

der bayerische

Mar. 77 Newsletter of the National Capital Chapter of the BMWCCA

President's Message

The Year Ahead: Evaluating Goals, Activities

I wish to take this opportunity to express, on behalf of the general membership, our appreciation for the work done by the previous club officers. Estelle Torpy, Dave Toy, Bob Critchlow and Carol Kingsbury did an admirable job of coordinating this chapter's activities over the past year, oftentimes contributing far more than their share of the effort.

We are particularly grateful for the intensive labors of Jay and Diane Williams in setting new high standards for our newsletter, der bayerische. And we thank Chet Kingsbury for successfully chairing the Oktoberfest 76 committee and organizing an event that was highly regarded by all. They and all the other members who participated in the planning and execution of the events of the past year can take satisfaction in the job well done.

It is with enthusiasm that we announce several appointments. New Tech Chairman Paul Broyles has extensive professional experience and will be a major contributor to this year's operation. Dave Roach has agreed to continue as representative to the Metropolitan Washington Council of Sports Car Clubs; I am most pleased to have a meticulous and dedicated person like Dave representing our chapter. Chris Jensen and Jane Touzalin have consented to fill the chapter need for newsletter editors by serving as acting editors of der bayerische; however, that situation will not go on for long and we will need a permanent editor very soon. Racing Chairman Chet Kingsbury certainly needs no introduction; Chet will also continue to act as alternate Council representative. Estelle Torpy has kindly volunteered to chair the membership committee.

At the date of this writing -- Feb. 16 -- several key posts remain to be filled. Specifically, we need an autocross chairman and a rally chairman. Any members wishing to play a role in the decision-making of this chapter and who are interested in autocrossing or rallying should come forth at this time. An extended void in these positions will jeopardize our ability to conduct some events this season.

The beginning of the year is traditionally the time for administrative review and criticism. Risking accusations of petty demagoguery, the current officers present, for your comment, a list of what we perceive to be the chief tasks facing the chapter in the coming year. (This

is merely an elaboration of my remarks at the January meeting.)

The first and most pressing problem with which we must deal is that of sustaining the present membership level. Attrition due to geographic relocation is unavoidable; there is no other acceptable reason. To prevent shrinkage of the membership list we must maintain the interest of current members. To maintain the interest of current members we must first determine the form and nature of that interest. We propose to conduct a survey of the membership to ascertain the following: What services can we provide that you could not elsewhere obtain? What would you consider a reasonable price for such services? To what extent do you feel that your annual dues allocation to this chapter covers that price? Would you be willing to pay the difference in time and/or dollars?

Following this line of reasoning to its logical conclusion, we will determine the scope of our activities for the year. In addition to this planning data our survey will attempt to collect some limited demographic data on the members. This will be useful in solving the second problem, that of establishing a representative image for the chapter. The tone and outlook of our publication and activities should reflect the character of our general membership, not that of a limited subset. An appreciation of this subtlety is necessary for an understanding of how we will whet the interests of the currently passive members.

It is essential that a larger proportion of the membership be involved in the chapter's activities. The relatively small group of individuals who perennially carry the major responsibilities of planning and decision-making cannot be expected to continue indefinitely. In an organization such as this, the responsibility must be highly distributed. Continued inaction on your part will prove deleterious to your own interests as well as to ours.

The new officers are now in the process of defining some specific approaches to solving the aforementioned problems through new kinds of activities and variations on old activities. We anticipate we will be able to identify these plans in the next issue of der bayerische.

Ken Wright, president

Country Roads, Take Me Driving

BMW's were made for twisty country roads, and beginning with this issue der bayerische will be listing some of our members' favorites.

Everyone has a special stretch of bimmer road and this is the chance to share it by writing or calling editors Jane and Chris.

Two of Chet Kingsbury's favorites are Governor's Bridge Road and Jericho Park/Race Track Road.

To get to Governor's Bridge Road take Route 50 toward Annapolis and turn right onto Route 301. As you near the Texaco station on the right, Governor's Bridge Road slips off to the left. Chet says it's about 15 miles long and ends up in Riva Town near Annapolis. The traffic is moderate to light, he says, and the visibility is pretty good, with several delightful "S" curves. The only caution, Chet notes, is near the end of the route where there are some potholes and the road narrows.

To reach Jericho Park/Race Track Road take the B-W Parkway and exit on Md. 197 headed toward Bowie. Five or six miles along 197, Jericho Road will take off on the left. "It's nice and twisty, with nice camber turns," Chet says.

Follow the road past Bowie State College and turn left onto Race Track Road. One-half mile along Race Track is a bridge and subsequent dip. If your suspension is in good shape, Chet says, you can jump the car several feet into the air. Don't forget to take your foot off the accelerator to avoid over-revving the engine.

The pavement in most parts is very good, Chet notes. But during racing season find somewhere else to play. Racing season ends March 19, giving you a chance to horse around for about two months.

Road & Track Loves 320i

Road & Track magazine compared eight "moderately priced" sports sedans in its March issue, and the BMW 320i came out on top.

Rating each car on a scale of 2,200 possible points, R&T's 10 test drivers gave the 320i 1,766 points. The closest competitor was the Saab 99EMS with 1,737.

The six also-rans were ranked this way: Volvo 244DL, 1,681 points; Alfa Romeo Alfetta, 1,675 points; Lancia Beta, 1,567 points; Fiat 131, 1,528 points; Audi Fox, 1,501 points; Mazda RX-4, 1,375 points.

Drivers rated the 320i best in 13 of 22 categories: ride, braking, steering, gearbox, engine, controls, instrumentation, driving position, heating, exterior styling, interior styling, exterior finish, interior finish.

February Meeting Minutes

Feb. 15, 1977

Diamond Head Restaurant

President Ken Wright called the meeting to order at 8:25 p.m. The secretary read the minutes, which were approved. The president then introduced the chairmen of various committees and asked for volunteers to chair the rally and autocross committees.

Twelve new members attended and were introduced. They are driving BMWs ranging from a vintage 1968 1600 to a 320i.

There was no other business, and the floor was opened for announcements and a buy-and-sell session.

The program was presented by Bill Matthews of Universal Tire. Much of the discussion centered on the merits of different radials.

Jerry Hoopert, secretary

der bayerische

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BMW's & CB's

by Bill Haines

You have studied the pros and cons of CB and are ready to buy a transceiver, antenna and co-ax to get on the air.

Just as with an automobile, you purchase a basic unit and then you can obtain "options" to your heart's content. A transceiver is basically a unit consisting of (1) a transmitter, (2) a receiver, (3) a microphone, (4) an on-off switch, (5) volume control, (6) squelch control, and (7) a means of determining when you are transmitting. Everything else is an optional refinement.

One of the problems with CB equipment is the noise which accompanies the sound coming over

BMWCCA Wants You

If you are reading der bayerische but don't belong to the BMWCCA, shame on you! But this is your chance to join more than 7,000 marque chauvinists throughout the USA.

The club operates independently of the importer and manufacturer. Annual dues of \$16 entitle you to monthly copies of der bayerische with its local items, and the impressive national publication, "Roundel."

In addition, BMWCCA membership gets you parts discounts; competent technical advice; reports on the quality of service of area dealers and a chance to let others know if you feel you have been ripped off; a chance to participate in autocrosses and rallies; the maximum enjoyment from the finest automobile in the world.

The National Capital Chapter has more than 350 members. To get more information or to join, call any club officer or write Box 685, Arlington, Va. 22216.

Craw Scores Daytona Victory

Club members can stick their chests out a little farther thanks to chapter member Nick Craw and the folks at Miller and Norburn. In a 100-mile IMSA RS race Feb. 4 at Daytona, Craw drove his M&N-prepared 320i to a first-place finish.

ACHTUNG!!

BMW scofflaws achtung! Der bayerische is compiling a survey of our members' experiences with radar detectors. If you own a Snooper, Fuzzbuster, etc. and feel it's either god's gift to speeders or a worthless gadget please call Chris or Jane for a brief chat. There is no truth to the rumor that a list of the names and license plates of contributors will be presented to the state police at the March 15 meeting.

the receiver. Some transceivers have a switch which eliminates a great deal of this noise but, while doing so, reduces the effective reception distance of the unit. This switch is known as a "noise-limiter" and is usually labeled "ANL" on the controls.

Another nice feature of most transceivers is their ability to accept an external speaker. The speakers in a transceiver are generally very small and the sound quality is not the finest. Using an external speaker will usually improve the sound a great deal.

Also available for most transceivers is a system whereby you can make the unit into a public address system. This could be handy in case of an emergency. By placing a weather-proof speaker somewhere under the hood of your car you will be able to increase the power of your voice. It is almost too much of a temptation for those who have a short fuse and want to cuss out other drivers in traffic.

Another consideration in the purchase of a CB transceiver is its replacement value. A CB radio in a parked vehicle is an invitation to a thief. If you have an alarm system on your car, do not depend upon it to protect your property, particularly in a parking lot or garage. The new brand of thief is not at all deterred by the noise, or will cut wires until he finds the alarm power. In any event, it will take him only minutes to remove the equipment.

As far as insurance is concerned, most of the companies have recently excluded CB equipment from regular coverage and require a rider to be attached to the policy at an additional premium. It is advisable to check your insurance company BEFORE installing the equipment.

There is another type of CB transceiver which is available to those who desire the best. It is known as a Single Side Band Radio (SSB). This type of transceiver utilizes not only the regular channels but also a lower side band and an upper side band on each side, thereby tripling the number of useable channels. Also, there is considerably less noise on these side bands. The major drawback of this unit is that, because of the narrowness of the bands in use, the unit must be tuned almost every time you use it with a different station and this can add to one's inattention to driving. The cost of these units is anywhere from twice to three times that of regular transceivers.

Next Meeting: Meet A Bear

The next club meeting will be held Tuesday, March 15 at the Diamond Head Restaurant, 6900 Wisconsin Ave. The meeting will begin at 8 p.m. The Maryland state police will provide a speaker for a "safety talk." We have been promised a thick-skinned trooper who will also be available for a question-and-answer period. This is a perfect chance to meet Smokey somewhere other than on the shoulder of the road.

eventscalendar eventscalendar eventscalendar

March

- 5 South African Grand Prix
Kyalami, South Africa
- 6 Washington Rally Club (WRC)
Winter Rally Series IV
Championship Rally \$5.00 fee
contact Mike Humphrey at 987-8241
9008 Orange Hunt Lane
Annandale, Va. 22003
- 6 Sports Car Club of America (SCCA)
Championship Autocross
Location and Registration Information
Not Yet Available
- 15 BMW Club Meeting 8 p.m.
Diamond Head Restaurant
6900 Wisconsin Ave.
Chevy Chase, Md.
- 18 & 19 Sebring IMSA RS race, 12-hour
endurance race and classic car
race at Sebring, Florida
- 20 University Sports Car Club's
Championship Autocross at Lot 4
University of Maryland. For more
information contact Sue MacDowell
at 946-8332
- 26 & 27 SCCA Drivers' School at Summit Point
Race Track, Summit Point, West Virginia

3 United States Grand Prix West
Long Beach, California

10 Japanese Grand Prix
Fuji, Japan

Troubled Treasury

Next month there will be a financial breakdown on the club's operation. Meanwhile, there is some unhappy news.

The club's championship rally in August was a big loser financially -- due to the U.S. Post Office. Checks from the registration totaling about \$228 were sent to the club's bank in Riverdale, Md. for deposit. They never arrived.

The Post Office has been unable to find them. Unfortunately, the club registrar for the event learned of the loss after he threw away the participants' names. Thus there is no way to track down the people who paid by check.

The checks may magically appear some day. But until that happens the loss to the treasury is \$228 in revenue plus about \$150 already paid out to cover printing and other costs for staging the "Gasoline Alley Two" rally. The net result is that the club gave many of the 42 teams a freebie.

If you participated in the rally and your cancelled check hasn't yet appeared, be a sport and send another one.

Classified Ads

FOR SALE: 1974 2002tii with 29,000 miles. Behr air conditioner. Cibie driving lamps. Sunroof, Blaupunkt AM-FM stereo. Fjord blue. Has been carefully maintained by Skoda. XAS and two Semperit snobs. Maryland tag BWCCA. Call Daryl Marchant at 699-9142. \$6,200 firm.

WANTED: An ad salesperson for der bayerische. Small commission can be negotiated. This is an urgent need. Help us get the newsletter back to its usual size and wealth! Call Chris or Jane.



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