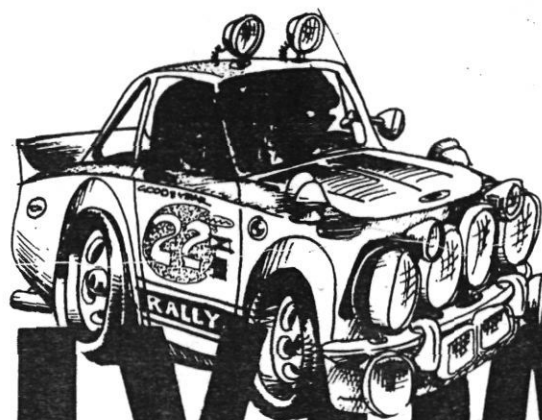


# der bayerische

March — Newsletter of the National Capital Chapter of the BMW Car Club of America — Volume 6, Number 3



# RALLY RALLY

## SO WHAT IS A RALLY, ANYWAY?

For the purposes of this issue of *der bayerische*, "rally" is defined as a time-speed-distance (TSD) rally; that is, a rally in which scoring is based primarily on time calculations.

A road rally is a test of your skill at logically following a route over public roads by applying the rallymaster's general instructions and the Council rally rules to a set of route instructions (or directions), maintaining specified average speeds on this route, and arriving at certain points along this route (checkpoints) that are unknown in advance, at exactly the right moment. There are two contestants in each entered car. These are the driver, whose primary tasks are to keep the car on the road and at the right speed and assist the navigator in looking for signs, objects, and intersections that are necessary to following the route; and the navigator, whose primary tasks are to be aware of whatever instructions and rules are in effect, look for signs, objects, and intersections that are necessary to following the route, keep track of the time in hours, minutes, and either seconds or hundredths of a minute, give the driver time/distance checks to help the driver keep on time, and know by heart both the

Council rally rules and the general instructions. Sound complicated? It is, but it's not as bad as it seems here, and when you do it right for the first time, it can actually be rewarding and fun.

The rally course is laid out in advance and checked many, many times by the rallymaster. He or she uses an odometer reading in hundredths of a mile (approximately 53 feet) in measuring the course. He also establishes the exact location of each checkpoint. But the main thing he does is use his general instructions, route instructions, and road configurations to try to get you to take an alternate route here and there, or travel at the wrong speed, so that you come into the next checkpoint at the wrong moment.

The object of the game is to outsmart the rallymaster who is trying to outsmart you. The best way to do this is to remember everything in the general instructions and very carefully apply the rules and special conditions logically to what the route instructions tell you to do; to make sure you are meeting all conditions and applying all rules when you execute each instruction. All this while, you must stay on time; that is, keep averaging whatever speed you are supposed to be averaging.

Here's how it all comes together. In taking careful measurements of the course to the nearest hundredth of a mile, from speed change to speed change to checkpoint, the rallymaster determines exactly how long it should have taken you to get from the start to the first checkpoint, from the first checkpoint to the second checkpoint, and so on, to the nearest hundredth of a minute. You leave the start at a specified time, say nine thirty-one exactly. You cross the timing line of the first checkpoint at, say, 10:14.75 (that's 75 hundredths of a minute, or 45 seconds). Your elapsed time is thus 43.75 minutes. The rallymaster has calculated the correct elapsed time at 42.92 minutes. Your error is the difference between the two, no matter which is greater. In this case, you were .83 minutes late, and your score is 83 for that leg. Obviously, the lowest score wins. Fortunately, there are a variety of classes for competitors, based on experience, so you can compete against others of the same ability.

And that's all there is to it. Interested? Read further, and come to the March meeting for more information.

- Dave Roach,  
Rally Chairman

# der bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc. and is not affiliated with any manufacturer, automotive dealer or automotive products.

Editor: Jay Williams (301) 464-2025

Production: Dianne Williams 464-2025

Advertising: Dave Roach (301) 593-1875



## CHAPTER OFFICERS

President: Estelle Watts (301) 565-4456

Vice President: Dave Toy (301) 299-3363

Secretary: Bob Critchlow (703) 578-1367

Treasurer: Carol Kingsbury (301) 464-1946

## COMMITTEE CHAIRS

Activities  
Denise Price  
(301) 349-5370

Racing  
Jerry Coffey  
(202) 223-9194

Autocross  
Ric Cavallero

Rally  
Dave Roach  
(301) 593-1875

Concours  
Rick Price  
(301) 349-5370

Service Reports  
Mel Morganstein  
(301) 384-5858

Membership  
Patti Cavallero  
(301) 589-5544

Storekeepers  
Bill Riblett  
(301) 762-7436  
Dennis Kreps  
(301) 530-9232

O'Fest '76  
Chet Kingsbury  
(301) 464-1946

Promotion  
Jay Williams  
(301) 464-2025

Technical  
Ken Wright  
(703) 560-6224

der bayerische is provided by and for the membership of the BMW Car Club of America only.

der bayerische is published monthly eleven times a year, January through November, at Box 466, Bowie, Maryland 20715. Individual chapter membership dues of \$6.00 include \$5.50 for a subscription to der bayerische. Single copies 50 cents each.

The ideas, opinions, and suggestions expressed in regard to technical matters are those of the authors and no authentication is implied by the editors. Modifications within the warranty period may void the warranty.

Articles submitted are subject to editing and slight revisions by the editor. Contents of der bayerische may not be reproduced, other than BMWCCA and its chapters, without permission in writing.

## Editor's Note

This "der bayerische" Rally Issue is specially designed to orient and inform members on the fine art of rallying. Dianne and I are definitely in the novice class, since we've recently only rallied once, after being talked into it by Mike and Vicky Anderson, who at the time were fairly new to it themselves.

We struggled through the first one, missing check points, backtracking, recalculating times and distances, and finally made it to the rally's get-together ending place (in this case a restaurant in Morningside, Md.) where rallyists tally the scores and drink to success or drink to failure. Here, we sheepishly handed in our score, only to find that we weren't the last by quite a few!

We're ready again, only this time with the benefit of going to the up-coming March BMW meeting and listening to Mike Leeper's Rally Presentation and other information that will be available.

I only wish that Dianne and I would have been able to go to such a session before our first rally. After attending the WRC Winter Rally Seminar, I know we would never have missed check point number one, as we did.

## Letters to the Editor

Let me commend you on the good job you did on the der bayerische..... Alfred Rose, member.

For the first time it looks as though the BMWCCA national elections are going to be a real horse race. Just about every office is being contested, and each of the candidates has a great deal to contribute to the Club. I am very proud of the progress BMWCCA has made since its founding in 1969, and the part that I have played in its growth. I do not feel, however, that any candidate can rest on past accomplishments. What can be done in the future, and how we can improve, is the most important question, and votes for any given candidate should be cast on that basis alone.

The national ballot will give a capsule biography of each candidate. I would like to acquaint National Capital Chapter members with my qualifications for the office of Vice President in some more detail.

The ROUNDEL, along with der BAYERISCHE, is the single most important contact the Club has with its members. My goal is that the ROUNDEL be the best, nation-wide, single marque publication in the Country, responsive to our members' interests and published on a regular once-a-month basis. As we grow, the cost of the ROUNDEL becomes an increasingly significant factor. The tentative 1976 budget is in excess of \$41,000. Included in this is the recent Board of Directors authorization for the use of the paid professional help on the ROUNDEL staff. In order to avoid a dues increase, advertising income provided the ROUNDEL becomes even more important. In 1975, I generated over \$7,000 in advertising revenue for the ROUNDEL and

assisted Editor Joseph Chamberlain in the business management of the magazine.

Beyond the income produced for the Club by the ROUNDEL advertisers, there is an even more direct benefit to all BMWCCA members. Healthy competition between advertisers assures that our members receive the best possible value in services for their dollar. As a Management Executive in the "real world," I feel my experience can be helpful to the Club and to the ROUNDEL in particular. If elected, I would like to continue my job as Advertising Manager, with a voice on the Board of Directors. To this end, I would ask that all National Capital Chapter members vote for me as Vice President in the upcoming BMWCCA national elections.

Sincerely, Parker L. Spooner.

P.S.: I just saw a copy of the last der bayerische...really great!

der bayerische is open to anyone who wishes to announce their candidacy to our local membership. - Editor.

## ACHTUNG!!! ACHTUNG!!!

There will be an organizational meeting for Oktoberfest '76 on Sunday, March 14 at 2 p. m. at Chet Kingsbury's house. The following committee members should make every possible attempt to attend the meeting.

Ric Cavallero  
Bob Critchlow  
Steve Durovic  
Betty Kingsbury  
Mike Leeper  
Denise Price  
Ric Price  
Dave Roach  
Mike Sullivan  
Estelle Torpey  
Dave Toy  
George Wagner  
Jay Williams



Any other members interested in working for Oktoberfest '76 are invited. There will be food and refreshments. Please call me for directions 464-1946 (Bowie, Md.).

Chet Kingsbury, Chairman  
Oktoberfest '76



## Technical Report

This article is concerned with enhancements that can be made to the car to make it safer and more tractable in rallies. The comments apply to both fours and sixes unless otherwise noted. Let us assume at the outset that we are not preparing a car for use in the SCCA Pro Rally series or comparable performance events. A machine that would be competitive in such events would incorporate modifications to the suspension alone that would put the development costs far beyond the reach of the typical owner. In addition, the car would be unsuitable for everyday transportation for a number of reasons. We will concentrate on the following situation: An owner who wishes to maintain the utility of his car for basic travel while making some preparations to be a successful participant in low-pressure TSD events at the local club level.

In TSD rallies, as in most other forms of competition, you cannot win unless you finish the event. The vehicle must be reliable for a rally, just as it should be for a long trip. The engine should be in proper tune and the exhaust system should be intact (one thing they check in tech inspection is a reasonable level of exhaust noise, so as not to alienate inhabitants of the route). Do not run if your shocks are in bad shape, since some rough roads are likely to be encountered. Check the condition of the brake pads and rear linings; stock specification linings and pads are quite sufficient for low-key events. Check for play in the tie-rod ends and excessive wheel bearing play. Check the tires for tread depth, sidewall cracking and proper inflation. All of the above are considerations for everyday driving anyway.

The objective in a TSD rally is to accurately reproduce the performance of the group which set up the route. All out speed and handling characteristics are secondary, except when you get lost. The average speeds maintained in low-key rallies rarely exceed 45 mph, and are usually geared to the types of road surface involved. When a team goes off course, they must maintain a somewhat higher speed to make up time. Nevertheless, a stock BMW requires no engine or suspension modifications to withstand the forces encountered in a typical TSD rally.

One area where changes are desirable is in lighting, both interior and exterior. The standard tungsten headlamps are simply inadequate for high-speed driving, especially when you are looking for signs and markers. The basic recommendation is to replace the stock units with a quartz-iodine conversion, preferably with a wide low-beam spread to the right, such as the Cibie Z beam. This setup will rarely be overdriven, but in fog/rain situations, auxiliary foglamps in the front and a fog taillight in the rear are quite useful. The foglamps are also advantageous in cornering and in searching for road signs, due to the wide beam spread. Long-range driving lights and directional spotlights are not worthwhile investments for the beginner.

The interior light, at least on 4-

cylinder cars, is almost useless for night rallying. The navigator needs light to read the route instructions, but the existing light creates too much glare for the driver. You can get away with a flashlight, but only if your navigator is a Martian. The recommendation is to either: 1. Buy a cheapo maplight with a flexible arm which can be plugged into the cigarette lighter, or 2. Buy a more elaborate maplight, such as the Capri, and mount it on the passenger side of the dash. The main thing to remember in mounting switches for auxiliary lights is to keep them in easy reach of the driver. Also, do not wire the foglamps or driving lights in such a way that they are on whenever the high-beams are on, obviously; switch them separately.

The classes in a rally are usually based upon the equipped/unequipped criteria: Presence or absence of hundredths-reading odometer and/or calculator. For the inexperienced rallyist, an elaborate set of instruments would be a foolish investment since this would force him or her into competition with the hardcore rallyists. On the other hand, one cannot expect to do well in the overall standings without costly instrumentation. Within the unequipped class, though, one can do quite well with the standard tenths-reading odometer and an ordinary wristwatch; you may have trouble with an earlier car that has only a units-reading odometer. In that case, one could try swapping a later model unit or modifying the existing unit to indicate tenths.

A few general tips: If you have a front spoiler, remove it. If you have wheel covers, leave them at home. Remove any unnecessary gear from the passenger and luggage compartments. Ensure that the battery is securely fastened; improvise something, if necessary. Take along the following items, in a secure place: A fire extinguisher, 2 hours worth of road flares, a tow rope, some basic tools, distributor cap and rotor, a spare set of points, a spare fan belt and a set of radiator hoses if they have not been renewed recently. Some of the above items are mandatory in some events, and will create a good frame of mind for the driver anyway. As was stated above, suspension and engine modifications are unnecessary for most local club events. If you are interested in setting up for stage-type performance rallies, contact the Tech Chairman.

## TECH SESSION

The next Tech Session will be held at 10:00 am on Saturday April 10 at VOB, 11605 Old Georgetown Road in North Bethesda. This will be a classroom type session with instruction in three areas: General subsystems of the vehicle, tuneup procedures, and detailed description of one vehicle subsystem. See next month's column for more details. Contact the Tech Chairman if you will attend the session.

-- Ken Wright

## Meeting Minutes

BMWCCA MONTHLY MEETING  
February 17, 1976

The meeting was called to order by Vice President Dave Toy.

The reports were given.

Concours Report--Rick Price, who explained what a BMWCCA style concours was: a very, very clean car; C'Fest '76 Report --Chet Kingsbury. Chet reported that most of the committee positions were filled, but a few people were still needed. The dates chosen for C'Fest are Wednesday, October 20 thru Sunday, October 24;

Chet Kingsbury informed us that Marlow Heights Datsun -BMW has a very good BMW mechanic. Chet also announced that the club's anniversary party will be held at his house on February 21st.

There was no old business.

New Business: The membership voted against granting the Washington Sports Club membership in the Council. Klaus Hirtes noted that Electrodyne sells BMW parts at a lower price than Heishman BMW.

The business portion of the meeting was closed, a buy-and-sell session was held, and Don Riggs of Baltimore provided the evening's entertainment by presenting an excellent slide show of IMSA races.

-- Bob Critchlow, Secretary

## Treasurer's Report

FEBRUARY 1 BALANCE \$148.82

### Income:

Advertising	\$ 57.00
Membership Dues	\$224.00
	\$281.00

### Expenses:

Postage-Jan & Feb	\$ 73.00
Bulk Mailing Permit	\$ 55.00
Anniversary Party	\$ 47.20
Advertising	\$ 17.25
	\$192.45

MARCH 1 BALANCE \$237.37  
Carol Kingsbury, Treasurer

## VMFC 2-4-1 RALLY

A rally for pairs of cars with separate but dependent courses. Navigation and course following depend on horn honking, light flashing, and arm waving. March 14, 1976.

Start at Jarrell's Truck Plaza in Doswell, Va. Registration 9:00 a.m. First car off at 10:01 a.m. Entry fee \$10 per two-car team. (804) 264-2264.

# A RALLY PRIMER

Let's say you've decided to try a rally. What do you do? First, find out who to preregister to and preregister. You will receive the rally's general instructions. Each rally will have its own generals. They all contain some of the same information (required by council rules), but beware; there are many subtle differences. In fact, many traps are based on misapplication or forgetfulness of the generals. Study these generals in detail



and make sure you understand what they mean. It is advantageous to go over them with a more experienced rallyist. Also, try to obtain a copy of the Council rules beforehand; any rallyist friend will lend you a copy. If you are familiar with these two sets of rules, you should be ready to run the rally.

**The Council Rules.** The first item necessary to successfully completing a rally is a copy of the Metropolitan Council of Sports car Clubs (MWCSCC or "the Council") Championship Rally Rules. This is a 28 page booklet that sets the ground rules for area rallies. Virtually all area rallies assume a knowledge of these rules. Fortunately, you only need to know the six pages of these rules that comprise part one, "Contestants' Information."

The contestants' information contains a section laying out requirements for each rally's general instructions and route in-

structions as well as a list of over 30 exact definitions and several abbreviations. It is essential that you know these definitions, so that you will be able to understand the terms as they apply on the rally. If, for instance, your route instruction says "Pause .25 minute at underpass" and you go over route 95 on a bridge-like structure, you will know that you should not pause, because an underpass is "a structure allowing the rally car to pass under an obstacle," and what you are on is an overpass.

Copies of the Council rules cost 75 cents and are available at the start of each championship rally. Pertinent extracts of these rules are available at the start of each WRC Winter Rally Series rally.

**The General Instructions.** The generals will tell you where the rally begins, stops for lunch (if there is a lunch break), and ends. It will say if the rally abides by the Council rules (most do). Also included in the generals will be the approximate length of the rally and the time schedule.

Then there's the rest of the generals, which set parameters for running the rally. You will be told in some way what sort of roads are to be considered existent. The identification of roads may be separate, or it may be included in a section titled something like "course following priorities." You must know these priorities in order, as they determine in what order you are to consider possibilities of action at each intersection on the rally. It is advisable to copy down this list of actions on an index card and tape it to your dash so you will have it immediately available on the rally. The course-following priorities may be in many different orders. We show here a sample that lists as many different types of priorities as are commonly used.

**Course following priorities.** At each intersection, execute the lowest numbered of the priorities that causes clear and unique action:

1. Avoid nonexistent roads (roads marked "Dead End" or the like, and private driveways).
2. Execute an active special instruction. Special instructions may be executed once, many times, or not at all.
3. Execute the next numbered instruction. Numbered instructions may be executed once and in order, at the first opportunity.
4. Follow your route by number or name.
5. Follow the main road as determined by backward-facing stop signs that control traffic on lesser routes.
6. Right at T.
7. Go straightest.

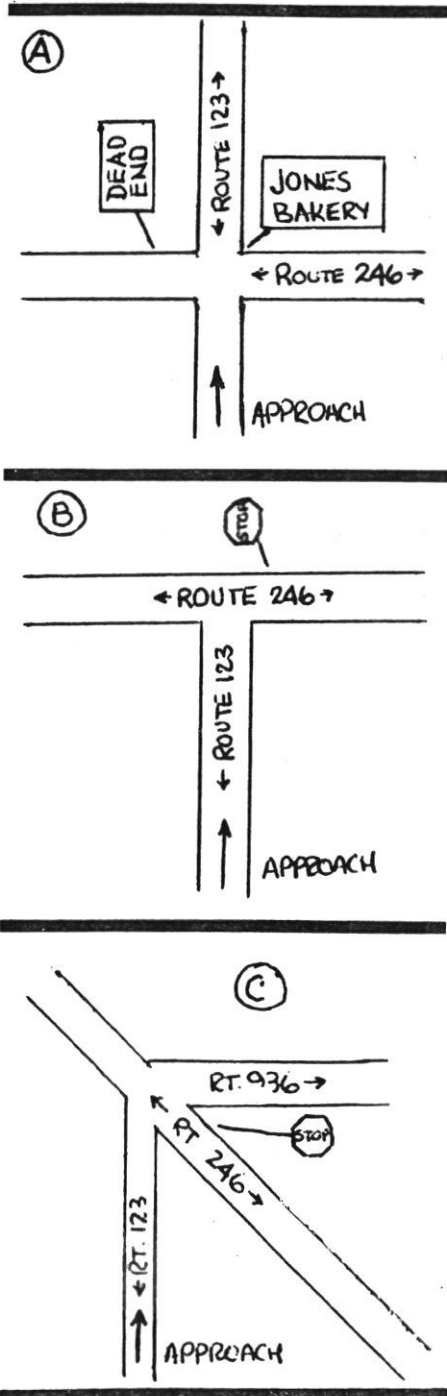
Most rallies use no more than four of these types. But remember that they may be in different order; for example, 2 and 3 may be reversed. Here's how to use this

information. When you arrive at an intersection, start with priority one. If by avoiding all nonexistent roads you are left with only one possible route to leave the intersection on, then that's what you do. You do not use any instructions. If, however, there is more than one existent road to leave on, go to the second priority. If an active special instruction is applicable, do it; if not, go on to priority three and see if the next numbered instruction is applicable, and so on. Think you've got it? OK, let's have a quiz. Use the priorities above. Your active route instructions are as follows:

G. Left at "SMITH" ("SMITH" is a sign)

29. Right at "JONES".

"G" is a special instruction. In each of the following situations, what direction do you go, and for what reason?





Finished? OK. In A, you should execute numbered instruction 29 by priority 3. There are two ways you can go by avoiding nonexistent roads--straight on 123 or right on 246. Obviously you cannot go left as it is a nonexistent road. Therefore, since there is a "JONES" sign, you turn right. Had there been no "JONES" sign, you would have followed your route by number (priority 4) by going straight ahead.

In B, there are two existent possibilities, there are no "SMITH" or "JONES" signs, and your route (123) does not continue. You are down to priority 5, and sure enough there's a backward-facing stop sign to the right on 246, identifiable by its unique shape. So you use priority 5 and turn left, thus following the main road.

In C, you come down to priority 5 as you did in B and find two possibilities.

The intersection is not a T intersection (the intersection in B was a T). So you're down to priority 7, go straightest, which takes you left on 246 (while a turn onto 936 is about 90 degrees, the turn onto 246 is considerably less).

Special instructions are a tricky business. While numbered instructions may only be executed once, in order, at the first opportunity, special instructions may be executed in many different ways. Usually, the point of them is that they may not be executed at all, or they may be executed once, or many times. If the rally uses special instructions, their use will be explained in the generals.

Most of the time, the route instructions will differentiate between signs and objects. There will be a section explaining how to differentiate--the usual method is to use quotation marks for signs. Usually, spelling will be accurate. This means that if you are looking for a sign that says "JOHN HOPKINS RD" and you find one that says "JOHNS HOPKINS RD", you should not use that sign.

**Equipment.** You should have with you on rally day the following items: clipboards, extra paper, general instructions, index cards, pens, pencils, tape and a watch or stopwatch that you can easily read minutes and seconds on without error (leaving a checkpoint one minute early or late will cost you 100 points). You may also wish to bring along minutes per mile factors so you can calculate your way through transit zones and the like. But don't try to calculate time too much as you start rallying; it is much more important to stay on course than to stay on time. The navigator is usually responsible for the above. The driver has responsibilities too. He is responsible for the car--it should be in top running condition with plenty of gas, oil and water, the tires should be in good condition and properly inflated. Everything necessary to change a tire quickly should be available. All windows should be clean, lights and wipers should all operate, and the windshield washer bottle should be full.

The route instructions should be situated in the car so that both driver and navigator can read them. This can be facilitated on a BMW by mounting a letter-size (8½ x 11) clipboard on the ashtray. Open the ashtray and tape the

clipboard's bottom just inside the lip of the ashtray so that the clipboard's upper left-hand side touches the side of the instrument console. Tape the upper portion of the clipboard to the dash. If this seems impractical, a large piece of plywood designed to fit in the navigator's lap and rest on the lower protruding portion of the dash is an alternative, but pad the back--you don't want to scratch the dash.

Now you're ready to go.

**At The Start.** It never hurts to be half an hour or more early. This way you have plenty of time to do everything, ask the rallymaster questions, and be in the car and ready to go at your time to leave.

The various duties at the start should be divided between driver and navigator. First, go to the registration area and check in. You will receive a registration packet containing scorecards, two envelopes and your car-number sticker. Keep the scorecard; fill in your names, class and club. Usually your car number and starting time will be filled in on the scorecard. Fill in your name and address on one envelope and your partner's on the other, then turn them in wherever you are supposed to; these envelopes will be used to mail the results to you. Affix your sticker to the car wherever the generals tell you to; its purpose is to allow the checkpoint crews to quickly identify you. Finally, check to see if there are any last-minute changes to the generals or route instructions posted; if there are, copy them down and change the route instructions as soon as you get them.

While all this is going on, your partner should be off with the watch, setting it to rally time. Rally time is determined by either of two radio stations--CHU, Canada, or WWV, Colorado. There will probably be a radio somewhere broadcasting one of these stations; if not, find a professional-looking contestant and ask him for the time. Set your watch exactly.

If you are bothered by anything in the generals, find the rallymaster and ask him; that's why he's hanging around the start. Don't be afraid to ask the most seemingly basic questions; the rallymaster will be happy to answer it, especially since it gives him a welcome break from the impossibly technical questions the veterans are asking.

Finally, find out where the starting point is so you can drive right to it and receive your instructions when your time to leave occurs. Now you're ready to go.

**The Route Instructions.** Naturally, the main kind of instructions are the route instructions. They will be given you either at your time to leave the start or a few minutes before; the generals will specify. The route instructions follow the same concept as the directions you give a friend from out of town to get to your home, but they are more exact, more complicated, and they use their own exact jargon. For example, if you are trying to get someone from point A to point B, your instructions might be:

Turn right onto route 32.

Right at the third traffic light (there's a Shell station on the corner).

Left onto Green Lane.

Our house is at 912 Green Lane, on the right.

The rallymaster might use the following instructions to get you to the same point:

1. Right at T. CAS (Change Average Speed) to 35.

2. Right at "SHELL".

12.35 3. Turn. CAS 29.

4. Checkpoint.

The numbers in the margin next to instruction 3 are called a margin mileage. They tell you at exactly what mileage you should turn. Note that you are also given speeds to travel; in this case, you should average 35 m.p.h. until you execute instruction 3 and then you should average 29 m.p.h. from instruction 3 until the next time you are given a speed.

**The Start and the Odo Leg.** Your time to leave the start is based on the starting time of the first car plus your car number in minutes. For example, if car number 1 leaves at 10:01 am, and you are car number 58, your starting time is 10:58. In other words, cars depart at one minute intervals.

No one said you can't cheat a little bit. Pick out a well equipped car with a lower number than yours and watch which way he goes when he leaves the starting point. This will at least get you off in the right direction. When you get to the start line and receive your route instructions, make sure they're all there and readable. Zero your trip odometer. Then go. The first ten to fifteen instructions are what is known as the "odo leg," or odometer correction leg. Instead of having to maintain an average speed, you will be given a length of time to complete it. This length of time will be more than sufficient, so don't rush, but don't dawdle either. The most important thing to remember about the odo leg is that there are no traps; it will be straightforward.

Most instructions on the odo leg will have margin mileages for you to check your odometer against. You'll have to estimate hundredths of a mile. Remember that a BMW trip odo can lag anywhere from one to nine hundredths of a mile when it resets. The odo leg is a time to get adjusted to rallying, check your mileage error, and look over the route instructions to see what spots look tricky. Many rallyists underline each pause, gain, and speed change so they won't miss any in the heat of competition. We usually write the last instruction on each page at the top of the next so we won't find ourselves missing the next sign or turn as we turn the page. If there are any elaborate mathematical puzzles involved, it's a good idea to figure them out in advance if possible; anything to help prevent overload is helpful. But while doing all this, keep track of your mileage as compared to the margin mileages. Remember that a mileage error (after the initial lag) will be in terms of percentage and not a set difference over the course.

You can approximate this error--if your odo reads 10.1 while the rallymaster's mileage is 10.01; then your error is about 1/10th mile for each 10 miles traveled. Thus, add .2 miles to a margin mileage around 20, .3 miles to one around 30 miles, and so on.

On the Course. You're at the end of the odd leg. You've compared mileages and pulled ahead and off the road, and you have three minutes before your time to leave. Go over problem areas together. Anticipating problems and possible solutions now will mean you'll spend less time figuring them out when you get there. When you leave, allow appropriate time to get up to rally speed--leave between five and ten seconds early if your speed is around 30 m.p.h. This is a good technique at checkpoints too. It's a good idea to travel a little faster than the average speed (say 3 m.p.h.) to allow for tight curves and stops at intersections. Remember that an average speed means it is average from when it is activated until it is changed. Theoretically, if your speed is 30 m.p.h., it means you should go 30 through curves, through turns, and through stop signs. All the time you're deciding what to do while sitting at an intersection, you're losing time. But leave this up to the driver; he should "feel" his way to a proper sense of speed and time; that's what seat-of-pants (SOP) rallying is all about.

Both driver and navigator should look for whatever signs, roads, and objects are necessary to following the course. A good technique is for the navigator to repeat several times what you are looking for. What we do is this: Say we are looking for the following instructions: A. Left after "SMITH". B. CAS 32 at white barn. 29. Right onto Brown Rd. The navigator would say "we're looking for a sign "Smith," a white barn, and Brown Rd." But don't forget that a picture is worth a thousand words--make sure that both driver and navigator can read the instructions. At each intersection, you should stop, go through the course-following priorities quickly, and make sure you know exactly what to do. If you've concluded that you are to use an instruction, make sure you have met all its requirements; that you have seen all signs, passed all objects, and that the turn is in the correct direction. Often, you will have to have seen two or more things in a particular order; make sure they are in that order. When you do go on, make sure you go fast enough to make up the time you spent debating.

When you have completed an instruction, check it off on the route instructions. This way, you can tell at a glance what instruction you are working on. In fact, it's a good idea to write down everything--mileages at turns, what route you are following, and so forth. It's very easy to forget things on a rally.

Part of the rallying game is confidence, and the rallymaster knows this. Most rallies use "confidence legs," where you will travel several miles between instructions. The rallymaster's object here is to get you to think you've missed something and feel uncertain. Often the generals will state a maximum distance between instructions. This can help you. Check the mileage at each uncertain turn and if you run out the maximum mileage (go one tenth over to be certain), turn around and head back at a white-knuckle pace. Another method in the confidence game is for the rallymaster to arrange the

route so that cars pass each other while they are both on course, so don't feel overly alarmed if you see some well-equipped cars coming back up the road you're going down.

Complicated mathematical problems in the route instructions are generally meant to confuse the experts. If you can't figure out what speed to travel, a good rule of thumb is to travel at a speed that looks about right for the road you're on.

Checkpoint Procedure. You come around a bend in the road, worrying about that last intersection, and there before you is a checkpoint. What now? First you cross the timing line, marked by a "✓" sign. But do not stop at that sign. A little farther up the road will be a bunch of people sitting around a table. Stop there (but don't pass any other cars between timing line and timing table). Give them your scorecard. They will mark it with your time in and timeout and give it back, along with a leg review slip. Read the slip carefully. It will tell you the official elapsed time, the official mileage to the start sign, and usually the current speed, the instruction you last completed or are working on, and any active special instructions. All of this information is intended to help you. If you have time, you may figure out your score, but more important than this, make sure you're working on the right instruction(s). Also, keep track of your time out and don't let it slip by. At the bottom of the leg review slip will be a brief review of the trap on the previous leg. Read it; if you did the leg right, pat yourselves on the back; if you bought the trap, find out how so you won't make the same mistake twice.

This should be enough information to get you started rallying. If you are interested, come to the March meeting; we'll have more discussion and we'll have a paper rally for you to do. The last piece of advice I can give is don't get discouraged. You may not do very well for your first few rallies, but one day things will begin to fall into place, and you'll arrive at the finish before the beer is gone to find you've won a trophy. Good luck!

## BMWBMWBMWBMWBMWBMWBMWBMW

### A GLOSSARY OF RALLY TERMS

Note: This list is by no means complete. It simply defines terms used in this issue of der bayerische. A complete list is available in the MWCSCC Championship Rally Rules.

Checkpoint (or Control) - A place on the rally route where the contestant is timed. The contestant usually doesn't know where these points are. As he crosses a timing line, the exact time of day is recorded and marked on his scorecard. From this and his last starting time, the contestant can calculate his elapsed

time. The contestant is also given a starting time from the start sign of the checkpoint that is at least two minutes later than the time he crossed the timing line.

Course - The correct rally route. Thus, if one is "on course" one is following the course correctly; if one is "off course" one has erred.

Failsafe - A predetermined route that is not the correct rally route and that is designed to get the contestant to the next checkpoint at the wrong time.

Gain - To make up a specified time during a passage of a specified portion of the rally route. The gain time is subtracted from the time required at the given average speed to traverse the specified portion of the rally route.

Leg - The portion of the rally route between one starting point to the next checkpoint's timing line.

Official Elapsed Time (OET) - The rallymaster's calculated length of time for the rallyist to get from one starting point to the next checkpoint's timing line.

Overload - A point on the rally, when the contestant is given several things to look for or do at the same time; thus he is "overloaded."

Pause - To delay a specified time at a named point or during passage of a specified portion of the rally route. The pause time is added to the time required at the given average speed to traverse the specified portion of the rally route. Pause is the opposite of gain.

Rallymaster - The poor soul whose duty it is to lay out the rally course, figure out the failsafes, invent the general and route instructions, and calculate the OETs. The rallymaster goes over the rally route many many times to make sure it is correct. His only reward is to see his fellow rallyists fall for all the traps he has invented.

Rally time - The exact time of day under which the rally is run. This is usually obtained from two very exact and constant sources--WWV of Ft. Collins, Colorado, or CHU of Canada. These two shortwave radio stations broadcast the time in seconds twenty-four hours a day.

Start line - The point in a checkpoint from which the contestant is to leave the checkpoint at his time out.

T - An intersection having the general shape of the letter T requiring a change of direction to the left or right, both changes of direction being essentially equal. It is not possible to go straight at a T.

Time In - The time of day at which the contestant's car should leave the start line of a control, measured in hours, minutes, and either seconds or hundredths of a minute.

Timing line - The point in a checkpoint where the contestant is timed in as he passes.

Timing trap - A situation where the contestant is to be fooled into going the wrong speed while on the correct rally course.

Trap - A situation where the contestant is to be fooled into taking the wrong turn. He will be put back on course by the failsafe. -- Dave Roach, Rally Chairman



## BRANDED

### CHAMPIONSHIP RALLY THE THIRD RAZBERRY

DATE: March 21, 1976

TIME:

Registration opens: 8:00 am FCO: 8:30 am

START:

Gaithersburg Square Shopping Center  
Gaithersburg, Md. Take I-270 to Mont-  
gomery Village Avenue exit, turn right at  
traffic light, shopping center 1/4 mile on  
right.

#### DESCRIPTION:

TSD Rally approximately 160 miles long.  
Challenging course following with brisk  
speeds and primarily paved secondary  
roads. All course following traps have  
equalized penalties with non-course fol-  
lowing traps having lesser penalties. All  
planned traps are failsafed or controlled  
by stopper mileages. A knowledge of  
speed factors and their inter-conversions  
is necessary.

#### ENDING PLACE:

Obrien's Pit Barbecue, Gude Drive, Rock-  
ville, Md.

#### PRE-REGISGER:

JOHN R. ORTALDO, 18334 Dutchess  
Drive, Olney Md. 20832. Information call  
(301) 744-6796 between 5-9:30 pm only.  
All numbers will be assigned by lottery  
with the first drawing being held on March  
1, 1976. All numbers after first drawing  
will be assigned by daily lottery. All  
entries must be with payment.

#### FEE:

\$6.00, make checks payable to BRANDED,  
INC.

#### RALLYMASTERS:

John Ortaldo, Dick Grosbier

#### CLASSES:

NOTE--New 1976 MWCSCC Class Structure.

Master 42 or greater points

Expert 22 to 41 points (equipped or  
unequipped)

Senior 7 to 21 points (equipped or  
unequipped)

Novice\* 0 to 6 points

\*Note: 1975 seniors with less than 6 points  
who have never had more than 6 points,  
will qualify as NOVICE in 1976 classes.

Driver \_\_\_\_\_

Address \_\_\_\_\_

zip \_\_\_\_\_

Phone-wk \_\_\_\_\_ home \_\_\_\_\_

Class N SU SE EU EE M

Number Preference \_\_\_\_\_

Navigator \_\_\_\_\_

Address \_\_\_\_\_

zip \_\_\_\_\_

Phone-wk \_\_\_\_\_ home \_\_\_\_\_

Club entry \_\_\_\_\_



The event, set up by Rallymaster  
Mike Leeper, will run entirely in the Blue  
Ridge and Shenandoah Valley areas of  
scenic countryside, where excellent rally  
roads and light traffic are the bywords.  
Unpaved roads will be kept to a minimum.  
The rally has been designed, in keeping  
with the traditional BRM concept, to  
prove challenging and entertaining to both  
the driver and navigator.

#### Marque Award:

This award will be made only if more than  
one BMW runs the BRM.

Best BMW Award, Donated by Heishman  
BMW, Inc., Arlington, Virginia.

#### General Instructions:

The General Instructions will be mailed to  
all entrants on April 1st, or upon receipt  
of entry for those registering after that  
date.

#### Entry Fee/Registration:

Registration is by mail only. Numbers  
will be assigned to paid pre-registrants on  
a first-come basis.

Entry fee: \$24.00 (\$26.00 after 1 April  
1976).

To register contact Mrs. JoAnn Yates, 216  
E St., NE, Washington, D.C. 20002, Phone  
(202) 544-7546. -- Editor.

## Meeting Notice

If you are one who mistakenly  
thinks the monthly meetings are  
not entertaining, then by all  
means come to the March one.

Mike Leeper is to give his  
"Trap Line Bogus Rally,"  
complete with copies of the  
"Cheesy road map" and a set of  
general instructions for you to  
follow along. There is to be  
other information, Q&As, and  
lots of the old rally story  
telling's.

Meetings are held on the  
third Tuesday of each month.  
Next one is March 16th, Diamond-  
head Restaurant, 8 pm, 4600  
Wisconsin Avenue. -- Editor

#### HELD OVER UNTIL THE NEXT ISSUE

Craig Reisser's article "55  
Saves Lives is Erroneous,"  
Dave Roach's "BMW Etiquette  
Part Two" and the regular  
Service Reports.



**TISCHER**

VOLKSWAGEN - BMW  
3225 FT. MEADE RD.  
LAUREL, MD. (301) 498-7400  
WASHINGTON AREA: 953-2196  
FOR YOUR PERSONAL BMW NEEDS  
CONTACT MIKE ANDERSON

## Classifieds

For Sale: Set of 4 Semperit  
M-266 Radials, Size 205-70/14  
for CS or Bavaria. Used on my  
CS for 5 weeks only. \$125.  
Tyler Knapp, 338-1010 day or  
evening.

BMW SERVICE: Autodynamics  
offers excellent BMW service  
at reasonable rates, motor &  
transmission exchange program,  
Bilstein, Superprint & other  
accessories. Located in Rock-  
ville, owned & operated by  
former mechanics of Motortech.  
Autodynamics, 15862 Somerville  
Dr., Rockville, MD 20850 (301)  
977-2220.

Suspension packages for BMWs  
are now available featuring  
Bilstein shocks (street or  
sport), DaLan stabilizer bars  
(19 or 22 mm), bushings, hard-  
ware, etc. Installation in-  
structions are available.  
Prices for members of BMWCCA  
are the lowest anywhere. In-  
stallation, suspension lower-  
ing and body work available at  
very reasonable rates. Also:  
Fiberglass fenders, flairs and  
air dams are now in stock!  
Superior quality hand laid  
panels by Dietel Enterprises  
are aesthetically beautiful &  
will clear 8 in. wheels. Dis-  
count prices prevail for BMWCCA  
members. For information, con-  
tact Dave Toy, 10604 Democracy  
Lane, Potomac, MD 20854. Phone  
(eve. & weekends) (301) 299-  
3363.

For Sale: '71 JEEP Commando,  
white, air cond., Power Steer-  
ing, Heavy duty cooling, lock-  
ind differential, Luggage rack,  
4-wheel drive, many more extras!  
52,000 mi. \$2900. Jay or  
Dianne (301) 464-2025.

CLASSIFIEDS - Contact Dave Roach  
(301) 593-1875.



## BMWCCA

National Capital Chapter  
Box 466, Bowie, Md 20715

U.S. POSTAGE  
**PAID**  
Bowie, Md.  
Permit No.  
2118

Miner, James Jr  
1909 Everglade Ct  
Crofton, MD 21113

# REMEMBER Oktoberfest '76 OCTOBER 20-24

These are the firm dates, so plan  
your time off now!

## Calendar of Events

(With Complete Rally Events for the year)

### MARCH:

- 14 - SCCA Championship Autocross, Memco, Rockville Pike, Md.
- \*14 - VMC Team Trophy Championship Rally (Baltimore)
- \*14 - VMFC 241 Rally, Richmond, Virginia
- 16 - March BMWCCA Monthly Meeting (Special Rally Presentation)
- \*21 - Branded Championship Rally
- 21 - AJSTC "March Twister" Autocross (Ft. Meade, Md)
- 28 - BMW Autocross (Championship)

### APRIL:

- 4 - AROC Cherished Date Autocross
- \* 4 - Branded MWCSCC Championship Rally #1 (D.C.)
- \*10-11 - WRC Bob Ridges Memorial Rally, Gaithersburg, Md. to Luray, VA. Mike Leeper, Rallymaster
- 11 - USCC Championship Autocross
- 18 - Easter
- 20 - April BMW Monthly Meeting
- 24-25 - Mid-Atlantic Regional Race - SCCA, Summit Point (D.C.)

### 25 - GC Championship Autocross

- \*25 - CSCC Team Trophy Championship Rally (Baltimore)
- \*25 - Branded Rally, Summer Series #1

### MAY:

- 2 - Lotus Club Cherished Date Autocross
- 8 - BMWCCA Spring Tour to Maryland's Eastern Shore
- 8-9 - F-5000 Race, Pocomo Int'l Raceway, PA
- 9 - Mother's Day
- 9 - SESCO Championship Autocross
- \*15 - Va. Reel Rally, SCCA Nat'l Rally, D.C.
- \*16 - VMC TSD Rally, Balto.
- 16 - MGCC Cherished Date Autocross
- 17-18 - SCCA Nationals Summit Pt., D.C.
- 22-23 - Mid Atlantic Regional Race, Summit Pt.
- \*23 - Branded Rally, Summer Series #2
- 23 - SCCA Regionals, Summit Pt.
- \*28 - CCB Team Trophy Championship Rally, Baltimore
- 31 - Memorial Day

### JUNE:

- \*20 - GRC Championship Rally
- \*27 - BRANDED Summer Series #3

### JULY:

- \*11 - MCMC Championship Rally
- \*18 - BRANDED Summer Series #4
- \*25 - WRC Championship Rally #1

### AUGUST:

- \*22 - BRANDED Summer Series #5
- \*29 - AJSTC Championship Rally

### SEPTEMBER:

- \*12 - SESCO Championship Rally 1

### OCTOBER:

- \* 3 - BRANDED Championship Rally #2
- \*10 - AROC Cherished Date Rally
- \*17 - PCA Autumn Color Championship Rally
- 20-24 - OKTOBERFEST '76, Washington, D.C.  
(301) 464-1946

### NOVEMBER:

- \* 7 - SESCO Championship Rally 2
- \*21 - WRC Championship Rally #2

\*For more details on rally events, contact Dave Roach, Rally Chairman.

For insertions or corrections in the calendar of events, contact Denise Price, —Activities Chairman.