

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER
OF THE BMW CAR CLUB OF AMERICA



SEPT-OCT 1987
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der bayerische



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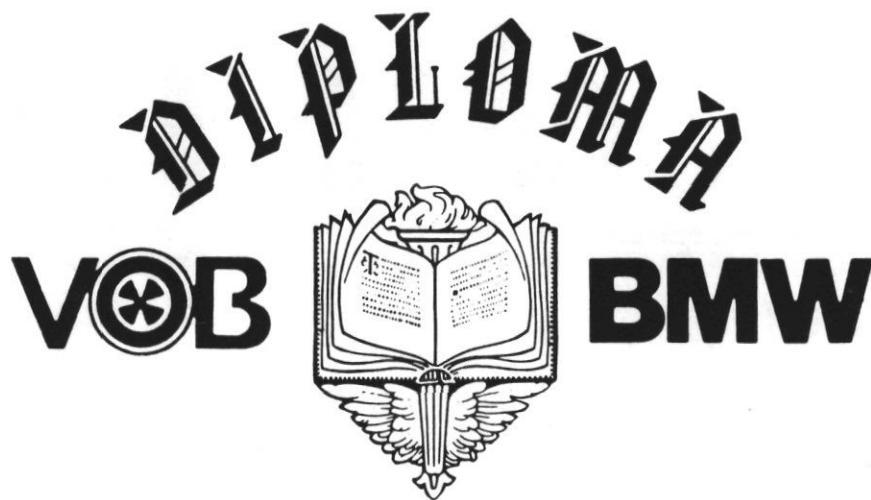
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Driving School Tips
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IMSA—M3 Joy!

See Page 17



Munich's M3 vs. Detroit in the Carousel

Photo by John Hartge



The Club Corral

Photo by Raine Mantysalo

Cover:

John Andretti/Davy Jones M3 at Summit Point

Cover Photo by Woody Hair

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Hotline (202) 397-5970

Coming Events

TECH SESSION—TUV ENGINEERING Saturday, September 12

Time: 11:00 am

Come on down to TUV Engineering's shop in Rockville and learn "all about motoronics". Sorry no disco involved, but it will still be music to your ears when owners Isken Kutlucinar and Jim Rando tell you how the Motronic Engine Management System can keep your Bimmer hummin'. They will teach you much about diagnosing problems with your car's innards and describe the advantages of motronics over previous systems. I'm sure you'll sing their praises when your baby stays tuned!

Location: 15925 Frederick Road (355) Rockville, MD. Call Nonā Schwabe at the shop, 948-8830, if you need directions or more info.

DRINKING & DRIVING— Wednesday, September 16

Time: 7:30 pm

Did You Know?

1. A second conviction in Virginia provides a *MANDATORY* 48 hours in *JAIL*?

2. A six month license suspension may be imposed for a first offense?

3. The cost of a D.W.I. arrest *WITHOUT* conviction can exceed \$1,200?

4. The cost of a D.W.I. conviction can exceed \$5,000?

5. A D.W.I. conviction is not a traffic infraction, but a *CRIME* which will leave you with a *CRIMINAL* record?

6. Although .10% BAC is the legal limit for a D.W.I. conviction, you can still be convicted with a lower BAC?

Tom O'Neil, Esq., an Arlington, Virginia trial attorney who specializes in traffic/alcohol cases, will address our club on the ramifications of drinking and driving. In addition to his law practice, Tom is a partner in ASKUS, Inc. (703-525-0066), a firm which holds seminars for companies to help their employees avoid a potential criminal problem. This will be an extremely informative presentation. Judging from personal observation, we should have a full house.

Where: Holiday Inn, Route 1 North, Exit 25A off Beltway I95 (Old 495), (301-345-6700)

What: Cash bar (of course) and light hors d'oeuvres

This could be important to you!

FALL TOUR AND OKTOBERFEST— September 20

Time: Arrive at Roy Rogers 9:30 am

For heavens sake, don't miss the tour again this year! I mean really, after all you have heard about the number of people who attend every year, the great tour, the beautiful site of the Bavaria Inn, and the Oktoberfest events at the Inn, how could you even think of missing out?

The tour route, plotted by our Tourmeister, Bill Via, uses all paved back roads through beautiful late summer countryside on the way to Shepherdstown, West Virginia. The route is laid out in easy to follow instructions so you can set your own pace. When you arrive at the Bavarian Inn you will find the club's reserved tent and seats. The club will also pay

for lunch (beverages excluded) for the first fifty registrants. To register, call Terry Forrest at 202-397-8641 evenings.

Directions: The tour begins from the Greenbrier Shopping Center. Plan to arrive at the Greenbrier by 9:30 am to pick up your route sheet and lunch tickets. From the Capital Beltway in Virginia, take I66 west to Route 50 west; west on Route 50 4 miles to the Greenbrier shopping center on your left. We meet behind the Roy Rogers restaurant.

AUTOY OKTOBERFEST—Saturday, October 3

Time: 2 p.m. 'til dark

This is it folks, the 10th Annual Oktoberfest at Autoy and Autowerke in Rockville. Come out to their open house and enjoy fresh-ground German sausage, bratwurst, sauerkraut and all the trimmings with of course lots of beer! Visit with our friend Dave Toy and his capable staff and show community spirit too — all proceeds will be given to Children's Hospital.

Location: Autoy and Autowerke are situated behind the White Flint Mall; call 770-0700 for more complete directions.

Donation: \$1.00 for beer and wine.

CHAMPIONSHIP AUTOCROSS—October 11

Time: 9:00 a.m. until 5:00 p.m.

This is the big one. We are hosting an open autocross at the Capital Centre in Largo, Maryland. It is part of the Yokohama/Merchants Tire 1987 Autocross Series. Over 100 cars of all makes are expected in heats of 25 or 30 cars each. First heat will start no earlier than 9:30, 2nd heat 10:30, 3rd 12:00 and 4th 2:00. No experience is necessary. If you are interested in running at a particular time pre-registration is highly recommended. You can pre-register by calling Sue Baruch at 938-7343 up until 10:00 p.m. Entry fee is \$10 and 100% of gross proceeds will be donated to Childrens Hospital as part of our pledge from last May. OD Gary Toyama needs workers (course marshals, tech inspectors, scorers, announcers, etc.) Please call Gary at 569-1336 evenings to volunteer your services, if only for 2 hours. Even if you don't want to drive or help, at least come out and spectate. Let's show the other clubs how good we are. For more details on participation see the *Competition Corner* column in this issue.

Directions: From Capital Beltway take either Landover Road (Rt. 202) east or Central Avenue (Rt. 214) east to parking lot on east side of Capital Centre.

BAVARIAN DAY—Sunday, October 18

Time: 11 a.m.-4 p.m.

Come out and attend the third annual Bavarian Day at Excluservice in Rockville, MD. For this one day only, Bavaria is not an 8-hour jet flight away, but just a short drive to Rockville. Lothar Schuettler and Franziska Baas have invited Club members, their guests and prospective members to enjoy an authentic Bavarian festival. There will be Bavarian food (at a normal price), drink, music, conversation, and of course Bavarian cars. BMWs like the ones found in Bavaria but not in the U.S., like the M-7; M-5; and M-3. Come out no matter what the weather is. At Bavarian Day, Club members will find themselves in a totally German environment, so don't forget to bring your "German for Travelers" dictionary and brush up for your trip to Germany.

Directions: From I-270 take Montrose Road East to

Rockville Pike, cross straight through the intersection and you're on Randolph Road., or from Rockville Pike (MD 355) go to Randolph Road., go to 3rd traffic light and turn left onto Parklawn Drive. Go through 2 traffic lights then look for the blue and yellow BMW Excluservice sign straight ahead and to your left (12200 Parklawn Drive. Phone number: 231-5400).

ANNUAL WINERY TOUR—Sunday, October 25

Time: 9:30 a.m. departure

Since most of you unfortunately missed such a fabulous winery tour last fall, the "powers that be" have decided to pay a return visit to Byrd Vineyards in Myersville, MD. owned and operated by William and Sharon Byrd. Byrd is perhaps the best vineyard in the eastern U.S. of A, no ifs, ands, or buts! In recent years, their estate-bottled wines (and especially their Cabernet Sauvignon) have far-outclassed their hoity-toity big-name Napa Valley counterparts. 'Nuff said?

This is indeed a family outing. Bring along a picnic basket and plan to attend rain or shine. We will depart "rally-style" from Bradlee's in Columbia, MD. at 9:30 a.m. The tour takes you through some absolutely gorgeous countryside and forests. The tourmeister promises "hassle-free" instructions and Mark Y. promises to slow down! Of course the club picks up the admission tab; the *only* requirement is that you have to show up and submit yourself to a ton 'o enjoyment! Don't miss out!! Direct your questions to Dwight Derr at (301) 889-9578 (eves) or (301) 955-3138 (days).

Directions to Bradlee's: From Washington, D.C.: Take I-95 North to MD Rt. 175 West (Columbia). Left at third light (Dobbin Road) left into Dobbin Center. N.B. Bradlee's is visible from Rt. 175.

From Baltimore: Take I-95 South to MD Rt. 175 West (Columbia) proceed as above.

HALLOWEEN PARTY—Friday, October 30

Time: 8:00 till . . .

On Friday, October 30, we're having our first ever Halloween party. As I write this, last minute details are still in the works, but it will be held at Post Hall on the campus of Mount Vernon College in Northwest Washington. This is the same site of our annual wine and cheese party, so it should be familiar to most of you.

We plan to make this an enjoyable evening for young and old alike. Finger foods will be served, along with beverages. There will be prizes for best (and maybe worst) costume, so do your stuff! We will even have a professional magician to entertain and mystify us. The performance should start around 9:00, so get there early. Check with the WNCC HOTLINE for latest details.

Directions: The Mount Vernon College campus is located just above Georgetown. The campus entrance is on W Street Northwest, between Foxhall Road and MacArthur Blvd. Post Hall is part of the Administration Building, just past the entrance gate on the left.

From the North: Beltway (495) in Montgomery County Glen Echo exit; Glen Echo Parkway to MacArthur Blvd exit; right on MacArthur Blvd., four miles to left on W Street; right into campus.

From the South: 395 North to Memorial Bridge; follow Route 50 west signs to Rosslyn exit (first right after merge); right at stop and proceed through Rosslyn and across Key Bridge; left on Canal Road; bear right on Foxhall; left on W Street and left into campus.

Calendar of Events

Sept.-Dec. 1987

SEPTEMBER

- † 12 Tech Session — TUV Engineering
- † 16 D.W.I. Seminar
- * 18-20 Blue-Gray Classic-Corral
- † 20 Bavarian Inn Tour
- 23 Business Meeting

OCTOBER

- † 3 Autoy Oktoberfest
- 5 DB Deadline
- † 11 Championship Open Autocross
Sponsored by NCC
- † 18 Excluservice Bavarian Day
- † 19-23 Oktoberfest-Tulsa, Oklahoma
- † 25 Winery Tour
- † 31 Halloween Party

NOVEMBER

- † 7 Baltimore Aquarium
- † 14 Basic Tech Session—VOB BMW
- 18 Business Meeting
- † 20 Annual Dinner
- † 28 Snowshoe Driving School

DECEMBER

- 5 DB Deadline
- 5 Do-it-yourself Session
- 11 Wine and Cheese Party

† See COMING EVENTS

* Call Hotline for details



Chapter Hotline
(202) 397-5970

Coming Events

continued



BALTIMORE NON-TECH SESSION II THE NATIONAL AQUARIUM— Saturday, November 7

Time: 11 a.m.

If you live in this area and *haven't* been to the National Aquarium in Baltimore's Inner Harbor, you just don't know what you've missed! Well, here now is your chance. Your favorite car club (and ours, of course) will get you in — *without* paying the entrance fee and *without* waiting in line with a bunch of conventioners from Dubuque!

It's time for all of you ichthyologists to come out of the closet (you know who you are . . .) It's OK, you're among *friends*! Some tentative events include a Popeil Pocket Fisherman tournament, shark rides, and a *big* contest: be the 1st person to correctly guess the *total* number of fish and give the correct genus and species of each and win the grand prize: Gordon Kimpel's beautiful M635! All of this and more *absolutely free*! The only *catch* (pun intended) is that you are of the 1st 50 people to sign up — So don't *flounder* about! *walleye* hope to *spot* you in your well-*tuna'd* BMW's cruising up the *pike* that morning; just beware of those unmarked police cars, though, there's something *fishy* about them — They probably have *ray* dars in 'em and are out to *hook* you. We hope there will be a convoy coming up from the D.C. area. Afterwards, we are planning a late luncheon (Fish-Fry, anyone?) get-together in the Inner Harbor area. For reservations call Dwight Derr at (301) 889-9578 (eves) or (301) 955-3138 (days). Don't know about you but I'm excited up to my gills!

Directions to the National Aquarium: From Washington D.C.: Take I-95 North to exit 53 (I-395N) into downtown Baltimore. Right at third light onto Pratt St. Continue on Pratt St. the National Aquarium is on your right just past Harbor Place. Or, assemble in the Sears parking lot at Landover Mall and join a convoy which will leave promptly at 10:15 a.m.

Directions from North of Baltimore: Take I-83 S (Jones Falls Expressway) down to the Inner Harbor. Turn right onto Lombard St. turn left at your first opportunity to come over to Pratt St. The Aquarium should be in front of you.

BASIC TECH SESSION—November 14

Time: 9:00 a.m. to 1:00 p.m.

VOB BMW will host a 'Basic Tech Session' to introduce new owners to their marque and unfamiliar owners to their cars. Special emphasis will be placed on the informational needs of female owners. (Ed: *Like what!? Natural childbirth in the fast lane?!*) Information and instruction will be provided on the basic survival skills (keeping the car on the

road), knowing when and how to consult the experts, and what to do if your 'baby' fails to proceed. (Ed: ??) The presentation will concentrate on four areas: *Checking* — oil/coolant levels, tire pressure (including the spare), fuses, and hoses; *Changing* — demonstrations of how to change tires, wipers, fuses; *Problem Shooting* — isolating and recording the symptoms of problems for communication to the technician; and *Questions and Answers* — specific techniques and tips of interest to attendees. VOB BMW will cover the methods recommended by the manufacturer, 'tips' from the technician and the recommended frequency for checking the condition of your car. Coffee and donuts will be provided (maybe even a few door prizes like emergency lights or flares).

Directions: From 495 West, exit Rt 355 — Rockville Pike, proceed approximately 4 miles to 1396 Rockville Pike (984-8989). From 495 East, use Rt 270 North to the Montrose Road (East) exit, proceed along Montrose to a left onto Rt 355 to VOB BMW.

ELECTIONS DINNER—November 20, 1987

Hear ye, hear ye, the National Capital Chapter of the BMW Car Club of America will hold its annual election dinner at 7:30 p.m. on Friday, November 20.

To all of you silent members who choose not to partake in other club activities, this is the time to come out and express your concerns as well as meeting your new club officers for the coming year.

The dinner ceremony will again be held at the Mustache Cafe, at 6723 Richmond Highway (Rte. 1 South), Alexandria, Virginia. Nominations will remain open until the night of the event. Last year's dinner was a true delight, so come out and enjoy.

The menu consists of a buffet dinner including fish, chicken, beef, pork, desert, wine, beer, and champagne (cash bar for mixed drinks). Door prizes, just like last year, will be plentiful. The cost is only \$12.00 per person. You will pay at the door, but *advance reservations are required*. For reservations contact Terry Forrest (202-382-2411 days or 202-397-8541 evenings) or Cory Laws (202-546-2365 evenings). Reservations can be made up to the day of the event.

Directions: Take Beltway 495 to the Richmond Hwy. (Rte. 1 South) exit, go Rte. 1 South for approx. 4 miles. Mustache Cafe is on left, across from the Beacon Mall.

SNOWSHOE DRIVING SCHOOL— Saturday, November 28

This is it. . . The last driving school in 1987!

Late in the year, your chapter normally holds a school for experienced drivers only and as appropriate is called the Hot-Shoe. Because of the limited number of schools this year we decided to have the school open for everyone and anyone interested in participating.

As in the past, the cost of the school will be \$80.00 and it includes lunch for the drivers. Workers are needed and as such their reward will be free lunch and a good time.

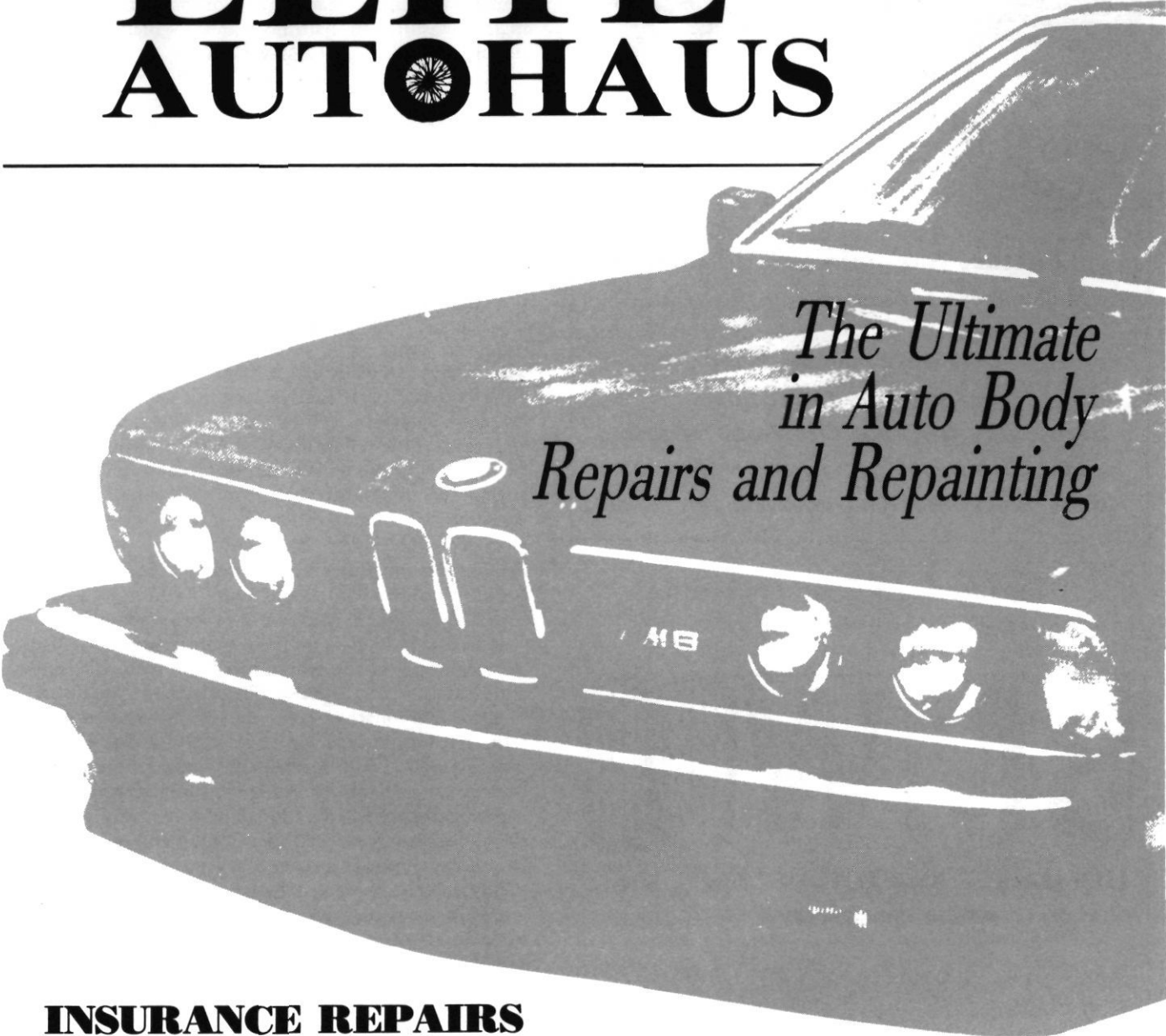
In addition to all of this, we will have a Radar Gun at the track so that we can test our detectors as well as how fast we are going. The radar gun is the latest in the law enforcement arsenal. It will be interesting!

Being late in the year and not knowing the weather conditions, it is suggested to bring warm clothing. Come join in the fun, and don't forget your SNOWSHOES!!

See application form in this issue.

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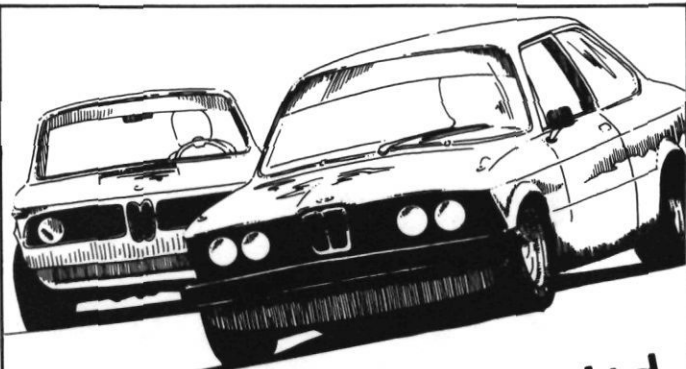
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From the Editor's Desk

THICKET. Were you at the Crab Feast? Because of vacation plans the past two years, I have had to miss them, but this year my son David and I BMW'd to Bowie and had a great time. There were crabs a plenty, two kegs of icy draft Becks, plenty of soda for the minor set and many members with picnic baskets and barbeque fixings. We played volley ball and softball (my team, the six-bangers, victorious in a last inning comeback). And we had a crowd of some of the nicest people in the Washington/Baltimore area — members of the National Capital Chapter BMW CCA.

Earlier in July, on the fourth to be exact, the NCC was again at Summit Point for our third successful driving school of the year, the Firecracker, complete with an Independence Day cook out. Now, I didn't make it to the driving school, and there isn't much I'd rather do than get to the track and help out, instruct, take some laps, or sign up and hone my skills, but the Fourth was a day of "other family obligations".

There is a moral here in this thicket of words, that we in this greater Washington area live busy lives full of commitments, but its great to back something we enjoy, like a crab feast every three years, and times when you can't do what you would really like. When you have the time, though, our club has a great time in store for you. There are quite a few faces I haven't seen in a while. When was the last time you were on the fall tour to Oktoberfest at the Bavarian Inn? Or took in a trip to one of our great local wineries? Don't wait any longer and don't be a stranger; Fall is a delightful time in Washington — come on out!

UNSUNG HEROES There are a lot of people that make the Chapter run, and it runs as well as it does because of a few people who give a little bit more. There are two associated with *Der Bayerische* you ought to know about.

Jonathan Jones took on the responsibility of Ad Manager at the beginning of the year. Thumb through this issue of *DB* and count the ads. The Board regulates the proportion of ads to copy, and Jonathan keeps the commercial space filled. It's a big responsibility, a lot of work and a thankless job. The business of running a newsletter/magazine means keeping our advertisers happy, keeping the contracts up to date, keeping the ad space filled and making sure that the ads are worthy of our club members. Our chapter and our newsletter are held in high enough esteem that keeping the ad space filled is not a problem — we usually have a list of businesses waiting to get in! It falls to Jonathan to keep the business running straight, the contracts up to date and *DB* looking great. Thanks Jonathan!

Andrew Short and David Sossamon share a house on Capital Hill and no doubt David shared some of the antics of our club with Andrew. Andrew took an interest in *DB* after David became co-editor. Now Andrew is a major contributor to the production of our magazine. As you enjoy the improved layout and graphics, you can thank Andrew, who does this for a living and graciously contributes his time to us. We were so impressed we bought him a membership! (He drives a Jeep, you see . . .) Our hats are off to you Andrew.

My personal thanks to Andrew. You see, I'm trying to type this column while I'm being hopelessly distracted by the bluegreen Atlantic of North Carolina's outer banks outside the windows of the cottage we've rented. Andrew is also editing this issue; if you like what you see, let him know.

(By the way, Les, we've moved to Chevy Chase, DC where we figured there would be more playmates for the 'kids' . . . A.)

DER BAYERISCHE If you like what you see or don't see, let all of us know. It's easy to contribute. Just pick up a pen, write your thoughts and send them to me. We want to hear what you think of the Chapter, the newsletter, your BMW, your trip or life in general. Start a new career or just get some gripes off your chest. Don't keep DeBbie waiting.

Les Adams

(Ed—Which one?!—note: Let's give credit where credit is due, Les. Everyone pulled their weight terrifically. Thanks all!)

The Governor's Zone

BIG-D-SMALL-A-DOUBLE-L-A-S July 10-12 found the officers of the 58 chapters of the BMW CCA at the National Congress in Dallas, Texas. Actually, Arlington, Texas or wherever the hell the humongous Dallas/Fort Worth Airport is located. See, we were at the very nice Sheraton Grand about 10 decibels east of the airport for the first *National* congress of the chapters in a long time. As a chapter officer of the NCC, I have attended *Zone* congresses for the last three years. This year's event, which I attended as *Zone* Governor, was clearly superior. The purpose of the congresses is to get the chapter officers together with the national officers to discuss club and chapter management. A great deal of effort went into this congress to assure that everyone benefited from the experience and the expense was justified. As a survivor of past affairs, I judge this event a success.

On Saturday, some 125 officers were seated to start a nine-hour session on topics ranging from functions of the national office to how to run an autocross. The most talked about topic of the session? *Liability insurance* — no laughing matter these days. Club legal adviser Bob McDonough gave a sobering talk on the necessities of incorporation and obtaining insurance for events. The club carries a \$1 million policy for events; limitations and coverages were discussed at length Saturday and again Sunday.

A highlight of the weekend was the presence of Satch Carlson, Autoweek columnist and automotive character. He arrived Thursday evening with the national officers and attended a joint meeting with the Porsche Club of America which was holding its Porsche Parade the same weekend. Satch, a high school English teacher from Anchorage, regaled us with anecdotes of the wild life of the automotive press, pet projects like SCCA's sport truck race series and running comments on club affairs.

Anyway, back to the subject of the congress. NCC was represented by three officers, Cory Laws who gave a presentation on large chapter management; Bill Ross who gave a talk on socially responsible events; and Terry Forrest who was there to learn more about the club's operations and bring back experience for bettering the operation of our chapter.

OTHER STUFF The national officers arrived Thursday night, as mentioned so we could lock ourselves in a room all day Friday for a board meeting. Topics included continued preparation for the first issue of the *Roundel* under new Editor Yale Rachlin. That will be the Christmas issue appearing in November, at 80 pages. We also got around to locating a new printer and an ad agency to handle solicitation and contracts. Other items considered were planning for a Eurotour in '88, a questionnaire for non-renewals and for the membership in general, a talk with Carla Harmon, Public Relations Manager for BMW NA, and reports on the status of the chapters and the finances of the club.

— Running on Tulsa Time.

Les Adams

President's Message

NATIONAL CONGRESS. A lot has happened since last time. We've had a number of events locally and the national organization hosted a Congress in Dallas, July 11-12.

This year, for the first time, the Congress was a National event instead of a Zone event. This was my third congress, but the first where I think we really accomplished a great deal. Instead of the past roundtable discussions (arguments?), a structured forum was set up with presentations from chapters with specific strengths. The idea was to have the more successful chapters share their knowledge with the others. Our chapter was asked to make two presentations. You'll be pleased to know that both were very well received. Look elsewhere in this issue for a more detailed account of the National Congress.

OKTOBERFEST!!! OK, listen up. Hopefully this time it's not a drill. On the first day of the Congress, I submitted a proposal to the National Board, for the National Capital Chapter to host the 1990 Oktoberfest. A long way off you say? Possibly. But if you consider the number of conventions, meetings and trade shows that happen in our area every year, the scheduling problem must be a headache at best. As you read this, we are searching for the best site and trying to put together an agenda. If you have experience with convention management, we need to know who you are. We expect to draw approximately 1,000 people, need 600 or more rooms and parking for at least that number of cars. John Hartge and I have set ourselves up to organize this event, but will need a massive amount of support. Call me with your name and particular talents.

ADVERTISING OMBUDSMAN. Over the years, we have received a number of complaints about a few of the advertisers in *Der Bayerische*. Resolution of these complaints was usually a somewhat trying experience for all involved. To help resolve any problems you may have with any of our advertisers, we have initiated an ombudsman program. To use it, all you have to do is give me a call at (202) 546-2365, evenings till 9:59. I will listen to your story and refer you to the proper person who will intercede on your behalf. I also reserve the right to tell you that you're being silly, if I think you are. But, if you have a legitimate complaint, we will do our best to work out an acceptable resolution.

KNOWLEDGE SEEKERS. As a club, we are always alert for opportunities to serve you in better ways. Recently, one such way has come to light; through an arrangement with the publishers of "*Encyclopaedia Britannica*", you, as a member of the BMW CCA, are eligible for a group discount off the purchase price of a set of "*Encyclopaedia Britannica*".

The one-size-fits-all features of the "Ultimate Reference Source" are explained in the booklet you can receive by returning the card which accompanies this magazine. Please read the reply card carefully. If you choose to pursue it further, a sales representative, who is a member of the BMW CCA, will call to arrange a no-obligation home preview for you. There is no obligation to buy and the publishers of "*Encyclopaedia Britannica*" will send you their booklet free.

OUR CHANGING FACE. As the club evolves, our demographics are changing. Those club members new to BMW NCC are different than the old-timers, with perhaps different tastes and styles. We are about to enter into the planning stage for next year's calendar of events. I have a few new ideas to spring on you, but welcome your input as well. If there is something you'd like to see us do for you, please give me a call. See you soon. . . .

Cory Laws

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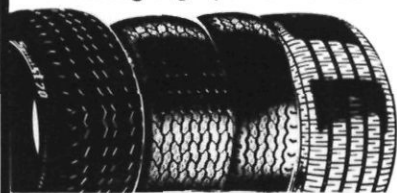
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Firecracker Driver's School

The disciples of the Most Reverend D. F. Zoom, the Great All-Seeing Master of Zoomism, gathered at Summit Point Raceway in West Virginia on Independence Day this year to celebrate and study the teachings of Zoom.

The day started early as usual, about the time the cock crows, with the faithful gathered at Pit Out chanting, "We're gonna Zoom-a-zoom-a-zoom". Everyone, then gathered around Gordon's car to stare at the engine and comment on how it differs from TUNDRA's.

There were some important changes in personnel for this driver's school: Jim and Suzy Harrison have retired as Chief Instructor and Worker Coordinator, respectively, and Max Rodriguez has announced his resignation as Drivers' School Coordinator, these positions have been filled through the time-honored method of appointing volunteers. Bob Gammache has stepped into the position of Chief Instructor, coordinating the volunteer instructors and assuring that much is learned by all. Lynn Phillips has assumed the role of Worker Coordinator: assigning corner workers, instructing them in flagging and radio technique and being a generally stable and sane reference point in what can become a sea of Chaos. I have been designated as the new Drivers' School Coordinator and the Firecracker School was my baptism in fire, orchestrating the event from Pit Out with bull horn in one hand and yellow flag in the other. The only problem so far has been that the newly appointed coordinator speaks English without an accent and people are having some difficulty understanding him!

There were roughly fifty cars and drivers in attendance at the Firecracker School. Roughly half of the cars were either Mazda RX-7s or Dodge/Shelby products which belonged to members of the Washington area Mazda RX-7 and Shelby Charger Clubs. This mixture of cars and clubs came about because of some scheduling problems and because we are such nice guys. Unfortunately, there were no official timed laps so we have no idea who outperformed whom in the BMW/Mazda/Shelby rivalry, this is a subject which will be debated over many pitchers of beer for many years to come.

As is usual for a National Capital Chapter Drivers' School, the day passed without a serious bad incident. There were the usual number of cars running off into the dirt with one 2002 and one Omni GLH suffering damage when they left the track at turn eight, but neither of these cars is believed to have been fatally wounded.

After the last wheel had turned, the traditional beer tasting session began. This was accompanied by a do-it-yourself weenie and burger roast. In honor of our nation's 211th birthday, Max Rodriguez and some assistants put on a pyrotechnic display that outdid the show at the Mall, at least in zeal!

Once again, the National Capital Chapter had hosted a Drivers' School where high performance driving was presented in a manner that was educational, safe and fun for all involved.

Mark Yaworski

Evergreen Motors Open House

The new Evergreen BMW sales and service facility is brand spanking new and is in the same style as the new Regional offices in Sterling. White exterior and interior expanses are highlighted and complemented by gray floors and large windows.

Longtime club supporter Rick Price welcomed all to his open house with a display of both new and old BMWs. The highlight for me was a 1939 321 convertible. This is the same car that some of you may remember from VOB in years past. This all-original 321 was fortunate enough to have survived World War II in the basement of a bombed out house in Germany. An Army Captain brought it to the States in the early 1950s. VOB bought it in 1970. I was shocked that its tool kit was in better shape than mine!

Sitting beside the 321 was a new 325i convertible. However, this matched pair was broken up early, when the 325 was delivered to its proud new owner. In the second row were two objects of desire for many: an M6 and the newest addition to the M-line, a white M3. Behind these were a "regular" 325 and the newly engineered 735i. And, not to be overlooked was the Isetta 300 in the corner.

Outside there was the usual assortment of L6s, an M5, cabrios, and the newest Vixen version, the XC (Cross Country). The XC is a very comfortable custom conversion. It sleeps four, just like the model that was at Summit Point, but is configured as a tourer instead of a camper. It features 2 captain's chairs, 3 double couches, sink with running water, toilet, refrigerator and a storage compartment.

The shop area has four mechanical bays with lifts, an alignment bay, and a wash bay. Finding the right part should be easy in the well laid out parts area.

Thanks to all at Evergreen for inviting us to attend their grand opening. By the way, the glasses are great.

Cory Laws

Cotton Tires For Natural Fiber Fans? Not Really.

On June 10th, in a rare weekday car club event, Steve Craven, of Craven Tire, hosted a "Tech session" on tires. The

session began at 8:00 p.m. and lasted an hour and a half, with ample time for individualized consultations after the session.

First, let me state, one does not become an expert on tires in 90 minutes! The mere fact that people spend their lives in tire research and development boggled my parochial mind. Steve was very knowledgeable and patient, he had to be, given the fact that the knowledge of the eighteen participants ranged from at least one person who has bought only one set of tires, to those who were able to speak in "tire language".

For our inspection, Steve assembled the entire range of tire configurations from all-weather to "racing slicks". We were given an over-view of tire history—did you know tires were once made with cotton? Steve described tire construction, design and differences (such as between all-weather and high performance) tread design, tread depth and overall design (such as the relationship between sidewall construction and handling). A number of other topics were discussed, including the relative advantages of "Plus-one" wheels.

The lesson I brought from this session is simple: you need an expert to advise you on tire selection, not just a "salesperson". Indeed, to maximize your Bimmer's fun-quotient, you need to select the right type of tire for *your* style of driving.

Not only was Steve very generous with his time and knowledge, he even awarded door prizes! Of course, I did not win one; however, others did. Prizes included two "full service" wheel alignment and balance certificates and two Goodyear racing jackets. Good stuff!

Finally, Steve gave us a few "tips"; one of which I will share. Radial tires should have a minimum of 30-32 pounds psi regardless of the manufacturer's recommendation (car manufacturers do not care how long your tires last!) and tire pressure should be checked *at least* every two weeks.

Dexter Price



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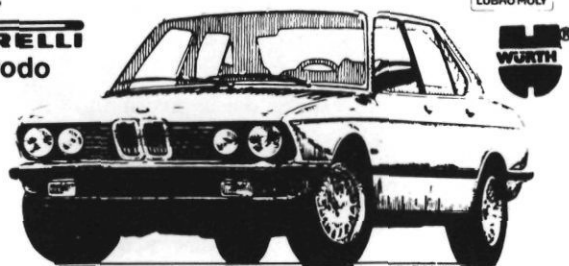


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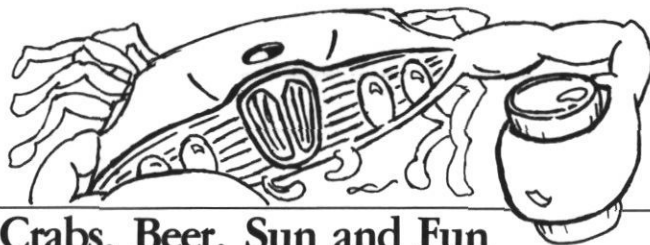
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Crabs, Beer, Sun and Fun

Ahh . . . the ultimate feast of the year! Not an autocross,
not a driving school, not even a weekend of racing at Summit
Point could top this delectable event. Yes sir, I am referring
to none other than the annual NCC Crab Feast!

One steamy mid-July Saturday about 70 determined Bim-
merphiles gathered at Allen's Pond Park in Bowie, MD to
soak up a day of sun, fun and a little surf! I arrived about
midday, noon to be exact, at the park to be greeted by a few
of our die-hard members setting up and organizing. Upon
my arrival I noticed the all too familiar coolers stuffed to the
tail lights with the beverage of champions and my ever
faithful dentition deteriorating *Coca Cola*. Soon the crabs ar-
rived, all five bushels of those babies! What a treat! 5 bushels
of fully prepared and bay-seasoned awaiting our anxious
gluttony!

About 1 p.m. the "gang" began to arrive with one thing
(actually two) on their minds, crabs & beer — the "stuff"
fest was soon underway and by 2:30 the crab supply was
depleted. (Time to order more crabs . . . mom, please!) So
. . . on with the show. By about 2:45 my hands were itching
and I knew the shriveled skin on my fingers would lead me to
more trouble. . . .

I suggested we get started with the afternoon athletics.
With gloves in hand (not to mention balls) we took to the
field with our batteries charged and competitive spirit at its
daytime high. I suggested we side the 4 cylinders against the
6 cylinders. However, this never materialized so we chose
teams utilizing the old faithful "captain method". Let the
games begin! Gentlemen . . . eh ladies, start your bats! Well
after 4 innings and about a full hour of pure unadulterated
sweat the score was tied and we all needed a 5th inning
stretch. By now the well-tuned athletes raced to lubricate
their bearings with draft beer preparing to break the tie with
renewed energy and relief from the sweltering sun. The game
lasted about 2 more innings with my team surprisingly reign-
ing as victors. (By the way Terry F. . . nice legs!)

A short time after the softball game another group of
athetically motivated Bimmerphiles (or Bimmoids) decided
to ignore our odorous bodily secretions and take to the
volleyball court. They volleyed and volleyed for 1 1/2 hours un-
til they were sufficiently baked in the sun.

About now the crab truck had arrived with a few more
bushels of crabs. Well, the intense sun began to let up
around 6 p.m. and the serious in the crowd slipped into their
favorite conversation topic — Bimmers! After all, what would
crabs and beer be like without a BMW, right?

Needless to say, the 70 members and guests that did attend
enjoyed themselves tremendously, devouring seven bushels
of crabs and three kegs of beer! Those who were unable to at-
tend missed another fine NCC event!

With our bellies full and tastebuds satisfied, we departed
with the warmest regards and prepared for the trek home.

Special thanks are extended to Seu Lim and all those whose
time-consuming preparations and organization made this
such a successful event. (I still think "El Presidente" needs
batting practice!)

Kevin Petka

Summit Point — Quickly

This is the first of what I hope will be three articles on our driver's schools at Summit Point. This first one will be for those folks coming up for the first time to begin to explore the performance potential in your "ultimate driving machine", the second will concentrate on driving the proper line around the track and the third (if I still have any readers) will address the finer points of car control at speed.

So — you have gotten yourself registered, had some coffee during the drive through wild, wonderful West Virginia and arrived at the track around 7:30. Now what? The first thing that you will want to do is to completely empty the trunk and take out anything that could turn into shrapnel from the inside of the car. Remove or lower any antennas (you won't be listening to the radio today!), and make sure that all of the car's vital fluids are topped up. You should already have had your car "Teched" by a competent mechanic and have your helmet with you. Tape your headlights and side marker lights (no brake lights please!). Once the early routine is complete, pull your car to the grid where you will find air available (38-40 lbs is a good starting point for most cars) and you will be asked to line up on either the left or right depending on the assigned number. The car will be given a quick once-over by one of our illustrious tech inspectors; sign the release form and you will be ready to start.

We will have a brief drivers' meeting so that you can meet the instructors (all of the instructors at our schools are S.C.C.A. licensed race car drivers with a lot of experience). We will review the passing zones — generally the three straight stretches between turns 10-1, 1-3, and 8-10. We will cover in detail any flags that you are likely to see around the course. They are to be obeyed at all times.

Checkered — Session over.

Black — Slow down and come into the pits. There may be a mechanical problem or you may be having trouble on the course and we want to talk to you.

Standing yellow — An incident has happened that you need to be aware of. Possibly a car off the course, *No passing until past the incident.*

Waving yellow — *Great Danger. Slow down now.* No passing until past the incident. This flag is usually used when a car has spun and is on the course.

Once the meeting is over the novice group will spend the first session on proper braking technique and we will spend some time at the skid pad. During the braking seminar you will bring the car to speed and practice stopping very quickly *without sliding or losing control.* You will find that fine point at which the tires are at their maximum stopping power without sliding and losing control. You will practice this in a straight line as well as going through a chicane to simulate stopping and turning to avoid trouble on the highway. During the time on the skid pad when you will hold the car on a constant (usually) radius turn you can explore the effects of over and understeering and see the effects of rapid power inputs on reduction of handling. Many of the students report that they learn more about the handling characteristics quickly during this session than any other.

The next session will be on the full course. We will keep your first sessions deliberately slow so that you can become acclimated to the sensations that you will experience during your first time on a race track. Unfortunately, we will occasionally have a "Hot Shoe" who will decide that "now I can

continued on next page

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really turn this barge loose and see what she'll do" during this first session and will get in over his or her head and scare themselves so badly (not to mention the poor instructor who can only hang on for dear life!). Then they end up spending the day slowly driving around the track while those that built up to speed in a reasonable time blow his doors off. Summit Point is a 2 mile, ten turn track that is reasonably quick. But before you really open up the car it is generally advisable to know which direction the next turn goes.

After lunch (a catered affair — hey this is a first class organization that you belong to) your remaining sessions will be devoted to the full track and practice, practice, practice your rapidly expanding skills in car control.

A couple of frequently asked questions are: "Will I hurt my car by driving in a school?" The answer is, probably not. Statistically we know that a very small percentage of our students will do some minor body damage but the individual can reduce that chance to zero by building up to speed gradually and by taking the instructors' advice. No one will push you to go faster than you want to, in fact, just the opposite is closer to the truth. Your safety and that of your car is what this is all about. "So what is in it for me?" You probably don't want to learn to drive a race car (although this is so much fun it has happened) so all of our emphasis is on highway safety and car control, which are really one and the same. Simply put you will leave the school a *much* better and safer driver than when you came. The next time some lunatic does something stupid in front of you, you will be able to drive your way out of trouble rather than locking up your brakes and praying that you don't hit him.

In the next article we will dissect Summit Point turn by turn and hopefully we can find the way around Summit Point — *Quickly*.

Bob Gammache

New Driving School Coordinator

All good things must come to an end.

For the past two years, it has been a pleasure to coordinate and arrange all of the driving events at Summit Point.

Being the coordinator was a lot of fun and it allowed me to get down to the nitty gritty of the organization of such events. Granted, I did not get to run my car as much as I wanted to, but the rewards that I received in seeing the participants and workers have a good time made up for it. It has been fun, but I now must continue onto other tasks.

The achievements and successes of the last two years running these events, are not the product of yours truly, but of a team effort which comprised of very good club members. One of them is being volunteered to continue the tradition. He is Mark Yaworski.

We all, whether or not we hold an official capacity in the club, help out, and would like to see more of you getting involved. Believe me . . . it is an experience that you will not forget. So if you are a Bimmer lover and want to get more involved in the running of these events, give Mark or Cory Laws or anyone else that you know a ring. We'll have you working in no time!

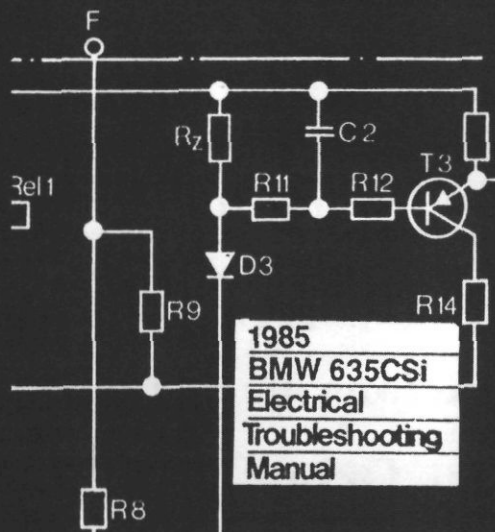
Again, my hat is off to all who assisted me in making the driving schools in 1986-87 a success. Cory Laws, Gordon Kimple, Jimmy and Suzy Harrison, Terry Luxford, Bob Gammache, I hate you Kate Heatherley, Doug Christenson, Mark Yaworski, Lynn Phillips, Dwight Derr and all others that I might have missed and of course my wife Lori . . . who put up with all the madness.

Max Rodriguez

Snowshoe Driving School

Application Form on page 19

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COMPETITION CORNER

Last year when the club decided to hold a Championship autocross it was too late to announce it in *Der Bayerische*. This year's event on October 11 is described in the Coming Events section of this issue. If you have never competed in an open autocross before you may be wondering what's involved. Maybe this will answer some of your questions:

1. WHAT IS AN AUTOCROSS?

In this area a typical a/c is a course of about one-half mile laid out in a parking lot and defined by a series of rubber pylon "gates". From a standing start the starting line timing light is crossed after about 10 feet. Immediately after crossing the finish line one must quickly brake to a complete stop within the confines of the "stop-garage". Knocking over the pylon at the end of the stop-garage is a disqualification. Each displaced pylon on the course is a 2 second penalty. Missing a gate is considered "Off Course".

2. HOW MUCH EXPERIENCE DO I NEED?

In a word — NONE. There are first-timers at every event. The important thing is not to go off course (get lost). Arrive in time to study the course map and walk the course before your heat. There is approximately 15 minutes between heats for this purpose. Unless you are running the first heat arrive in time to study the cars in the preceeding heat. Allow time to register and get your car inspected too.

3. HOW MANY RUNS DO I GET FOR MY ENTRY FEE?

Three official runs. Only your fastest time counts. There are *no* practice runs.

4. HOW WILL I BE CLASSSED?

There are several classes in each of the 3 car preparation categories — Stock, Street Prepared, and Modified. Most stock BMWs are in D Stock; 2002s and 325s are in C Stock. Most modifications short of internal engine changes and/or racing tires would put a BMW in E Street Prepared. The 325 fits in D/SP. If you have never trophied in an a/c you can opt to run in the Novice class. Likewise, females can opt to be in the Ladies class. I don't recommend this because your time is "indexed" against the fastest times in your car's normal class and these classes are quite competitive. Novice and Ladies class entries are not eligible for the club team competition either.

5. IS AUTOCROSSING HARMFUL TO MY CAR?

Not if you observe the redline. On most local courses you will be in second gear the whole way after the start. If your car can't handle the stresses of an a/c it shouldn't be on the street. Your tires may get a hundred miles of wear in 3 minutes but what are sport sedans for if not sport?

6. IS AUTOCROSSING HARMFUL TO THE DRIVER?

Helmets have traditionally been required but courses are laid out so there is nothing to hit. Loaner helmets are available at the starting line. The main danger is to your family. Once you do it you may find yourself away from home on many Sundays.

7. IS THERE ANYTHING I SHOULD DO TO PREPARE MY CAR?

Pump up the tires to 40 psi and empty the trunk and interior. Don't run with a near empty fuel tank. In hard turns fuel may not reach the pick-up point.

8. HOW DOES THE TEAM COMPETITION WORK?

Each club in the Metropolitan Washington Council of Sports Car Clubs can pre-select 4 members whose finishing

position within each driver's class determine total team points (best 3 of the 4 driver's points count). Ideally each team member would be capable of winning a different class. End of season team standings determine priority for next season championship autocross dates.

FIREHAWK-IMSA WEEKEND NOTES — When Davy Jones took over the #48 M3 from John Andretti during the 3-Hour race at Summit Point he started turning laps in the 1:31s. Davy has spent most of the last two years in \$300,000 race cars (CART and GTP) where 10/10ths driving lap after lap is possible. In the "street stock" M3 he overheated the brakes to the extent the pad material was bonding to the rotors and braking efficiency was soon lost. The Korman Autoworks pit crew was able to replace the red-hot rotors in several minutes. Later a broken sway bar caused the car to handle erratically and the white Bimmer was retired. Before the race I asked Ray Korman what make pad he was using but he replied that it was a team secret. After the race co-driver Ron Christensen told me Ray wouldn't tell him who made the pads. In the 6-Hour Firehawk Sports/Touring race on Saturday the sole 325is was turning laps in the 1:37s. Both the M3 and 325is are handicapped by 15 gallon fuel tanks. According to the on-board computer my 325is averaged 11 mpg while on the track at the July 4 school. Christensen and his wife Ellen are producing a video tape of the season-long M3 campaign. Hopefully we can obtain a copy for the wine and cheese party in December.

The hi-tech Jack Baldwin Camaro (monocoque chassis) that cart-wheeled into the woods before the Chute was put back together and won the GTO race at Sears Point, California three weeks later. Race winner Willy T. Ribbs' tube-framed Toyota Celica Turbo was turning 1:12s in the Sunday morning warm up, only 2 seconds off the all-time lap record. Willy T. and Scott Pruett (Mustang) were involved in a bumping incident two weeks later at Portland. Punches were thrown after the race and Ribbs received a two race suspension. His Toyota seat was filled by Juan Manuel Fangio, nephew of the five time world champion.

John Hartge has an article elsewhere in this issue describing the Summit Point races. *continued on next page*

Competition Corner Calendar

Sep 20	SCCA Blue-Grey races, Summit Point, WV
Sep 20	NASCAR Winston Cup, Dover, Del.
Sep 26-27	SCCA Escort Endurance Showroom Stock, Mid-Ohio
Sep 26-27	IMSA GTO/GTU/Firehawk, Watkins Glen, NY
Sep 27	Porsche Club Championship Autocross, Capital Centre, MD
Oct 3	SESCA Rally — Call Council Hotline
Oct 3-4	IMSA GTP/GTO/GTU/Firehawk, Columbus, OH
Oct 11	NCC BMW/CCA Championship Autocross, Capital Center, MD
Oct 18	Can-Am Thunder Cars, Summit Point, WV
Oct 17-18	SCCA National Runoffs, Road Atlanta, GA
Oct 25	Saab Club Championship Autocross, Capital Centre, MD
Oct 31-	SCCA Race Drivers School,
Nov 1	Summit Point, WV
Nov 8	SCCA Championship Autocross, Capital Centre, MD
Nov 28	NCC BMW/CCA Drivers School, Summit Point, WV

Council Hotline 301-681-5612

SPEED SHIFTS — About 10 members of the National Capital Chapter participated in the Genesee Valley Chapter's drivers' school at Watkins Glen, NY on June 27-28 and a similar number are planning to attend the New York Chapter's school at Bridgehampton, Long Island on October 3 and 4. . . . The club rally mentioned last issue is now scheduled for next Spring to allow more time for planning. . . . Cory Laws (530i) has taken two firsts and Gary Green (ITB prepared 2002) has placed second in the E Street Prepared class in championship autocrosses this season, the first class wins by BMW's in quite a few years as far as I know. . . . In the World Touring Car Championship, the M3's first loss came at the Nurburgring to a Ford Sierra Cosworth. The BMWs were second through seventh.

CRUNCH

Woody Hair

Autocross II

On June 14 the club had its second autocross of the year on the lower back lot of Landover Mall Shopping Center. A disappointing field of 10 Bimmers and 1 Shelby Dodge tested their skill against the pylons arranged by OD Gary Toyama. A few members have gone to a lot of trouble to obtain the use of this lot. With so many *hot* BMWs running around the streets, why does less than 1% of our membership take advantage of this opportunity to legally and safely test their abilities? I can't believe Joe Chang is the only competitive 2002 owner in the Washington-Baltimore area. Other chapters much smaller than ours get turnouts of 50 plus.

I'll get off my soapbox now and say that there was a large group of spectators and a dedicated corps of workers that spent a couple of hours in the hot sun so some of us could have fun. Thanks to registrar Sylvia Harrison, tech inspector Dwight Derr, timer Terry Forrest, scorer Lynn Phillips, stop-garage attendant Mark Yaworski and a crew of Barry Miles friends who acted as course marshals. The course featured several fast sweeping turns and a tight slalom that had cars lugging in second gear. The number of disqualifications in the results shows that some of us had problems with the short stop-garage.

After the competition, the drivers were offered unlimited fun runs. A lot of car swapping took place and spectators were able to experience the course as passengers. Dave Labovitz turned a few hot runs in his Euro-spec M5.

Results

Modified BMW's	1st Run	2nd Run	3rd Run
Cory Laws 75 530i	44.52	44.31	45.07 (1)
Dwight Derr 79 528i	45.82	47.25 (1)	47.00 (1)
Emory Kopf 77 320	46.74	56.22	46.51 (1)
Joe Chang 76 2002	46.84	47.86	46.55
John Hartge 84 325e	47.38	47.44	DSQ
Lyman Krekel 78 530	47.91	47.69	49.21 (1)

Stock BMW's

Woody Hair 87 325is	DSQ	45.02	45.26
Jerry Ishmael 85 M535i	48.70	47.65	47.38
Ron Davidson 87 535i	48.74	DSQ	50.50
Rob Moulthrop 86 325es	50.28	OC	49.71

"X" Cars

Barry Miles 86 Shelby GLH-S	46.97	45.07	45.35 (1)
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OC = Off Course DNR = Did not run

DSQ = Disqualified for hitting end pylon in stop-garage

Number of one second penalties for each displaced pylon in parenthesis

Autocross III

Twenty-two drivers turned out on a hot, humid July 26 for the third club autocross of the year. OD Gary Toyama laid out a fast course that was easy to learn but had some narrow gates that caused quite a few flying pylons (at a liberal one second penalty each).

Chuck Branscomb's Bavaria ran away from the other BMWs but was beat out for Fastest Time of the Day award by Sue Baruch's Sprite. John Hartge's 325e shod with new Yokohama A008's upset Tom Baruch's 3.0 CS for second among the "modified" BMWs. I think it is noteworthy that the first eight cars in the modified class were different models and 7 of the 13 entrants had a first name starting with J.

With our small fields the two class system (stock and modified) has worked pretty well. However, the potential of the M cars and 325i may change this. Look how Dave Labovitz, in his first autocross, beat the rest of the stock class with his M5.

After the 3 official timed runs we conducted what this writer dubbed a "Prediction Run". Each driver studied his time and then wrote on a 3 x 5 card the predicted time for his fourth run. The idea was to test consistency and not who's fastest. With all due modesty, I must report this writer went first and 43.36 missed my predicted time by *one* one-hundredth of a second. I'll be the first to admit a hand-held stopwatch can't be operated with such accuracy but what-the-heck. Other notable scores were Jeff Faust and Millie Adams at .03, Jim Faust at .06 and Joe Chang at .07. We may incorporate this contest into all future autocrosses since everyone has an equal chance of winning.

I'm sure the other drivers join me in thanking Gary and his crew of workers: course marshals Gary Green and Kay Heatherley, timer/starter Mark Yaworski, registrars/scorers Sylvia Harrison and Lynn Phillips and stop-garage attendant Raine Mantysalo. They all put in a long day on hot asphalt.

If you missed one of our club events you had better plan on joining the fun at the Capital Centre on October 11.

Results

Modified BMW's	1st Run	2nd Run	3rd Run	Variance	Prediction
Chuck Branscomb Bavaria	41.15	42.24 (1)	42.23		DNR
John Hartge 325e	42.54	42.64	42.10		.16
Tom Baruch 3.0 CS	43.61 (1)	42.30	56.05 (2)		.83
Woody Hair 320i	45.08 (2)	44.50 (1)	43.97 (1)		.01
Jonathan Jones 530i	44.10	46.60 (2)	44.34		.56
Dwight Derr 528i	44.90 (1)	45.37 (2)	44.23		2.15 (2)
Alan Green 2002	46.78 (1)	45.70	44.44		.50
Jeff Faust 1600-2	OC	54.41 (2)	45.40		.03
John Gardner 530	46.26	46.26	45.94		1.20
Clay Aulebach Turbo01	46.49	46.58	46.10		.97
Joe Chang 2002	46.36	48.74	46.44		.07
Jim Faust 1600-2	50.50 (2)	49.09 (1)	47.80 (1)		.06
Jason Faust 1600-2	OC	OC	OC		.50
Stock BMW's					
Dave Labovitz M5	45.72 (1)	44.66	43.34		1.10 (1)
Kevin Cowley 2002 tii	OC	46.36	45.31		1.52
Bob Moulthrop 325es	47.68	46.77 (1)	46.15		1.50 (1)
Matt Fleming 325e	50.00	47.47	47.34		.56
Millie Adams 2002A	49.81	49.13	48.58		.03
Alan Marsh 2002A	49.45 (1)	48.85	51.41 (1)		1.52
"X" Cars					
Sue Baruch Sprite	41.38	41.64 (1)	40.27		.32
Robert Esparza VW GTI	47.02	45.47	46.99 (1)		.89
Klaus Hirtes MB 300SD	48.71	47.29	46.28		.93

Woody Hair



Summit Point Friendly to M3

A few dozen club members and guests watched from our usual corral spot as Ray Korman and Ron Christensen raced the #28 M3 to its best finish to date in IMSA street stock racing. BMW's newest U.S. model took a third-place finish behind two Camaros in the three-hour Firestone Firehawk Grand Sport race July 12 at Summit Point, West Virginia. That's not bad for a brand new little 2.3-liter 4-cylinder. This car started twelfth and had to pass another M3, a Porsche 944, a Toyota Supra Turbo and six 5-liter V8 Camaros to finish where it did. During a series of pit stops two-thirds of the way through the race, this M3 held first place for a number of laps. Davy Jones and John Andretti drove the other M3 in the Korman Autoworks team. Their very aggressive style moved #48 up through the field quickly, but at a high price. About an hour into the race, #48 needed a pit stop for gas, brake pads and rotors and tires. Later, when #48 broke the front stabilizer bar, the car was retired from the race and the Korman Autoworks team concentrated solely on #28. For BMW fans, this race was the highlight of a weekend of professional racing at nearby Summit Point.

Yes, it was hot — in the 90's, temperature *and* humidity. Yes, we had afternoon *thunderstorms* — dust turned to mud. Yes, a *wind gust* blew down our tent — took our shade. But, we saw *SOME RACING!*

A dozen or so hard-core club members turned out Saturday. During qualifying runs, we got our first glimpse of the pair of M3s, brightly displaying BMW Motorsport racing colors. #28 and #48 were clocking 1:33s and 1:32s on the 2-mile track. That was good enough for eighth and twelfth in the 41 car field.

Saturday provided time to walk through the paddock, which was jammed with race cars and the giant super-sleek tractor-trailers the well-sponsored national teams bring along. Large, well-run teams are necessary to get these cars on the track and keep them there during endurance races.

About 60 cars started the six-hour Firestone Firehawk street stock race for the Touring and Sports classes. The pace car was at turn 3 on the pace lap and cars were still in the staging area. You can imagine what happened when it started raining during this crowded race — bumper car time. The slower touring class front wheel drive cars took this wet opportunity to apply their better traction and take the lead over the more powerful sports class.

One BMW ran in the Sports class. As the club corral cheered on Le Team Racing's 325is, the powerful 6-cylinder made good progress up through the crowded field, *until* a turn-7 spin-out left too many cars on the track for the 325 to avoid. Steve Parker tried to get the Bimmer going again, but a large dent (deeper than the left rear tire) prevented #35 from getting back on the track. Steve and co-driver Yves Colcon are very enthusiastic about their car, which is the only BMW now running in the class the BMW 325e won last year. Hopefully, by the time you read this, Le Team will have returned to the track and entered the winner's circle.

It was almost dark Saturday, when the checkered flag went to Paul and Karl Hacker's Touring class VW GTI. Garth Ullom and Terry Earwood's Shelby Charger won the Sports class.

Sunday, the club's corral was jammed with Bimmers and dozens of fans to watch three big races. You've already read about the three-hour Firehawk Grand Sports race with the M3s. The 300k GTO/GTU race featured the fastest cars to hit Summit Point in years.

Willy T. Ribbs, clocked at 161 mph on the straight, raced his 450 horsepower GTO Toyota to a close victory over Greg Pickett's GTO Corvette. These cars exchanged the lead several times, sometimes bumping and sliding past each other on a track turned icy-slick by an afternoon shower. You may have seen bits of this action on TV, but the view was much better from our corral between turns 7 and 8. There was also close open-wheel racing in the Barber-Saab pro series, where driver skill, not auto ability, is tested.

For those who could take their eyes off the racing, the club corral provided refreshments and a gourmet lunch from Gretchen at the Hillbrook Inn.

At the National Capital Chapter's race corrals, there's always socializing with old and new friends. At this big event, we had the opportunity to welcome some new out-of-town friends to our corral. M3 Racer Ron Christensen stopped by to chat with us after his terrific showing in the Grand Sport race. Ron was Firehawk Sports class point leader last year when he drove with Ray Korman in the old #28, the very successful 325e. It was a pleasure to share some race stories and refreshments with Ron, his wife Ellen and crew member Gary Ryan — all visiting from Utah. We also had a visitor from Montvale — BMW NA Motorsports Manager Erik Wensberg. Among other topics, Erik mentioned the possibility that NA will support more 325is on the U.S. race circuits. Racers Greg Hobbs and Garth Ullom also passed through. If you know BMW racing, you know Greg's father, David. Greg Hobbs drives in the Barber-Saab pro series. If you've been around Summit Point a while, you know Garth was a showroom stock winner in a 320is. He's the Firehawk Sports leader now racing in a Shelby turbo, but he drove his personal car to our corral — a diamond black BMW M3.

The club sponsors several corrals each year to make race-watching at Summit Point a fun group experience. Don't miss these corrals. But, there's more racing. Read Woody Hair's "Competition Corner" column and calendar. You'll find other motorsports activities worth attending, even if there's no corral.

John Hartge

BMW's 1987 US racing effort is limited to these two cars:

#28 Ray Korman/Ron Christensen,

#48 John Andretti/Davy Jones.



Photos by John Hartge

European Delivery— A Recommendation

Since 1978 I had craved a 323i but did not feel the cost of federalization and uncertainties of the gray-market justified the purchase price. In 1985, after reading glowing reports of the improved 325i, I decided I had to have one, whatever the cost. Before I acted rumors began to circulate that BMW NA planned official importation to the land of the big PX. Of course gray-market dealers had no interest in confirming these rumors and BMW dealers professed ignorance and tried to sell me on the virtues of the *eta* engine.

By the fall of 1986 BMW NA had announced a planned importation around the Spring of '87. I decided a European delivery might be the way to go, but I was totally ignorant of the procedure. A trip to one dealer was of little help. The young salesman said Tourist Delivery could be handled by his dealership but offered nothing in the way of procedure or information on the 325i. At another dealer the salesman confirmed that no price had been announced but did have information indicating a March 3 introduction date. He stated that European delivery of a new model cannot take place until the car is officially available in the States. He explained the procedure: Select your model, color and pick-up date (in Munich). The drop-off date and location can be finalized later. There is a choice of 18 European cities for drop-off. A single ticket, about 10% less than U.S. list price, includes the car, insurance while it is in Europe and in transit, delivery to the port, shipping to the U.S. (Elizabeth, NJ), customs duty, delivery to your local dealer, and clean up. Full payment is



The Hair family leaving Bottingerhaus restaurant in Bamberg, no doubt after a fine meal.

due 30 days before delivery but financing or leasing can be arranged.

After considering the pros and cons of 2 door vs 4 door, standard vs "s" model, metallic vs regular paint, and cloth vs vinyl or leather seats, I placed an order on December 19 for a Cinnabar red 325is. As it turned out there is no standard 2 door *i* and leather seats are standard equipment. I was given the price in February. For the same price as the 4 door 325i, the *s* has all the luxury items plus ½ inch wider BBS wheels, sports seats and steering wheel, "sport" suspension, air dam and rear-deck spoiler.

Between our job needs and our son's spring break, Marylee and I decided on just a one week trip in mid-April. Pan-Am had a Dulles to Frankfurt non-stop flight leaving Friday evening and returning Sunday afternoon one week later. The \$448

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Please call 770-0700 for an appointment and let us earn your patronage!

David Toy
President, Autoy, Inc. & AutoWerke, Inc.

roundtrip ticket included a free rental car. This gave us 8½ days in Europe for 5 days leave and enabled us to visit friends in Karlsruhe before going east to Munich. The BMW Delivery Center is open 7:30 to 3:30 Monday through Friday, closed holidays. Our plan was to arrive at the Delivery Center early Monday morning and turn in the new 3er at the shipping company in Munich Thursday afternoon, Good Friday being a holiday. The rental car would be left at the Delivery Center during that time.

Our free rental car turned out to be an Opel Corsa hatchback. It was too small to handle our compliment of luggage so we up-graded to a VW Golf. The standard Golf in Germany does not perform like the 1.8 liter US version and in hindsight I wish we had spent the extra Marks for a BMW 316 (a carbureted 318). Fifteen minutes onto the *autobahn* we passed a Lamborghini Countach! Actually it was sitting backwards on a flatbed truck. Our first stop was in Speyer. We went into a neighborhood *gasthaus* for goulash soup and a large glass of *bier* with that thick, shapable head that just can't be duplicated over here. I realized we had arrived.

Due to some early Monday morning sight-seeing in Augsburg, a traffic jam in the outskirts of Munich, and the fact that I left directions to the Delivery Center back in Virginia, we finally arrived at the Freimann center at 11:30 and checked in with the receptionist. She suggested we have lunch (on BMW) at the restaurant upstairs while the paperwork and car were made ready. By the way, if you are flying into Munich, a voucher for a free taxi ride to the Delivery Center in the northern suburbs of Munich is provided. In the only glitch of the trip, it was not until 3 hours later that the car was finally ready. In the meantime others seemed to be getting their cars about 1½ hours after check-in. I was never given any explanation for the delay other than "the car is still being prepared". If we had known we could have taken in the nearby museum or factory tour, or at least had a few more beers in the restaurant. Instead we got to wander through the M-Style boutique, watch M3s come through the gate on truck transporters and nap.

The car is delivered in full U.S. specs with a few exceptions: not knowing if the tourist is going to the more remote parts of Europe, no catalytic converter is fitted and a funnel is provided so leaded gas can be used. The *kat* is installed by the shipping company after turn-in. The "s" model air dam is installed by the US dealer due to the likelihood of damage on truck/ship ramps, and the anti-theft radio is installed in the US due to the possibility of theft in shipment. (*Can't help but find that statement amusing! Ed.*) A Becker radio/cassette unit is provided while in Europe. Incidentally, unleaded gas (*bleifrei*) is readily available in Germany and the parts of Austria we visited — cheaper than regular leaded too. In fact the 325i is only sold in Germany *mit kat* as far as I can tell. Several people have asked me how far you have to drive to take advantage of the Tourist Delivery program. I learned from a U.S. businessman at the Delivery Center that the only requirement is to present your passport. The car can then be shipped home without your ever laying eyes on it.

After a brief review of the controls by a factory rep (and a reminder not to exceed 4,000 RPM during the 1,200 mile break-in), we headed north on the *autobahn* toward Nuremberg. Four thousand RPM produced 93 MPH in fifth. After twice being passed by M3s going so fast my son Brian could not get the camera ready, I began to wish the factory offered a pre-delivery break-in service. I had recently heard a report on TV that the average speed on the unlimited portions of the *autobahnen* was almost 90 MPH. Having been stationed in

Germany in the mid-60s I did not believe it. Well now I do. I think in the mid-60s most Germans drove VW Beetles, Fiat 600s and Opel Kadetts. Flat out they ran in the 70s. Porsches, BMWs and big-engined Mercedes were rare. Today many Germans can afford these relatively powerful cars and even Golfs, Escorts and small Opels cruise comfortably at 100 MPH. I would estimate 10% of the cars and most trucks travel about 65 MPH, 80% cruise between 80 and 100 MPH and 10% are flying well over 100 MPH. Spoilers and air dams really have a purpose in Germany. The fastest car I saw? Either a Porsche 911 Turbo or a Ferrari Boxer with custom body work and wing. Alertness, anticipation and lane discipline are the keys to the relatively safe *autobahn* travel. The U.S. has the cars and roads but too many apathetic drivers and lawmakers.



Drafting by a Porsche 911 on the autobahn.

The next three days were spent exploring ancient towns, castles and cathedrals; driving the back roads of Eastern Bavaria and the Alps; and sampling the local foods and beers. Don't even consider trying to diet on a trip to Germany. If you get a chance, go to the Weltenburg monastery near Regensburg. Established around 600 AD at the head of a remote gorge on the Donau (Danube) River, the monks worship in a most beautiful church. Since 1050 the monks have used their spare time to brew very strong dark and double bock beers. It was so good I brought six bottles home in my luggage. I must say it was image-shattering to peek in the *brauhaus* windows and see nothing but spotless tile, stainless-steel tanks and computers. A few miles away, near the village of Eining, we happened upon a field containing several acres of the foundations of a Roman fort built around 200 AD and uncovered around 1900. Overnight stops were made in Bamberg, Regensburg, and Kitzbühl (Austria).

After a few short spurts to 125 MPH on Thursday afternoon the BMW was reluctantly turned in to E.H. Harms & Co. The shipping company manager offered to let us continue to use the BMW with a "night-drop" turn-in over the weekend. Since our plans took us away from the Munich areas we declined. Back in the VW Golf, we made a sobering visit to the concentration Camp Memorial at Dachau and once again headed south to the Alps. We ended up in Ulm the next afternoon and climbed a winding staircase to the top of the world's tallest cathedral — 528 feet. By this time the Golf was barely running below 3,000 RPM but above that, engine speed was fine — even up to 165 KPH (100 MPH). We traveled the *Romantische Strasse* through several medieval towns and ended up at the Frankfurt airport mid-day Sunday. It was a great trip but much too short. With a second week we could have seen the BMW Museum and factory, downtown Munich, Czechoslovakia, the wine country west of the Rhine and maybe skied one day.

Stopping in small towns, expenses were less than we expected: a nice hotel room with bath around \$60 and dinner

continued on next page



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continued from previous page

for 3 including several beers and service around \$40. Gas was about \$2.40 per gallon. A half liter glass of beer about \$1.50, quite a change from the 1 Mark (25¢) of 1964. In any case, the savings on the purchase price of the car more than paid for our whole trip.

For the BMW nut (or any car enthusiast) Germany is heaven. Lowered suspensions, aerodynamic add-ons, after-market wheels and blacked-out chrome are almost the norm. BMW and Mercedes owners run without model designations on the rear deck to keep you guessing what's under the hood. Front-engined Porsches were fairly rare — I saw more M3s than 944 Turbos. The new Audi 80 (4000) is more aerodynamic than the 5000. I like it and don't know why its not available in the States yet. On the down side the Citroen 2CV still sells well in Germany.

The 325i met all of my expectations. With a trunk full of luggage and 2 passengers on board I never attempted to test the handling limits. Acceleration really comes on about 3500 RPM and you would swear it's turbocharged. The 325i carries the same gearbox ratios as the *e* but a 3.73 rear end as opposed to the *e*'s 2.93. This makes for a lot of revs during high speed cruising. A fifth gear with a lower (numerically) ratio would solve this and fourth would always be available for passing maneuvers. And why do the U.S. 3 series cars look like they are jacked-up 4 × 4's — even with a so-called sport suspension? If I could have my druthers the 325i would come standard without the service interval indicators, cruise control, power windows, power door locks, power sunroof, power antenna, power steering, ABS (serious), leather interior or alloy wheels. Price? How about \$13,000?

Upon our return home, we had gone less than one mile on the Dulles access road when we were held up by a left lane bandit. If people only knew. . . .

Exactly eight weeks after turn-in I picked up the 325 at Heishman's. The car appears to have made the trip without a scratch. In the last month and a half it's done 2 drivers' schools (including Watkins Glen) and 3 autocrosses. If you don't believe me when I say it's a great car, read the August *Car and Driver* road test. They repeat my son's assertion that it is an '87 2002. And the European delivery was icing on the cake! *Gute Fahrt.*

Woody Hair

Club Store News

Beginning with this issue of the reknowned *Der Bayerische* publication, the club store will start buying its parts and accessories thru a new company that I am forming. To the membership it means that you will still be getting the best possible price on parts and accessories.

I want to make sure that all of you know this so that it can not be viewed as a "Conflict of Interest".

I will still be supplying services as I have been in the past, such as ordering Radar detectors etc.

Since the setup will be the same as before, you still have the option, as always, to shop around for a better price, so in no way are you being forced to buy from me.

In addition to all of this, I will have access to more merchandise from many different suppliers. And will also provide you with the ability to pay with your favorite plastic.

The name of the company is: MaxLor Motoring Parts & Accessories.

Until next time.

Max Rodriguez



National Capital Chapter Snowshoe Driving School



WHERE: Summit Point, West Virginia —only 1½ hours from Washington.

Directions to Summit Point elsewhere in the newsletter.

WHEN: Saturday, November 28, 1987

HOW MUCH: \$80 per driver (Includes lunch).

HOW MANY: Maximum 40 drivers.

DRIVERS:

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 Driver (1) _____ Chapter _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

Name Driver (2) _____ Chapter _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

PREVIOUS DRIVING SCHOOLS:

Driver (1) _____

Driver (2) _____

NON-DRIVERS, HELPERS, GROUPIES: Please check and fill in name, address and telephone numbers.

_____ I will help Saturday. I'll arrive at 8 am to help and will enjoy a free lunch.

_____ Lunches at \$8 per person.

Name: _____

Address _____

Phone: Work _____ Home _____

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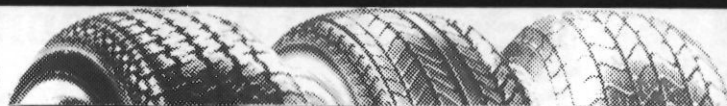
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The BMMRR Saga Part IV: Come On and Zoom

Two years ago, BMMRR and I had a transcendental experience at the "El Cheapo" driver's school at Summit Point Raceway. Under the tutelage of the Most Reverend D.F. Zoom, we learned that true inner peace can be found on a race track at 105 mph.

When I decided to go to my first drivers' school, I thought that I would become an instant Mario Andretti, just one day on the track and I would be double clutching and heel and toeing with the best of them. Rev. Zoom quickly showed me the errors of my ways.

After arriving at the track, we catechumens were separated from our loved ones, who were sent off to stations around the track to participate in the flag waving ritual to ward off danger during our initiation. Our trip along the path of Zoom started with instruction on a variety of subjects as laid out by the Rev. Zoom:

Thou shall proceed in a clockwise direction around the track.

Thou shall not pass in the corners.

Thou shall remain ever alert and obey signals displayed by the acolytes with the many colored flags.

This continued until I was ready to cry out, "Hold! Enough! I came to learn the ways of Zoom, not to listen to a lecture," but I held my tongue and soon enough I was seated behind BMMRR's wheel waiting to proceed onto the track to learn how to "Follow the Line". I was also introduced to other important facets of Zoomism, such as how to brake properly, the fine art of gear changing and the importance of smoothness. Later in the day I was taken to The Great Skid Pad where I learned how good and evil are combined in "Trailing Throttle Oversteer" and how to use it to improve your Zooming.

Before the day was through and after many periods of instruction, I was awarded one of the most precious symbols of Zoomism, the solo sticker which proclaimed to all that I was certified to Zoom by myself.

I am now a dedicated convert to Zoomism, I know that I have much to learn before becoming an Elder of Zooming but every journey must begin with the turning of an ignition key. BMMRR and I have started to Zoom whenever possible, we have even participated in a number of Autocrossing rituals. My Zoomic fervor has reached such a high state that I bought BIM WAH, a 2002, to be my Zoomer. Until BIM WAH is track ready I can be found at Pit Out with my best girl, Lynn, by my side, orchestrating the rituals of Zoom. After BIM WAH is ready, I may even strive for the Nirvana of Zooming, SCCA road racing, but that will be another story. Until then, come on and Zoom.

Mark Yaworski

BMMRR and friends at Summit Point. Photo by Lynn Phillips



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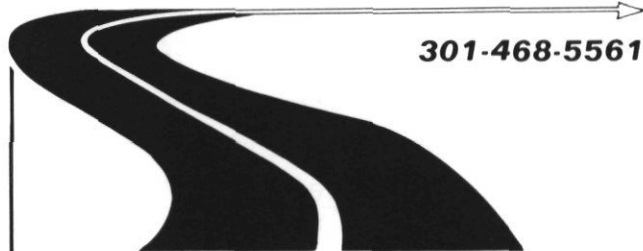
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Randolph Rd. to the second traffic light, turn
on Nebel St. and left into the parking lot.

Dear DeBbie

Why write to an editor when you can write to DeBbie? Box 685, Arlington, VA 22216 (or send it to the editors — they're all good friends).

Dear DeBbie,

I spent five hours driving through many unknown towns in search of Springfield, Maryland, the supposed home of Tischer BMW. I finally found Tischer in Silver Spring but never did find Springfield, Md. What gives?? Do I need a new map, navigator or car?

Lost, but now I'm found

Dear Lost & Found,

See what happens when you let a damn foreigner put together the newsletter?! Andrew has been instructed to broaden his horizons and occasionally venture a little beyond the District line.

DeB

Dear DeBbie,

Please allow me to recommend Autodynamics in Rockville to fellow club members. The proprietors Don and Barbara Andrews have provided me with quality work on my '82 320i for nearly five years — 100K plus miles.

Though the emphasis at Autodynamics is on keeping the car "factory original", Don's experience with racing BMW's makes him perfectly comfortable with plus two's, headers, porting and the like.

Deepak Kaul

Dear DeBbie,

The model pictured in the July/Aug DB is, of course, the venerable "K-Technic" experimental vehicle. It was built in extremely limited quantities (one) by hand (usually greasy). Driving up the avenue would usually leave in its wake hushed throngs, staring in disbelief with a faint muttering, "BMW would build one like that!" occasionally heard. Alas, it had to be returned to the engineers. . . . I often wonder whatever happened to the car that could've been.

Sincerely,

Not Dan Lim-o

President

*ARMCO Movers and Shakers
of Baltimore, Inc.*

Dear DeBbie,

While watching "Star Trek" the other day I noticed the episode was entitled "The Ultimate Computer". The computer's designation? Why, it was the "M5". My question is: Do you think *Scottie* got a job in Bavaria after the show got axed?

Signed,

Beamed-Off

Dear Beamed-Off,

You might be on to something there! Who ever believed the elves in the Black Forest story anyway? Come to think of it I saw someone with pointy ears driving an "M" just the other day. Move over Dr. Porsche. . . .

DeB

National Congress

Dallas was the site. July 11th and 12th were the dates. The National Congress was the event.

For all involved, this was undoubtedly the best Congress I have attended. I salute the National Board for their work in organizing such a large group and diverse selection of topics into a cohesive and informative session.

If you've never attended a Congress, a word of explanation is in order. A Congress is a meeting of officials from the various local chapters (whether on a regional or national basis) and the National Board. The purpose is to discuss issues relating to the organization, purpose, effectiveness, and operation of the Club in general and the chapters in particular. There are roughly 60 chapters in the BMW CCA, and all but one or two were represented.

The following points will give an overview of some of the highlights.

THE ROUNDEL. The contract with Spooner Publishing to produce the Roundel has been cancelled, effective with the November issue. Not only will there be a new printer, but a new advertising agency as well. The other changes you will notice in the Roundel are size and content. It will expand to approximately 80 pages (it's been a long time), and will include more coverage of significant local chapter events. Ellie McDougall has agreed to be the Roundel liaison to the chapters, and will cover the local angle.

MAILING LISTS. BMW, like BMW CCA (and your local chapter) will NEVER, under any circumstances, sell the membership list. However, from time to time, we may allow someone the use of it. If we see the opportunity to present something of value, we may elect to use the membership list to contact you. However, the actual list has never and will never be given to outsiders. It stays in Club hands.

A MILLION DOLLARS. BMW CCA revenues, nationally, approach \$1 million annually. This large revenue generated a profit of \$68,000 in 1986, but a deficit of \$34,000 is projected for 1987. To give you a feeling for how some of the money is spent, it goes like this: \$110K for the Roundel, \$67K for payroll, \$57K for postage, \$32K for membership applications (in the Roundel), \$45K for the Congress I'm describing. No, that doesn't add up to \$1 million. Also there are HUGE insurance bills, reimbursements for chapter events, travel expenses for National officers, etc. etc. Hey folks, this is a sizeable business!

The best part of all this, is that there is no dues increase anticipated for the next 3-4 years. The hope is to make the Roundel self-sufficient and reduce the cost to the Club. With the Club now directly responsible for the Roundel, some skeletons are expected to appear. This is the major reason for the expected deficit. But we feel that a few months of experience will straighten out any unforeseen problems.

INSURANCE. The big topic of the Congress. Without going into all the gruesome details, the insurance that we (and every other car club, racetrack etc) buy is a liability policy only. It does not provide coverage for personal property. What this means, is that if you damage your personal property, your personal insurance provides the coverage.

The Club (and the Chapters) is automatically covered for most situations, without paying for special additional coverage. The events that require additional payments are the driving events: driving schools, autocrosses and tours. The waiver form is the insurance carrier's requirement for beginning coverage of an event.

The coverage specifies two types of persons: participants and non-participants. Coverage for these is \$25,000 and \$1 million, respectively. Participants are all those actively involved with the activity in question. For a driving school, that means drivers, corner workers, instructors, and anyone else lending a hand. Pure spectators are non-participants. Also, there is no changing of category during the course of an event. Just because you lost your clutch and can no longer drive, you do not become a non-participant in the eyes of the insurance writer.

FUN TIME. I think I had about two hours to myself the whole weekend . . . and that was after 1 p.m.! However, there was a dinner Saturday night, with Autoweek columnist Satch Carlson, as a speaker. I thoroughly enjoy Satch's column and was looking forward to seeing him in person. He said that he's always told that he's shorter than expected. He has to be, he drives a Lotus. I don't know anyone over 5'0" who could even consider that! Anyway, we learned some important things from him. He and the "leggy stockbroker" have called it quits. He has to move out of "castle pretentious". He's engaged to a woman whose father is about his age. He doesn't mind (and maybe enjoys) telling personal stories. He tells great jokes.

ACCOLADES. The bulk of the time was spent with individual chapters giving presentations on things they do best. These are things that the National Board thinks they do best, not what *they* think they do best. We were asked to make presentations on two topics: large chapter management and socially responsible events. Being the current President and responsible for chapter operations, I gave the management presentation. Bill Ross gave a presentation on socially responsible (charitable) events. Both presentations were very well received. In fact, Bill's presentation was so good, that it will be presented (in video form) to the International Council of BMW Clubs, as indicated in the letter which follows.

Cory Laws

July 15, 1987

Mr. Bill Ross
National Capital Chapter, BMW CCA
Box 685
Arlington, VA 22216

Dear Bill,

I wasn't kidding! Your presentation to the National Congress was excellent and I really would like to present it to the next meeting of the International Council of BMW Clubs to be held in September. Mark Holmes assured me that he can make available a copy of the video of your speech and I would also like to obtain from you a copy of your text so that it can be translated in advance. Would you be so kind as to send me a copy?

Your Chapter's involvement in charitable affairs and community-related activities is exemplary and I hope that others in BMW CCA will follow suit. Submitting your presentation at the Council Meeting will show BMW AG and fellow Clubs that BMW CCA is active in that regard.

The professionalism you exhibited in the preparation and delivery of your speech will also be indicative of the image we wish to project.

Sincerely,
(Signed) Stan Simm

Membership Update—Numbers 2 and 3 May Be Trying Harder!

As you may know, the National Capital Chapter is the largest of the 59 chapters of BMW CCA. When I became Vice President in 1982, we were the fourth largest chapter. Through the efforts and imagination of many, by the time my second term as President ended in 1984, we were the largest chapter. Now that we are number one, the fight to stay there continues. In addition to the warning issued by the Boston Chapter some time ago, the San Francisco chapter served notice, during the National Congress in Dallas, that *they* will become number one.

Here is a sample of the rankings based on the official statistics issued in June of this year by the National Office. The numbers in parentheses are June 1986.

1. National Cap.	1679	(1545)
2. Boston	1352	(1254)
3. Golden Gate	1315	(1303)
4. New York	1297	(1269)
5. New Jersey	990	(912)
6. Conn. Valley	856	(812)
7. Windy City	769	(752)
8. Buckeye	683	(633)
9. Tarheel	601	(568)
10. Del Valley	570	(561)

Roughly 25% (16) of the chapters have fewer than 100 members. Over 60% (38) of the chapters have fewer than 250 members. -

One of the strongest deterrents to the challenges posed by Boston and San Francisco is our monthly renewal rate and net gain position. The statistics below compare our renewal rate with that of the National rate:

	<i>National</i>	<i>NCC</i>
April	70%	63%
May	66%	61%
June	60%	61%

While our renewal rates are comparable (and at times exceed the National rate, e.g. 100% renewal in July), our net gain as a result of new members places us ahead of the national average and in fact the statistics for a year ago show that we are growing at a faster rate, thus widening the gap with Boston and San Francisco.

The Chapter Followup Program, which is under consideration, and the recently initiated National Follow-up Program (a non-renewal questionnaire), are designed to improve renewal rates by showing members that we are not too large to notice who does not renew. If we are to achieve our goal of **2002 Members** we will certainly need these follow-up programs, as well as, the results of our 1988 Membership Drive (look for details and prizes later).

Our **2002** goal represents an 18% increase over our approximately 1700 members. We need your ideas, techniques, suggestions of prizes to be used as incentives and heavy participation. Drop me a line or write DeBbie (if you *must* remain anonymous) with your ideas and suggestions.

If you are interested in more information about other chapters, their events (e.g., service auctions, overnight trips), or the nature of their newsletters, we are beginning to bring the newsletters from other chapters to our events. Ask any of the Chapter officers for college, hometown or other newsletter of interest. See what is really being written about the National Capital Chapter.

Bill Ross

Club Tags, Perhaps

For some time now I have noticed many MD tags indicating organizational memberships. Among them: Veterans of Foreign Wars, Road Runners of America (?), Knights of Columbus, Fraternal Order of Police, Disabled American Veterans, Lions, Elks, and the list goes on. I do not recollect seeing any car clubs. It then occurred to me wouldn't it be great to see one adorned with "BMW Car Club of America". With this thought in mind I decided to inquire at the local MVA and was promptly told to correspond with MVA headquarters at Glen Burnie, MD. Several weeks later I received a form letter by return mail that stated before approval can be granted, proof that our organization is non-profit must be submitted. Also required is a certification of membership on organization letterhead with at least one hundred names of members who desire these tags indicating present tag number and three choices of a numeric sequence. Unfortunately, the choice only goes from 1 to 100.

We get to select the plate scheme, subject to approval by the MVA. We have a selection of two schemes. One is two (2) alphas and five numerics (example-BM00001) and the other is three (3) alphas and four (4) numerics (example-BMW0001). The four (4) numeric selection can go to 9,999 tags. No spaces are allowed. I think the latter would be the best choice, suggesting of course BMW for the alpha portion. The name of the organization goes at the bottom of the plate and is limited to 25 characters including spaces. "BMW Car Club of America" will fit nicely with 23. The initial cost is a one time fee of \$4.00 in addition to the regular annual fee of \$27.00. The person I talked to at Glen Burnie stated that the alpha "BMW" is not taken so there's an excellent chance it will be approved should we choose it. Your renewal month will not change.

This is a nice alternative to personalized tags which cost an annual premium of \$25.00. If renewal time is near MVA suggests you renew your conventional tags first then apply for the organizational to avoid expiration since it takes 4 to 5 weeks to get them. Unfortunately DC and Virginia does not offer anything like this.

Assuming that the Chapter meets all other qualifications, requirements, interested owners currently registered in Maryland, should write me as follows: **Russ Parise, 8109 Irwell Ct., Gaithersburg, Maryland 20877**. Please enclose your current tag number, expiration date, name, address and telephone number. Requesting a specific number (1-100) at this time is **not** necessary as we will probably request numbers in the order information is submitted.

Updates will follow in the newsletter or directly to those who respond. For those in VA and DC, contact Dan or Seu Lim for a Club license plate form.

Russ Parise

Tag Spotting

I would like to thank everyone who has been sending me the vanity tags they have spotted in their travels. Actually no one has sent me "Vanity Tags," they have only copied tags and sent me pieces of paper. This is important — I don't want you snatching personalized plates from car's bumpers and mailing them to me, which would make me an accessory to plate napping.

If I may digress from reporting on vanity plates, I would like to address another facet of tag spotting that is often

continued on page 26

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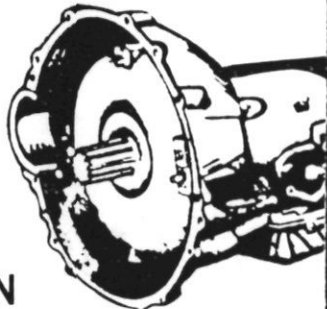
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continued from page 24

overlooked, state spotting. State spotting is simply observing and commenting on the license plates from different states and how they have changed over the years.

California is an interesting subject, since time immemorial they have had fairly drab plates. First their plates were black with yellow letters and later they became blue with yellow letters, not exciting plates but easily identifiable. Recently California tags went the tofu and Perrier route and adopted a dazzling graphics scheme. Is no tradition sacred?

For a number of years, Indiana plates exhorted us to "WANDER," but now they tell us it's "Back home in Indiana." I do wish they would make up their minds.

Has anyone noticed that most of our local plates are rather uninspired. Both Maryland and Virginia have a white (boring) background with dark letters, black and blue, respectively. A state motto would be a nice touch; Maryland is the "Free State" and Virginia is the "Dominion State". To make things worse, the name "Virginia" is usually written in a different color than the other characters on the plate. Quality control is very important. (Ed. note: I see we folk in the poor neglected District get left out in every aspect of 'belonging'!)

Until recently, my favorite plate was Wyoming's which is decorated with a picture of a cowboy astride a bucking bronco. My new favorite is Florida's new plate which commemorates the shuttle *Challenger* and her crew. This is an unusual, but touching memorial to America's heroes and I hope to acquire one for my collection.

That's about all for now, I'll be looking for you.

Mark Yaworski

Marketplace

For Sale: Suspension components. KONI shocks, assortment of gas-adjustable and hydraulics. New in box. Cost? Firesale!! (Best buy \$55/pr front Bavaria/cs) Springs from '79 6 series. Front & rear. \$50/set of 4. Call Steve Haygood. 703-430-0698 or if no answer 703-430-0698.

For Sale: 1969 1600-2, original owner, beautiful condition, 127K, Weber, Konig seats, recent clutch & exhaust, restored about three years ago, Alpina BBS style white wheels, etc., etc., \$5,500/offer. Call Tom Donohoe, 363-0202.

For Sale: 1981 Subaru G.L. 4 wheel drive wagon. Tired of your BMW (bad mother in wet)? Getting stuck in 1/2" of snow? Park it and drive with confidence with 4 wheel drive. 72,000 miles, oil changed every 3,000 miles serviced by the book. Original owner. \$2,650/offer. Audiovox remote CB with K40 antennae — negotiable. Call Gordon Kimpel at 703-847-9660 or 703-527-3234.

For Sale: WHEELS! Cleaner & Brightener. Only \$8.95. Telephone (703) 845-9055 or write MF & MF, Inc. P.O. Box 4721, Falls Church, VA 22044.

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New Members

WELCOME! There is a wealth of services and information available to you.

Please join us at clubs events and get the most from your membership.

James M. Lombardo	—	—
Michael J. Thorpe	—	—
Roy Tucker	1974	Bavaria
Elizabeth A. Buzzard	1976	2002
John W. Rollins	1977	320i
Ravi K. Garg	1984	533i
Aaron W. Kinberg	—	—
Frank W. Butterworth III	1987	325
William W. Wills	1985	528e
Andrew L. Pollner	1985	325e
Larry Ambrose	1985	318i
R. W. Mickelson	78-320i	76-2002
John D. Seider	1987	325i cab
David C. Lightweis	1987	325is
R.J. & E.E. Tallia	1985	528e
Debi & David Wilson	1977	320i
Carl & Ronnie Gerster	1985	735i
Danny A. Harris	1982	320i
Claudia Taubman	1982	320i
Daniel M. Caliborne	—	—
Bernadette Derr	1980	733i
H. Todd Minners	1978	320i
James E. Drahan	1973	2002
Steven A. Moon	1984	318i
James T. Lloyd	—	—
Edward F. Long, Jr.	1982	320i
Randy McNees	1987	325i cab.
Philip Witorsch	1986	735i
Cobbie L. Ransom III	1984	318i
Robert A. Gartenlaub	1987	325
William R. Cary	1975	2002
Richard E. Fogarty	1983	320i
Janice M. Watkins	1984	320i
Douglas L. Crow	1978	320i
Phillip Wiethorn	1974	2002
Pat Olexa	1986	528i
Phil Hogg	1985	318i
Lloyd C. Smith	1976	2002
Janet E. Hamen	1987	635 CSI
Allen M. McPherson	1986	325es
Sara MacEckstein	1972	2002
D. King	1973	2002
Todd West	1976	2002
Michael Branche	1985	318i
Alan N. Terner	1985	325e
Peter V. Daniel	—	—
Michael Klitzner	1987	325e
Anthony Masiello	1974	2002
David M. Jones	1987	325is
David King, Jr.	1983	528e
Steve Bilidas	1985	M635
Tommie Sturdivant	1976	2002
Austin X. Dopman, Jr.	1979	320i
Christopher Harrington	1971	1600
John Byrlucki	1976	530i
Kevin & Joan Quinlan	1985	325e
James & Marie Franklin	1972	2002 tii
Roger & Susan Carp	1987	735i
Jeffrey & Katherine Thomas	1987	535is
Bob & Linda White	'86 535i	'79 320i
James & Jane Reeves	1986	325es
John & Mildred Cleary	1980	528i
Bruce & Nancy Meikle	1987	325i cab.
William & Brenda Howard	1986	325es
Steve & Marcia Hiltabidle	1987	325i cab.
Jack & Constance Kemper	1975	733i
Clifford & Cynthia Eichholz	1985	325e
Martin & Donna Wenzel	1972	2002 tii
Charles & Jennifer Russell	1987	528e
Anthony & Lydia Stewart	1982	320i
Alan & Diane Sanwick	1976	2002
Lenny & Sandra Renner	1976	2002
Charles & Chris Veirs	1984	745i
Joseph & Pal Kane	—	—
James & Laura Currie	'87-325	'83-633
Benson & Michelle Long	1983	733i

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BMW Model _____ Year _____ Serial No. _____

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