

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



July-August 1986

der bayerische



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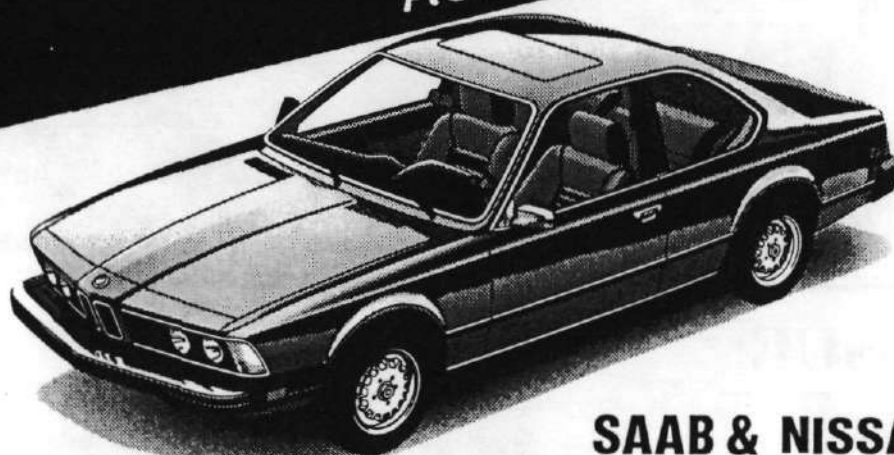
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All copy submitted must be received by the editor by the 5th of even numbered months.

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Coming Events

POTOMAC POLO CLUB TAILGATE PARTY— Sunday, July 20, 1986

Come join us once again for this annual event. The afternoon will be an exciting one for you and your family as you watch the polo match and enjoy the company of your fellow members. Bring a tailgate picnic lunch—use your imagination and participate in the tailgate picnic lunch judging. Prizes are awarded for most unique picnic in the following categories: food, theme, style and originality. The club will supply cheese, sodas, beer and “bottles of champagne” for refreshments. The match starts at 4:00 p.m., gates open at 3:00 p.m. The grounds are located on Hughes Road off River Road, 12 miles west of Potomac, Maryland. We must inform the polo club by July 17th. We are limited to 20 spaces trackside. So call to reserve your space as soon as possible. Contact Seu Lim for reservations after 6 p.m. at (301) 839-9203.

CRAB FEAST—Saturday, August 9, 1986

Time: Noon-Sunset

Crabs! Crabs! Crabs! The annual crab feast will be held at Allen's Pond Park in Bowie, Md. We have reserved group area II in the park (unsheltered area). There will be 6 picnic tables and 3 grills. The park offers volleyball, shuffleboard and horseshoes. The club has reserved equipment for these activities.

The picnic is B.Y.O.B. (bring your basket affair). Therefore, we suggest you pack a cooler with your picnic delights. The club will provide beer, soft drinks and charcoal. We will also have steam crabs at the price of \$6.00 per person. If you wish to have crabs, please send your check in the amount of \$6.00 per person made out to NCC-BMWCCA before Saturday, August 2nd, to Seu Lim, 9621 Windermere Turn, Fort Washington, Maryland, 20744.

Directions: Take Capital Beltway 195 to (Rte. 50) John Hanson Highway eastbound exit no. 19. Go approx. 7 miles to Rte. 197-Collington Road southbound. Take Collington Rd. to Health Center Dr. Make a right turn. Then a left turn on Northview Drive. The park is approx. 1 mile on the right side of Northview Dr.

SUMMIT POINT NATIONALS CORRAL— Sunday, August 10

Time: 9:00 am

On Sunday, August 10th, the Club will again travel to Summit Point race track to watch the SCCA Nationals. The Nationals feature approximately 9 races with all types of cars from open wheeled formula cars to full race production car based GTs. This corral will be co-sponsored by the Shockoe Chapter. Come on out to enjoy a good day of racing action. As usual, we will be stationed outside turn 7, a great place to watch the action. Beer and sodas will be provided. We have decided to eliminate the catered lunches from all but special events, so bring a picnic lunch or enjoy the sandwiches and snacks on sale at the track. We're not sure of ticket prices, but they're usually about \$15. Discount coupons are available from NTW and other outlets.

Cover Photo: BMW Menagerie, By Paul Vessels

BALTIMORE EVENT II—THE BALTIMORE GERMAN FESTIVAL—August 16-17

Time: Noon til 10 pm

Baltimore Bimmerphiles—as well as all you lovers of The Marque from the metro D.C. area—come on out and partake in the annual German Festival, one of the biggest and best of Baltimore's ethnic festivals. Come enjoy the food, the displays, the crafts, the people, the beer (of course!), and more! Come and buy a BMWCCA polo shirt and order your own BMWCCA name badge!

Due to its size, the German festival again will be held at the Canton Lots near historic (infamous?) Fells Point. And, once again, our chapter will have a booth and a display of members' cars. Of course, refreshments will be provided by the club (actually, YOU paid for it with your membership dues; why not cash in?). Bill Ross says he'll be there to hand out \$10 bills! 'Nuff said? Let's see some new faces from the Silent Majority! Let's see YOU there.

For information and/or to reserve a spot for your spotless machine contact Dwight Derr at (301) 889-9578 (eves.) Note: Volunteers to help man (person?) the booth are MOST welcome!

Directions: From D.C. and points south take I-95N to Balto. Take Exit 53 I395N-Downtown, right onto Pratt St. Go 0.9 mi (past the Inner Harbor) turn right onto President St. (probably still unmarked) just before Little Italy. Last left onto Fleet St. Go 0.8 mi bear right onto Boston St. Canton Lots are 0.6 mi on left. From north of Baltimore: I-83 south to St. Paul St. Left onto Pratt St. (at Harborplace). Right onto President St. just before Little Italy. Continue as per above.

BALTIMORE EVENT III: THE SAGE CONTINUES . . . THE BALTIMORE ORIOLES vs. THE CALIFORNIA ANGELES—August 24, 1986

Time: 2:05 pm

On Sunday, 24 August 1986, come join our chapter as we watch the Baltimore Orioles take on the California Angeles at Memorial Stadium. This is a new event for us and perhaps we can make it a regular event: a non-technical tech session if you will. And Baltimoreans take note—you don't have to trek down to D.C. or Va. (Although, if you wish, we could work out a tour to the Stadium embarking from Greenbriar. . .)

Come out to Birdland! Experience "Orioles Magic" and watch the Birds on the march to another World Series! Come armed with your favorite Reggie Jackson taunts! And, by all means, bring the kids 'cause it's Orioles/Kool-Aid Youth Team Shorts Day—all kids 14 and under (Sorry, Bill Ross) get free souvenir Orioles shorts! Ed-die! Ed-die! Ed-die! . . .

The club has purchased a LIMITED number of Upper Box Seats at a price of \$7 per ticket. CALL AND RESERVE YOURS IMMEDIATELY! In Baltimore call Dwight Derr at 889-9578. You metro D.C.-types should contact Diane Marcus at (301) 983-1098. Please note that these are evening numbers.

For those of you in D.C. and Va. who would like to attend but don't want to drive we've arranged bus transportation directly to and from Memorial Stadium. A round-trip bus ticket will cost \$10. Beer and soft drinks will be available on the bus for about \$.50 each. The bus will leave from Capitol Cadillac in Greenbelt (6500 Capitol Drive) at 12 noon.

Directions: to Capitol Cadillac from the Washington Beltway, take Exit 23, Kenilworth Ave. Turn left at the light, southbound on Kenilworth. Turn left at the next light onto Greenbelt Road (Rt 193). Capitol Cadillac is less than ½ mile on the left. Arrangements have been made for us to park our BMWs in front of Capitol Cadillac on Capitol Drive. Call Diane Marcus for bus reservations at (301) 983-1098, evenings.

Stadium Directions: From D.C. I95N to Exit 53 I395N Downtown Balto. Right onto Pratt St. Left onto Calvert St. About 3 mi right onto 33rd St. Follow the crowd. From Balto.: Aw come on! I hope I don't have to tell you how to get to Memorial Stadium!! Anyway, a word of caution is in order. If you do drive PLEASE PLAN TO ARRIVE EARLY! That way you are assured of getting a good high-visibility parking space (and avoid the "protection-plan" rackets!)

FRIDAY AT THE TRACK—September 12

Time: 7:30 am

And yet another driving event for all. This time we are scheduled at Summit Point on Friday, September 12, 1986.

As you know since these driving events are very popular, we have scheduled more of them this year.

As in other driving schools, this one is no different than the MAIFEST or the Monday at the track in June. That is, the emphasis of the school is to make you a better driver while having a good time and swapping stories (lie a bit).

Because track fees have increased, the cost this time will be \$58.00 and will include lunch. Lunch will also be provided to volunteer helpers (WE NEED YOU) to a maximum of 16, and of course to our expert instructors. If you just want to come up for the day and have lunch with us the cost is \$8.00 per person. ADVANCE NOTICE AND PAYMENT IS REQUIRED.

For those participating we need your cooperation. All of us putting on this event go thru many pains to make sure that there is nothing for you to do but to show up and have a good learning experience. In making our task easier, you MUST send your registration with a legal sized self addressed stamped envelope. NO ENVELOPE NO DRIVING, meaning we will not even cash your check nor tell you about it, WE WILL SIMPLY THROW THE REGISTRATION AWAY.

For information call Bob Gammache at (703) 777-3959 or Max Rodriguez at (301) 3934.

1986 Calendar of Events

JANUARY

- 11 **Meyer-Emco Stereo Tech**
(Bill Ross)
- 15-20 **Auto Show**
(Bill Ross/John Fowler)

FEBRUARY

- 5 **DB Deadline**
- 22 **Baltimore Power Plant**
(Karen Fairchild)

MARCH

- 1 **Tire Tech**
(Terry Forrest)
- pp **Tour/Bavarian Chef**
(Les Adams)
- 29 **Highway Safety School**
(Max Rodriguez)

APRIL

- 5 **Tischer Do-it-Yourself**
(Raine Mantysalo)
- 5 **DB Deadline**
- 13 **Autocross School**
(Kay Heatherley)
- 26 **Heishman Inspection/Swap Meet**
(John Hartge)

MAY

- 3-4 **MAIFEST**
Summit Point
(Max Rodriguez)
- 18† **German Embassy Concours**
(Bill Ross/Karl Hoffman)
- 24-26† **Blue Ridge Rendevous**
(Tidewater Chapter)
- 31-6/1† **Children's Hospital Telethon**
(Mike Diggs)

JUNE

- 1 **Children's Hospital Autocross**
(MWCSCC)
- 5 **DB Deadline**
- 8 **Summit Point Nationals Corral**
(Blue Ridge Chapter) (Max Rodriguez)
- 14-15 **Fathers Day Car Show**
(John Fowler)
- 21 **Tech Session J&F Motors**
(Gordon Kimpel)
- 29 **Autocross**
(Chuck Branscomb)
- 30 **Monday At The Track Driving School**
(Max Rodriguez)

JULY

- 6 **Summit Point Can Am Corral**
(Max Rodriguez)
- 12 **Tech Session—Coachworks, Inc.**
- 20† **Potomac Polo Club Tailgate Sunday**
(Seu Lim)

AUGUST

- 5 **DB Deadline**
- 9 **Crab Feast**
(Seu Lim)
- 10† **Summit Point Nationals Corral**
(Shockoe Chapter) (Max Rodriguez)
- 16-17† **German Festival Baltimore**
(Dwight Derr)
- 24† **Orioles Game-Tentative**
(Dwight Derr)

SEPTEMBER

- 12† **El Cheapo Driving School**
(Max Rodriguez)
- 14† **Autocross**
(Gary Toyama)
- 21 **Bavarian Inn—Oktoberfest**
- 28 **Foxfield Races**
(Blue Ridge Chapter)

OCTOBER

- 4-5 **Summit Point—Marque Weekend**
(Tentative)
- 5 **DB Deadline**
- 5-11 **BMWCCA Oktoberfest—Florida**
- 12 **Autocross**
(Chuck Branscomb)
- 19 **Excluservice Bavarian Day**
(Bill Ross)
- 21 **Hotshoe Driving School**
(Max Rodriguez)
- 26 **Winery Tour**

NOVEMBER

- 8 **Tech Session TBA**
- 13 **Speaker TBA**
- 21 **Election Dinner**
(Terry Forrest)

DECEMBER

- 5 **DB Deadline**
- 6 **Do-it-Yourself Session**
- 12 **Wine and Cheese Party**
(Dan and Seu Lim)

† See COMING EVENTS starting on page 1
All dates are Saturdays unless indicated

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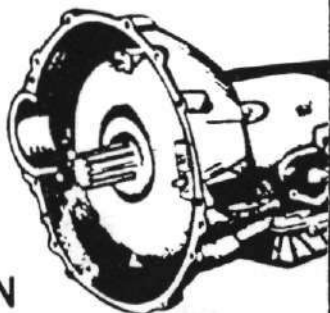
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President's Message

CONGRATULATIONS!!! Jay Markwood of Fairfax won our Spring membership contest. Grand prize was not an Escort radar detector as promised, but a brand new Passport instead! When I called Jay to tell him that his name had been drawn at Maifest at Summit Point, it is fair to say he was skeptical. \$300 radar detectors don't just fall from the sky. Seems he didn't know of the contest. He just signed up a friend and invited him to join in the good things that club membership brings. Now there is a message there and I don't want to club you over the head with it as I have for all these issues (sorry for the pun), but I think it is fair to say that getting others to join in what we enjoy so much is sufficient reward.

Having said that, let me report that second prize, an M-Style lightweight jacket, went to Bill Ross, and third prize, free admission to the September El Cheapo Driving School, went to Alan Bolden. I am very happy for Bill and Alan, both of whom exert much effort for the club, and not just in signing up members. The National Capital Chapter is as good as it is because of the efforts of people like them. And I am very pleased that Jay Markwood received first prize, because it shows that all of you out there who don't participate in everything can substantially benefit from your membership, and from whatever level of involvement you choose.

Back to Jay's skepticism. It seems that his detector had just been ripped off, and he was thinking about the expense of a new one. What he couldn't figure out is how we found him because he had just moved from Falls Church to Fairfax and his old telephone number wasn't even in his name. He was sure that his friends had put me up to playing a joke on him. We tracked down his change of address with the national office in Cambridge and got his number. So Jay, no joke. Congratulations!

CALENDAR CHANGES The Crab Feast will *NOT* be at Cosca Regional Park as in the last two years. We lost out on a reservation and had to dig up an alternative site on the quick, so check out the coming events column for change of *time* and *place*.

New event: We are going to see the Orioles in Baltimore on Sunday, August 24. We reserved a bunch of discount tickets, so if you would like to join us, check out the coming events column and mark the 24th.

Old event: German Car Fest is back. After a rocky start this year, the Shockoe chapter is back on its feet and preparing for another tri-marque car show in historic Shockoe Slip in Richmond. The date is October 18, and there will be more details in the next newsletter, but start planning ahead.

Great events! Just thinking about the good stuff ahead gets me excited with anticipation. There are still corals, car shows, the polo match and the steeplechase, the fall tours and plenty of social events. Come on out!!!

O'FEST Speaking of great events, its time to start planning your vacation so you can make it to Oktoberfest in Florida, October 5-11, at the Grenelefe Resort, just south of Disney World. Get out your most recent *Roundel* and read about mecca for Bimmers. If you like the people you have met in the chapter, and you like the events, you are not going to believe O'Fest. We are talking saturation—driving schools, autocross, gymkhana, rally, and plenty of socializing, packed into one week. There is a special prize for the chapter that turns out the most members. Prize or not, don't miss this

chance to see what happens at O'Fest and get to throw in the fabulous Orlando area at the same time. If you want more information, give me a call.

OTHER GOINGS ON The bunch of folks that give you great driving schools got together to make them better and I am super pleased to announce that Jimmy Harrison has agreed to become our Chief Instructor. If you have been to the schools and the corrals, Jimmy needs no introduction. He has campaigned the 2002 prepared by Quality Car Service in GT3, and most recently in Improved Touring B. Wherever, he wins. More to the point, he is an experienced racer, concerned club member, and anxious to assist in making the driving schools even more instructive, whether you are beginner or hot shoe. His experience will give our program stability, and we are looking forward to a smoother, even safer operation.

Karen Fairchild, our chapter Secretary, is and has been interested in bringing greater service and activity to the Baltimore area. She and Dwight Derr, Baltimore activities chairman, came up with the Baltimore German festival participation, our trip to the Power Plant, and now the trip to the Orioles game. Karen would like to collect more information on service experience in the Baltimore area to determine if there are dealers and shops of equivalent calibre to those we enjoy in the southern reaches. If you have information to share, give her a call.

Give me a call if you are getting bored with just reading about all these activities and would like to try something more active. We can always use more brain power to put together events, or another pair of hands or feet to put on the autocrosses, social events or anything you can think of. At the

moment, we could use some help for Max Rodriguez, who tries to do more than his share. He coordinates the driving schools and runs the club store as well. If you have bought something through Max at cost, return the favor. We could use some help in continuing this benefit.

Speaking of Max, by the time you read this, Lori will be Mrs. Rodriguez, and I'd like to congratulate them right here. I wish them the best for the future and hope that Lori continues to let Max come out and play. Actually, I hope that the trend of spousal participation continues. You see, Lori comes out to a lot of events, as does my wife Joyce, and Dee Ross and so on. There are always lots of couples, on the tours and for the dinners. Cory's wife Angela is now co-editor, following in the footsteps of Bernice and Ira Winthrop. We also have family participation in managing the chapter, and Dan and Seu Lim have participated together for as long as I have been around. We also have a number of single women members who come to enjoy the events. I hope those of you who have shied away from what you may think of a men's club atmosphere will come out and see what's really going on. Furthermore, we can always use a new perspective on the things we do, so come on out and bring your wife or girl friend or boy friend or husband and enjoy.

BUSINESS MEETING Next meeting will be on Wednesday, July 23. If you would like to come out and share some beer and munchies and plan, organize, direct or just make faces at the rest of us, give me a call.

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From the Editor

I've noticed something interesting in the last month or so. More of you have been showing up to our events, and voicing your opinions. Some of you have even gone so far as to volunteer your services. BRAVO!! Let me say that we are always open to comments, both good and bad, and especially welcome those of you who'd like to get more involved with the operation of your club.

This is the start of the busiest time of the year for our club. You are cordially invited to attend a wide variety of events. Please take special note of the Polo Match and picnic on June 20th. This is a change from the previous date. Also coming up are an autocross June 29th, a driving school on the 30th, the Can Am races July 6th, a tech session, Orioles game, etc. If you live and breathe, there MUST be something offered that you and your family or friends would enjoy participating in. We try to accommodate all interests. Come on out and make some friends.

Also coming up soon, is the BMWCCA Oktoberfest, October 5-11. Oktoberfest '86 is jointly sponsored by the Florida chapters, and is sure to be a prime event. We have been challenged (along with all South Atlantic chapters) to bring a sizeable contingent to Oktoberfest. To do this, we need YOUR Help. I for one have never been to an Oktoberfest. This is a situation shared by most in our chapter, partly due to the fact that there hasn't been one in the east in years. John Hartge participated in last year's event, and provided an excellent article of his travels to and from Monterey. He has already registered and received his information packet for this year's event, and has volunteered to lead the National Capital Chapter's assault on Florida.

Specifically, what this means, is that he is acting as the spearhead and focal point of our efforts to show up in force. As such, all of you who have talked about going, Paul, Glenn, yours truly, etc., give John a call to enlist. What we'd like to do is take the backroads south, for some visual and driving interest. Then, after the event, make our way back the quickest and fastest way. We could go caravan style, or solo with pre-designated nightly stops. It looks to be a 950 mile trip, that AAA says should take about 19 hours. Personally, even travelling the backroads, I think 19 hours would leave plenty of time for rest stops, etc. SIGN UP NOW. Also, if your interested in attending one of the Skip Barber driving schools at Sebring, sign up yesterday. Signing up for the Tuesday school would allow a Monday arrival (and Friday departure from DC).

That's about it for now. Hope to see you out there. Enjoy your club, it has a wealth of interesting and friendly people in it!

Cory Laws

Autocross School

April 13th saw the Chapter's first autocross school, which was well attended by both novices and experienced autocrossers. All wanted to learn more about car control, or sharpen existing skills.

The day started out with the fundamentals of autocrossing: acceleration, braking, and turning, covering both how to, and how not to. Each subject was taught separately on mini autocross courses set up specifically for this instruction. One course featured a skidpad, the other a slalom. Participants were timed for each of many runs on each course to help gauge improvement, and critiqued by the instructors.

After lunch was test time. A complete autocross course was set up, giving the drivers the chance to experience the real thing, putting together all the skills they learned in the morning. Several drivers showed remarkable improvements in skill and smoothness; some found out that it's harder than it looks. The important thing is that everyone came out to learn more about their car's handling, and to do so in a safe and controlled environment. No telling when you'll need this kind of knowledge in the real world.

Many thanks to the people who made this event a success: Kay Heatherley for making all the arrangements, Sue and Tom Baruch, our instructors, Woody Hair for finances and insurance, Cory Laws for finding the deal on pylons, and everyone else who helped out in various capacities. Special thanks to all those of you who did your first autocross. Congratulations. Here's to safer driving!

Gary Toyama

Heishman Inspection/Swap Meet

On Saturday, April 19th, many club members gathered at Heishman BMW for the annual pre driving school inspection and swap meet. This event is near and dear to our hearts because it provides the opportunity for a FREE safety check of your car. Heishman shop foreman Dave Cornnell and technicians Dave Keener, Jr. and Walt Schmidt provided the able labor and facilities. At the same time, the back parking lot was converted into a bazaar, complete with all the snake oil salesmen you've ever seen. Thanks to Heishman's for providing this annual service.

John Hartge

Maifest

Sometime in the twilight hours of Friday, May 2nd, the people of Charles Town, West Virginia began hearing the strange sounds of high revving German engines. The annual invasion of BMWs had begun.

I was part of that invasion, arriving around dinner time, to allow myself plenty of time to relax, eat a good meal, and go to bed early. After checking in, I went over my car, doing a last minute check, found everything in order, and went in search of food. After dinner I topped off the gas tank, and returned to the motel to count Club cars. I also performed my ritualistic wipe-down with one of the hand towels in the room. After all, you can't show up with a dirty car (unless your name happens to be Glenn Stewart and your driving suit is made of linen instead of Nomex).

It got downright cold Friday night, and by Saturday morning, there was frost on the car windows. Heading to McDonalds for the usual pre driving school breakfast, I ran into Mad Max, Raine, Rich Meltzer and Jonathan Jones. We tried to out-psych each other, then headed for the track.

I'm glad the sun was out, because it couldn't have been any more than 40 degrees. We began the drivers' and workers' meetings promptly at 9 a.m. (we must be getting good at this), and were sending the first cars out around 9:45. The track was really slippery most of the morning, but as the day warmed up, it was obvious that some good lap times would be recorded.



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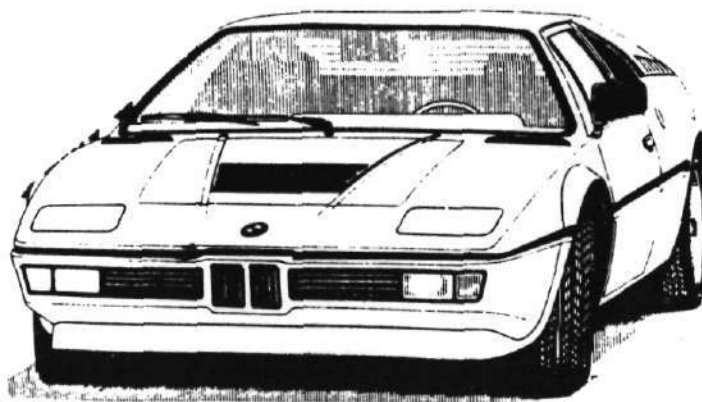




Photo By Bill Ross

By lunch time, the jackets had come off, and everyone was rarin' to go! Speaking of lunch, it was great! You know, if you've never attended a driving school and are intimidated by the thought, come on out to watch and eat lunch with us. The lunches are catered by the Hillbrook Inn, and are an absolute delight. If you help out, lunch is free.

The afternoon started with the usual hot laps by the instructors and a few of the more experienced Club members. By this time, the track was in excellent shape and lap times were very low. Chuck Branscomb was turning consistent 1:36s, Gordon and Max were at 1:38, and Raine and I were at 1:39. We had a meeting to vote on a tag team event or time trials, but decided on more lap time instead. Based on the above lap times, the instructors challenged us to a tag team grudge match: four of them against four of us. Unfortunately, Chuck had to leave early and Max had a mechanical problem, so we had to throw in the towel. We had planned to win!

After all the driving came "Miller Time." We enjoyed a number of good imported beers, talked shop awhile, and readied ourselves for the evening's fun at the Hillbrook Inn. Dinner was outstanding. We had char-broiled marinated chicken, shish kebab, various vegetables and side dishes, all the beer and wine we would drink, and a ton of just picked strawberries with fresh whipped cream for dessert. Ummmm!! After gorging ourselves, we ran to the bonfire. The temperature had dropped to the low 50s at least, and we were all shivering.

Door prizes were awarded, including those for the membership contest. Jay Markwood walked away with the Passport radar detector. Actually, he won in absentia, but we decided to give it to him anyway (over the rowdy protests of the crowd). Bill Ross (who else?) won the M-Style jacket, and Alan Bolden won a free ticket to the September El Cheapo driving school (use it well, Alan).

By this point, all of us who had decided to camp out were beginning to regret our decision. It was COLD!!! So cold in fact that we all looked like pieces of meat on rotisseries around the fire. Slowly I turn, and inch by inch my body gets warm.

Sunday morning. What a great day! Bright sunshine, brisk (read cold) mountain air. Where's that coffee? I amused a few by heating a cheese danish on my manifold (works every time). Let's see, time for the drivers' meeting. Oh, wait. I'm working corners today; time for the workers' meeting.

As part of the dealer liaison program outreach, dealer representatives were contacted and invited to participate on Sunday. Participating reps were: Dave Cornnell (Heishman's shop foreman) in a 535i, Dean Murphy (Anton's BMW service manager) and Bobby Brochu (Anton's lead technician,



Photo By Bill Ross

both driving 325s, and Richard Duff (NTW), who unfortunately had car problems and was unable to drive.

Everything went as planned during the morning sessions. Then, a little later than we'd hoped, lunch arrived. It was again well worth the wait. After lunch, the day became what everyone had hoped for; warm (finally) and sunny. The shorts started to appear (actually one pair had been in sight the whole time), and t-shirts replaced sweatshirts and jackets. After awhile it was Miller Time again, and time to start packing up to go back home.

Kudos to all who helped. As I write this six weeks after the fact, I can't remember all the names, but they're the same ones you read all the time, so fill in the blanks for me. Also, many thanks to the DB advertisers who provided the door prizes that were presented at the Saturday night Hillbrook Inn party. Here again, I only have a partial list, and don't want to leave anyone out, so please accept our sincere thanks. Maifest is a great event. Be a part of it next year.

Cory Laws

Deutsche Marque Concours III

For the second consecutive year, the Embassy of the Federal Republic of Germany was the location of a spectacular American show of German automobiles. *The scene: the embassy parking lot on an intensely sunny, hot May Sunday. Approaching from Reservoir Road, visitors start up the driveway, gawking at Porsches—air-cooled 356 Roadster to water-cooled 944 turbo. Up the drive is a parking circle, on the left Mercedes—gullwing to the newest aero 190, on the right BMWs—2002 to 745i. One is nearly blinded, the eyes zapped by the laser-like rays of sunlight ricocheting off of finely polished chrome and polyurethane. This is THE car show, the Washington area Porsche, Mercedes Benz and BMW clubs' annual, Deutsche Marque Concours.*

This was a great day for visitors. For free, they could inspect the finest examples of the finest German marques in a condition that was beyond clean. It was an anxious day for the proud displayers, worried that the falling pollen would cover up dozens of hours of detailing. This was an impossible day for the judges who volunteered their services for a grueling task, judging which of these beyond clean cars was cleaner, more elegant than the next.

After the show and judging, about 300 club members and their guests enjoyed wine and cheese in the embassy. Unfortunately, the embassy officials who hosted our clubs were called away to their working quarters to deal with an emergency involving some German nationals in Latin America. We missed them at the reception. We thank Am-

bassador Guenther van Well, Minister Theodor Wallau and Mr. Edwin Blankenburg for graciously hosting this concours for a second year. This car show is a good opportunity for international fellowship.

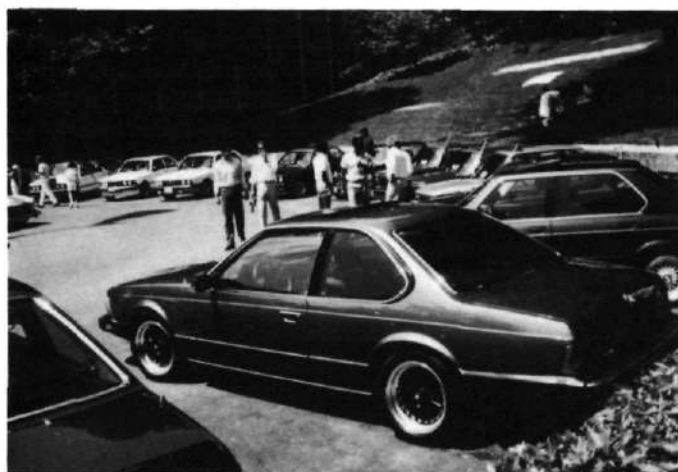


Photo By John Hartge



Photo By John Hartge

Larry Masten's beautiful Topaz 1979 633CSi was judged best of the BMW Marque. Larry scored an incredible 95.5 of a possible 110. All winners in the various BMW categories are listed below. Congratulations to every contestant for the hard work in putting on an excellent show. The contests were very close.

Best of Marque:

'79 633CSi	Larry Masten	95.5
Pre '77 4 Cylinder:		
(1) '73 2002	Jim Coffman	85.0
(2) '74 2002 tii	David James	81.5
(3) '74 2002	John Fowler	77.0
Post '77 4 Cyl:		
(1) '80 320i	Greg Garback	75.5
(2) '84 318i	Warren Banks	61.0
Post '77 6 Cyl:		
(1) '86 745i	Lothar Schuettler	83.5
(2) '82 323i	Ron Blais	79.5
(3) '82 323i Cabrio	Ingeborg Chaly	77.5
M-Sport 6 Cyl:		
(1) '85 M535	Jerry Ishmael	87.75
(2) '80 M1	Bob Diamond	84.75
(3) '85 M635	Gordon Kimpel	81.75

The Ambassador's Trophy, best car in the entire show, went to a Porsche 356.

The National Capital Chapter's Karl Hoffman put in lots of sweat and long hours to oversee the event for all 3 clubs. Mary Krempasky and Ron Gordon were the coordinators from the Mercedes Benz and Porsche clubs. Karl's wife Carol provided sandwiches for the workers and she performed the all-important calculator check of the final scoring. A special thanks is due the hard-working judges. BMW/NA regional service manager Bob Baranowsky, syndicated writer Rob St. Francis and Porsche club member Bob Williams judged the BMWs. Thanks is also due Metropolitan Motorcars for a generous contribution toward the wine and cheese reception. BMW of Fairfax and Euro Motorcars contributed awards.

It may not be too early to start cleaning now . . . for next year's concours.

John Hartge

Children's Hospital Telethon

On June 1, 1986, the BMW Club and the following Washington Metropolitan BMW dealers (Anton, BMW of Fairfax, Evergreen Motors, Heishman BMW, Martin's BMW, Tischler AutoPark, and VOB BMW) presented a check to the Children's Hospital for \$2,500.00. (The Club donated \$1,000.00, the Board of Directors donated \$400.00, the dealerships donated \$1,050.00, and the Ferrari Club donated \$50.00). Phil Caposella of BMW-NA drew Evergreen Motors to represent the local dealers. Rick Price of Evergreen Motors and Mike Diggs of the Club presented the check to the hospital live on TV channel 20. A special thanks goes to the following members who donated their time to answer phones and take pledges, Les Adams, Bill & Dee Ross, Jo Diggs, Bob Diggs, Terry Forrest, Dave & Debbie Cornnell of Heishman BMW, Lewis Baskerville, Don Miller & Eva of BMW Excluservice, Dave Dunmire, Jonathan Jones, Beverley Johnson, Myron Hewlett, John & Marie Nitsky, Jerry & Julia Ismael, Joe Heeg, Clarence Hope, Sharon Williams, and Marie Merida. Everyone had a great time participating in this very worthy cause.

Mike Diggs

Children's Hospital Autocross

On Sunday, June 1st, Landmark Center again held its annual Children's Hospital Benefit Autocross. Competing were teams of local celebrities, police departments, car clubs, and others. Heats started at 9:00 a.m., and ran as long as there was enough light. In all, there were over 100 entrants. Roughly \$6,000 was raised and donated to the hospital by the day's events.

Our chapter sponsored five entrants: Max Rodriguez, Woody Hair, Chuck Branscomb, Gary Toyama, and yours truly. We gave our all. As I write this, the results have yet to be compiled, but we were a force to be reckoned with. In fact, we received an indirect challenge as a result. Dewitt Boyd, local autocrosser and autosports writer noticed "more BMWs than I've ever seen in one place before" and commented that "it's a shame more of them don't come out to regular autocrosses."

Well now. Seems like the same thing I've been saying privately for some time. But, there is hope. With the success of our autocross school and club events, it's just a matter of time. Those of you who have the talent, get out there. If you

need to know when and where, call Woody Hair, Gary Toyama, Les Adams, or myself. All of our numbers are listed in the masthead. Let's show 'em!!

Cory Laws

Summit Point Nationals Corral

Sunday June 8th, all the die hards among us, and several new faces, took to the roads for the season's first National races at Summit Point. I don't know how many racing fans there are in the chapter, but I consider us very fortunate to have a track the caliber of Summit Point so close!

The day was hot, but partly cloudy, providing for excellent spectating. The formula cars etc. had done their thing, and it was time for the first of the "real cars" to show their stuff. The fact that longtime club member and friend, Garth Ullom, had captured the pole position in his SSA Dodge Shelby Charger, raised expectations of some SERIOUS racing among "those in the know." Unfortunately, just as the green flag dropped, so did tons of water from the skies.



Photo By John Hartge

The race continued, with all manner of unusual events. Can you imagine Honda CRXs and VW GTIs lapping a new Corvette? Bizarre! The crowd loved it! You should've heard the "boo-birds" for the Corvette and the roaring cheers for the Hondas. Lap times were as bad as 3 minutes for the 'Vette. I wondered why he didn't waste the minute or so it wouldn't have taken to change to rain times, and cut lap times in half. But, being the only starting entrant in his class, all he had to do was finish to be assured the checkered flag, so why bother.

This marked the first Corral without a catered lunch. Frankly, I don't think anyone minded a bit. The beer and sodas were plentiful, and lines at the snack bar were short. Several members took advantage of the situation to pack tasty picnic baskets, and seemed to enjoy the chance to show off their tailgate talents.

By the time you read this, you will have missed an even better race day, the Can Am series. Try to make it to the Nationals on August 10th. See you there.

Cory Laws



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Rookies On The BRM

Among BMW owners there exists a lunatic fringe that every April puts on a diabolical event with an innocent enough name—the Bob Ridges Memorial Rally. David Roach and Mike Leeper, the co-rallymasters, Bob and JoAnn Yates, the administrators, and course checker Jim Miner (all BMW drivers), under the auspices of the Washington Rally Club, conspired on this year's BRM. Named in memory of an SCCA national rally chairman, the annual rally has emphasized partying, scenic roads, easy to follow instructions and brisk speeds. It's been held since 1969.

In the 1986 event, both Saturday and Sunday were divided into AM and PM sections. The Saturday AM and both Sunday sections were straight-forward Time-Speed-Distance format with some "tulip" intersection diagrams used instead of words. Saturday afternoon featured a "Monte Carlo" concept. Each 1/100th minute early or late at a checkpoint was 1 point penalty. Controls (checkpoints) were hidden and any error at one control carried over into the next leg. There were four classes:

Equipped: basically for rally computers that have 1/100 mile adjustable, electronic odometers and read-outs that tell if you are early or late.

Semi-Equipped: for any odometer, any calculator or stock on-board computer.

Unequipped: not really what it says since an additional odometer or programable calculator are allowed.

Barefoot: stock odometer, no calculators of any kind.

Equal awards were given to each class. There were no overall prizes but many dealers posted best of marque trophies.

After winning the Beginner class in the fourth of the WRC Winter Series, John Hartge and I decided to try the BRM. For a month we agonized over what car to use. Both John's 325e and my 320i are lowered to the point that clearance on high-crowned dirt roads is iffy. My Jetta GLI, like John's 325, has an on-board computer whose average speed function would be helpful. But using a VW would go against our Bimmer loyalty and eliminate any changes for the Best BMW award—our only real hope for a trophy. Discretion being the better part of valor, we took the Jetta. Preparation consisted of borrowing a full size spare tire from Cavalier Cars in Arlington.

Rally headquarters was the General Wayne Hotel in Waynesboro, Virginia. We drove down Friday evening and received an entry list upon arrival. For the next several hours we scouted the opposition in the party room. The 26 entries included teams from Florida, North and South Carolina and 4 teams from New York. Instead of their usual CS Coupe, Jim and Suzie Harrison were trying their new RX-7. Perennial winners Bill and Lynn Gronning, now living in North Carolina, were entered in a 528e but upon meeting them we learned he was unable to connect his computer's sending unit to the BMW and was "resorting" to their faithful Saab Turbo. That meant no BMW entries. Should we do the 300 mile round trip to DC to exchange the VW for a BMW to assure ourselves of best of marque trophy? We didn't. We did decide *not* to tape over the on-board computer read-out. That put us in the SE class against three real expert teams. Foremost among these was Bob Higdon who tried to psych us out of our decision. Was he looking out for our best interest or afraid of the competition? Sometime after midnight someone pointed out that John and I were the only entrants still in the party room. We promptly retired.

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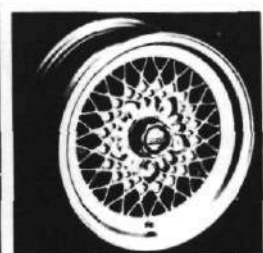
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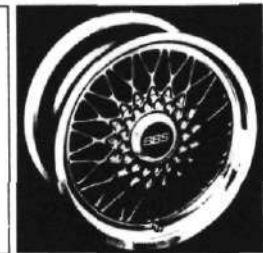
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THE WHEELS OF PROGRESS

Saturday dawned bright, clear and cool. During the 20 mile odometer check leg down I-81 John utilized the mileages in the instructions to calculate our perfect arrival time at various intersections for the first 30 or so miles. Eight-tenths of a mile into the timed portion of the rally the road became unpaved. Despite our expectations, we were surprised at the speeds necessary to keep up to the assigned average (40 MPH). We were car #21 and soon caught up with car #20, a Honda Accord with automatic transmission driven by a fortyish woman who appeared dressed for a PTA meeting. Were we running a minute early or was she uncomfortable with the speeds? She waved us around and in less than half a mile I got a glimpse of her in the mirror turning left onto a side road. Right after getting back on course we spotted a checkpoint crew and figured we were about 45 seconds late. Not a good start. Twenty five miles into the rally we started climbing our first mountain. Suddenly a line of 5 rally cars was stopped dead in the road., Car #16 a Peugeot, had collided with an old pickup truck on a blind right hander and the local was refusing to move from his road blocking position until police arrived. Considering our remote location, that might have taken weeks. Among the suggested solutions, John proposed we use our superior numbers to knockout the 2 locals, put them in the truck cab and push it over the mountain. But when the rally sweep car came, it was decided to caravan to the lunch break at Covington. This caused almost half the field to miss 65 rally miles and 7 checkpoints. We later heard that a state trooper arrived at the accident scene, saw the large #16 on the side of the Peugeot, and charged the pickup driver with causing the accident.

The Saturday afternoon Monte Carlo instructions included a list of the exact mileages to 21 checkpoints and the perfect arrival times for car #0. We knew not all of them could be manned. The rules provided heavy penalties for stopping or creeping within sight of a checkpoint. Our strategy would be to stop ½ mile before the checkpoint. At one minute before the time due at the checkpoint I would start driving 30 mph. As John counted down the last 15 seconds I would adjust speed as necessary to pass the checkpoint sign on "zero". The first checkpoint was shown to be .54 mile from the start. Should be a good test of our game plan. Starting north on US 220 we had to make a left turn onto a winding down hill side road. Thirty mph was difficult. By the time we spotted the checkpoint sign it was too late—a 6 point error.

The next manned checkpoint we thought we were perfect. Then near disaster—we made a wrong turn, but quickly discovered our error, turned around and got back on course. John determined we had gone 6/10 miles extra and we lost about 2 minutes. For a 25 point penalty we "bought" 2½ minutes. John frantically started recalculating the mileages and correct arrival times in our instructions. He was fighting nausea and it didn't help to pass two parked rally teams that had lost that fight.

About 40 miles into the afternoon section a series of intersections with similar configurations to the tulip diagrams really screwed us up. After probing two incorrect routes we had gone an extra 14 miles and were an additional 22 minutes behind. We figured we wouldn't see any other rally cars the rest of the afternoon but at least the checkpoint personnel were supposed to stay on duty for 30 minutes after the last car was due. Buying 22 more minutes for 25 penalty points seemed a good deal at that point. Yet again John set to work reconciling the instructions with our odometer and watches.

Soon we came to the afternoon rest stop. Bob Higdon, car #3, was nursing a very sick driver and had decided to drop out. We later found out they had a total error of 30/100

minute through 7 checkpoints before illness struck. Some other rally cars came in after we did so maybe we weren't doing too bad after all.

About 20 miles later we spotted a rallymaster's Tii parked in the woods. This was not at a checkpoint so it could only mean one thing: The Unofficial Timed Hillclimb! Sure enough, for almost two miles the dirt road snaked up a mountain side in a series of switchbacks connected by steep short straights. I tried first gear once but that only result in a lot of wheelspin. At the top of the other rallymaster's 2002 was also parked in the woods. Our route instructions at this point only said "Wheeee!!" I was confident we had the best time.

The rest of the afternoon we thought we were doing well until a large farm implement impeded our progress for what seemed like 5 miles. After it finally turned off we had to buy 2 more minutes. That was a total of 26½ of the 29½ allowed. The 75 points in penalties was well worth it. On the BRM there is no way to make up significant lateness.

After 260 miles we were back at the General Wayne. We found we were very thirsty and the car was very dusty—inside and out. A well stocked bar took care of the first problem. Many war stories were swapped over drinks and dinner. Some of the veteran BRM crews commented that the necessary speeds were "brisker" than ever. One veteran called the speeds "grossly excessive." The results of the AM section were finally posted and showed we had 234 points for the first three controls (before the accident). Since all of the cars in the Equipped class were in front of the accident they were scored on 10 checkpoints. The Gronning team had a total error of 22! After dinner, movies of the Baja 1000 Off-Road Race were shown. They seemed quite appropriate. We retired early wondering what the rallymasters had in store for us tomorrow.

Sunday morning John made one last effort to win us the Best BMW prize. He had packed his 325 grill and attached it to the Jetta. It did attract a lot of double-takes in the parking lot but the organizers were not fooled. Maybe it was the Scotch tape.



Photo by John Hartge

The scores from Saturday afternoon's Monte Carlo were posted. We had over one minute errors at 3 controls and a score of 518 points for the 8 manned checkpoints—not as good as we thought. Our 812 total for Saturday was superior to only 5 teams including the retired Peugeot (fender-bender); and Higdon/Carhart 300ZX (illness). The #20 Honda, which we thought was slow, had only 402 points.

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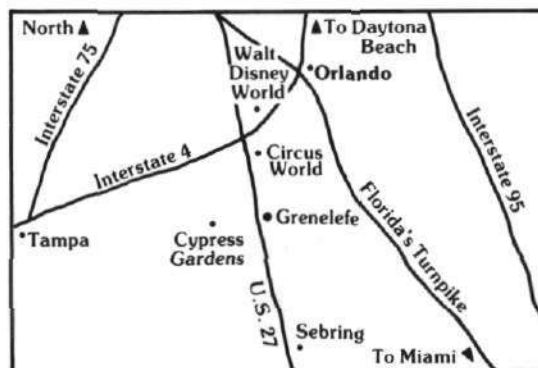
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- Rally through scenic lake country.
- Concours at Cypress Gardens.

On-site Events

- Mini-Cars Display
- Vendor Area
- Photo Contest.
- Trivia Contest.
- Gymkhana.
- Videoplayback of events.
- Speakers and Tech Discussions.



Registration in the May Roundel - - or call Al and Betsy DeYoung at (305) 282-9589 or Kathy Hardman at (305) 898-7765 for more information.

National Capital Chapter

Friday At The Track

WHERE: Summit Point, W. Va.—only 1 ½ hours from Washington

WHEN: Friday, September 12, 1986

HOW MUCH: \$58 per driver, includes lunch

HOW MANY: Maximum 40 drivers—BMW's only

IMPORTANT

DRIVERS: Please Check

_____ Driving School \$58 per driver Includes lunch
_____ Lunch For Guests at \$8.00—must be *Prepaid*

NOTE—If two drivers are sharing the same BMW, on the same day, one must be an experienced driver—more than 3 previous schools.

Name (1) _____ Club _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

Name (2) _____ Club _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

PREVIOUS DRIVING SCHOOLS:

Driver No. 1: _____

Driver No. 2: _____

NON DRIVERS, HELPERS, GROUPIES: Please check and fill in information above

_____ I will help. I'll arrive at 8 am to help and will enjoy a free lunch.
_____ Lunches at \$8 per person.

MAKE CHECK PAYABLE TO: National Capital Chapter and mail to:

KAY HEATHERLEY, 12732 Viers Mill Road #204, Rockville, MD 20853

Questions to: Max Rodriguez (301) 330-3934 (M-F 7 p.m. to 10 p.m.)

A legal-sized, self-addressed envelope with 39 cents postage should accompany your check and application so you will receive your tech sheet (for drivers) or meal tickets (for helpers).

Sunday morning's section included the following information in the instructions: "Narrow Winding Road (There are some ugly, nasty rocks in the road between here and the next instruction.)" That was while we were trying to maintain 38 mph on an unpaved US Forest Service road. As that road started climbing the side of a mountain the assigned speed was dropped to 29 and at the top the instructions dropped the speed to 27 mph for the winding descent on loose dirt and gravel. Believe me there wasn't room for a guardrail to be installed. We did great (for us) in the morning with only the 7th and last control being worse than a 15 second error. For some reason we posted a 1 1/2 minute error at that last control but don't know if we were early or late. Our 221 total score was bettered by 16 teams.

The lunch break was in Monterey, at 3300+ feet, the highest incorporated town in Virginia. The start of the afternoon section saw our SE class competitor in a Datsun 510 returning the 17 miles to Monterey to have a tube installed in a leaking tire. Somehow they were able to do so on a Sunday afternoon in a town of 300 inhabitants. By buying time they posted low scores until the rest break. Through a misinterpretation of the bought time rules they took maximum 500 point penalties on the last two controls, boosting our position in class. It seemed like the afternoon section had a greater proportion of paved roads, but there were some good tests in the dirt too. On one hill climb we were waved on by the crew of a new Saab that was installing a space-saver spare. Apparently a tire had blown on the way up and they didn't realize it until the tire completely left the rim. With 13 miles to go we were held up by an over-loaded pickup truck to the extent that we had to buy 1 1/2 minutes—our first purchase of the day. Sunday's route had added another 198 miles on the Jetta's odometer. The car had performed faultlessly and John had not lost breakfast nor lunch. On the drive back to the hotel we were already talking about next year's event.

The ever-present open bar was set up near the hotel's veranda and the final scores were announced at a lively victory banquet. For the umpteenth time the Gronnings won Equipped (and unofficial overall) with 46 total points for 30 controls. The Harrisons were 14th with 885 points and we were 18th overall with 1418 and 2nd in Semi-Equipped class due to others' misfortune. SE was won by Marc Ressler and Peter Stevens in a Mazda 626 with 324 points. The unofficial "fastest up the hill" award (a bottle of George Dickel) went to a Volvo team from New York. We were in the middle of the pack.

It is mind boggling to think of the planning necessary for such an event. How the workers were able to cover 30 controls over a large remote area of Virginia I'll never know. BRM regulars seemed to feel this year's rally met or exceeded the usual standards: roads, scenery and speeds. I can't remember ever having more sustained driving fun. With time you become more confident at speed on the unpaved roads. I was fascinated by the huge dust cloud billowing behind the car. That's all I could see in the mirrors. Having *navigated* this year, John will want to *drive* next year. Having *driven* this year, I want to *drive* next year, too. Would one of our BMWs have been too low? Probably. A stock height suspension would do great. The perfect car? How about a 325i 4 x 4!!

Woody Hair

Automotive Heaven

On March 15th of this year I departed B.W.I. airport for a two week tour of Deutschesland. Upon landing in Luxembourg I immediately picked-up a copy of one of my favorite auto mags, *Auto-Motor Und Sport*, to read on our chartered bus as we made our way from Luxembourg to Worms. Now this trip was supposed to be a study tour of Germany or Landeskunde if you will, with tours scheduled for various museums, castles, wineries and cathedrals in each of the five cities we were scheduled to visit. I, on the otherhand, being the only true car crazy in the group, had decided months ago that "there's no way I'm going all the way to Germany and not visit the factories." Yes, that was plural. I had planned to visit all 3 of the factories whose cars make up our Deutsche Marque Concours every year.

The Tour was to take us from Worms to Wurzburg to Nuremburg, then Roxelburg and finally Munich where we would spend the last 5 days of the trip. Throughout the whole ground-trip we traveled by bus on the autobahn and on some great backroads. While most people were sleeping I gazed out the window at the many Mercedes, BMWs, and Porsche Turbos traveling at warp speed down the autobahn.

In every city while we walked down the street as the tour guide pointed out things of interests, I was busy drooling over a fully spoiled BMW, flaired Mercedes, or slant-nosed Porsche . . . what a place. . . . Could I be in automobile heaven?

On the 5th day we reached Nuremburg where we would stay for 3 days. The city of Nuremburg is one of the largest cities within the Bavarian area of Germany. On day two I tired of playing tourist in such a large city and decided a rent-a-car was much in order. A quick stop at good 'ol Hertz yielded a fine European Escort . . . since all the Bimmers were already out. Buzzing around Nuremburg I happened upon something I was definitely looking for . . . the ADAC office. ADAC is the German equivalent of AAA but in a much sportier form. After picking up my membership card and some decals it was off to explore the auto saloons. "Let's see we came in this way . . . I think we passed a BMW dealership on the left . . . there it is at 2 o'clock . . . closed I'm too late." Then there was the used car lot . . . Hmmm . . . a 79 635. "Entschuldigung Sie bitte, Wieviel Kostet das Auto?" "Das Auto Kostet 13.000 Mark" came the reply

American Express or Mastercard? "Nien!" "Danke schon und auf wiedersehen. Wow, I couldn't believe it a 635 for about \$6000-\$6500 U.S. dollars! When time came to leave Nuremburg I dropped the rent-a-car off and caught a taxi back to the hotel. The taxi just happened to be a Mercedes 300 with a full spoiler package, and 16 inch wheels . . . I mean the works! Now I ask you would this be the way to get to 20th and K St? Wait, I can't forget this! Also while exploring Nuremburg I came upon what is known in Germany as an Auto Zubehoer. This particular store turned out to be a 4 level department store with nothing but car parts. I couldn't believe it:

Floor 1: Replacement body panels for BMW, Mercedes, Porsche, VW, Capri, Escort, and Opel.

Floor 2: Tools, from screw drivers to air compressors, to painting equipment.

Floor 3: Tune-up parts, light and replacement lenses, etc.

Floor 4: Goodies, spoilers, radios, Recaro and Scheel seats, wheel and tire packages . . . everything.

Talk about a kid in a candy store!

Well I guess it's time to get down to some serious business here. The last 6 days of the trip, (March 24-29) were to be spent in Munich which meant to the majority of the people, more cathedrals, museums and lots of shopping. To me Munich meant the BMW factory and corporate Headquarters. When we arrived we picked-up another tour guide and proceeded to do the usual tour of the city. As we drove along I looked for any sign of the Bimmer facility. At last, as the tour guide pointed to the right at the 72 Olympic Stadium, I looked and pointed left at the BMW facility! The place was super modern, I was amazed as it looked nothing like Detroit! The tour guide noticed my excitement at seeing the facility and began to explain "to those not in the know" what his huge cylindrical building actually was, how it came to be etc.

After the tour it was time to head to the hotel. We were staying 25 minutes outside of Munich as there was a huge fashion convention going on in the city and reasonable hotel accommodations as well as not-so-reasonable ones had been booked about eight months in advance! Anyway, the ride to the hotel was fun, with a short sprint down the autobahn, then through the small towns of Starnberg and Tutzing, and then down an awesome backroad (that would be great for one of our tours) to the town of Bernried and the Hotel Seeblick. After dinner I broke out my map and highlighter to trace the path from Bernried to Munich, and through the city to the factory. I also traced the route from Munich to Stuttgart, as I would travel there on the day before our departure. Two other persons became interested in my factory tour adventures and volunteered to share the expense of the auto rental and gas, as well as the driving duties.

On March 25th as the tour bus rolled into Munich from the Hotel for everyone to go shopping. I was dropped off at the Hertz on Ludwig Strasse where I rented a 320 Bimmer. This car was a 4 door 6 cylinder model with a 4 speed Gearbox. From there I picked up the other two fellows who had expressed interest in going to the factory and proceeded immediately there.



Upon arriving at the factory, the first thing to be noticed were the presence of BMWs, many BMWs, all kinds, everywhere!! When we entered the museum I went over the ticket desk and showed them my BMWCCA card, told them about the NCC and was told to go right in at no charge! Now that's what I call hospitality. The museum is located within a white "squat" round shaped building and once inside the walkway spirals upward as you stroll past many BMW achievements like an old 328 Cabriolet, 2002 turbo, a racing M1, Barvaria, 3.0CS, airplane engines, etc. One of the most amazing exhibits was that of a Red 325e on a display stand, and next to it an identical car totally disassembled with every

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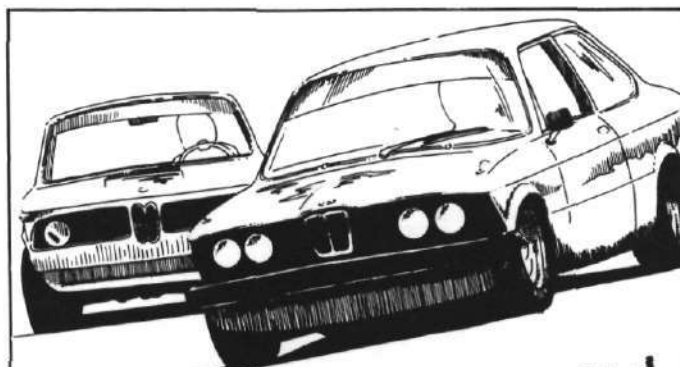
component displayed on the wall, including the body! There was the usual movie etc. Next came the tour of the plant. It was amazing to see the car bodies being put together with various components being installed in their given sectors. Robot welding machines are used to do much of the labor such as welding, painting, putting heads onto the engines, etc. After the tour we left the plant and stopped by the goodie store to see what was available. . . . Everything, M-style this and that, you name it . . . after all this is the factory!

On the way back to the car I noticed a couple of racing CSLs sitting in the lobby of the corporate office building. We entered and to my surprise there were 3 coupes and an M1. I had seen these cars before in magazines and quickly recognized them as those that the factory had commissioned Andy Warhol and some other artists to paint, during the late 1970s. I couldn't believe it, the M1 had actually been finger painted!!



The very next day, myself and the other two, by now car crazies, arose early to head for Stuttgart and the Porsche and Mercedes factories. 30 minutes after taking the wrong directions to the Autobahn we were finally on our way. I couldn't believe it, here I am, me, cruising down the bahn at 170kph (110mph). This speed was the average speed we traveled all the way to Stuttgart, although we did a lot of this traveling in the middle or far right lane due to Big Bimmers and Porsches as well as Mercedes blasting by. Everything you've heard about the autobahn is true! A wonderful sight that I saw while traveling to Stuttgart was that of an official factory Ferrari car carrier loaded with; two Testa Rossas, a Mondial cabriolet, two of the new 328s, and a 400 sedan. The carrier was even complete with a pot belly Italian driver!

Once in Stuttgart we located the factory on none other than Porsche Strasse, found out that they were not giving tours due to construction of a new painting facility. We were in luck though as the museum was open to visitors. We are talking about some awesome machinery in this museum. There were at least 4 factory Martini & Rossi sponsored 934 and 935s on hand as well as the first 962 GTP car, old 917s, and early Carrera, various engines, Posters, and many trophies. It was beginning to get late and we had to depart if we wanted to see the Benz factory and get back to Munich before dark. On the way to the Mercedes factory we passed the Bosch factory . . . (we all know who they are) and the Mahle factory. For those who aren't familiar with that name, they manufacture the pistons and rims for BMW and Audi and pistons, rings and cylinders for Porsche and V.W. As we came down a hill near the soccer stadium we could see the huge 3-pointed star in the distance. Upon arrival and checking



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at the info desk we then proceeded to the Museum. The Mercedes Museum has 2 levels with a small cafe on the lower level. There were many old Mercedes including racing vehicles on display. Two of my favorites were the 300 SLR and a 500K. There were many souvenirs available as well as a movie. We didn't have time to tour the factory as it was a few miles away and it was now time to head back to Munich. All this fun came to a close very early in the morning as we departed Munich for a 5 hour bus ride back to Luxembourg. I arrived at BWI Friday afternoon to find that it was 62 degrees, and the sweaters, long underwear, boots and ski jacket I was wearing were most inappropriate.

In summary, I'd have to say that if you're a car enthusiast you owe it to yourself and/or family to visit Germany, drive the autobahn and backroads, and drink all the beer you can while you're there! Also if anyone is planning to go to Munich I have the address of two super places that I didn't have time to visit; the Alpina facility and the motorsport division of BMW.

Auf Wiedersehen
Paul Vessels

Safety Fast

STOP! Are you able! Do you know how to get the maximum effectiveness out of your brakes? Do you know when *not* to use them? We spend a lot of time at our driving schools attempting to teach these things, and while nothing replaces experience, there are some principles you ought to keep in mind.

I'm sure you have heard that sickening screech as a car slides with its tires locked up. That car is out of control. The car has reduced its tires, high performance or otherwise, to four patches of molten rubber on which it will continue to skid in whatever direction it was headed when the tires locked. It will not turn out of the path of danger. It will not respond to the helm at all. It will continue its long slide into whatever is in the way. Why? Because the driver has no control unless the wheels are turning.

We teach panic stops at Summit Point. You proceed down the $\frac{3}{4}$ mile main straight at 70-80 miles per hour, and at a designated point, haul your car down to a complete stop as quickly as possible. The reactions from first timers range from the smoking, wheel-locked scene described above to hardly pressing on the brakes at all. *Punch* the brake pedal. Cut your reaction time by getting on the brakes hard and fast. At 70-80 mph, it's virtually impossible to lock them up. If they do lock, ease off the pressure on the brake pedal—do *not* lift your foot from the pedal—relax your pressure on the pedal and they will continue to turn. You will find you can better regulate the pressure on the pedal if you use your toes, and not your heel or arch, to press the pedal. That easing of pressure is called modulation, and here is why it's necessary.

Your brakes convert motion into heat, reversing the process that takes place in your engine, where the energy in gasoline is converted into heat and rotary motion. To get your car going fast, it takes a lot of energy (which you see in higher gas consumption). To stop a car going fast, you need to remove all that energy. It takes high brake pressure to stop a car going fast, and that shows up in brake pad wear. (At the track, it is common to use half of the brake pad thickness in about one hundred miles of high speed driving.) All the energy pent up in your car at 60-70-80 mph is dissipated through the brakes, and it takes an enormous amount of energy—pressure on the

brake pedal—to make the wheels stop turning. That is why, in a panic stop, you punch the brakes for all you're worth.

If the wheels lock, and as the car slows, you must modulate the break pedal pressure to keep the wheels turning. As the car slows, it releases energy through the brakes, and it takes much less brake pressure to lock the brakes. As hard as it is to lock them at 80, it is many times easier to lock them at 20. That's why, at the track, we will require you to bring your car to a complete stop. We look for the shortest possible stopping distance while keeping the wheels turning.

The really important element in completing a panic stop safely is—*not to panic*. Last issue, we discussed preparation and concentration. If you are buckled in, with both hands on the wheel, concentrating on all that is going on around you, you will be in control. You need to be in control to keep your wits about you to remember how to stop with maximum effectiveness when all about you is out of control. By sighting far ahead, as far as you can see, you will locate the accident about to happen before it involves you.

Learn how to stop to avoid accidents. There is no sound reason to wait to the last instant to brake. When you see a stop light turn red, decelerate. Let wind and mechanical resistance slow your car. As you approach the light, get on your brakes early—don't use the car ahead as a catch fence. If you leave plenty of room in front of your car, then you give yourself time to see what is going on behind you, and you leave yourself a margin of safety to avoid being rear-ended, and to avoid the car ahead if it stops short.

There is more to braking than panic stops. If you want to learn how to do it right, to gain experience and improve your skills, sign up for a driving school. It's cheap insurance and it could save your life.

SAFETY FAST!

Les Adams

Should Your BMW Fail To Proceed

One of the benefits of driving a good European touring car is that they never "break down." However, since they sometimes "fail to proceed" it is important to be conversant with towing jargon and be prepared to take necessary actions.

The objectives of this article are to: 1) establish a common basis for discussing towing; 2) provide some recommendations on the type of towing which may be suited to your BMW and the circumstances; and 3) provide information on area operators with whom the members and supporters have had success.

The Towing and Recovery Association of America, Winter Park, Florida, identifies three basic categories of towing operations:

- *Flat bed/car carrier/roll-back*—a vehicle consisting of a movable (roll-back) flat bed mounted on a truck which uses a winch and cable assembly to remove a car completely from the road surface. The hook and cable are attached to the towing eye at the end of the frame rail or to the frame. Benefit: all wheels are removed from the surface. Limitation: the truck must align itself with the car for recovery.

- *Wheel-lift/under-lift*—a vehicle which uses a steel apparatus (forks) to surround the tires and a hydraulic mechanism, sometimes with a boom, to lift the drive wheels

from the road surface, allowing the trailing of the non-drive wheels. Contact is only made at the tires, sometimes using a device in the front and rear of the tires, connected by a safety strap. If the non-drive wheels are damaged or disabled, this procedure could be used in combination with a dolly to trail the non-drive axle. Benefit: more flexible than the flat bed for off road recoveries or tight parking spaces. Limitation: wheels on one axle are likely to contact the road surface.

- *Rubber sling and china*—the most common type of towing vehicle which uses rubber straps to make contact with the bumper and a hook and chain secured to the axle or frame for trailing the non-drive wheels. If the non-drive wheels are damaged or disabled, this procedure could be used in combination with a dolly to trail the non-drive axle. Benefit: Easiest to locate. Limitation: *Not Recommended* for BMWs due to potential for bumper and other damage (lifting in this manner raises the bumper out of position).

Many owners and service representatives recommend the use of flat bed towing vehicles, and it is generally considered to be the safest way to move the car, all wheels and the car are removed from the road surface. However, the number of vehicles of this type is limited, this is often the most expensive towing option and, this type of tow cannot be used if the car is off the road where the truck cannot maneuver to align itself with the car.

The American Automobile Association (AAA) annually tests cars to develop advice for towing professionals on how to best tow various vehicles. This information is available to AAA and non-AAA members, often by year and model of BMW, through local AAA offices. Basically, AAA recommends towing of vehicles with the drive wheels off the ground (from the rear on BMWs), and that vehicles are never towed at speeds in excess of 50 MPH (even on a flat bed).

BMW of North America, on the other hand, has advised AAA that its car may be towed with the drive wheels on the surface at speeds up to 30 MPH for an automatic, and up to 50 MPH for a manual. In the author's view, if one elects to use a wheel-lift, the safest course of action is to follow AAA general recommendation (i.e., drive wheels off the ground). You should also note that there is little usable information on towing in the BMW Owner's Handbook.

AAA states that as manufacturers in general design lighter, more aerodynamic cars for fuel efficiency, such vehicles can become increasing more difficult to tow. For example, the use of air dams on the 325es and the 635Ci may require special attention. As the rear is elevated, the front ground clearance is reduced. A wheel-lift tow, in combination with a dolly, may reduce the risk of damage. The flat bed operator, depending on the angle of the bed, may also have difficulty with dams and low lights.

AAA also encourages the use of flares or triangles to mark disabled cars, and extreme caution as you move around the vehicle on the side of the road. While most operators seek damage-free towing, any damage should immediately be brought to the operator's attention and noted on the receipt if possible. AAA members would of course report any damage to AAA. Others must attempt to work out claims through the firm or its insurance company. BMWCCA members should also remember that many auto insurance policies will reimburse reasonable towing fees (usually defined as up to \$50).

Baltimore/Washington Towing Operators, by Base Location

DISTRICT OF COLUMBIA

North West

COMPANY A n A Towing
PHONE 347-8989

<i>Flatbed</i>	<i>Wheel-lift</i>
In D.C. Reg. \$55 flat*	\$35 flat**
In D.C. Mem. \$45 flat	\$30/\$2 mi.
Notes: Out of DC */\$55 \$2 mi & **/\$35/\$2 mi.	

Terms: Cash

South East

COMPANY A&B Crane
Service
PHONE 899-0833

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$65/\$1.50 mi.	\$45/\$1.50 mi.
Mem. \$65/\$1 mi.	\$45/\$1 mi.
Notes:	

Terms: Cash, Credit Card

MARYLAND

Baltimore

COMPANY Jim Elliott's &
Govans Towing
PHONE 583-8888

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. Both \$35 + \$2/mi. over 3 mi.	
Mem. 10% off total	
Notes:	

Terms: Cash, Credit Card

Bethesda

COMPANY Bobby's Crane
Service
PHONE 493-4686

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. *	*
Mem. \$50 + \$1/mi. over 5 mi.	\$25/\$1 mi.
Notes: */Same low price	

Terms: Cash

Ellicott City

COMPANY Bill's Towing
Service
PHONE 465-3980

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$50/hr.	\$45/hr.
Mem. \$40/hr.	\$35/hr.
Notes:	

Terms: Cash, Checks

Forestville

COMPANY Hillcrest
Crane Serv.
PHONE 336-7370

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$35/\$1.50 mi.	\$35/\$1.50 mi.
Mem. 25% off total	
Notes:	

Terms: Cash

Potomac

COMPANY Poor Richard's
Crane Serv.
PHONE 469-0004

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$35/\$2 mi.	\$35/\$2 mi.
(Potomac)	
PHONE 986-4533	Mem. \$30/\$2 mi.
(Bethesda)	\$30/\$2 mi.

Terms: Cash, Checks, VISA

Rockville

COMPANY Frank's Towing
PHONE 340-0111

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$30/\$1.50 mi.	*
Mem. \$25/1.50 mi.	*
Notes: */All flatbeds	

Terms: Cash, Checks

Silver Spring

COMPANY A. George's
Crain Service
PHONE 384-3500

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. *	*
Mem. \$25/\$1.50 mi.	\$25/1.50 mi.
Notes: */Same low price	

Terms: Cash

Alexandria

COMPANY Rocky's Towing

& Storage
PHONE 360-8040
PHONE 569-1223
(nights)

Terms: Cash, Checks

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$35/\$1.50 mi.	\$22.50/\$1.50 mi.
Mem. \$30/\$1 mi.	\$20/\$1 mi.

Notes: */ Avail. late summer

Fairfax

COMPANY Willow Spring Towing & Rec.

PHONE 631-9339

Terms: Cash, Checks

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$25/\$2 mi.*	\$25/\$2 mi.*
Mem. \$25/\$1.50 mi.*	\$25/\$1.50 mi.*

Notes: */ Minimum Tow \$45

Falls Church

COMPANY Westlawn

Towing & Storage
PHONE 280-2216

Terms: Cash, Check,
Credit Card

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$35/\$2 mi.	\$25/\$2 mi.
Mem. 20% off total	

Notes:

Tyson Corner

COMPANY Al's Towing

PHONE 790-1156

Terms: Cash, Check,
Credit Card

<i>Flatbed</i>	<i>Wheel-lift</i>
Reg. \$35/\$2 mi.	\$25/\$2 mi.
Mem. 20% off total	

Notes:

How to use this Information

It should be noted that the rates above may vary depending upon the time of pick-up. Members are encouraged to request rates and confirm discounts and payment methods while scheduling pick-up. In order to obtain member's rates or discounts, you must: 1) present a valid membership card and 2) pay the operator directly (i.e., invoices through repair facilities are generally at the regular rate). Acceptance of checks is generally limited to printed checks with proper identification.

In selecting an operator, price is not the only consideration. The proximity of the operator to the disabled car; the availability of your choice of equipment; the estimated time of arrival; and the condition of the car may be equally important. I also recommend that you keep a copy of this information in each car.

If your experience with firms listed above, whether past or future, is less than satisfactory or if in the future a firm declines to honor the member's rate or discount, please contact me. If there are other firms and/or individual operators you believe to be exemplary, write the newsletter and perhaps we will do an update or an addendum.

The next article in this series will provide information on discounts available to members through area parts and service facilities (dealers and independents). To make sure your favorite supplier is listed (especially for parts and accessory items), give me a call.

The firms listed above are furnished as examples of area operators in the towing and recovery industry. The inclusion or exclusion of any firm does not constitute an endorsement or lack of an endorsement by the National Capital Chapter, BMWCCA. The Club assumes no liability for any of the information contained in this article. The opinions expressed herein are those of the author and are based on observations sought for the purpose of this article. The information presented is with the consent of an authorized representative of the firm.

Bill Ross

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Competition Corner

I am still surprised by the number of club members that are still not aware of the rally and autocross opportunities in this area. The last issue had the calendar of events sanctioned by members of the Metropolitan Washington Council of Sports Car Clubs (MWCSCC). By way of explanation, a CAC is a championship autocross—meaning top finishers in each class receive points toward a season long title. C1R and C2R are championship rallies, again with points awarded in each class to determine the top drivers and top navigators for the season. In a nutshell, C1Rs are designed for the more experienced rallyist. The long lead time for *Der Bayerische* usually prevents timely information about each event. Fortunately there is a source for date, time, location and registration information on motorsports events from Pennsylvania to North Carolina. That is the weekly *Stopwatcher*, now in its 21st year of publication. In addition to its Coming Events section, it has articles and results on recent races and club events and road tests. A must for anyone interested in Rallying or Autocrossing, subscriptions are \$15 per year to *Stopwatcher*, 4522 Amherst Lane, Bethesda, Md. 20814. And don't forget the MWCSCC's recorded hotline—681-5612 in suburban Maryland.

How much experience is needed to enter a championship rally or autocross? Absolutely none! Both have special classes for beginners and there are first timers at every event. For a rally it is recommended that you pre-register at least a week before the event. That way the General Instructions for the event will be mailed to you for advance study. You will also learn your car's departure time. Try to arrive at the starting point at least 30 minutes early with a full gas tank and empty bladder. Timing for most events is based on correct time of day so synchronize your watch with the phone company's "sound of the tone" before leaving home. Most (but not all) rallies conform to a set of rules such as those established by the MWCSCC. It is helpful to be familiar with these rules, a copy of which would be available from the council's rally committee and/or at each event.

Local autocrosses (sometimes referred to as "Solo II" by the SCCA) are run in heats of 25 to 30 cars each. Thus, while an event may take all day, you only need be there about two hours. Pre-register by phone a week in advance and you can choose the time of day you want to run. Normally each car gets 3 official runs but, unlike your National Capital Chapter events, there are no practice runs. Arrive at the autocross location with plenty of air in your tires (40 psi is a good starting point for first timers) and enough time to fill out the registration forms, unload your trunk, get your car inspected, study the course map, and walk the course. "Walk-thrus" are conducted for about 20 minutes before each heat. Unless you are running in the first heat, arrive in time to watch the preceding heat. Notice the hot-shoes' line and braking points. Most important is memorizing the course. Like rallying, for a beginner the number one priority is to stay on course and at speed the parking lot can become a bewildering maze of pylons. Both the Washington and Baltimore councils group cars according to the level of modifications (stock, prepared and modified) and potential performance (Corvettes don't compete against Chevettes). All stock BMWs except 2002s and 325s run in class D Stock. Common suspension modifications will put you in the prepared classes. Beware that a change to Webers (one, two or three) may throw you into the modified classes against all-out race cars. If you choose to run in the novice or ladies class your time will

be indexed against times for the class your car would normally run in. Loaner helmets are available at the starting line. A rule book is available at all council events.

The point of all this is . . . if you have been thinking you would like to try one of these basic motorsport event events, they are readily available in this area almost every weekend and first timers are always welcome.

SPEEDS SHIFTS—due to a typesetting error, last issue's review of IMSA left out the following: IMSA's answer to the SCCA's pro showroom stock (Playboy) series—the Firehawk Endurance Championship is mainly sponsored by Firestone Tire and Rubber Company as a showcase for its Firehawk GT performance tire (Goodyear, Yokohama and others are not invited or allowed). Because of the Firehawk tires' limited sizes, the European built Firestone S660 tire is also eligible and won many of the races in 1985—much to the chagrin of Firestone's marketing people. Unlike the Playboy series, IMSA's Firehawk cars can run straight-through exhaust and sound like race cars should. In 1985 Ray Korman ran a BMW 325e in a losing effort against factory supported Corvettes and Porsche 944e. This year a mid-level "Sports" class has been inserted between the top "Grand Sports"; class in the recent Sebring 6 Hour, finishing 9th overall out of 96 starters. According to eyewitness Klaus Hirte the 325 looked great and finished well ahead of the Shelby-Chargers that were 2nd and 3rd in class. Bob Lower, one of our instructors at Summit Point, is planning a season-long campaign in a Camaro sponsored by Genderson Chevrolet/BMW of Annapolis. He didn't fare very well at Sebring, ending up on his roof after running near the front. . . . In the Wintercross series of four autocrosses held in February and March several club members finished well, some "in the money." Tom Baruch was first in the Formula class in a Pallister-Ford (\$25.66), Jim Harrison 2nd in B/M (\$10.50), Sue Baruch 2nd in D/P (\$23.33), Kay Heatherley, 3rd in the Ladies Class (\$9.92), Cory Laws 3rd in A/S, Max Rodriguez 4th in C/M, and John Hartge 8th in D/P. . . . European Car Magazines report that BMW is planning a turbo version of the M3 and a 335i with the 218 hp engine from the 5, 6, and 7 thirty-fives. . . . Remember when Mario Andretti was criss-crossing the Atlantic in an effort to qualify and race at Indianapolis and Monaco at the same time? We have our own iron-man efforts. In March Sue Graalman navigated Bill Eraskine to 2nd in the novice class in the 3rd Winter Rally that finished at Tysons Corner. Skipping the beer party, Bill rushed Sue to College Park for the last heat of a previously snowed out Wintercross event. Her car had been teched and was awaiting her arrival. Without the benefit of a walk-thru, she won the F/P class. Jim Miner drove in our Maifest school at Summit Point on a Saturday, Sunday he drove in the first Branded Series Rally, and then motored up to Skyline Drive Sunday evening to man a check-point for the One Lap of America. I guess this wasn't much for someone used to thrashing his Tii for 4 straight days on the MG 1000 rally. . . . May 18 provided numerous opportunities for the car enthusiast. In addition to our Concours at the German Embassy, there was a BMWCCA autocross in Charlottesville, the Austin-Healey Club's rally in Rockville, SCCA races at Summit Point, a NASCAR 500 miler at Dover, Delaware and IMSA GT races at Charlotte, N.C. . . . This is being written in May but will not reach until after the July 6 Can-Am weekend. The SCCA is allowing the Can-Am to be televised on a delayed basis in August but insisting that Summit Point add a Sports Renault race to the card. Because of an already tight schedule, it was necessary to eliminate the eagerly anticipated pro race for GT cars. . . . NBC's one hour recap of the 8,700 mile One Lap of American gave a lot of

coverage to Jim Atwell, formerly of Heishman's and now with Atlantic BMW in Virginia Beach. He was driving a 535i supported by BMWNA. A Hartge 5 series ended up with a broken rear suspension—probably due to the 1500 lbs of computerized navigational equipment. . . .

LATE NEWS: The Ray Korman/Ron Christensen BMW 325e finished 2nd in the 3 hour Firehawk race for the Sports and Touring Classes at Road Atlanta on May 31. They were 14 seconds behind the winning Shelby Charger. Bob Lower's Genderson Camaro was 5th in the 6 hour race for Grand Sports class on Sunday. **CRUNCH**

Woody Hair

Dear DebBie

Dear DB:

I attended the Autocross School in April and I would like to sing some praises.

The school was well organized and well thought out. Criticism and compliments were handed out in equal measure by the staff/instructors so that mistakes could be identified and eliminated on each run.

This school was my girlfriend's first foray into the world of fun driving and she was concerned that her lack of experience would cause her to be the cause of irritation and laughter for other drivers. Her fears were soon put to rest by the helpful workers and participants and she quickly became involved with her driving and worrying, like everyone else, about how to trim that extra tenth off of her time.

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The only bad note about the whole event was the lack of available air for tires. One of the participants had brought his own air tank and was willing to share it with the others but its supply did not last too long. Perhaps the club could purchase either a large capacity portable air tank or a GOOD portable compressor. A portable air supply would be useful at all driving events, especially at the Summit Point skid pad.

More than one autocross school should be held each year, perhaps two or three during the long summer months that have no Summit Point driving activities. These schools are fun, sharpen driving skills and are excellent for those who do not want to torture their cars at a high performance school.

Mark J. J. Yaworski

Dear Mark:

We're so happy you liked the autocross school! We liked it too. Seems everyone had a good time: novices and hotshoes as well. Since it was so well received, we plan to do it again at the start of every autocross season. Due to the many events we have going on, we won't be able to do more than one a year. We'll discuss the air compressor idea at the next board meeting. How about you coming to take credit for the idea? Thanks for writing!

Dear DB:

I am writing to air some gripes about the "Highway Safety School" that was held on March 29, 1984.

First, I should mention that I did have fun, but I was not there to have fun. Any fun was to be considered a pleasurable side effect. I was there to learn highway safety techniques which is what the name of the school implied.

One pass through the braking and accident avoidance exercises was not enough. Two or three passes would have been nice and would have allowed me to try what I had learned on the first pass.

I know that the schedule was pressed for time but the afternoon did not need to be dedicated to zooming around the track, there are other schools for that. This school's primary emphasis should have been on HIGHWAY situations.

Since the only way to remodel an event to meet your own expectations is to have a hand in its organization, I am volunteering my services as an organizer for next year's "Highway Safety School."

Mark J. J. Yaworski

Dear Mark (take 2):

We're glad you write with both good and bad comments. We're glad you had fun at the Highway Safety school. We're sorry it did not meet all your expectations. We spent a lot of time on the agenda to try to make as many people happy as possible. Unfortunately, you can't please everyone.

You are correct that once through the braking and accident avoidance exercises was not enough. That will receive more attention next time. We had planned to do it twice, but it takes SO long to get all of you through it, properly critiqued that we canned the second try. We felt that by just learning how you car feels under stress you would gain additional insights that were just as useful. We welcome your help in planning next year's school.

Dear DeBbie,

Why does Virginia have no intelligent civil servants?

1. When Maryland paved Route 95 and the Maryland portion of the Beltway, they had the foresight to build four-6-lane highways. When the small minds from Virginia created 95 and the Virginia Beltway, they saw fit to build only two lanes!

2. Returning from the lovely Outer Banks on Memorial Day, six of Virginia's finest were working radar on 295 at 95. Ten miles up the road on 95N, 3 accidents were snarling traffic; with no police.

Where are the priorities? Who decides to build small roads and enforce moronic speed limits, while ignoring traffic accidents?

I'm mad as hell and not going to take it anymore!

Redeye

Dear Redeye:

I don't know what to say. I'm as frustrated as you are. Let's hope that the moves to increase the limits takes hold nationwide, and relieves us from such moronics.

DeB

Rambling Ruminations

Even before the M3 is released, BMW is developing a turbo edition, presumably in anticipation of the turbocharged Mercedes 190E 2.3-16. At the same time, according to Georg Kacher, writing in *CAR* (3-86), BMW is readying a 335i which is scheduled to appear in 1987. This 218hp (DIN), rather ordinary looking, 3-series car is claimed to be

good for an honest 150mph. These cars are, I assume, intended for markets other than ours. BMW apparently doesn't think the U.S. market would respond well even to the 325i, a view that may be changed soon, I trust. It is, however, no doubt difficult for the BMW executives to admit that they made a significant mistake in not offering their performance oriented small cars in the U.S., starting with the decision to eliminate the 2002tii after 1974 and not to bring in the 323i in 1977.

The *Financial Times* (London) carried a BMW ad (on 4-14-86) offering the airbag as an option on the 528i, the 535i and the M535i, which suggests that Munich believes that the British are more interested in this device than we are here in the land of official automotive safety consciousness, nonpareil. This same ad also touted the "no-chrome" option, which we can surmise will in time be called "off-board" chrome in keeping with current BMW parlance.

A subsequent edition (5-16-86) of the *Financial Times* carried an ad for the "535i Shadow". This model, featuring "black window surrounds and side rubbing strips, body colour door mirrors and bumpers," is described as "the alternative for the individualist." Alas, ads of this genre do not suggest that the cars are selling well.

At least the first of these ads reminded me that the 528i is not extinct and of how so many of us regretted its displacement in the U.S. market by the relatively anemic 528e. Moved by nostalgia, I located a *Car & Driver* (12-80) road test report on the 528i. This machine, according to the report, moved from 0-60 mph in 8.2 sec, from 0-100 mph in 26.1 sec, ran the quartermile in 16.3 sec, reaching an 85 mph terminal speed, and attained a top speed of 122 mph; it stopped from 70 mph in 214 ft, recorded 0.72g on the (282 ft) skid-

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pad, and delivered an observed 18 mph. Unable to locate a *Car & Driver* report on the 535i, I settled for its report on the 635CSi (which is a slightly heavier car). The coupe, says *C&D*, moved from 0-60 in 8.2 sec, from 0-100 mph in 24 sec, ran the quarter-mile in 16 sec, reaching a terminal speed of 85 mph, and attained a top speed of 132 mph; it stopped from 70 mph in 189 ft, recorded 0.79 g on the (300 ft) skidpad, and delivered an observed 17 mph. So, as expected, the new coupe is a generally better performer than the old 528i. The margin, however, is not overwhelming, except for the better 0-100 mph time and top speed, both of which are largely academic for daily driving (but fun at Summit Point Raceway).

Putting all that behind me (I thought), I picked up the June issue of *C&D* and soon came upon a report on the Mazda 626 GT. I was impressed to learn that this 2680 lb machine, claimed to have only 120 hp from a turbo-charged two-litre engine, accelerated from 0-60 mph in 8.2 sec, from 0-100 mph in 24.8 seconds, ran the quarter-mile in 16.2 seconds, reaching an 85 mph terminal speed, and attained a top speed of 123 mph; it stopped from 70 mph in 185 ft, recorded 0.77 g on the (300 ft) skidpad, and delivered an observed 24 mpg. Now, unable to resist, I located the *C&D* issue (6-85) containing the report on the 2770 lb, four-door, 325e. The data panel shows that this car accelerated from

0-60 mph in 9.2 sec, from 0-100 mph in 31 sec, ran the quarter-mile in 16.6 seconds, reaching an 82 mph terminal speed, and attained a maximum speed of 114 mph; it stopped from 70 mph in 203 ft, recorded 0.78 g on the (300 ft) skidpad, and delivered an observed 23 mpg. These figures are not up to those recorded for the Mazda, which in turn bested by a bit those recorded for the 528i, as you can readily see.

It occurs to me that an objective minded buyer might compare the road test results, and other relevant data, for the Mazda 626 GT (and for a number of other cars) against those for the BMW 325e and conclude that, all things considered, the BMW is a relatively poor value. The Mazda does have more interior room (by volume), costs thousands of dollars less to purchase and, if history is any guide, will cost less to maintain than the BMW. Of course, Bob Roemer seems to imply in the *May Roundel* (page 18) that there are only two kinds of car buyers, those (like him) who, regardless of what else is available, "will always buy BMWs because we love the marque", and those who are, despite their pretensions, "unsophisticated" and "buy whatever they are 'told' to buy by fashion." Mr. Roemer's thesis is discouraging, indeed, for I thought that, in the objective (or rational) car buyer concept, I might have stumbled onto at least a part of the explanation for why, as Mr. Roemer reports, "3-Series sales are soft and getting softer."

Bill Via

New Members

Myron Hewlett	1984	318i	Mary E. Lewis	1986	735i	Al & Sherri Cissel	1984	325e
Donald Kraft	1975	2002	Becka Vickman	1978	320i	Ivan & Marian Miller	1985-735i	1980-528i
Steve Traywein	1986	325	Michael W. Fultz	1979	733i	Antonio & Elsie Felix	1985	318i
Eric Neystadt	1985	325e	Philip S. Rothholz	1986	325	David & Sherry Auld	1978	320i
Perrie L. Frye	1982	528e	M.J. Alexander	1984	318i	Tedd & Maria Ryan	—	—
James M. Parker	1984	325e	Charles H. Lincoln	1984	318i	David & Karen James	1974	2002 tii
Wayne A. Krythoff	1981	320i	Winston Whitney	1986	325e	Robert & Amy DeVos	1972	2002
Hadi K. Agha	1985	7 Hartge	Ivar Serejski	1985	320i	Ralph & Helen Adams	1985	535i
R.M. Bambang Tjahjono	—	—	Richard Wright	1986	325es	Barbara & Robert Fuller	1986	735i
Sypomo	1985	325e	Alan Ullberg	—	—	Tad & Carol Mackie	1985	325e
Jack Wang	1985	318i	Thebaud Tuck	1974	2002 tii	Ronald & Violet Tavares	—	—
Samuel F. Bass	1986	535i	Henrik Suhr	1986	528e	Ben & Elizabeth White	1986	325e
Martin M. Lagoy	1984	325e	Anthony J. Tangires	1985	325e	David & Mary Ellen Neslund	—	—
Michael Ryan	1972	2500	Glenn S. Rabin	1978	320i	Robert & Carolyn Mobley	1972	2002
David Pilvelich	1973	2002	Ali M. Ozgun	1976	3.0si	Gerald & Royann Florence	1984	528e
Patrick J. O'Brien	—	—	Margaret A. Ovist	1979	320i	Parker & Sheila Heckner	1985	524 TD
H.J. Vander Veen	1978	530i	Israel Moskowitz	1985	325e	David & Teresa Klein	1981	528i
Ethel H. Minor	1981	528i	Richard Laibstain	1984	735i	Yale & Philomena Weatherby	1986-325e	1975-2002
Joel Thevoz	1977	320i	Brian W. Kittle	—	—	David & Debbi Cornnell	1986-535i	1975-530i
Don P. Myrnan, Jr.	1976	2002	Woody Johnson	1985	325e	Rudolph & Sylvia Miller	1985	535
James Stuft	1968	2002	Bruce B. Jackman III	1985	318i	Edmond & Jenny Wong	1977	530i
Mark J. Simeon	—	—	Peter T. Govatos	1975	2002	Bernard & Julie Ann Anderson	1986	325es
Karl D. Schlenker	1970	2002	Craig S. Fetterolf	1980	320i	David & Jamaine Barboyr	1985	318i
J.V. McDaniel	1985	535i	Wiley B. Corbett, III	1985	325e	Peter & Lynn Henley	1986	535i
Louis Potash	1985	524Td	Mary ann Chobyamo	1983	320i	John & Sally Gessner	1983	528e
David Hinman	1985	318i	Richard Cantok	—	—	Larry & Hilda Brown	1985	535i
Michael L. Vaughn	1986	325	John Barreto	1979	733i	John & Debra Harris	1978-530	1973-2002
Linda Noone	1986	325e	Marc E. Strelser	—	—	James & Eileen Green	1981	320i
David S. Gustin	1976	2002	Gary L. Marker	—	—	William & Andrea Ritchie	1972 Bavarian	1974-2002
Francis M. Johnson	1986	535i	Mark C. Flake IV	—	—	Ernest & Donna Seymour	1986	325es
Kate Barrett	—	—	William G. Price	—	—	Allen Brown	—	—
Primo Arambulo, III	1980	320i	Kim G. Langley	—	—	James J. Emery	—	—
Bob Favis	1986	528e	Carol Cole	—	—	Marlene L. Johnson	1984	733i
Jeffrey Cole	1986	325es	Robert Snow	—	—	Fonald K. Yee	1982	320i
Andre P. des Rosyres	1975	2002 tii	Thomas J. Fiorina	—	—	Hal Bonawitz	1986	325e
Craig Martin	1984	318i	Wilbert Ollison	—	—	Joseph R. Brocato	1984	533i
Judd Forbes	1972	2002	Vincent & Kathleen Zarrella	—	—	Shirley Valentine	1985	318i
John Joni Dilanian	1975	2002	William S. Lankenau	—	—			
Charles Carr	—	—	Donald A. Nelson	—	—			
			James B. Obst	—	—			

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Wanted: For 1977 320i, need front and rear seats. Prefer blue cloth, but will consider other colors if in good condition and reasonably priced. Call Herb Gallagher at (301) 262-2937, evenings.

Wanted: Two well-worn but otherwise good condition high-performance radials. Either 205/60-13 or 215/60-13. Call Woody evenings at 243-5796 (Arlington).

For Sale: 1972 Bavaria, VIN3131736, 3.0 engine, dark blue with tan interior, 101K miles, Bilsteins, Michelins, A/C, Automatic, AM/FM. Excellent condition: well cared for mechanically and cosmetically. \$3,900 or best offer. Call Herb Gallagher, (301) 262-2937 evenings.

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For Sale: 13 x 6.5 S-package wheels with 205/60 Eagle GT-S tires, less than 10K miles, \$400. Also, 14 x 7 Alpina wheels with 215/60 Eagle GT-S, two tires one year old, the other two need replacing but are definitely streetable, \$375, will fit all 6-cylinder BMWs. Also, Ronal front air dam for '75-'81 5-series, brand new in box, \$85. Now that's a deal!! Call Paul Vessels at (202) 746-1512, 3 days, or 829-1339 days, or 829-1339 evenings.





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