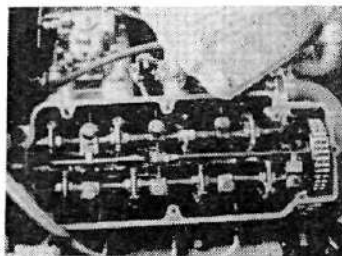
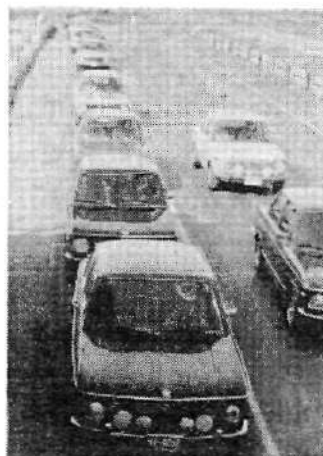




Der Bayerische

volume four number eleven november 1974



OFFICIAL PUBLICATION OF
BMW Car Club of America / National Capital Chapter

While sitting around wondering why I wasn't getting scads of articles this month, it occurred to me that many people may not know where to send articles. The best place to send them is to me--David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901.

Minutes

The October meeting was brought to order by President Suzie Wyban shortly after eight p.m.

The Council report was given by Mike Leeper. An open autocross meeting will be held on October 28th. Flyers for the Council Awards Banquet were handed out. Advance tickets are \$10, and tickets at the door are \$12.

Ric Cavallero awarded the trophies for the autocross school. He also reported that Wintercross and Money Series autocrosses will be held this season.

Mike Leeper gave out flyers for the upcoming rallies, including the club's championship rally. Workers are needed for the club's rally on the 17th.

Newsletter editor Dave Roach needs more tech articles.

Old Business: The price of \$15 was set for the trophy to be awarded to the best finishing member from the National Capital Chapter at Oktoberfest '74.

New Business: Election of officers will be held at the November meeting. The members running are:

Treasurer - Paul Schauble and Ron Beavers
Secretary - Wally Welsh and Bob Critchlow
Vice President - Jack Rolfe and Chet Kingsbury
President - Nancy Stutsman and Ric Cavallero

Meeting was adjourned at 9:00 after a buy and sell.

Denise Price

Hugo G. Graziani, M.D., 800 Pershing Dr., Silver Spring, MD. This is Dr. Graziani office address, so please don't bother him there. Hugo has a 1972 Bavaria.

William F. Maughan, 7D Plateau Pl., Greenbelt, MD. Bill is the owner of a 1971 2800.

Bob & Pat Dwyer, 8304 Randwood, McLean, VA. Bob & Pat are the proud owners(I hope.) of a 1974 2002 Tii.

Frank E. Werner, 911 N. Jacksonville St., Alexandria, VA. Frank has a brand new 1974 2002.

The following have joined us from the national.

Timothy Lyons, 8328 Northbrook Lane, Bethesda, MD. Tim has a 1969 2002.

Glen & Janet Swann III, 8440 Washington Ave., Alexandria, VA. Glen & Janet have a 1970 2002.

Robert & Diane Herold, 17732 Topfield Dr., Gaithersburg, MD. Bob & Diane own a 1973 2002 Tii.

Bruce & Elizabeth Cox, 8727 Ridge Rd., Bethesda, MD. The Cox's own a 1972 2002.

Edgar H. Brenner, 2205 Martha Rd., Alexandria, VA. Edgar has a 1972 Bavaria.

David & Pat Zontine, 1216 Shockey Dr., Winchester, VA. David and Pat own a 1971 2002.

Robert J. Hamilton Jr., 1003 Oak Ave., Akron, PA. Bob has transferred to our club from the Boston Chapter. Bob has a 1973 Tii.

A new membership list has finally been typed. If you want to have a copy, please call me, Gretchen Blankenship, at 657-2178 and I will send it out to you. Thanks.

Gretchen Blankenship

Treasurer's Report

Member Memorabilia

We have a wealth of new members this month (Hurray!). We are getting some new members who have previously only belonged to the national club. Let's welcome them all.

John & Dianne Fisher, 5052 Macomb St. NW, Washington, DC. John and Dianne have a 1971 Bavaria.

Forrest & Rebecca Decker, 2054 Carrhill Road, Vienna, VA. Forrest and Rebecca have a 1972 Bavaria.

Michael A. Fleisher, 950 25th St. NW, Washington, DC. Mike has a new 1974 2002 Tii.

Robert & Jenifer Pakulski, 3223 Parkwood Terr., Falls Church, VA. Robert & Jenifer are the owners of a 1974 2002.

Dale & Marlene Koch, 16001 Philmont Lane, Bowie, MD. The Koch's car is a 1971 2800.

Oct. 1	Balance	\$292.19	
		<u>In</u>	<u>Out</u>
	P.O. Box		5.40
	Service Charge(Bank)		4.90
	Returned Dues Overpayment		5.00
	Newsletter Printing		168.16
	BMWCCA Dues		102.50
	Dues -- New	138.00	
	Renewal	159.00	
	Misc.	8.55	
		<u>\$305.55</u>	<u>\$285.96</u>
Nov. 1	Balance	\$311.78	

Jim Blankenship

AutoXtacy

How I Became an Autocross Novice

Here I find myself, hands gripping the wheel, windows rolled up, sunroof closed, the seat belt practically cutting me in half (or so my nervous brain tells me) and outside the temperature soars to a comfortable 87°. Where am I, you ask? Where else, but the Autocross School held by BMWCCA & USCC. I am sitting behind the wheel of this most expensive piece of fine engineering and am told to hurl it at a high speed around all those little rubber pylons without hitting one and even more important to try and stay on course.

It all started when Jack and I decided to buy a BMW. After we discovered that a Club exists for the elite who own these exceptional cars and attended a few meetings and found out what an autocross is, we learned of the school they were holding for aspiring autocrossers. So, bright and early one Saturday morning we took off for the University of Maryland. My trepidations began when we were the first to arrive, and thought we were at the wrong place and at the wrong time. Finally people trickled in, the course was set up - "you mean all those little rubber cones mark the course and I have to find my way through or around it" - the temperature, still a comfortable 75°, suddenly went up to 85°. A tech session was held. Slowly this term and others that were used so freely at the Club meetings were becoming clear. A "walk through" (the light dawneth) was participated in, not once, but 3 times and finally it was decided that the novices were ready for a run. Each of us grabbed an instructor who would drive while we were passive passengers.

My instructor was Rick Price. While we edged our way to the starting line he was explaining the way to "go into a curve, the best way to enter a slalom, etc." and suddenly we were off. Frightened as we hurtled around the pylons? No, just scared stiff that the car would roll. Luckily the seat belt held me in and I kept telling myself that the helmet would at least let my head survive, even if the rest of me didn't.

Then I found myself in the driver's seat and Rick as passenger. The heat in the car was, to me, at least 150° F. The starting gate was before me and all I kept thinking about was "I hope I can do it". Rick remained cool, calm and collected despite what for him must have been a hair raising ride. Not that I necessarily went fast - but it felt as if I took every curve on 2 wheels. And all he kept saying was "crank the wheel". After hitting the first gate, my fright and nervousness seemed to disappear and the ride became totally exhilarating with my whole being concentrated on the course. The whole world stood still - all that existed was the car and the course. After feeling as if I had lost 3" of rubber on all tires, but having made it around the course I screeched into the stop gate. With my last energy I parked the car and with weak knees and shaking hands got out of the car with the biggest ever grin on my face. The precise driving capability of the BMW is superb and there was little old me - achieving a clean "run through". 2 more run throughs were held without an instructor and then "timed runs" were held. These turned out quite well, or so I hope, for a novice - as no one ever had the nerve to tell me my time was probably quite slow.

And so it came to pass, folks, that I found myself taking part in the Autocross at MEMCO in Rockville Maryland. Again - the worry that I'd go off course - tension - and well, it turned out after 2 runs and one off-course I found myself holding the title of "STD" - slowest time of the day.

But then no Autocrosser was born overnight.

Good Luck to all you aspirants to this noble sport.

After having read this story you must, obviously, be a member of the Club. Maybe you are one of many members who have never tried autocrossing, and the undersigned urges you to come out and maybe participate or just watch the same kind of car you drive in a precision event. If you're a rallyist, autocrossing can only improve your driving ability, for my husband who has participated in both types of events, says that one compliments the other.

Whatever your choice, at least try - for you own a BMW and it's surprising how much you are missing, as we now realize.

It's evident to me as a new member of the BMW Club that many of you are missing the thrill of automobile competition. There are, of course, many types of competition - one being the autocross.

I consider myself a fully initiated member, but here is how it started a few months ago.....

Ute Roßfe

Paint & Body Work

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& PAINT
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auto body



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Rear of Silver Spring Ave -
Behind World Bldg - Enter From Silgo Ave.
½ Block Off Georgia Ave
RR 918 Silver Spring Ave.

Progress

The BMWCCA Championship Rally, "Gasoline Alley," looks like a smashing success. It promises to be, as the flyer explains, "a diverting test of teamwork, sportsmanship, and alert course following," featuring "cheap traps, hokey tricks, and sleight-of-hand."

As of this writing, only four more course workers are needed. The workers are requested to come to the workers party. It will be held at Mike Leeper's house in Sterling Park, Va. We will discuss checkpoint operation and practice timing cars. Bring your own hamburgers, hot dogs, and beverage. Charcoal fires will be provided. The show starts promptly at 3:30. Here are some written directions to use in conjunction with the map:

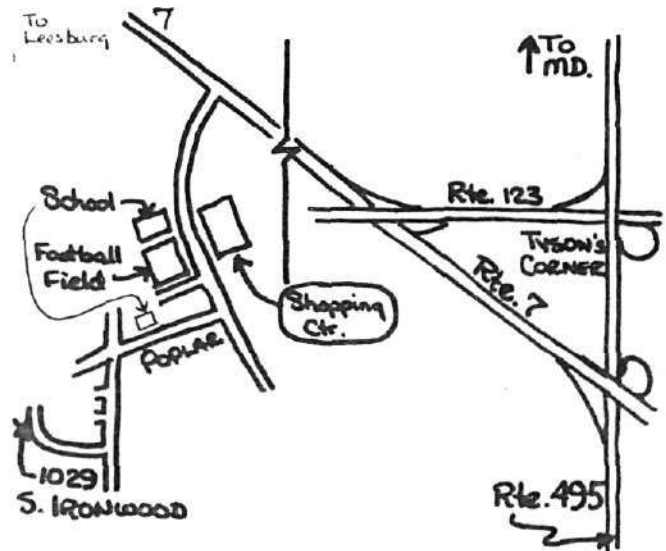
1. Out route 7 west from beltway.
2. "RESTON" on right. (Huge white-on-blue sign just behind the Exxon station.) Start counting traffic lights.
3. Left at third traffic light toward Sterling Park (sign is on right).
4. Pass school and little league field on right, shopping center on left.
5. Right second opportunity after little league field onto Poplar St.
6. Pass school (on right).
7. Next left.
8. Right onto S. Ironwood (last right before construction).

Proceed to 1029 S. Ironwood (house on left).

Checkpoints will be assigned at this meeting. Also, some equipment will be distributed to checkpoint captains, along with directions to the checkpoints.

Let's make the BMWCCA championship this year's Rally of the Year. We can, with your careful help.

Dave Roach

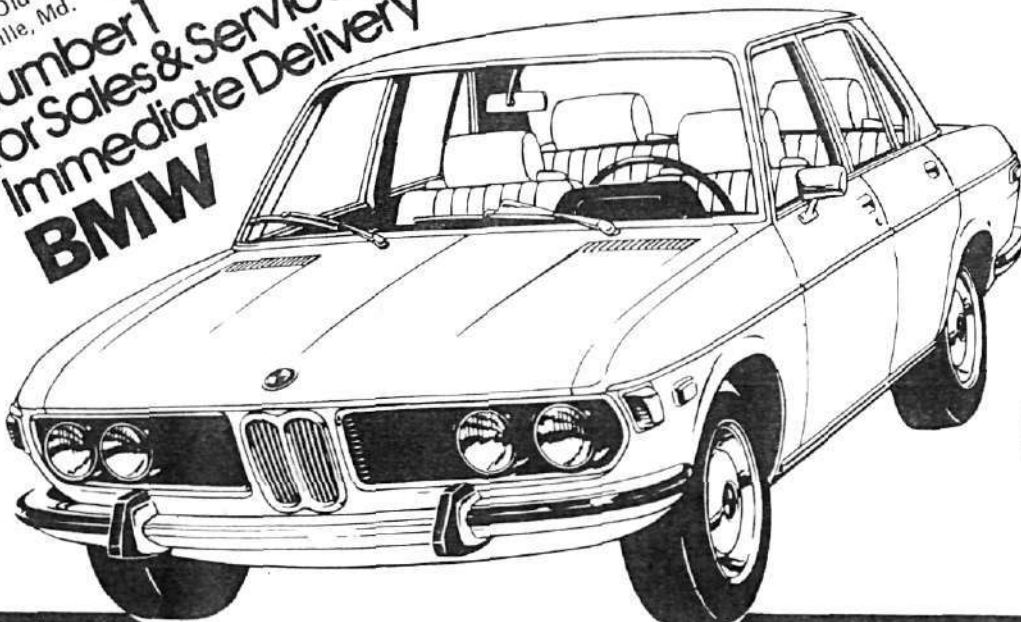


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On the Cover

These are a few scenes from Oktoberfest '74. Most of them are from the driver's school, since everyone was mainly taking slides for the slide show at the November meeting. Using the diagram at right, you can follow the captions around.

2 1 4
3 4 5

1. The lineup for the first session of cars at the driver's school. Theresa Madden in the first car (one of Rick Price's collection of cars), Mark Feroglia in the second car, and way back in the pack you'll notice Ric Cavallero's car with the sunroof airfoil on it. Oh, that last car, just turning into the pit lane, is Ed Alber in Rick Price's other car.
2. An unidentified Vermont car heading up no-name straight.
3. Ed Alber standing beside his defunct car (note engine head on ground). Why does Ed look so displeased with the whole situation? See picture 4.
4. This is Ed's engine head. What's wrong with it? (Hint: count the rocker arms.)
5. Denise Price waits pensively to head out on the track.
6. The Registration table at the Red Bull Inn. That's Nancy Stinson sitting there processing registrations, as she did for most of the weekend. Note door prizes stacked in corner.

Fröhliche Weinacht!

Come one, come all! The National Capital Chapter Christmas Party will be held on Saturday, December 14, 1974, at the party room of the Presidential Towers apartments in Adelphi, Md. Take Beltway exit 25 south (New Hampshire Ave.) to the third traffic light, left onto Metzger Rd., then left into parking lot.

The cost is \$10 per couple or \$6 per person now, or \$12 per couple and \$7 per person after December 1. The fee covers drinks and food. Music will be included.

The hoopla begins at 9 p.m., and it's rumored that there might be a visit from the fat man. Register now so you won't forget.

Cut →

Fill out this form and send it, along with a check, payable to BMWCCA-NCC, to

Nancy Stutsman
2917 N. 2nd St.
Arlington, VA 22201

Name _____

Number attending _____

Oktoberfest '74

If you didn't go....you blew it! Such a fine weekend!! The trip up to Connecticut was incredibly beautiful - autumn glory all the way. Going by caravan made it even more interesting. The expressions on the faces of non-member Bimmer pilots were absolutely priceless. When we would see another BMW ahead of us we would catch up to it and then completely surround it.

We arrived at the Red Bull Inn about 5:00 p.m., registered at Oktoberfest headquarters and then settled down for a quiet (??) evening in our rooms.

Friday started out sunny, windy and COLD - and stayed that way all day long. But that didn't dampen any spirits as 90 some drivers prepared to do their thing at Lime Rock. There were 5 groups of cars and each driver managed to get about an hour on the track. It must have been quite an experience because Ric still hasn't stopped talking about it. After his first session in the morning he said, "Wow! What a rush. I'm gonna give up autocrossing and buy a race car." There were several people from our chapter turning some nice lap times but Chet Kingsbury topped them all with a very nice time of a minute and sixteen seconds. Ric turned a 1:20:00 and Mike Leeper a 1:23:00. Regretfully we did not get to compare Chet Kingsbury's and Ed Alber's cars going 'round the track. Ed had some engine problems and broke two rocker arms. After the track session was over we all got a glimpse of Bill Chadbourne's (chapter member) Alpina 2800 CS - what a beautiful engine; what a beautiful car! Drool... Going back to the motel we decided to take the picturesque route. Have you ever been across a covered bridge in autumn? Cornwall has one that looks like it belongs on a postcard. The countryside was splattered with shades of yellow, red and orange. If you've never been to Litchfield, Connecticut I highly recommend going. I think the smallest house there could compare with the White House. It must be nice! That's how the upper class lives - I think I could get used to it myself! We have been told several times now by Mike and Kathy Leeper, Dave Roach and Ed Alber that we really missed a fine meal on Friday night. We decided to try the motel cuisine while they went to Morris (just outside of Litchfield) to the Deer Island Gate Restaurant. The restaurant is next to a lake and they serve "incredible" German food. Our meal was delicious and our dessert brought gasps from several tables around us - German Chocolate Sundae Cake. I gained 5 pounds just looking at it.

Saturday was a typical autumn day - crisp, sunny, and just glorious. I decided to remain at the motel and catch some much needed shut-eye while Dave and Ric ran the Rally along with approximately 100 other cars. Upon returning from the Rally Ric and Dave proceeded to tell me about the fabulous scenery I had missed. I then directed the guys to the other side of the parking lot where there was a crowd of members gathered. In the midst of the crowd was a 1928 Dixie and a 1957 507. I've decided I would like to add another BMW to our family - would you believe the Dixie? What a neat little car!

We had a couple of hours to spare so we started cleaning the cars for the Concours on Sunday. I managed to get the car waxed and Armor-alled while Ric worked on the engine compartment. Darkness forced us to stop (not to mention the frozen

fingers) about 6:30. I cleaned the grill in the motel room while Ric and Dave got ready for the beerfest. Once the grill was all clean and shiny I managed to get myself presentable for the beerfest. The beerfest was crowded (Would you believe standing room only?) and the line for beer was long. The line for food was even longer but well worth the wait - good German cuisine and as much as you could eat. After that fine meal, door prizes were given out. Somehow, about halfway through the evening, we earned the reputation for being the noisiest chapter there. I really can't understand how - I mean all we did was cheer every time one of our chapter members won a door prize. After all the excitement was over we settled down for a very short night's sleep.

Have you ever tried to clean up your car when there's frost on it? Well, that's what we tried to do when we got up the next morning at 6:00 a.m. to finish the car for Concours. The Fantastic bottle kept freezing shut, the spray paint didn't work too well, the frost was ridiculous, and our fingers were numb by 9:00 a.m. The number of entrants for the Concours was small, which was really disappointing. By rights, there should have been at least 50 cars entered, but only a scant 27 made an appearance. Jack Pettigrew from the Tidewater Chapter took top honors with his spotless - and I mean spotless - 2002. (It should be clean - he washes and waxes it every week, plus he uses a toothbrush on the engine compartment.) I'm not sure, but I think preparing a car for Concours borders somewhere along the line of insanity.

Later in the day - the awards banquet - some more good food, good company, and a lot of good-natured laughing. Appreciation certificates were awarded to those who worked and participated in the driver's trophies. Trophies were awarded for 1st, 2nd and 3rd place in the Clean Car Contest; 1st, 2nd and 3rd in the Concours; 1st, 2nd and 3rd in the Rally, and the chapter trophies for best finishing chapter members.

Trophy winners from the National Capital Chapter:

Concours - 2nd place - Rick & Denise Price

Rally - 2nd place - Ric Cavallero & Dave Roach
3rd place - Mike & Kathy Leeper

NCC trophy - Ric Cavallero (for finishing 2nd in the Rally and 4th in the Concours)

The climax of the weekend was the drawing for the Bavaria. Five finalists' tickets were drawn and for the first time since the raffle was started two of the finalists were in the room. The tension was almost unbearable. But as luck would have it the winner was not in the room. Well, better luck next year! Who knows, there may be a raffle for 2 BMW's next year.

Before leaving the motel parking lot we all had the pleasure of seeing a beautiful, silver 2002 cabriolet. The owner had hoped to have the car in time for the whole weekend but did not get delivery on it until late Saturday.

As many of you know Oktoberfest '74 was a 3 day event this year. Speaking from experience I can honestly say that a 3 day event is one heck of an improvement over a 1 day event. The atmosphere was much more relaxed and wasn't quite as much chaos.

In a word, Oktoberfest '74 was "wunderbar".

Patti Cavallero

Elections

At the November meeting we will elect officers for 1975. The four people we elect will govern the National Capital Chapter for the coming year, and so it is important that we make careful choices. Our new president will appoint the ten committee chairpersons and the newsletter editor, and so you can see this person will have a very large amount of power. You should know the people running; think about their qualifications and come to the next meeting to VOTE. If you don't vote, you'll have little ground for criticism.

President

Ric Cavallero - One of the founders of the National Capital Chapter, Ric has always been active in the club. He has served as vice president, activities chairman, autocross chairman, newsletter editor, and National activities chairman. Ric is an avid autocrosser with hopes of going into racing in the near future.

Nancy Stutsman - Since joining the club about two years ago, Nancy has proved an excellent rallyist. She drives the number one car on the BMWCCA rally team and has rapidly moved into senior class. Nancy has served as vice president during 1974.

Vice President

Chet Kingsbury - A long-time BMW fanatic, Chet has autocrossed his way to notoriety in the MWCSCC standings. He has served as autocross chairman in 1973 and alternate council representative in 1974.

Jack Rolfe - Though a relatively new member of the club, Jack has already distinguished himself as an active member. Jack has tried his hand at rallying and autocrossing and is becoming adept at both.

Treasurer

Ron Beavers - Ron joined BMWCCA in 1972, and since that time he has served the club in many ways, including as activities chairman in 1974, and has become an excellent rallyist. Ron has also put on a picnic rally for us.

Paul Schauble - Currently our newsletter editor in absentia, Paul has been a member for a year and a half. In area auto competition, Paul has become a good senior rallyist in less than one season.

Secretary

Bob Critchlow - Another avid rallyist, Bob has written several articles for the newsletter in addition to playing an important part in all club activities.

Wally Welch - Wally has been a member of the Club for two years. Wally has worked on many Club autocrosses and rallies and is an avid enthusiast of the marque.

