

# der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA

SEPTEMBER/OCTOBER 1992

INSIDE:

Columbus Day

Drivers' School Application

Road Rallying

OKTOBERFESTS



## Club Announcements

### Births

Two NCC – associated moms chose the heat of Washington August for their important arrivals:

**T**o Isken Kutlucinar (of TUV Engineering) and his wife Judith Toffenetti, a boy, on Tuesday, August 11. Atley weighed 7.5 pounds and was 19.5 inches long at birth. Congratulations also due to Judith for completing her law school finals just weeks before his birth.

**T**o Greg (of Team Mustang) and Pam Weldy, on August 3, a daughter, Emily Elizabeth who weighed 8 pounds at birth. Checkered flag to Pam!

### IT'S ELECTION TIME AGAIN.

**Nominations are now being accepted  
for all NCC Officer positions.  
Send your nominations in writing to:**

**Sarah Kenworthy, Secretary  
1550 Clarendon Blvd. #1105  
Arlington, VA 22209**

### NOTE:

**Columbus Day  
Drivers' School  
Application Form  
on Page 25**

For updates on events call the

**Club Hotline**

**301/230.9BMW**

### **European Car** magazine subscriptions

Those wanting subscriptions to *European Car* magazine ordered through the Club in order to benefit our treasury, please ensure that your checks are made out to BMW CCA NCC, and *not* Argus Publishers Corp. as previously indicated.

Send your requests and checks to:

Club Treasurer  
BMW CCA NCC  
P.O. Box 685  
Arlington, VA 22216

Annual subscription \$12;  
make check out to BMW CCA NCC

### **AIDSWALK** Washington '92

**Looking for sponsorships  
and/or other interested participants  
for this year's AIDSWALK to be held  
September 26th  
in Downtown D.C.**

Held under the auspices of the Whitman Walker Clinic, this event has been highly successful over the past few years in raising funds – and awareness – for research and the care of AIDS patients in the Washington/Baltimore area.

If you would care to show your support for this urgent cause please contact:

**Andrew Short  
(dB Production Manager)  
202/966.1891**

# der Bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc. and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. Articles submitted are subject to editing; all copy, photographs and camera-ready advertisements must be received by the editor by the 1st of even numbered months. Contents may not be reproduced without permission in writing except by the BMW CCA and its chapters.

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**Newsletter of The National Capital Chapter of the BMW Car Club of America**  
**Vol. 22 / Number 5**



**Club Hotline**  
**301/230.98MW**

#### Club Address:

BMW CCA NCC  
 P.O. Box 685  
 Arlington, VA 22216

#### Send Material to:

Mike Early  
 c/o Ed Early Printing  
 11 E. Saratoga St.  
 Baltimore, MD 21202  
 1-800-879-6778  
 FAX 301-837-3484

## **NCC Officers** (Call between 7:30 – 10 pm)

**President**  
 John Kenworthy 703/ 527.8033 eves

**Vice President**  
 Mike Early 301/ 484.4620 eves

**Treasurer**  
 Jennifer Nazarko 301/ 681.6213 eves

**Secretary**  
 Sarah Kenworthy 703/ 527.8033 eves

**Membership**  
 Dick Bergen 703/ 938.4680 eves

**Social**  
 David Born 301/ 369.9299 days  
 301/490.5623 eves

**Drivers School Coordinators**  
 Chris Leeper 703/ 455.3041 eves  
 Dave Roach 301/ 593.3285 eves

**Concours**  
 Paul Vessels 202/ 726.7971

**Tourmeister**  
 Bonnie Butler 301/ 663.9263 eves

**Baltimore Activities**  
 Dwight Derr 301/ 889.9578 eves

**Club Store**  
 Dwight Derr 301/ 889.9578 eves

**Autocross**  
 David LaSalle 301/ 317.1461 eves

**Club Council Representative**  
 Woody Hair 703/ 425.1204 days  
 703/ 243.5796 eves

**Tech Tips**  
 Terry Luxford 703/ 255.0510 eves

## **der Bayerische staff**

**Editor**  
 Mike Early 301/ 484.4620 eves

**Production Manager**  
 Andrew Short

**Bumper Crop Studios** 202/ 966.1891 days

**Advertising Manager**  
 Kevin Cowley 301/ 552.7282 eves



## **Cover**

*A true BMW enthusiast, talented Club member Lynn Sures executed this woodcut to combine two of her favorite activities. A well-known local artist, her exquisite handmade paper works have been exhibited all over the region.*

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## President's Message

John "Jack"  
Kenworthy

Time sure flies when you are having so much FUN. I can't believe the club elections are just around the corner. As always, you may run for any of the elected positions. Sarah and I will not run for our positions next year. If you have any desire (or questions) to run for office next year, please feel free to call me. The ballots will appear in next month's newsletter.

At the April board meeting, the board agreed to set up a Drivers School priority for students. First priority was given to BMW CCA members driving a BMW, second priority was given to BMWCCA members not driving a BMW, and last was given to non-BMWCCA members. The negative response from the non-BMW drivers was so overwhelming that we agreed not to set priority based on type of car driven. The only priority will be given to BMWCCA members. We appreciate all of the support and responses that we received. You need to send your applications in early for every drivers school!

We are coming up on another "busy" schedule. We are hosting three Oktoberfests locally. We are having our annual trek to the Bavarian Inn for their Oktoberfest. We are touring the Pennsylvania mountains for some beautiful "leaf watching". We, thanks to our friends at BMW of Fairfax, will once again have our corral at the vintage races at Summit Point. These events, with the drivers school and the national Oktoberfest in Florida, should keep us all satisfied until Christmas.

Speaking of Oktoberfest, are you planning on attending? I have never attended. This year, with the Motorsport Reunion planned, I refuse to miss it. Next year it will be on the west coast, the following year it comes back to the east coast. Don't put it off that long! Go to Florida with us and plan on the best time of your life. We will try to coordinate a caravan down, so please let me know if you are going down.

I want to take this opportunity to say thanks to Dick Bergen for all that he is doing for the club. As you know, he is the membership chairman. He has initiated a new member program that should help welcome the new members. It includes a welcome phone call, from a board member, a welcome letter, and a follow up survey. This is important to the new member. Great job Dick. You may have

noticed his name as Omsbudsman of the region as well.

Congratulations to all of the club members that are having such a successful year racing. The recent SCCA MARRS weekend had more BMWCCA members sitting on the pole, dominating races, and even winning a few. BMWCCA members were seen helping in the pits, helping as corner workers, and helping with the charity fundraiser at lunch on Sunday. We had a fairly good turnout at the corral that collected \$70 for the winning ITB BMW 2002 driver. Seeing the support from the club to help out fellow club members helps make me realize what a great club we have. On the drive up to Summit Point I had the opportunity to stop and help out a fellow club member on the highway. I know he would have done the same. Oh yeah, A great big congratulations goes to Leah Epting for her pole position for the ITB race, and for a very gratifying Second Place Finish. You've come along way baby!! Great job. If anyone has suggestions on how the club can better help the racers, and vice-versa, please don't hesitate to let us know. I don't think that we are best utilizing our assets and would like to better the racer/club relationship.

Please don't forget our ongoing charity drive. We have had a drop in food products donated. I hope this is not an indication of what to expect. Please send money to our post office box if you are not attending the events. Your support is appreciated.

Support our sponsors. They are continuing their support through some hard times. Make sure you tell them how much you appreciate that support.

I hope to see you at more of these upcoming events. As always...Have FUN! ☺

### IT'S ELECTION TIME AGAIN.

Nominations are now being accepted for all positions. Send your nominations in writing to:

Sarah Kenworthy, Secretary  
1550 Clarendon Blvd. #1105  
Arlington, VA 22209



### 1992 CALENDAR

#### AUGUST

- Sat 15 .....Crab Feast/Concours  
 Sun 16 .....Autocross  
 Sun 23 .....Orioles Outing  
 Sat/Sun 22-23 Charlotte Motor Spdwy  
 Drivers' School

#### SEPTEMBER

- Mon 21 .....*der Bayerische* cut-off

#### OCTOBER

- Sat 3 .....AutoThorty  
 Tech Session  
 Sun 4 .....Fairfax BMW  
 Vintage Corral  
 Sat 10 .....Autoy/Autowerke  
 Oktoberfest  
 Mon 12 .....Drivers' School  
 Sun 25 .....Merchant Tire Co.  
 Concours  
 Sun/Sat 25-31 .....Oktoberfest (Florida)

#### NOVEMBER

- Sun 15 .....Championship Rally  
 Mon 23 .....*der Bayerische* cut-off

#### DECEMBER

- Sat 5 .....*der Bayerische* cut-off  
 Sat 5 .....Passport BMW  
 Xmas Party

### BAVARIAN INN OKTOBERFEST

Sunday, Sept 20  
 10:00 AM

We will meet at BMW of Fairfax on Sunday, September 20 for the annual trek up to the Bavarian Inn in Shepardstown, West Virginia.

The Bavarian Inn is a beautiful German Inn overlooking the Potomac River. They have traditional German food and a German band playing your favorite dance folk songs. Bring some extra money so that you may purchase that German beer stein that you will need at the vintage corral on Oct. 4th! Many craft vendors will have displays set up.

We should have the traditional reserved parking on the front lawn. Also plan on reserved seating adjacent to our reserved parking. We will caravan/rally from the BMW of Fairfax lot up to Shepardstown via the scenic horse country. Plan on staying at the Bavarian Inn for as long as you like. The band normally plays until 5:00 pm.

This is predominantly an outdoor event, so dress accordingly. Please bring either your checkbook or small bills so that you can buy food tickets before leaving, BMW of Fairfax. These are required for us to have reserved seating at the festival.

As always, please don't forget your food bank donations.

### DO-IT-YOURSELF

Tech Session and  
 Drivers' School Inspection

Saturday, October 3,  
 9:00 AM - 3:00 PM

Autothority Inc. of Fairfax, Virginia has graciously agreed to host a do-it-yourself tech session to help our club members who want to prepare for the Columbus Day Drivers' School at Summit Point. Most of us know Autothority as one of the area's best independent Porsche service shops, and for their Motronic performance chips. Recently, Autothority has branched out to provide service for BMWs. Ron Willis, their BMW technician, will be on hand Saturday to provide advice, special tools, and any other assistance possible. Their parts Department is

*continued on next page*

**Club Hotline**  
**301/230.9BMW**

## Coming Events

continued

not yet fully stocked for BMWs and will be closed, so be sure to bring your own parts and fluids (and hand tools). Lunch will be provided courtesy of Autothority. The session will provide an excellent opportunity for club members to do minor repair and maintenance work, and get their cars inspected and signed-off for the October 12th Driver's School. Autothority has six lifts/serv ice bays. Use of the service bays will be on a reservation basis. Call Dick Bergen, 703-938-4680 eves. and weekends, no later than September 25 to reserve a spot.

*Directions:* From Beltway, exit at Route 50 West, go to Pickett Rd. and take a left onto Pickett, go up hill and look for Autothority sign on left. 3763 Pickett Rd.  
Tel: 703-323-7830

### BMW OF FAIRFAX SVRA VINTAGE RACE CORRAL

Sunday, October 4  
10:00 AM

Once again our friends at BMW of Fairfax will be supporting the October vintage race corral. This is the annual S.V.R.A. event held at Summit Point.

Last year we had approximately 100 people in attendance. We enjoyed the free food and beverage along with the races. (I think there was a race, I had so much fun visiting with all of the clubmembers that I never really got to watch the race.)

If you do come up, you may expect the same type of setup that we had both last year and this May. We will have a large canopy set up, with free food, remember to BYOB. The food will be a traditional Oktoberfest fare like grilled wurst (the pig is very expensive). Be sure that you bring your favorite beer stein. I hate seeing good German beer in a plastic cup!!

When you come through the gate, ask for the car club discount. We have received a \$5.00 discount in the past. Plan on a ticket charge of about \$15-20 (with discount).

Remember your food bank contribution! I probably will refuse you your food if you don't put some food or cash in the box. (How is that for a threat?)

I will need at least five volunteers to help with carrying items to the track and with setup, so

please give me a call if you want to help. Hope to see you there.

I want to say thanks again to BMW of Fairfax for their generous support. We wouldn't be able to have the food without their help. Show them your appreciation by dropping by the next time you need a part, or a new BMW! Thanks Bart Jergens.

John Kenworthy

### AUTOY/AUTOWERKE OKTOBERFEST

Saturday, October 10  
12:00 Noon - 5:30 PM

Once again Autoy/Autowerke will host their annual Oktoberfest on Saturday, October 10, from approximately 10:00n to 5:30pm. This year will mark the 15th anniversary of this fun-filled event which seems to grow each and every year.

As usual, there will be a display of cars...BMW, Porsche, Ferrari, British cars, race cars, a muscle car or two, etc. All are encouraged to clean up their cars and bring them out for display. Keep in mind that this is NOT a concours and none of the cars will be judged or voted on...it's not that type of party! Keeping this in mind means you can even bring out that not-yet-completed project car and display it. Cars to be placed in the display area should arrive between 12:00n and 1:00pm (display area is for cars that will be around most of the day, as no other cars will be moving about them) though more than ample parking will be available for those who can't make it early. As usual, German beer, bratwurst, and fixn's will be on hand for a nominal charge with all proceeds being donated to Children's Hospital and the Chesapeake Bay Foundation.

For those of you who have never attended Autoy's O'fest, you're definitely in for a good time, so I suggest that you clean and bring your car along with your favorite beer mug.

*Directions:* Rockville Pike to Nicholson Lane. Make right, go 4 lights and make right onto Boiling Brook Parkway. Go 2 stop signs, make right onto Skullkill Road. One (1) short block to Wyaconda and make right. You can't miss it from there!

*Questions?* Paul Vessels-202/726.7971

## IMPORTANT NOTE:

**BYOB to the  
Vintage Corral**

### FALL DRIVERS' SCHOOL

**Monday, October 12 (Columbus Day)**  
**Summit Point Raceway, W. Va.**  
**Supported by Pegasus Motors**

The last drivers' school of the year happens on Monday, October 12 - don't miss it! Please note that the policy of giving first choice to BMW CCA members driving BMWs has been rescinded. First priority will be given to ALL club members until 3 (that's three) weeks before the event (another policy change) and thereafter the school will be open to everyone. See the application form elsewhere in this issue. Workers and spectators are always welcome; if you're going to work, you need to be at the track by 7:45 a.m. See you there!

Lunch will be provided courtesy of Pegasus Motors. Also keep an eye out for the M1 pro-car that was on our cover last issue.

### TIME-WARP TOUR EAST BROAD TOP RAILROAD

**Saturday, October 17**  
**Orbisonia, PA**

**9:00AM (first car departing at 9:30)**

Start: Weis Grocery parking lot (behind Roy Rogers) On Motter Ave. (aka Opossumtown Pike) two blocks west off U.S. 15 N, Frederick, Maryland.

Wasn't it just yesterday, frantically faxing in the office, that you wished you could go back - if only for an afternoon - to a time when the pace was slower, (dare we say "gentler"), less harried? Have you ever longed for the serenity of a Grandma Moses landscape? Or do you suspect, in your heart of hearts, that the world of Currier and Ives never did exist.

When was the last time, sitting in rush-hour traffic facing into the glaring summer sun, that you lost yourself in the fantasy of driving fast up twisting mountain roads. The road snaking before you, demanding quick downshifts, challenging you to find your line through sinuous curves. No sound but the hum of that engine and the background cascade of a mountain stream.

Well, on October 17, we'll help you make both those dreams come true (sequentially, of course). The day will begin with a tour

through rolling orchard-garlanded hills and rugged mountain terrain. You'll challenge your driving skills (and most recent modifications) on some of the most obscure roads we have found as we twist and wind you through bucolic farmlands and apple-scented orchards in northern Frederick County, Maryland and south-central Pennsylvania. Then we'll give you a chance for a little adrenalin, climbing mountain ridges and exploring several State Forests on our way to Orbisonia, PA.

There, having put the best of contemporary engineering to the test, we'll let our beloved machines rest while we go back in time via the East Broad Top Railway.

The railway was established in 1873, and is one of the few remaining narrow-gauge railways still in operation. The train's pulled by a real, genuine coal-fired steam engine, complete with flying cinders. Our motive power for this part of the trip will be provided by one of the East Broad Top's 6 original 2-8-2, "Mikado" type locomotives built in the early 1900's. The cars in which we'll ride are also original to the period; the parlor car "Orbisonia", for example, was built for railroad executives back in 1907. And the countryside, while undoubtedly inhabited by real twentieth century folk, offers vistas more reminiscent of the nineteenth.

The train will deposit us at the picnic grove, where we can explore the woods and stream, and lay-over to enjoy a picnic. Later, we'll board another train for the trip back to Orbisonia. Once back, you may want to explore the entire railway complex with rangers from the National Park Service, who will take you on a tour of the roundhouse and various service areas, some dating from the turn of the century.

#### *Important Stuff:*

Call Bonnie Butler at home to let her know you're coming: 301-663-9263. Please leave your name and telephone number (evening number please), in case we need to contact you. It would also be helpful to know the number of people you will be bringing.

Fare on the East Broad Top is \$7.50 for adults, \$5.00 for children, payable when you arrive in Orbisonia.

*continued on next page*



## Coming Events

continued

### Directions to Start:

Drive to Frederick, Maryland the way you usually do (ie. I-70 or I-270-or something less prosaic). Exit on U.S. 15 NORTH. Follow 15 to the Motter Exit (unnumbered, but right after the Seventh Street exit). Turn RIGHT off the ramp to take Motter WEST (aka Opossumtown Pike) two lights. The WEIS grocery and Roy Rogers will be on the right.

### CONCOURS

October 25

Merchant Tire Co, Manassas

10 AM - 2 PM

This last concours of the year will be held in conjunction with the Porsche Club and will be hosted by Merchant Tire Company at their training center in Manassas, Virginia.

For more details call Paul Vessels at 202/726.7971.

### OKTOBERFEST

October 26-30

Palm Beach Gardens, Florida

Hopefully it's not too late for you to register for this annual event that promises to be extra special this year. If you have any interest in seeing what may be the largest gathering ever of historic and rare BMWs, this is the time. In addition to the usual rallies, concours, autocross, tech sessions, socials, and driver school, the event will celebrate the 20th Anniversary of the founding of BMW Motorsport GmbH, the factory's subsidiary for racing and limited production high-performance cars.

Expected to be there are variety of 3.0 CSL race cars including the winner of the 1976 Daytona 24 Hour race, several M1s including the winner of the '92 Jefferson 500, the '86 IMSA GTP cars, and a Group A M3 making its first North American appearance. Invited drivers include David Hobbs, Brian Redman, Sam Posey, Nick Craw, Hans Stuck, Davy Jones, John Andretti, Roberto Ravaglia and Marc Surer. These cars and drivers are scheduled to engage in a special exhibition race at nearby Moroso Raceway. The Motorsport anniversary celebration will culminate in an evening reception featuring an audio-visual program depicting BMW's racing

history.

If you participate at the driver school at Sebring, don't be surprised if Hobbs, Redman or some other equally famous driver gets in your passenger seat to guide you around the historic 4 mile course!

For information on transporting your car to Oktoberfest contact:

Dean Dixon  
Maryland Transport  
301/416.8255

### HEAD FOR THE HILLS RALLY

Sunday, November 15

Somewhere around Manassas, Va.

BMW CCA will be putting on an open time-speed-distance rally on Sunday, November 15. The start location is yet to be determined. The rally will run west to the foothills of the Blue Ridge and back. There will be no traps. Workers and contestants are needed. Contact the Rallymaster, Dave Roach, at (301)593-3285 to volunteer or for more information. The Registrar is Paulette Leeper, 5846 Glen Forest Dr., Falls Church, VA 22041, (703) 931-6920. If you've never rallied before, come out and precheck the event - details to be announced. Call the hotline for update. ☺

### CONCOURS UPDATE

Dateline: Washington, DC

Get your car cleaned up for display at Autoy/Autowerke O'fest, October 10. See details in Coming Events. Note: This is not a concours. Cars will not be judged.

Our last concours for the year will be held October 25 in conjunction with the Porsche Club and hosted by Merchant Tire Co. with an O'fest theme. For those of you who can't make the National Oktoberfest in Florida, we hope to see you.

The Baltimore Concorus D'Elegance has been cancelled this year due to sponsorship deals that didn't close, as well as location problems. Hopefully, we will continue this display of fine autos in the coming year. ☺

## BOARD MEETING: Minutes Wednesday, 10 June 1992

**PRESENT:** John Kenworthy, President, Mike Early, Vice President, Jennifer Nazarko, Treasurer, Sarah Kenworthy, Secretary, Woody Hair, Club Council, Kevin Cowley, Advertising Manager, David Bergen, Membership Chairman, Paul Vessels, Concours, Al Zavala, The Golden Voice of Summit Point.

**REVIEW OF PREVIOUS MINUTES:** John Kenworthy reviewed the minutes from our meeting held 13 May 1992. Minutes were approved as written.

### TOPICS OF DISCUSSION:

#### **Tech session:**

John Kenworthy stated, on behalf of Dave Born (not present) that the National Tire Warehouse technical session to be held in Laurel, MD is on schedule for June 24, 1992.

#### **Championship Autocross:**

Woody Hair conveyed information on behalf of Dave Lassalle (not present) concerning the championship autocross scheduled to be run at Fort Meade on June 28, 1992. Registration will begin at 10:00 a.m. Woody stated that many volunteers will be needed for registration, technical inspections, and to serve as course workers. Woody mentioned that there are several conflicting events in the area such as the British car show and autocross at Harrisburg, Pennsylvania and the IMSA race at Watkins Glen, New York that may interfere with participation or attendance.

He went on to say that there will be four run groups with 25 participants each. The entry fee will be \$12.00. Final results will be available late in the day, but trophies will be ordered and awarded at a later date.

#### **Drivers School:**

School Registrar, Woody Hair, stated that we have a total of 48 applicants already signed up for the July 3rd School. (60 is a sell out.)

Dave Roach said that Paulette Leeper will once again be taking care of lunch for the school, but that she needed help carrying sodas and water to the track for students and instructors.

Woody, John, Al, and Jennifer volunteered to help.

Chris Leeper stated that our own John Burkhart, who is an SCCA Licensed Cornerworker, will be taking over the unofficial position of Chief of Workers at the July 3rd Drivers School.

School Coordinator Dave Roach said that over 40 Instructors have signed up to instruct. He expressed concern that this number may be slightly excessive with a 20 car limit for each run group, but the weather is expected to be hot in July and the Instructors can then take breaks.

John reminded the board that Paul Moorcones and Radial Tire have generously offered to sponsor the Barbecue after the school. John stated that he plans to grill chicken and serve baked beans and coleslaw. The items will be purchased from Hoffman Meats of Hagerstown.

*continued on next page*

# WesBen

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## Board Meeting Minutes

continued

**Minutes, June 10** *continued from page 7*

### **M.A.R.R.S. race corral:**

John explained that the corral will be an informal one. Persons attending the corral are expected to bring along food that can be grilled and any condiments that they may need. John asked the board for volunteers to bring small barbecue grills to help with the cookout. Only \$100.00 has been budgeted for beverages.

### **July 26 and August 16 Autocrosses:**

Merchant Tire will be sponsoring two autocrosses this summer. The dates are July 26 and August 16, 1992. Tech inspection starts at 9:00 a.m. Lunch will be provided on both dates. The events are scheduled to be held at Osborne Park High School in Manassas, Virginia.

### **Crab feast August 15:**

John Kenworthy asked event organizer, Mike Early, about the cost of crabs due to inclement weather earlier in the crab growing season. "Can the club afford crabs at the current market price?" Mike said that the prices have dropped from an early season high of \$165.00 per bushel to a more reasonable and affordable price of about \$60.00 per bushel.

### **Orioles outing August 23:**

Mike stated that he had about 30 seats left for the game.

Jenny stated that there has been a mix up with the European Car Magazine subscriptions. The announcement was confusing in the dB and, she has 14 checks made out to European Car Magazine instead of the National Capital Chapter. Our chapter should have mailed the checks on behalf of the subscriber to European Car and and kept half of the funds for our treasury. Due to the size of Argus Publishers Corporation, the magazine can not honor the

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agreement to reimburse the local chapter the \$6.00 of the \$12.00 subscription price if the club submits the checks that are made out to European car or Argus publishers. She stated that she would ask the members to resubmit their checks. (Note: The subscriptions have now been sent in—no income for the Club this time. JSN)

Jenny says that all of the State Tax forms are not yet completed. She intends to resend advertisement bills for the fiscal year.

According to Jenny, the Drivers Schools are slightly over budget. All agreed that increased track rental fees and bad weather have been contributing factors.

Woody suggested that we do schools at other tracks since Summit Point is so expensive to rent.

#### **New Business:**

Dave Roach reminded the board that he will not be able to attend the October 12th Drivers School. He said that Chris will need additional help in running the school.

Dave also asked for volunteers to help with the November 15th Championship Rally. The major area of concern is workers for each of the check points.

The next board meeting will be held in the home of Woody Hair.

Motion made to adjourn by Dave Roach. Second made by Mike Early. All were in favor. ☺

Sarah Kenworthy, *Secretary*



**YOUR NAME**  
**NATIONAL CAPITAL CHAPTER**

### **National Capital Chapter Name Badge Pins**

Blue background with white lettering and  
the old BMW CCA logo.

**\$10**

**For info contact Mike Early  
410-484-4620**

### **Now Also Available: (FREE!!!) Club Stickers**

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## **BOARD MEETING: Minutes Wednesday, 15 July 1992**

### **PRESENT:**

John Kenworthy, *President*,  
Mike Early, *Vice President*  
Jennifer Nazarko, *Treasurer*,  
Sarah Kenworthy, *Secretary*,  
Woody Hair, *Club Council*,  
Kevin Cowley, *Advertising Mgr.*,  
David Bergen, *Membership Chairman*,  
Paul Vessels, *Concours*, and Al Zavala, *The Golden Voice of Summit Point*

### **REVIEW OF PREVIOUS MINUTES:**

John Kenworthy reviewed the minutes from our meeting held 10 June 1992. Minutes were approved as written.

### **TOPICS OF DISCUSSION**

#### **Old Business:**

President John Kenworthy began the meeting by saying "THANKS" to Chris Leeper, Dave Roach, Woody Hair, Mike Leeper, Paulette Leeper and Al Zavala for doing an excellent job with the July 3rd Drivers School. They spent many long hours to make it all happen.

Chris Leeper informed the board that our own Leah Epting was the pole sitter in the last M.A.R.R.S. race at Summit Point. She finished the race second but, in the process, she also set fastest lap @133.64. The board agreed that congratulations are in order.

Chris went on to say that during lunch at the races, SCCA sponsored race laps for charity. The chosen charity was Shock Trauma at the University of Maryland Medical Center. Chris pointed out that several of our members volunteered to man the ticket booth and collect money for the event.

NCC President John Kenworthy passed the hat to collect money from corral attendees to give to the highest finishing BMW in the ITB class. The winner was John Weaver of the Delaware Valley Chapter of the BMW CCA. Congratulations.

#### **Calendar of events**

##### *Autocrosses:*

Merchant Tire is sponsoring two autocrosses this summer. The dates are July 26 and August 16, 1992. Tech inspection starts at 9:00 a.m. Lunch will be provided on both dates. The events are scheduled to be held at Osborne Park High School in Manassas, Virginia. Woody stated that he had spoken by phone with Dave Lassalle and the event is all set.

##### *Crab Feast August 15:*

Mike Early stated that he has had poor response thus far for reservations to attend the crab feast. Mike asked for a volunteer to come out early and help him set up the crab pots etc... John volunteered to help out.

Mike reminded the board that there would be a People's Choice concours. The board agreed to give plaques to the winners.

##### *Orioles outing August 23:*

Mike stated that he had sold the 30 seats he had for the game.

##### *Bavarian Inn Oktoberfest and Fall Tour:*

The Bavarian Inn Oktoberfest will be held on September 20, 1992. John stated that he has yet to check with the owner of the Bavarian Inn for price quotes for this year's event.

Woody stated on behalf of Bonnie Butler (tourmeister) that she would like to do a tour to a Railroad museum in Orbisonia, Pennsylvania instead of the Bavarian Inn Oktoberfest and tour. The date probable would be on October 17, 1992.

The board voted to do two Fall Tours this year.

##### *AutoThority Tech Session:*

Event organizer, Dick Bergen, stated that there would be six lifts for the "do-it-yourself" folks to use. Lunch will be provided. He had no other details at this time.

##### *Fairfax Vintage Race Corral:*

John asked Jennifer for the dollar amount left in the budget for race corrals. Jennifer gave that figure as \$900.00 dollars.

Fairfax is the major supporter of the corral. Olympic Imported parts will donate the beer.

The board voted on whether to do another pig roast or to do sausage and chicken. All agreed that the pig roast is very expensive and we do not have the funds for such extravagance at this time.

##### *Merchants Tire Oktoberfest October 25, 1992*

Paul Vessels stated that Merchants Tire will be hosting an Oktoberfest. The BMW, Porsche, and Mercedes clubs are invited.

##### *November 15, 1992 Championship Rally:*

Dave Roach asked for volunteers to help with the November 15th Championship Rally. He stated that he will need a Chief of Control to coordinate all the workers. About 25 workers are needed for check pints and various other duties.

Al Zavala proposed that we ask the Southeast Sports Car Association (SESCA) to help us work our rally and, we in return, could help them with their upcoming rally.

##### *Drivers' Schools:*

John Kenworthy stated that he may seek financial support for a cookout after the October 12, 1992 Drivers' School.

The board approved an administrative fee of \$25.00 for last minute cancellations to the Driver's Schools. The school applications will

**BOARD  
MEETING:  
Minutes**

**Wednesday,  
15 July 1992**

be amended accordingly.

Woody presented several letters he had received in response to the policy on Club members who do not own BMWs. All of the letters were in favor of doing away with this policy. No other letters to the contrary were received.

A motion was made by Dave Roach to: 1.) Eliminate the policy that gives preference to Drivers' School applicants who are club members with BMWs over club members without BMWs. 2.) Publish the school dates as soon in the year as we know them. 3.) open the schools to nonmembers 3 weeks (instead of 2 weeks) prior to the school. Motion seconded by Mike Early. The board voted to amend the policy.

Al Zavala has agreed to be a co-coordinator for the Drivers' Schools next year. The agreement is contingent upon finding an associate to share all duties and responsibilities.

Jennifer stated that she has only just begun to receive payments for *der Bayerische* adver-

tisement bills for the next fiscal year.

*der Bayerische*:

dB Editor, Mike Early, asked those responsible for monthly or periodic articles to please try to stick to the published deadlines.

Mike also said that in an effort to cut expenses, he is cutting the number of extra magazine copies printed by about 100.

With all business complete, Dave Roach made the motion to adjourn, the second was made by Kevin. All were in favor.

The next board meeting will be held in the home of John and Sarah Kenworthy. ☺

*Sarah Kenworthy, Secretary*

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19, but not all, of the M3s at Watkins Glen Drivers' School, June 21.

Photo by Woody Hair

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### CHAMPIONSHIP AUTOCROSS: Bravo Lot, Ft. Meade 06/28/92

**C**ongratulations to the M.C.C. members for putting together a fine championship autocross. The time and effort that goes into a successful event is incredible.

Many of us attend these club events, make our three runs against time and go home without realizing what has to happen to make the event successful. A large parking lot (void of large immovable objects) must be sourced, permission to use the lot granted, insurance regulations met, and a date set before anything else can happen. Our club autocross coordinator, Dave Lassalle, did a great job handling the above as well as doing the preregistration of well over 90 entrants.

The day of the event, at 08:30, Alfonso Zavala arrives with his sadistic course map. The pylons are laid out and the autocross course begins to come alive. The equipment van spews out the timing system and the p/a system. The course is adjusted and the pylons are marked in place.

Meanwhile, on the lower lot, participants are starting to arrive. Craig Johnson, Woody Hair, Charles Denton, and other club members man the registration table and Dwight Derr and Greg Weldy perform the tech inspections on the competing automobiles. Car numbers and classes are "shoe polished" on the windows, tires are changed, minor adjustments made, and motors revved. The lower lot takes on a "Pit Road" aura.

Back on the main lot the course map is drawn, "walk throughs" are done, equipment checked, and the first heat is staged. The O.D., Dave Lassalle, preruns the course, and, at 10:30, the first car is off.

Competition was fierce throughout the day. Many classes were separated by a few hundredths of a second overall. Team BMW CCA NCC (Rafael Garces, 1989 325, Greg Weldy, 1988 Mustang LX, Donald Whitaker, 1988 M5, and Gary Toyoma, 1988 325i) came in with 3 second place finish and 1 fourth place finish, which placed the team second

*continued on next page*

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Chapter President, John Kenworthy (left) presents IT-B winner John Weaver with \$75 prize at Summit Point SCCA races. Photo by Woody Hair

## Autocross Bravo continued from page 13

overall. Wood Hair finally bested his son, Brian. Charles Denton placed well with his "new" 1974 2002. Other club members placed well and had a good time. Dave Roach showed us his great speed and athletic prowess as a course worker chasing the flying pylons.

The last heat was over at 4:30 and soon, the pylons were picked up and the equipment loaded back into the van. Trash was picked up, tires changed, and farewells said. "Pit Road" cleared out and the day was over.

To all members, if you have never autocrossed, please sign up for future events. Autocrossing is a great teacher of car control in a safe controlled environment. Speeds rarely exceed 45 mph and on most courses you stay in second gear. The people are great and the pylons are soft!

I drove out of the parking lot, empty of cars but full of "should haves." I should have gone faster, braked harder, turned sooner, . . .

**Jim Ruos**



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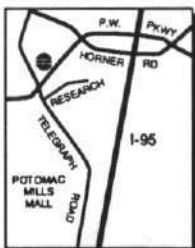
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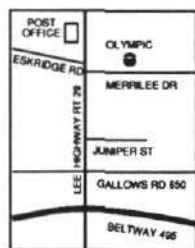
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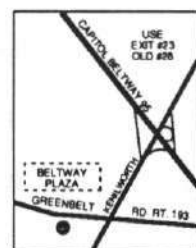
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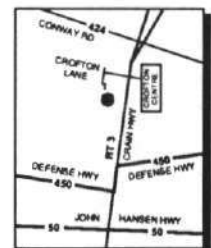
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## Firecracker Drivers' School

The club's penultimate 1992 drivers' school was held on July 3 at Summit Point. Although the weather wasn't very cooperative, alternating between rain and overcast conditions, the event was well attended, and almost everyone had a good time.

Unfortunately, we had our first "big incident." During one of the afternoon sessions when track conditions changed from dry to wet, a car went off the track at turn four, hit the bank, and gently rolled over onto its roof. Neither the driver nor the instructor was injured, and the driver was able to drive the car home. The incident was handled very professionally by Al Zavala and Mike Leeper, who were running control at the time. Many thanks to them for their level-headed response.

After the school, drivers, workers, and visitors were treated to a great cookout, sponsored by our friends at Radial Tire Company. Jack Kenworthy slaved over hot coals for several hours cooking some delicious

chicken. Paul Moorcones and Radial Tire have been very generous to us this year; the next time you're in their neighborhood (Silver Spring), stop by and say thanks.

The last NCC drivers' school event of the year will be held on Columbus Day, Monday, October 12. Please note that the rules have changed again - the school will be open to BMW CCA members only, regardless of the marque of car they're driving, until three weeks before the event, at which time it will be open to everyone. The moral of the story is register early. See the application elsewhere in this issue. ☛

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Please send a card to him in care of BMW of Fairfax.  
Our prayers are with you Bill. ☺

Dear Editor:

I wish to extend my sincere thanks to all of those who helped me after my unfortunate incident on July 3 at Summit Point. A special thank you to those who provided super assistance in so many ways; Leah and Jim Epting (because of the porta-power most people hardly noticed a thing), Sam Baldwin, Dave and Sue Bryan (who graciously followed me to the Baltimore Beltway) and Keith Parker (who had to bear with me through it all).

In addition, a continuing thanks to the dedicated event organizers, Chris, Dave, Bob, Al, etc. and all the volunteers. You always do a superb job, and of course the talented instructors.

Well, I will not be deterred and will return to the track to continue learning more and interacting with the wonderful people in the club. ☺

Sincerely,  
Alan Warner

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## Road Rallying

by David Roach

The National Capital Chapter will present "Head for the Hills!", a road rally, on November 15. While November seems a long way off, preparing a rally for "public consumption" requires a lot of advance work. One of the most important aspects of this preparation is the gathering of volunteers to work checkpoints on the day of the event. In the hopes of sparking your interest in working a checkpoint or two, I'll try to give you a brief overview of how a car rally works.

Unlike most forms of motorsport, rallies do not require special equipment, car preparation, or closed racetracks or parking lots. Most rallies are run on open, public roads in normal, everyday cars. There are several different types of car rallies, each with different objectives.

The kind of rally we're putting on is called a "time-speed-distance" rally, where the object is to arrive at certain points along the predefined route, called "checkpoints," at precisely the right time. Contestants get a point for every hundredth of a minute (.6 second) they

are off of the right time, whether early or late. The contestants follow a very exact set of directions, called "route instructions." These instructions are similar to instructions you might give to someone trying to find your house: "Turn right onto route 29. Then turn left at a Shell station. Then go straight at the crossroad with the stop sign. It's the third house." Rally route instructions, however, are a little more precise, and a little more arcane: 3.21 1. Right onto a route whose digits sum to 11. CAS 50.

2. Left after "SHELL". CAS 35.

8.55 3. Straightest at STOP.

9.20 4. Left into driveway. CAS 20.

The numbers to the left (3.21, 8.55, 9.20) are "margin mileages," giving the exact mileage (to the nearest hundredth of a mile) since the contestants were last told to reset their odometers. The "CAS" information (CAS 50, CAS 35, etc.) means to change average speed to the number, in miles per hour. Thus, you're going 50 miles per hour on

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route 29 (or route 560 or route 1415), then you change to 35 when you turn left after a sign that contains the word "shell" (anything in quotation marks refers to a sign) and until you turn into the driveway, at which point you change speed to 20. STOP is a special term used by rallyists to mean an ordinary octagonal stop sign that the contestant is required to obey. All of these special terms, and the rules about how to use them, are contained in "general instructions," a document that the contestants get prior to the event. While all this seems a bit complicated at first, it's pretty easy to manage once you get the hang of it.

Here's how it all fits together: Contestants are assigned car numbers. At the start of the rally, they receive their route instructions and leave at a specified time plus their car number in minutes. Thus, cars follow the route at one-minute intervals. This makes it difficult to cheat (you usually can't see the car in front of you or behind you). As the contestants travel the route, they come upon

"checkpoints," where either (a) someone alongside the road writes down the time they arrived (these are called "manned" checkpoints) or (b) the contestants themselves are required to write down the time they think they should have arrived at that point (these are called "do-it-yourself" checkpoints). The rally has been precisely measured in advance, and the correct arrival times at each checkpoint have been calculated. Scores are determined by comparing actual arrival times at manned checkpoints, or contestant's "guesstimates" at do-it-yourself checkpoints, with the official elapsed time. The contestants' score is the number of hundredths of a minute they were off of this official time. Low score wins.

Each car requires two people, a driver and a navigator. The driver's job is to (1) keep the car on the road, (2) maintain the assigned speed, and (3) help the navigator look for clues along the route. The navigator's job is to (1) make sure the route instructions are followed correctly and (2) help the driver stay

*continued on next page*

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## Road Rallying

continued  
from page 19

on time. Cars compete in several different classes based on experience and rally equipment, so the first-time rallyist, using only the car's odometer and a wristwatch, doesn't have to compete directly with people like club member Jim Miner, who has been rallying since the stone age and who uses a full-fledged rally computer.

First-time rallyists start out in the beginner class, where the most important aspect of competition is staying on course. While more advanced rallyists spend a lot of time calculating their elapsed times from point to point and adjusting their speed to be sure they stay on time, this really isn't necessary for the beginner class. A good driver can keep the car close enough to the right time by the seat of his or her pants. The hardest part of staying on time is to remember that average speeds are calculated as if the car continued around corners and through stop signs at the average speed; when the car stops at a stop sign or slows down for a corner, it falls behind and must make up the few seconds it takes to stop at the sign or get around the corner.

Some of the more advanced rally crews use no more than pencil, paper, calculator, and the car's odometer to calculate elapsed time; they compete in the "advanced unequipped" class. Others, such as this writer (the navigator half of the infamous Friday Afternoon Rally Team), don't find the challenge of calculating times to be enjoyable and so use a rally computer; they compete in the "equipped" or "overall" class. A rally computer takes wheel-revolution readings from the car, maintains the time of day in a clock, and is set to the current speed. It automatically measures how far the car has gone, calculates how long it should take to go that distance at the current speed, and compares this calculated time of day to the actual time of day, displaying the number of hundredths of a minute early or late in front of the driver. If the readout says "000," the car is exactly on time; if it says "004," the car is four hundredths of a minute early; if it says "925," the car is 75 hundredths of a minute late. It sounds like everyone running with a computer should get a perfect score, doesn't it? Well, that's not always the case.



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There are two basic types of time-speed-distance rallies - "trap" rallies and "zero-hero" rallies. On trap rallies, the rallymaster (the deviant who laid out the rally) attempts to get the contestants to take the wrong route to the checkpoint, thus traversing a different distance and arriving at the wrong time, or to take the right route at the wrong speed or with extra pauses along the way. The rallymaster does this by convincing the contestants to misapply the rules of the event (the general instructions) or by distracting them with other details so they miss important clues. You have to enjoy logic puzzles and detective novels to enjoy this kind of event. While a rally computer helps you stay on time, it doesn't help you stay on course, so if you take the wrong route or go the wrong speed or pause where you shouldn't have, you'll arrive at the checkpoint at the wrong time.

Zero-hero rallies are events where the rallymaster doesn't try to get the contestants to take the wrong route. Here, precision is the key. While the winning score on a trap rally

may be in the hundreds of points, the winning score on a zero-hero rally is generally less than one point per checkpoint. A rally computer certainly helps you stay on time on one of these events, but there are a lot of little factors that can mess you up: the driver may spin the wheels, making the computer think the car has gone a different distance, or the driver may use his drivers' school abilities to apex corners, thus travelling a shorter distance than the rallymaster did when he laid out the course. These may be very small differences, a hundredth of a mile or two, but they're enough to lose the event.

As an example, the Friday Afternoon Rally Team's favorite event is the MG 1000, a rally of 1000 miles run on mostly dirt roads in New York, Pennsylvania, and Ontario, Canada. The event takes five days to run, and the contestants go through about 80 checkpoints. Contestants are given the day's route instructions an hour before their start time, and the route instructions contain official mileages to every instruction, so I

*continued on page 28*

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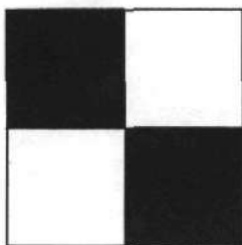
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## Woody's Competition Corner

by Woody Hair

The BMWCCA Connecticut Valley Chapter had a festival for 2002s in late August, but it couldn't have been as exciting as the 2002s that have been swarming around Summit Point Raceway recently. First there was our Firecracker driver school on July 3 when 13 '02s were entered. A few instructors were driving 2002s too. Then on July 12, fifteen 02s were entered in the Improved Touring classes at the SCCA Regional races at the Point. In the third race of the day, Richard Kiceniuk from New Jersey put on an impressive drive with his IT-A 2002ti to easily win his class and beat most of the IT-S Datsun Z cars too. Race number five saw Pennsylvania's Pat Massimo as the top qualifier in IT-C with a 1602. She was running second and gaining when her fuel pump called it quits.

Finally, there was the 36 car IT-B race which included 13 2002s. Pole sitter Leah Epting (1:33.6) missed a shift on the start and was hit in the rear by another 2002 driven by Ed York. With her truck lid flapping in the air, Leah ran 3rd for half the race before passing

Alan Green (2002) and ultimately finishing second. John Weaver kept his white 2002 in the lead from Turn 1 of lap one to the checkered flag on lap 15 and collected the \$75 prize contributed by chapter members at our corral at Turn 7. It was quite a show and the same action should return to the Point Labor Day weekend.

**SPEED SHIFTS:** The Potomac Region of the Porsche Club of America (PCA) hosted the second ever (Denver beat them by two weeks) races for that club. Several BMW Club members worked corners and witnessed some good driving and competitive races. Everyone was quite pleased that there was no metal-to-metal contact among the 70 some racers. . . . . Chapter members Jim Miner and Ken Beard (Dodge Omni GLH) finished 18th overall out of 59 starters, and 5th in the Production GT class in the SCCA's Susquehannock Trail PRO Rally run on forest roads in northwest Pennsylvania. The rally was stopped prematurely after a fatal crash by an Audi Quattro driver. . . . . A "factory" BMW M5 won the

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recent One Lap of America over 58 other entries. The car was piloted and navigated by John Buffum, Tom Grimshaw and the Roundel's Satch Carlson. Lance White (Ohio), Scott Hughes (Michigan) and Gordon Medenica (New York) were running as a BMWCCA entry in Lance's M3 and finished 16th. . . . . David Lassalle (BMW 325is) won C-Stock in the Autocrossers, Ltd. championship event July 19. That is 3 wins in 4 events for Dave and it would have been 4 for 4 if he hadn't been the course pre-runner at our event. . . . . I hope you discovered that the German Touring Car races can be seen locally on Home Team Sports. HTS is carrying the Prime Network's Chevrolet Motorsports Hour on Thursdays from 3 to 4 pm. If there's no live baseball or hockey, it is repeated at 10 pm. Any particular show may cover drag or off-road racing instead, so set the VCR and cross your fingers. The BMW M3s are not doing so well this year. I guess all of their development work is going into the E-36 version that will be raced next year.

The July 13 issue of Autoweek has a short report and picture of the street version that is to be available in Europe this fall. It boasts a 3.0 liter six with 286 hp. Unlike the E-30 M3, this one differs little visually from the standard 325i Coupe. Technical details, price and introduction date for a U.S. version are still unknown. CRUNCH. ⚙

See Page 27 for Competition Calendar



**Woody's  
Competition  
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## Drivers' School News

by Woody Hair

### X CARS REGAIN EQUAL STATUS!!

By a 6-to-5 vote at its July 15 meeting, the chapter's board decided to rescind the new policy of giving priority to BMWs until two weeks before an event. BMWCCA members will now have priority over non-club members until three weeks before the event but they can bring any street-legal car that meets the tech inspection standards.

As it turned out, all 18 non-Bimmers who had registered early for the July 3 school were able to be accommodated. The Firecracker school did not fill up until 10 days before the 3rd. The club received half-a-dozen letters on the subject, all from driver school participants who currently drive other marques. Most acknowledged that BMWs should have some priority, but felt it wasn't fair to be kept on the bubble until just 2 weeks before D-Day. That just doesn't give much time for tech inspections, repairs, motel reservations, etc. In the end, the majority of the board felt that until a stronger case can be made for conducting all-BMW events, all club members will again have equal status.

What all of this means, of course, is that your entry should be submitted as early as possible to assure you get in. Our driver school dates are published well in advance and for '93, the *dB* will carry a generic application for all events.

A writer for *der Bayerische* used to take M3 owners to task for their non-participation in our driver schools. Well, at the July 3 school we had 13 M3s among the students and instructors—a new record for Summit Point. At the Genesee Valley Chapter's June 20-21 school at Watkins Glen, 19 M3s gathered for a group picture during the Sunday lunch break. One M3 owner missed the photo session because she was more concerned with quick repairs to a crumpled fender before her next track session.

For what it's worth, the Firecracker school had states represented as follows: Virginia - 24, Maryland - 18, Pennsylvania 12, DC - 6, New York - 2, and one each from Connecticut, Massachusetts, West Virginia and North Carolina. In the least experienced group, 7 of 22 entries were women. ☺

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Mail application, self-addressed business-size envelope with 52 cents postage and check to:

Woody Hair  
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Car: Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

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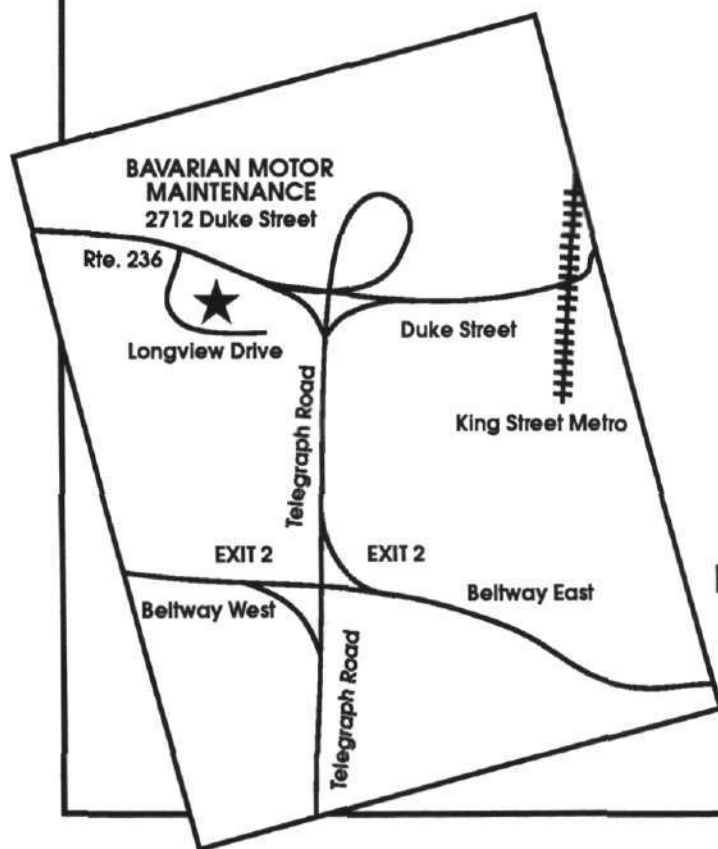
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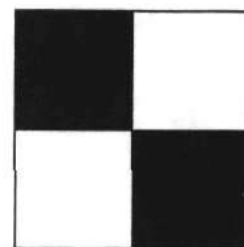
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# CALENDAR

Sep 6-7	SCCA MARRS Races, Summit Point, WV
Sep 12-13	Indy Cars/SCCA Trans-Am, Mid Ohio
Sep 13	NASCAR Winston Cup, Richmond, VA
Sep 13	Volvo Club Champ Autocross, Bowie, MD
Sep 20	NASCAR Winston Cup, Dover, DE
Sep 27	SCCA MARRS Races, Summit Point, WV
Sep 27	Shelby-Dodge Club Champ AC, Tentative
Oct 4	SVRA Races, Summit Point, WV
Oct 4	SESCA Mad-Hatter Rally, Virginia Countryside
Oct 4	Indy Cars, Nazareth, PA
Oct 11	MWCSCC Champ AC, College Park, MD
Oct 11	Branded Club Rally, Gaithersburg, MD
Oct 18	PCA Champ AC, Ft. Meade, MD
Oct 25	Saab Club Champ AC, Ft. Meade, MD
Oct 26-31	Oktoberfest/Motorsports Anniversary, Florida
Oct 31-Nov 1	SCCA Race Drivers' School, Summit Point, WV
Nov 15	BMWCCA Rally, Virginia Countryside



**Competition  
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Calendar**

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## Road Rallying

*continued  
from page 21*

usually run through the entire rally on a lap-top computer in the motel room before we start, calculating our correct arrival time at every instruction. A few years ago, the winning car had a score of about 50 points (30 seconds' error) over the five days; the Friday Afternoon Rally Team finished fourth with a score of 75 points.

In sweeping generalization, drivers tend to prefer zero-hero rallies, while navigators tend to prefer trap rallies. Why? Well, on a trap rally, the speeds are slower than on a zero-hero rally. This is because the contestants have to do a lot of thinking; often, they have to stop at intersections and figure out which way to go by using some circuitous logic. On zero-hero events, the way is almost always clear, so, in the famed rally adage, "when your time comes up, leave; when your mileage comes up, turn." Speeds can be more entertaining for the driver. Of course, "entertaining" is in the seat of the pants of the beholder: one driver's "entertaining" could be another's "life-threatening."

As there are several types of time-speed-distance rallies, so there are several types of manned checkpoints. Sometimes, checkpoint locations and times are printed in the route instructions; this is called "Monte Carlo" format. On other events, contestants pass a checkpoint sign and then stop next to the checkpoint workers, where they are given the time of day they arrived and the time of day they should leave and then sent on their way; these are called "open" controls. Still other events, such as our event, used "closed" controls, where contestants simply drive past the control without stopping.

The checkpoint crew writes down the car number and the arrival time on a log, which is used to calculate scores at the finish. The checkpoint crew arrives at the checkpoint and is ready to time cars half an hour before the first car is due. They stay until half an hour after the last car is due. Thus, if there are 30 cars, the checkpoint would operate for an hour and a half. For closed controls,

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the checkpoint crew consists of two people. One operates the timer, which shows the time of day in minutes and hundredths of a minute and which can be "split" to capture a specific time with the touch of a button. The other crew member gets the car number and writes down the car number and the time on the checkpoint log, which is used to calculate the scores.

So what's the reward for sitting by the side of the road for an hour and a half, timing everything that comes by? Well, for some, it's the "precheck," where the rally workers drive the course in advance to make sure the route instructions work and the speeds and roads are acceptable. In fact, a precheck is the best way to try rallying, as there's no pressure and a lot of help available. The precheck occurs several weeks before the actual event, usually on the same day of the week and at the same time of day as the event.

We'll need at least 10 checkpoint crews for "Head for the Hills!" In addition, and first and

foremost, we need a Chief of Controls, whose job is to collect and organize checkpoint crews. If you'd like to see what it's all about, give me a call and volunteer. If you'd like to compete in the event, that's fine, too. Further details will be available on the club hotline as the time approaches. ☺

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Bandy, Wm. & Patricia	2 320is	Jason Kielman
Barnes, Stanley	92 325i	
Bethea, Melvin A.	84 533i	M.A. Bethea
Boggs, Paul T.	92 325i, 92 318i	VOB Auto Sales
Brown, Richard & Kinda		
Burchard, Jerry	85 318i	
Byrum, Alvin		
Chalmers, David	79 528i	
Chen, Dr. Hong	85 325e	Excluservice
Cheng, Mark	91 M5	VOB Auto Sales
Coshland, Jeff	88 325is	
Cromwell, Douglas H.	91 M5	Steve Foster
Cutler, Marshall	76 735	Excluservice
Dixon, Dean	83 320i, 84 325e	
Dixon, Ronald M.	86 325	Lewis Bakerville
Dumas, Richard P.	91 318 is	Mike Early
Eisner, Karl Porsche	911C2	Nazarko
Emeridck, Ray	78 735	
Enson, Harry		
Findling, Regina N.	72 Bavaria	
Fitzgerald, James E.		
Gau, Claude C., Fran & Tatiana	87 320i cab, 89 735i, 92 325i	
Gaughan, John		
Gay, Bob	90 325i	Mike Early
Harris, Christopher	89 325i	Excluservice
Harris, Lander	74 Bavaria, 83 320, 83 525e	Mike Early
Hazel, Larry, c/o Auto Advantage, Inc.	90 535i	David Lassalle
Hill, Eric W.	92 325is	Passport BMW
Hoffman, Darrell	88 735i	
Huffman, Jimmie	79 320i	
Javins, Scott	74 2002	
Patric, John	89 325	
Kames, Robert		
Kearns Jr., Richard M.	85 318i	BMW of Fairfax
Kiracofe, Dr. Clifford		
Kruglak, Gregory	76 320is	Dean Henry
Kuehn, Devin		
Lafferty, Wallace		
Lefew, Kevin	85 352e	
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Ljungquist, William P.	88 535i	
Love, Bill		
Marsh, Christopher David Marsh		
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Sevigny, Dick	79 733i	John Fisher
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Springwater, Ron	76 2002	John Bragal
Stancampiano, Joseph		
Steers, Bill	82 528e	
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Sykes, Erick	75 2002	A.L. Sides
Tollini, Pete	92 325i	Mike Mills
Tsantes, Chip		Dave Ford
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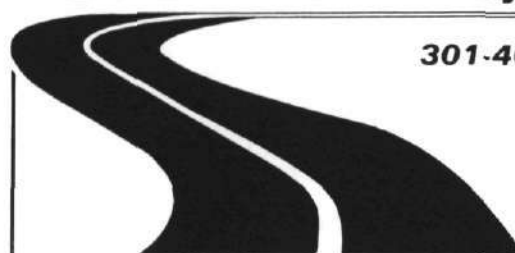
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