, good paint, just passed Va. emissions, asking \$4,500. Call David at (703)827-4258 days/(703)920-9621 eves.

1971 3.0 CSI Electric sunroof, leather interior, excellent mechanical, 5K OBO. Call Katy at (703)321-7215 or (703)461-7172.

1987 325is Delphin, excellent condition. Call Chris at (301)659-5928(H) or (301)727-5735(W).

PARTS FOR SALE

For 2002/1600 til Alternator, \$50, 121 gasket set, \$40, 1600, 2002 instrument panels, odometers work, \$50 each, 002 distributor, \$50, wiper motor, 71-up, \$30, FTSU, \$35, black armrests, \$50, 1600 grilles, \$25, all postpaid. Call Chris at (301)267-6242.

Wheels set of four stock OEM TRX alloy wheels from 1986 5 series after 25K miles, good condition, need cleaning, 3K michelin rubber still left on tires, \$400. Call Ken, leave message, (703)893-2140 eves.

For 6-Series Infamous Carbrella Stealth Bra, with factory spoiler as featured in the May 89 issue of Roundel. Protect your Bimmer and driver's license at the same time. Used only once, paid \$329 will accept any reasonable offer. Call Steve at (301)869-9578.

Variety: Clutchset for 325e, clutch set for 320 - includes Disc, Pressure Plate, Throw out Bearing, Clutch Slave 320, air filters, Knecht-AG 143, Purolator-PM164s-82 320. All parts are new and in original boxes. Call Paul (202)829-1330.

From 1980 733i Leather rear seat (bottom and back) caramel color, rear window w/seal, hood and trunk lid, 4 sp. trans., complete fuel injection w/harness and air flow meter, trunk carpet set (complete), jack lug wrench wheel chock, starter, pair rear seat belts, two distributors - one electronic, one for points, fuse box w/engine wiring harness, water neck w/thermostat housing, turn signal & wiper switches, two driver side mirrors, one passenger side mirror, (chrome), front calipers & rotors (10K miles on rotors), rear diff., rr calipers, driver side door glass fr&rr. Call Paul at (202)829-1330.

Tires Set of (4) Michelin TRX wheels and tires (200/60VR 390), removed from my '87 535is, all in excellent condition, low mileage (under 16K miles), cleaned up and ready to be transferred to your ultimate machine, \$695. Call Stewart at (301)572-4330.

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

2002 parts Hood and trunk lid, \$50 each, 74 2 liter engine (90K), \$300, 4 sp. trans., no crunches, \$150 (both \$400). Call Dennis at (301)744-2460.

Wheels/Tires Two Goodrich 205/CO-13 Euro TA radials, good tread, \$20 each, two 205/60-13 nct Eagles, some tread, \$10 each, two MXL 185/70-13 on steel wheels, \$15 each, other wheels/tires for 2002. Call Jeff at (703)528-7021.

For 2002 One set brake calipers w/ good pads, \$25, radiator, \$25, one brake master cylinder, \$20, one barrel solex w/ manifold, \$25, coil, \$5, set grills (72-73), \$35. Call Jeff at (703)528-7021.

For 320i BBS wheels, 2 15x6 for the front and 2 15x7 for the rear (the set up recommended by BBS). Gold basketweave with polished rims, repainted by Ye Ole Wheel Shop, \$850 including hardware. New waterpump, flywheel, guibos, right front fender, wheel bearings, wheel seals. Used flywheel, right grill, bra. Call Mark at (301)972-8237.

Parting '71 2002: 121 Head, 3.64 diff., glass, electrical parts. Just about anything that you want, I got. Help me get this stuff out of my house. Call Mark at (301)972-8237.

Parts 1984 6 cylinder short block Euro 3.3 liter w/ 9:1 compression, \$400/B.O. 1982 limited slip differential from 320is, 3.90 ratio, \$350/B.O. Call (301)552-7282.

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