

der Bayerische

NATIONAL CAPITAL CHAPTER

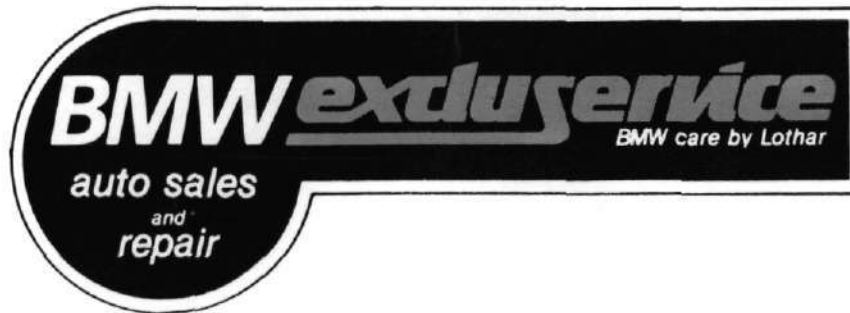
BMW CAR CLUB OF AMERICA

NOVEMBER/DECEMBER 1992

*The Officers of the National Capital Chapter
and the Staff of der Bayerische
wish all the Chapter members a Happy Holidays!*



Two Important Announcements from



ANNOUNCEMENT ONE

We're moving . . . to serve
you better!

Effective June 29, 1992, BMW Excluservice will be located at
12224 Parklawn Drive, Rockville, MD.

We're not leaving the area. We're not even changing our phone
number. We're just moving into a larger facility, with more room
to give your BMW the kind of personal care and attention it deserves.

Our new shop is located just two buildings to the right of the
building where we have served you in the past. Drop by sometime
soon to see what we have done to serve you even better.

ANNOUNCEMENT TWO

We'll honor anyone else's BMW
service specials . . . for you!

In today's tough times, many BMW shops in the Washington area are
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I don't want to lose you because of someone else's one-time
special deal. And I don't want you to pay more than you have to
for quality BMW service.

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discount you've seen or received from any other BMW dealer or
independent BMW repair shop, and I'll honor it. For you.

Lothar

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der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 22 / Number 6



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301/230.9BMW

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Vice President	
Mike Early	301/ 484.4620 eves
Treasurer	
Jennifer Nazarko	301/ 681.6213 eves
Secretary	
Sarah Kenworthy	703/ 527.8033 eves
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Dick Bergen	703/ 938.4680 eves
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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
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Tourmeister

Bonnie Butler	301/ 663.9263 eves
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Baltimore Activities

Dwight Derr	301/ 889.9578 eves
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Club Store

Dwight Derr	301/ 889.9578 eves
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Autocross

David LaSalle	301/ 317.1461 eves
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Club Council Representative

Woody Hair	703/ 425.1204 days 703/ 243.5796 eves
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Tech Tips

Terry Luxford	703/ 255.0510 eves
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Production Manager

Andrew Short

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Advertising Manager

Kevin Cowley	301/ 552.7282 eves
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Cover

*Can you count the 2002s coming down the
 shoot at the MARRS Races at
 Summit Point Raceway?
 Photos by Chris Leeper*

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President's Message

John "Jack"
Kenworthy

First, I want to invite everyone to the annual Christmas Party. As in the past, it is being held at Passport BMW in Marlow Heights, MD. Please read the article for details. I promise you that you will enjoy it!

Well, they say time flies when you're having fun. Damn, I must of had too much fun this past year. It really seems like yesterday that I wrote my first President's Message. I want to dedicate this message to show my appreciation for a lot of hard work shared by many this year.

The BMWCCA has added so much to our "tour" in Washington. The great people, the events, and the long lasting friendships are irreplaceable. I said it back in 1978 when I first joined the club in North Carolina, and I will repeat myself once again. The people in the BMWCCA are the best group of people that I have ever met. Those of you that still haven't come to an event really should make it to the next one. You will not regret it!

I want to take this opportunity to say thanks to all of you who made my year as President so enjoyable. Your hard work, and your love for the car club are greatly appreciated. It sure made the year my most memorable.

First, and I do truly mean first, thank you Sarah. You are the best secretary one could ever find. You always reported the minutes in great detail. You always made sure a thank you letter was sent to every sponsor. You informed all of the board members each month of the board meeting. You wrote letters requesting support, but most of all, you gave me the support at home. I know those Saturday mornings when the alarm rang at 4:30 you would have rather slept, or some of the weird phone calls late at night really disturbed you, but you managed to hang in there. I really love you and appreciate all you have done. You're the greatest!

MIKE EARLY- First, I wish that I had your energy. Thanks for being the Vice President, but most of all, thank you for all of the hard work on *der Bayerische*. We all appreciate your ability to make the rest of us stick to the deadline. You also cook a mean batch of crabs too! Nina, can Mike please go back to Watkins Glen next year?

JENNIFER NAZARKO- You're the fastest treasurer in the world! You are fast on the race track and you are fast to say no when I ask for money. Of course the latter has helped build the bank account up to record highs. Thanks for making all of those deposits, and for paying the bills in a timely fashion. I still don't under-

stand our budget, but you always said it was fine, so I know that it was.

DICK BERGEN- The recent work that you did to help welcome new members made me realize what a poor job I did as membership chairman. I know how much time that it takes and I really appreciate what you have done. Also being the regional ombudsman for BMWCCA is appreciated.

DAVID BORN- I am still looking for a Ferrari hat to sew into a BMW hat for you! You did a great job with Maifest and I can't wait for the Christmas party. When you have a party animal as the social chairman, you can't go wrong!

DAVID ROACH- Do you know how to say no? You volunteer to help out with so much, but most of all thank you David for doing such a great job in perfecting the Drivers School. The professional package that you have created puts the Bondurant's to shame! Up until recently, you took care of pre-registration, mailed out the packets, accepted the phone calls, and orchestrated the small group of helpers to put together the best damn Drivers School in the nation. I know that you had some help, but I also know that it could never had been done without you. You are great Roach!

CHRIS LEEPER- While David took care of the administration of the Drivers School, you were there each morning making sure that I had the workers on station, that Al or Mike had made it to the tower, and that Bob had the instructors ready. You keep the fun meter pegged with your crazy pit out manners, and you are always at the rescue with a "tickle of Dickel" (at the end of the day!)

BOB GAMMACHE- Thanks for making sure that we have plenty of instructors at the Drivers School, and for running our schools so professionally and safely. You are "the Chief", and I greatly appreciate all you have done for the Drivers School. Good luck with the race car!

AL ZAVALA- I'm glad that you got your "green card"! You had us worried last year. The work that you have done for our autocrosses and drivers school is appreciated, but I really want to say thanks for coming to the rescue for next year's Drivers School. I hope that you will find time to still be "Voice of Summit Point". Now go buy that BMW!

MIKE and PAULETTE LEEPER- You guys have done so many things to help out with the Drivers School. Lunches, beverages, control, and when not busy (ha ha), corner working. I

tried to get Jennifer to buy you a BMW touring to help load up all of the supplies for each school, but she knew your 535i could hold two car loads. The both of you are great, and we miss you already!

PAUL VESSELS- As the clean car guy, most of us don't want to take our dirty sleds near you, but a few concours wackos really appreciate your hard work. The Evans Farm Inn event with the Porsche and Mercedes Clubs is proof that you know how to put on a great show. I know next year's will be even bigger. I still wish I knew what you did for a living!

DAVID LASSALLE- The way you have organized so many autocrosses this year, I suspect that the tire manufacturers are slipping you a buck or two! At the first of the year we didn't have a lot. You not only got us a location, you got free lunches to go with the location! It looks too damn coincidental to me, but thanks!

BONNIE BUTLER- You write the best articles to promote the best tours. I know that it takes a tremendous amount of time to set up a tour, and then to make a trial run to perfect it. Each tour that you organized was picture perfect. Have you thought about a job with a tour company?

KEVIN COWLEY- You kept Jennifer busy, and I loved it. You have been the biggest revenue source for the club. I have no idea just how many new advertisers you get credit for, I just know you have done the job better than we could have hoped for. I guess that it's best that some people don't know when you find time to visit some of the advertisers. I won't tell if you don't! Are you ready for "the Glen"?

ANDREW SHORT- Why you continue to put up with us, I'll never know. To call the *der Bayerische* a newsletter is like calling Kelly Labrock a girl. Your expertise in producing such a magnificent publication has brought envy to all of the other chapters. Many people have confused it with a national publication. Good luck with the growing studio and thanks again!

WOODY HAIR- I know that you hate it, but I still look to you as the club's father. Your sincere dedication plays the biggest part in making National Capital Chapter the best chapter in the best car club. A lot of faces have appeared, a lot of faces have disappeared. You always have maintained an active role. When the board was indecisive, you made the right decision. When we needed someone else

to help out, you volunteered. The time you have put into registration for the Drivers School is appreciated by all. When I needed to share my enthusiasm the first time I spotted the Ferrari F40, I called you (at midnight). I wish that the club could afford more than a plaque for you, because you deserve it. You are a great friend, and we are going to miss you. I can't thank you enough!

To everyone else that has helped out, and I know there are many, thank you very much. Dwight, thanks for letting me have a year on the throne. It was rewarding, but most of all fun. As I always have said, we have to keep having fun at this.

To the rest of the members that I've met, it has been great. If you are ever out in San Diego, please look us up and come by for a beer.

ADIOS ☺

Important Message

Effective immediately, the National Capital Chapter will not furnish alcoholic beverages at our events. The National Board of Directors brought this to our attention, and after further consultation with a local attorney, our board voted to adhere to this policy.

We will allow B.Y.O.B. at all events. Please understand the legal ramifications directed at the board if something was to happen. I regret that the current legal system requires us to make this decision.

John Kenworthy

Coming Events & Calendar

PASSPORT BMW / BMW OF NORTH AMERICA CHRISTMAS PARTY

Dec 5, 1992
7:00 PM

Once again our friends at Passport BMW will be hosting our annual Christmas Party. We will hold the 1993 elections where you can cast your vote.

BMW of North America will furnish the door prizes. They always furnish top quality prizes. Be there if you want a chance to win!

The food and soft beverages will be provided. In support of the new alcoholic beverage policy, BEER and WINE WILL NOT BE PROVIDED!!! Wine glasses are provided, and we request that you bring your favorite bottle of wine to donate to the "wine cellar" for everyone to enjoy. We will have ice to keep beer cold as well.

We had budgeted \$500 for the beer and wine before we had initiated the new policy. That \$500 has been donated to the BMW disaster relief fund. It was matched by the National office, resulting in a \$1000 contribution to the Red Cross to aid the victims of Hurricane Andrew!

Please don't forget the ongoing charity drive. In keeping with the holiday spirit, I would request that everyone please bring at least \$10 to contribute to the food bank. Please consider that the party is free. I do ask that you make a cash contribution vs. a canned contribution. If 100 people were to bring canned goods, I don't think the Koni shocks on my 528i could handle it!

Passport BMW is located in Marlow Heights, MD. Take the Branch Ave/Silver Hill Exit 7-B off of the beltway. Turn right on Auth Way just before the Lincoln-Mercury dealership. Passport BMW is on the left approx 100 yards up the hill. For additional directions call Passport BMW at 301/423.8400.

No R.S.V.P is required.

Dress is casual. Dancing shoes are recommended as the band is great!

Don't miss this great annual event.

Please keep Passport BMW in mind for all of your BMW needs.

Their generosity is greatly appreciated. Thanks Everitt! ☺

1992 CALENDAR

NOVEMBER

Sun 15.....Championship Rally

Mon 23.....*der Bayerische* cut-off

DECEMBER

Sat 5.....*der Bayerische* cut-off

Sat 5.....Passport BMW /
BMW NA Xmas Party

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

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

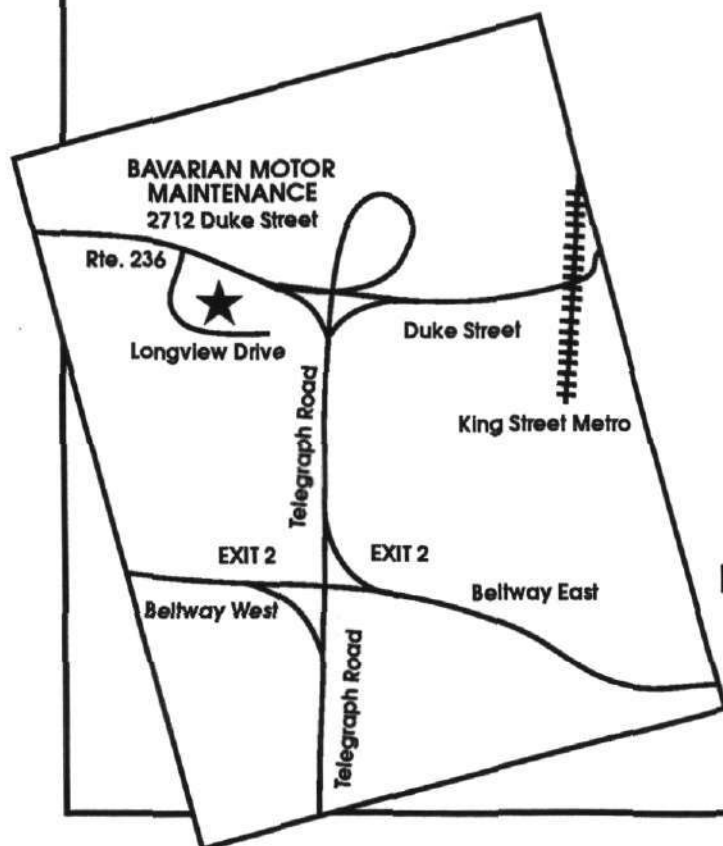
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Letters from/to the Editor

Special Note of Thanks from the Editor...

I want to thank everyone who submitted material and photos over the last year, bless your little cars, I mean hearts.

Special thanks to my wife Nina for taking all of my many phone calls and putting up with our living room being covered with the dB in progress - Thanks!

Hey there club members I just wanted to take this space up with a few ideas that have been requested over the last few months. If you have ever wondered where all this material comes from in this magazine, the answer is - from you the members. One column I would love to get going (Woody Hair's idea) is one that would be about our members personal cars. This could range from an interesting modification, an unusual problem that you repaired, a new product you installed and it's effects etc.. PLEASE if you ever wanted to contribute but didn't have the nerve don't be bashful.

Also, you may have seen our cute pet pictures in some of the last issues. We, on the board, have already photographed our pets in some BMW related way. Once again, I ask, don't be bashful and send your photos this way.

Last but not least, if you ever have ANYTHING (photo, article, etc..) please send it to my address in the front of the magazine and you may very well see it in print in the next issue.

Thanks; keep those creative gears spinning! ☺
Michael Early, Editor

To: der Bayerische
Dear Mike,

As you know, I am copying the British coupe club by trying to build a photo album of all the 2800 and 3.0 CS cars in the country. We are just getting started and have only about 50 cars in the album so far. Nevertheless, all great projects start small. (Think of the first shovel full of dirt they moved when beginning construction on the Grand Canyon!)

At the Jefferson 500 at Summit Point on May 10th, I photographed a maroon coupe with Texas plates (tags to you Easterners) number 553 KXU. Does anyone know who the car belongs to? Also the VIN # was not visible. These data are key to organizing the Album. Help!

Also, thanks for the Baltimore tip. The car is "shweet", as Tom Baruch would say.

Best Regards

Anthony Muller (703)318-4672

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BOARD MEETING: Minutes Wednesday 5 August 1992

PRESENT- John Kenworthy, President, Mike Early, Vice President, Jennifer Nazarko, Treasurer, Sarah Kenworthy, Secretary, Woody Hair, Club Council, Kevin Cowley, Advertising Manager, David Roach and Chris Leeper, Drivers' School Coordinators, Dick 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 15 July 1992, Minutes were approved as written.

TOPICS OF DISCUSSION:

Old Business: None

Really Really Really Important New Business:

John Kenworthy stated that he had recently attended one Congress meeting in Nashville, Tennessee. One minor issue of concern for each chapter is the availability of alcoholic beverages furnished by the club. For reasons too numerous to list, the Executive Board voted to no longer provide alcohol at any club sanctioned event. BYOB henceforth!

CALENDAR OF EVENTS

Autocross:

Merchant Tire is sponsoring another autocross on August 16 1992. Tech Inspection starts at 9:00 a.m. Lunch will be provided. The event will 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 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:

The Bavarian Inn Oktoberfest will be held on September 20th. John checked with the owner of the Bavarian Inn for price quotes for this year's event. There will be no reserved seating this year, but we will still have reserved parking on the front lawn.

AutoThority Tech Session:

Event organizer, Dick Bergen, stated that there would be six lifts for the "do-it-yourselfers" to use. Lunch will be provided. The date is October 3rd. He had no other details at this time.

Fairfax Vintage Race Corral:

Corral/Race day is October 4th. Fairfax is the major supporter of the corral. John had no price quotes for the corral food.

Fall Tour:

Bonnie Butler (Tourmeister) and Woody Hair are working to plan the tour to Orbisonia, Pennsylvania to visit East Board Top Railroad museum. The date is October 17th.

continued on next page

WesBen

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Board Meeting Minutes

continued

Merchants Tire Oktoberfest October 25, 1992:

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

November 15th Championship Rally:

Dave Roach again 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 points and various other duties.

Drivers' Schools:

The Columbus Day (October 12th) Drivers' School is not yet sold out. Pegasus Motorcar Company has agreed to support the event.

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.

Al stated, that for safety reasons, he would like to purchase headsets for each course worker station.

Mike Leeper will replace Al (the Golden Voice of Summit Point) in the tower.

The board agreed that the following time frames would be ideal for Drivers Schools in the coming year:

1. A weekend in April without snow or rain for the Highway Safety School
2. A perfect weekend in May for Maifest (instead of June or April)
3. Fourth of July weekend
4. The weekend before Columbus day
5. Any other perfect weekend.

Christmas Party at Passport BMW:

Scheduled date is Saturday December 5, 1992. Event organizer, John Kenworthy, had no report.

Treasurer's Report:

Jennifer stated that she has only just begun to receive payments for *der Bayerische* advertisement bills for the fiscal year.

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der Bayerische:

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

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

The next board meeting will be held in the home of Jennifer and Ed Nazarko on September 9, 1992. ☺

Sarah Kenworthy, *Secretary*



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**BOARD
MEETING:
Minutes –
Wednesday
16 Sept 1992**

PRESENT: John Kenworthy, President; Mike Early, Vice President; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council; Dave Born, Social Coordinator; Kevin Cowley, Advertising Manager; David Roach and Dick Bergen, Membership Chairman; Paul Vessels, Concours; Al Zavala, 'The Golden Voice of Summit Point' and Dwight Derr.

REVIEW OF PREVIOUS MINUTES: John Kenworthy reviewed the minutes from our meeting held 5 August 1992. Minutes were approved as written.

TOPICS OF DISCUSSION

Old Business:

President John Kenworthy once again reiterated the importance of meeting the published deadlines for the *der Bayerische*. When expected articles about upcoming events are late or omitted, then the chapter stands to lose money or worse; member participation and interest.

CALENDAR OF EVENTS:

Merchant Tire Autocross #3

Merchant tire has agreed to sponsor yet another autocross this summer. They have invited the BMW, Porsche and Corvette Clubs to participate in an Autocross Challenge. The location is once again in the Osborne Park High School. The date is Sunday September 20, 1992. Tech inspection begins at 9 a.m.

Bavarian Inn Oktoberfest:

The Bavarian Inn Oktoberfest will be on September 20, 1992. John stated that we will meet in the parking lot of BMW of Fairfax around 10:00 a.m. on Sunday morning. As usual, we will do a tour through the country to Shepherdstown, West Virginia. The lunch platters are usually inexpensive. There will be no reserved seating this year but we will still have reserved parking on the front lawn.

AutoThority Tech Session:

Event organizer, Dick Bergen, stated that there would be six lifts for the "do-it-yourselfers" to use. Lunch will be provided. The date is October 3, 1992. Very few people have phoned to express interest. He will need volunteers to help with technical inspection of cars.

Fairfax Vintage Race Corral:

Corral/Race day is October 4, 1992. Fairfax is the major supporter of the corral. John presented a proposal from Hoffmans Meat's for the corral lunch (sausage and chicken). We

need to borrow grills or have the sausage cooked before delivery. VP, Mike Early agreed to check prices from other meat caterers.

Autoy Oktoberfest:

Once again, Autoy has invited the National Capital Chapter of the BMW CCA to their O'fest. Their will be a People's Choice Concours. Food and drink will be sold. All proceeds benefit Children's Hospital.

Fall Tour:

Bonnie Butler (Tourmeister) and Woody Hair have planned the tour to Orbisonia, Pennsylvania to Visit East Broad Top Railroad Museum. Woody stated that the country roads are great and the leaves may be changing, too. The date is October 17.

Malibu Grand Prix Challenge:

Dave Roach stated that he had received a challenge to compete for regional bragging rites for hotshot driver(s). The event is scheduled to be held on October 13, in New Jersey. Contact Ed Bullis for details at 201/492.2447.

Merchants Tire Oktoberfest October 25:

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

National Oktoberfest October 26 – 30 in West Palm Beach, Florida:

John is organizing a caravan to Sebring for the Firehawk Race the Saturday before O'fest begins. Leave early Friday morning October 23.

Jennifer is in charge of organizing the caravan to the O'fest Marriott, Sunday, October 25.

November 15, Championship Rally:

Mike Leeper is scheming (planning?) the rally course.

Dave roach again asked for volunteers to help with the November 15th Championship Rally. John Kenworthy volunteered to be Chief of Control and to coordinate all the workers. About 25 volunteers are needed to man check points and to perform various other duties.

Drivers' Schools:

The Columbus Day (October 12) Drivers' School is sold out. Pegasus Motorcar Company will support the event.

No one has come forth, yet, to volunteer to be co-coordinator for the Drivers' Schools next year. Our agreement with Al is contingent upon finding an associate to share all duties and responsibilities.

BOARD MEETING: Minutes

Christmas Party at Passport BMW:

Scheduled date is Saturday December 5. President, John Kenworthy was given a budget figure quote of \$3000.00 from club treasurer, Jennifer Nazarko. John asked Social Coordinator, Dave Born, to get proposals for catering the event.

The board voted unanimously to hire a band instead of a disc jockey for entertainment.

In lieu of alcoholic beverages, the board voted in favor of donating \$500.00 to the American Red Cross to aid victims of the recent hurricanes. (The National Office has agreed to match all disaster relief funds up to \$5000.00.)

Treasurer's Report:

Jennifer stated that she has received very few payments for *der Bayerische* advertisements for the new fiscal year. This is definitely hurting club balance sheets.

The board agreed to appoint a member to call and remind advertisers of our policy for paid advertisements in the *dB*.

Membership report:

Dick Bergen reported a net loss of 28 members last month. We need to have another membership drive to recruit members.

der Bayerische:

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

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

The next board meeting will be held in the home of Jennifer and Ed Nazarko on October 14, 1992. ☺

Sarah Kenworthy, *Secretary*

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Announcement**

The BMW Car Club of America announced today that the National Organization will match cash donations from BMW CCA members up to a total of \$5,000 to aid victims of Hurricane Andrew in Florida and Louisiana.

BMW CCA members should send their checks or money orders made payable to the *Red Cross Disaster Relief Fund* to:

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At the September Board Meeting the Board voted to donate \$500.00

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Are you wishing now, that you would have gotten out just one more time to enjoy some delicious steamed blue crabs this past summer? Well if you are, hopefully it is not because you missed your chance at the annual National Capitol Chapter Crab Feast. Our fun and festive event was once again held at the Avalon Branch of the lovely Patapsco Valley State Park near Baltimore. Although the drizzle dampened the roads, it did not dampen the spirit of the nearly 40 club members who arrived undaunted and HUNGRY.

First, a big THANK YOU goes out to Mike and Nina Early and Frank Fernald. It is their efforts which provided the delicious crabs prepared in the finest of Maryland traditions. Generously heaped with plenty of Old Bay seasoning and carefully steamed, not a live one was eaten nor were they bland. These tasty critters were not the only food to be had this day. There were chips and pretzels, corn-on-the-cob and even some home baked chocolate chip cookies. But mostly crabs and chips.

Fortunately, relief from all the salt (relief from

heat was not a problem this year) was available. An abundance of liquid refreshments were provided covering most everyone's' preference. Lots of cold soda pop in numerous flavors as well as plenty of beer was present for consumption. Two separate brews were on hand in chilled kegs, one for those that like it light and one for those who enjoy a more hearty bite. And why shouldn't there be plenty of beer for this event which marked the end of a tradition.

If you were not in attendance or on the board, this event marked the last time any club money will be used to purchase alcoholic beverages of any type. From now on ALL club functions will be affected by this new National policy (from the Boston folks). This means ALL club functions (the Christmas party included) will be a BYOB affair. This policy is enacted to reduce the liability factor and hold insurance costs down from those zealous individuals who see green at the sight of BMWs or even better an organization full of BMWs.

Well with all that gloomy news, Mother Nature

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Crab Feast

continued

cast her gloom on the day as well. Although it did not "rain" at the event, the thick humid atmosphere, gray sky and unseasonably cool temperatures literally washed out any possible concours event before it began. Perhaps next year the weather will once again cooperate.

Overall, I had a great time, as it seemed did the many others that were still lingering over friendly conversation and beverages at 7:30 that evening. Thus, if you haven't been to an event before this is certainly a good one to get acquainted with the many fine people in this club and it's an environment which is not distracted by the pace and concentration of a "road" event. And just maybe, you were wishing you had eaten some steamed crabs one more time this summer. Well, join us next year and check the calendar of events for other great club activities that are happening NOW!

Alan Warner ☉



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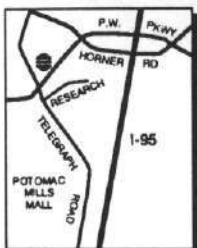
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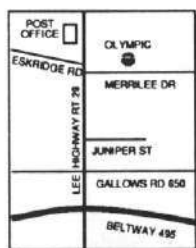
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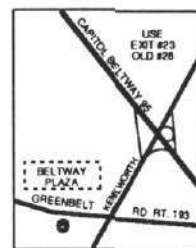
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Virginia Lawmakers Come Through On Penalty Repeal

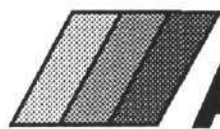
They had to override the governor to do it, but Virginia legislators voted almost unanimously to repeal a controversial 3-point penalty assessed against motorists who violated the state's radar detector ban. The new law prohibits the Department of Motor Vehicles from levying any points for radar detector violations. In addition, any prior points assessed for detector use are to be erased from motorists' driving records.

The 3-point penalty was imposed by the DMV last year in violation of Virginia's Administrative Process Act, which requires certain opportunities for public participation before state agencies may issue regulations. In other words, the department rammed the penalty through without bothering to find out what anyone else thought of the idea.

As it turns out, the legislature thought very little of it. The sponsor of the repeal bill, Delegate John Watkins, said the reason the legislation passed with so much support was that lawmakers were tired of state agencies running amuck. He hoped the action would act as an

The widespread support for the legislation was reflected by the fact that only six lawmakers voted against the measure (Delegates Robert Ball, Frank Hall and Henry Maxwell, and Senators Henry Marsh, Yvonne Miller and Rober Scott). Gov. Douglas Wilder did not veto the bill; instead he struck only the portion removing existing detector points from drivers' records. The legislature overrode his action by votes of 96-3 in the House and 36-3 in the Senate, restoring the retroactive provisions. RADAR strongly supported House Bill 219, both as a means of ending this discrimination against radar detector users and as a first step toward complete repeal of the Virginia detector ban. Many members also responded to RADAR's call for action when the bill was under consideration. The association now asks members to write their delegate and senator to thank them for supporting HB 219 (and in the case of those who are represented by the six "nay" votes listed above, to ask them why they opposed such a popular measure). Members should also suggest that now is the time to end an unnecessary and ineffective ban once and for all. ☺

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I Survived the Maifest Drivers' School

I've been involved with a couple car clubs over the last 8 years and have been Chief Steward of Track Events for one of these clubs that also has events at Summit Point, but I never have been a full time student, UNTIL APRIL 18, 1992!!!

As I am driving to the track that morning, I contemplated the upcoming day's activities and felt somewhat nervous. Would I be able to do good and keep the car on the track at the same time? Would I get a rigid instructor, that BMW tyrant? This is my first event as a fairly new member of the local chapter and I hope my fellow members will greet me openly, not stuck up like those Porsche people (just kidding) Ha, Ha.

I arrive, sign the waiver form, move to the paddock, unload the car and attempt to follow the step-by-step instructions provided me by Mr. Woody Hair. I'm amazed at the detail and organization of the information sent to me and I loved the diagrams too! Okay, grid inspections done and I go to the driver's meeting-classroom training seminar. (These guys are real

pros, what a good feeling).

INSTRUCTOR—who is going to be my INSTRUCTOR? Group? Oh, white. Who? Ms. Nazarko! "Let's go Born, get in your car and warm the engine up" Now my palms start to sweat as we have our helmets and safety belts on and its time to go. I make the warm up lap without incident and I am instructed to pick up speed and listen to my instructor with intensity as she describes the correct and incorrect methods of learning "the line". We survive the first session with only one minor wheel-off-the-track incident and decide, too much air in the tires.

Sessions two and three have me learn the line, increase my speed, test braking point and other techniques. MY GOAL is to learn my car and the track so who cares if that little HONDA passed me! (RRRRRRRRRRRRRR) I was also able to learn evasive actions by having cars in front of me do geometric designs on the pavement and dirt at turn 10. Jennifer says "None of my students do that, remember I said this because if you do something like that, I'll kick

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your____!" What a tough instructor. (But a great instructor).

My peak of the day happens when Ms. Nazarko gives me the green sticker signifying I have passed her test and to go out solo. GREAT!!!!!!!!!!!!!!!!!!!!!! By this time I really felt like I had learned enough to make the day a big success and those last laps were really

nice. I sure was tired too.

A BIG THANKS to Bob Gammache, Chris Leeper, Dave Roach and the rest of your people! I really look forward to the next school. Oh, Ms. Nazarko, you did a great job and I hope you enjoyed your time behind the wheel.

Dave Born 🏁



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BMW Moves to Small Town America

by John Hartge



The small, southern town of Greer, awaits BMW's new U.S. assembly plant.

By now everyone knows BMW is building an auto assembly plant in South Carolina. BMW officially broke ground in September. The plan is to start building 1996 model BMW's in the U.S. in 1995.

Though it has been called the Spartanburg plant, it will not really be in Spartanburg. It's a 15 minute drive down I-85, midway between Spartanburg and Greenville, adjacent to the small town of Greer.

I was driving through the area in late August and decided to scout out the site. Without knowing exactly where to look, I knew I was close from the billboards, "Welcome BMW." I knew I was in a small town when the first person I asked knew exactly where the plant will be. They say

everyone in a small town knows everything. Well, everyone in Greer knows where the BMW plant will be, "It's right off I-85 at 101, near the airport."

I learned something else on this excursion off of Interstate 85. You can't buy beer in South Carolina on Sundays. Could the Germans have known that when they picked this site for their U.S. plant? ☺

Some locals prepare to make room for the BMW factory. This sign at 101 and Jones Road was as official a notice as I could find of the plant's location.



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This rolling, wooded countryside is where Americans will be building Bavaria's Ultimate Driving Machine. In late August of this year, a handful of workers and a couple pieces of machinery were just beginning to clear the site.

Photos by John Hartge



I-85 billboard greets a new employer.

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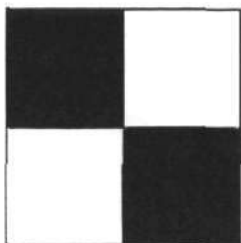


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COMPETITION CORNER

November 15 is the date for our club's first and only rally of the year. I know from the membership applications we receive each month that many of you are interested in trying this activity. Well, now is the time to put your money where your mouth is. You should understand that this is a typical Washington area "time-speed-distance" (TSD) event that is nothing more than a 150-mile drive through the Virginia country-side at legal speeds. Forget the prorallys you may have seen on TV where cars are sliding around turns on dirt or gravel roads that are closed to traffic.

First thing you need to do is find a driver or navigator to be your partner. This may be the hardest part. Think spouse, lover, brother, sister, child, parent, or better yet - stranger. You may not be on speaking terms by the end of the rally. The next step is to pre-register for the rally so you can receive the general instructions by mail. Check the Coming Events section for information or call Paulette Leeper at 703/931.6920. If it is too late to do that, you can show up and register at the start in Centreville. Give yourself about 20 extra minutes just to

read and digest the GIs. The general instructions will give you the concept and rules of the rally. They will define terms used in the route instructions and describe the procedures to be used at check points (controls). You should arrive at the start with a full tank of gas, pencils, and a watch that reads in seconds and can be set to the exact correct time of day. Official time will be available at the start. Other items that could be helpful include a clipboard and pad of paper, pocket calculator, felt highlighter, and a stopwatch for timing pauses.

You will be assigned a car number when you register. The cars will depart on the rally at one minute intervals and your starting time will be 9:30 plus your car number in minutes. Thus, if you are car number 37, your starting time will be 10:07. In theory, all cars would stay dispersed at these one minute intervals and you would never see another rally car except at the controls and rest breaks. You will probably be allowed to get the route instructions 10 minutes before your official start time. Be sure they are readable and you have all the pages. Note any corrections that might be posted near registra-

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tion. At the start marker you should reset your trip odometer to zero and depart.

The first leg of the rally will be about 10 miles in length and is called the Odometer Calibration Leg. It is not timed or scored, so you can actually leave before your official starting time. This leg is used to compare your odometer to the one used to establish the official mileages on the rally route. By comparing your odometer to the official mileage at the end of the odo leg, you can determine if your readings will be too much or too little. For example, at the end of the odo leg your odometer reads 12.80 miles, while the official miles given in the route instructions is 12.60 miles. This may not seem to be very significant, but consider that later in the rally you might be instructed to make a right turn at 46.80 miles. When your odometer reads 46.8 miles, the official mileage will only be 4.07. If you are able to make a right turn at that point, it will be over 7/10 of a mile too soon. An odometer correction factor can be obtained by dividing your odometer reading by the official mileage. This is where a calculator comes in handy. Write down this figure. Most rallies

give a liberal amount of time for the odo leg so you can now multiply all of the official mileages in your route instructions by this factor and write in the mileage that your odometer will read when you arrive at these points. If you don't feel like bothering with all of this, you should at least note if your odometer will be indicating more or less than the official mileage. Remember the difference will increase as the mileage increases. The route instructions will tell you to leave end of the odo leg at a certain time of day plus you car number in minutes. Be sure to leave at the correct time. The rally is now being scored and some rallies have a "quickie" control within a mile of the start.

Typical route instructions are numbered and might appear as follows :

- 43. Right after "RED BARN"
- 44. CAS 32 at red barn
- 45. 82
- 45. Left onto Wolf Rd

Material on the route instructions in quotation marks always refers to signs. In instruction 43

continued on next page



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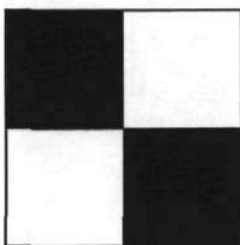
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COMPETITION CORNER

continued

you must find a sign that contains the words "red barn". After you have passed that sign, you should turn right at the first opportunity (a dead-end road will not be considered an opportunity). "CAS" means commence or change average speed. Thus, to perform instruction 44 you should change your average speed to 32 mph as you pass an actual barn that is red (there were no quotes). The "45.82" to the left of instruction 45 is an official mileage. If you have been on course and come to a Wolf Road at 44 miles, don't turn - Wolf Road should intersect with your road again. Don't be concerned that your odometer only reads to one-tenth of a mile. You can eyeball how far the tenth wheel on your odometer has turned to be close enough. Remember, 1/100th of a mile is only 53 feet or 18 yards. Quoted material from signs should be spelled correctly. If you are looking for "Wolf Rd" to execute the next instruction and come upon a sign that reads either Wolfe Rd or Wolf St, you should not execute the instruction at that point. Rallymasters may try to "trap" you into changing speed, pausing, or making a wrong turn with

intentional misspellings.

The general instructions will give you the procedures to follow at the controls. Typically, after crossing the point where you are timed in, you will come to a stop near the checkpoint crew and hand them your scorecard. They will note your actual time of arrival and indicate the time you are to depart on the next leg. After they return your scorecard and give you a leg review slip, you drive ahead to the start or "out" marker for the next leg. You may or may not be instructed to zero your odometer at this point. If this is your first rally, forget trying to calculate how you did on the first leg. This can be done at the lunch break or at the end of the rally where someone will be available to help. Instead, carefully read the review slip. It will tell you the correct number for your next route instruction and correct speed.

Expert rallyist use special computers or elaborate calculations to arrive at each control at the correct average speed. If you are new to this game, just go by the "seat of your pants" and use your speedometer and/or "on-board" com-

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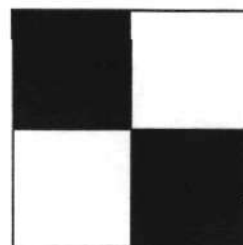
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puter as a rough guide. Because of time lost on curves, if your CAS is 35, you should probably try to drive at about 38 mph. It is far more important to stay on course than maintaining the correct speed. What good does it do to be on time headed to Baltimore if the rally route is headed to Richmond? See you at the rally!

SPEED SHIFTS: Our autocross chairman, Dave Lassalle and his 325is have continued their winning ways in C-Stock at the last two DC championship autocrosses he entered. Dave was also the fastest BMW at a special challenge autocross sponsored by Merchants Tire in Manassas on September 20. Only four cars from the Porsche and Corvette clubs topped Dave. Your author took fastest time of day in the two chapter autocrosses held in Manassas in July 26 and August 16. Thankfully, my son Brian's job kept him from competing. Brian did drive my 325is to an FTD at the New Jersey Chapter autocross on Aug 9. I could only manage 2nd place.....Two chapter members starting their racing careers at the SCCA racing school October 31 are Dave Baker who has bought John Miller's ITB 2002 and

Heishman BMW's Bill Pinney with an ITB VW Rabbit GTI.....The Delaware Valley Chapter's John Weaver won the ITB class with his 2002 at the final SCCA MARRS race of the season. The September 26 win clinched the season championship for John.....The BMW M3s (E-30 version) are back on their winning ways in the German Touring Car Championship series. They also won both the Nurburgring and Spa 24-Hour events for the umpteenth year in a row. **CRUNCH.** ☺



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New Members

New Member	Year/Model	Sponsor
Anderson, Paul	'87 325	Leah Epting
Ardeshna, Ashik	'92 325is	Ron Schultz
Assimakopouliss, Maria		
Bachrach, Mark	'90 325i	Passport BMW
Bell, Joseph	'73 2002Tii	
Broome, David	'89 325is	
Brown, Kenneth	'86 325e	Passport BMW
Bryant, Ronald and Mary	'92 325 is, '92 525	Mike Mills
Burney, Jeff	'86 Toyota MR2	
Callender, James	'91 318is	Anthony Lau
Carroll, Jeanne	'85 528e	Terry O'Brien
Carter, John	'83 320i	
Como, Nunzio	'91 M5	
Conroy, Jack		
Cummings, Therese	'80 528i	Neal Alan Belair
Dellinger, Randy	'90 300zx Twin Turbo	Bruce Hollander
DeLong, Greg	'72 2000 Touring Tii, '75 2002	
Douglas, Darryl	'83 320is	Phillip March
Easter, Kenneth	'92 325 is	Bob Grigler
Flack, Douglas	'89 735 il	Leah Epting
Freund, John	'87 L6	John Harge
Froelich, Win	'92 525i	
Gabriel, Ed	'92 325is	Mike Leeper
Garcia, Romarico	'76 2002, '90 325i Cabriolet	
Giovanis, Ted	'75 2002	Leah Epting
Greene, Andrew	'83 320i, '92 525i	
Guertin, Michel	'92 325is	Ed Aitkenhead
Hagen, Mark	'92 325i	
Hesselgrove, Barbara		
Hill, Kelsey	'91 M5	Miguel Kotz
Jerkewitz, Hans Peter	'89 325	
Kastantin, Matthew		
Kayser, Laura		
Kelly, Walter	'97 325i	Norman Wilkerson
Kempler, Jackson	'87 535is	Jack Kempler
Kreutel, Jim	'84 318i	J&F Motors
Lazewski, Joseph	'86 325es	
Lloyd, Bryan	'83 320i, '84 318i	BMW of Fairfax
Magruder, James	'87 528e	J.Jones
Malinow, Andrew		
Maszarose, Bob		
May, Richard	'92 325i	BMW of Fairfax
Metzer, Carol		
Metzner, Sidney	'85 535i	
Michaels, Alan	'92 325is	
Milkman, RY	'90 735i	BMW of Fairfax
Moore, Albert	'77 320, '78 530, '87 528	Passport BMW
Pellerzi, Jeffery	'89 325i Cabriolet	Terry Luxford
Porter, David		
Price, Scott		
Raczynski, Robert	'72 2002 Tii	B. Green
Randall, William	'84 325e, '90 750il	
Rasmussen, Gary	'91 525i	
Ray, Gene	'85 325e	Ted Ray
Richardson, Cedric	'85 325e	Cecil Majette
Ruffin, Gary	'78 320i, '88 M3, '89 325i	BMW of Fairfax
Schwartz, Craig	'88 735	
Silker, Bert		
Somos, Jim	'87 535is	
Spears, Debra	'87 325i	VOB Auto Sales
Sullivan, Christopher	'92 325i	VOB Auto Sales
Taranto, Monro		
Thiel, Mike	'86 325e	Alan Goldblatt
Thieme, Alfred	'87 528e	BMW of Fairfax
Thorton, Andre	'76 2002	
Thurston, Gregory	'86 528e, '87 528e	
Turner, John	'93 525i	
Vest, Charles	'92 325i	
Wallace, Michael	'89 535i	
Waters, Wesley	'80 633 CSI	BMW of Fairfax
Webb, Julie	'92 318i Cabriolet	BMW of Fairfax
Wisniewski, Rosemary		BMW of Fairfax
Yessuwork, Derege	'91 M5	

Cars For Sale

'74 2002i Maroon/black int., Scheel drivers bucket, full gauges, Schrick cam w/10 to 1 piston (very recent valve job), allison ign., dual Webers, baffled oil pan, fully adjustable suspension, 320i rear brakes, 008rs 195/50/15 (6 Weds wheels), new Kenwood deck w/4 Alpine speakers, excellent track car, needs nothing! No structural rust. \$6,000. Call Mike 800/879.6778 days, 410/484.4620 eves.

'86 535i VIN WBADC7401G0960981. Arctic Blue/blue leather interior. 5-speed, new tires, clutch, brakes, rotors, radiator. Well maintained by local BMW member service facility. Radar, phone. Only 140,000 miles. \$10,000/OBO. Call Peter, 301/598.0073.

'74 2002 VIN 4224551, Red, Sunroof, 222K chassis 176K engine, 9.3:1 Mahle Pistons, 1qt/3K oil use, Recent repairs: Front end rebuild, inc KONI ext adj. shocks & Ball Joints; rotors, transmission, clutch, throwout, rear backing plates and shoes, seats restuffed, radiator, fuel pump, 3 extra wheels, sheepskins, car cover. Usual rust. Hit in drivers door and A post but drives straight. \$800.00 OBO. Will part-engine/transmission first. Jim (H) 410/635.2989 (W) 301/975.5623.

'74 2002 Custom Recaro seats, twin webers altered engine-fast wide tires w/BBS flared fenders, white w/stripes. A fast toy over 15,000 invested, asking 10,500 (or trade for late model P.U). Call Bronco 301/460.7403 or (w) 595.8900.

'73 2003 VIN 2587252. Sahara with clean tan interior. 138,000 miles, 33,000 on factory rebuilt engine and clutch, 32/36 Weber, VDO gauges, mounted Vrendenstein snows, sheepskins. Sunroof, minimal rust, 2nd owner, complete records back to original bill of sale. \$2,800. Robert: 202/234.6881. (DC)

1973 2003 VIN 2587252. Sahara with clean tan interior. 138,000 miles, 33,000 on factory rebuilt engine and clutch, 32/36 Weber, VDO gauges, mounted Vrendenstein snows, sheepskins. Sunroof, minimal rust, 2nd owner, complete records back to original bill of sale. \$2,800. Robert: 202/234.6881. (DC)

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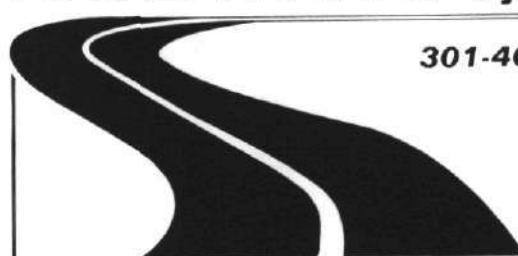
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